

Gov't Camp Should Ballot By March 31

The SS Government Camp, last of the nine Cities Service ships to be voted in the collective bargaining election now being conducted by the National Labor Relations Board, is en route to Puerto La Cruz, Venezuela, and is expected to arrive in Montevideo on March 31, according to a letter received this week from members of the ship's crew.

The Camp crew will be polled shortly after arrival in the South American port and the ballots will be returned to the NLRB in New York.

In the communication, the Cities Service tankermen predicted that a large majority would vote for the SIU as their bargaining agent. On the basis of past performances, it is also expected that an equally large majority would be fired by the company for having pro-Union sentiment, although flimsy excuses will be offered for the dismissals.

TWO HOSPITALIZED

Two of the Government Camp crewmembers, suffering from severe attacks of dysentery, signed off in Trinidad just before the ship left for Puerto La Cruz and were admitted to a hospital for treatment, the letter said.

Names of the two men were given as Tommy Sgardelis and

Former CS Men

Men discharged from Cities Service ships since January 1 for any reason whatsoever are urged to get in touch with Lindsey Williams, SIU Director of Organization, immediately.

Those who are unable to come to SIU Headquarters are urged to write, giving all details of their employment and discharge. SIU Headquarters is at 51 Beaver St., New York 4, N. Y.

Meanwhile, all pro-Union men aboard Cities Service Oil Company ships are urged to remain on their vessels until they win the protection of an SIU contract. The company is making every effort to replace men with known pro-union leanings. Stay on the ships until the fight is won.

Walter Parkhurst, both Ordinary Seamen.

Several more members of the Government Camp crew were stricken but not seriously enough to require hospitalization, the message disclosed.

Conditions aboard the tanker were described in the letter as typically Cities Service. One of the beefs concerned the rationing of food at the breakfast meal.

Despite the grimmer aspects of the voyage, the Government Camp crew drew some laughs from an incident inspired by the Cities Service Tanker Men's Association, company stooge "union." A message received recently by the tanker urged the men to "Vote No, Protect Your Job."

LAUGH PROVOKER

The appeal was posted on the ship's bulletin board. Shortly thereafter, crewmen scanning the board were chuckling over the following comment, posted along-

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SEAFARERS LOG

Official Organ, Atlantic & Gulf District, Seafarers International Union of NA

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No. 12

Still no takers!



Tell Congress: We Want Bland Bill

Keep those letters in support of the Bland-Magnuson Bill and telegrams going to your Senators and Representatives in Washington, Headquarters Officials urged all A&G members this week, as the fight on Marshall Plan cargo distribution neared a climax in the House. Let Congress know how seamen feel, the Officials said.

The Bland Bill was to have been voted upon by the House on March 21, but because debate on the bill seemed likely, it was referred to the Rules Committee. On Wednesday, the Rules Committee was reported to have cleared the way for action.

Meanwhile, powerful forces consisting of an alliance of foreign shipowners, the State Department and ECA chief Paul G. Hoffman continued to fight the Bland-Magnuson measure.

At the end of last week, the House of Representatives Foreign Affairs Committee was reported to have favored a bill restricting American ships to 50 percent of all foreign aid cargoes originating in this country, with ECA chief Hoffman auth-

orized to waive the rule at any time. Before that, the Senate Foreign Relations committee also voted to restrict American ships to half the cargoes loaded in the United States.

The Bland Bill, now before the House of Representatives and the similar bill which Senator Magnuson introduced into the Senate would guarantee that American ships manned by American seamen get 50 percent or more of all government financed cargoes whether they are loaded in the United States or somewhere else. The A&G District has plumped for enactment of this measure since it was first drafted by Representative Bland of Virginia.

FIRST STEP

In a statement made public this week, a Headquarters official said:

"The SIU, Atlantic & Gulf District, sees no reason why American ships manned by American seamen should not carry 100 percent of the cargoes American citizens pay for. However, the Bland Bill would be an important first step toward getting

a merchant marine in line with this country's world position."

It was ECA Administrator Hoffman who touched off a battle which has lasted nearly four months, when he proposed taking advantage of a loophole about freight rates in the present 50-percent clause in the Marshall Plan legislation, to ship all foreign aid bulk cargoes in foreign bottoms.

Paced by the SIU, A&G District, the maritime industry initiated a campaign of protest, pointing out that hundreds of ships would be laid up and thousands of seamen would be thrown out of work.

Hundreds of labor unions, representing millions of workers in every corner of the country, rallied to the SIU's side and thousands of letters and telegrams poured into Washington.

Hoffman's Plan, originally scheduled to go into effect January 1, was postponed to February 1 and then to April 1. If Congress does not act before April 1, it is now believed Hoffman will postpone the plan again.

Convention Opens 28th In Baltimore

The fourth biennial convention of the Seafarers International Union of North America will open Monday, March 28 in Baltimore at the Southern Hotel. Present will be eight delegates from the Atlantic and Gulf District.

Representatives of the various Districts constituting the Seafarers International will meet to discuss and formulate action on various problems facing the maritime industry.

High on the agenda will be consideration of the problems arising out of the proposed Panamanian boycott, Taft-Hartley Act, ECA 50 percent rule, maritime unemployment and inter-district relations.

In addition to the Atlantic and Gulf, other Districts expected to send delegates are: Great Lakes, SUP, Canadian, Staff Officers, Atlantic Coast Fishermen, West Coast Fishermen and Cannery Workers.

At the confab, delegates will submit reports on their District's activities since the last meeting of the International in Chicago two years ago.

The agenda will also include election of International officers to serve during the coming two year period. A&G officials Paul Hall and Cal Tanner are currently serving as Vice-Presidents.

Delegates for the Atlantic and Gulf District are: Paul Hall, L. A. Gardner, L. J. Williams, E. Sheppard, C. Tanner, Ray White, A. Michelet and A. S. Cardullo, Charles Haymond (Alternate).

Bernstein's Bid For Operating Subsidy Gains

The Arnold Bernstein Line's bid to operate two American flag passenger ships in the New York-Antwerp-Rotterdam trade moved a step nearer realization this week when the Maritime Commission gave partial approval to the company's plans.

The Maritime Commission, in studying the company's application for a ship operating subsidy, held that the present service in the trade is inadequate, but withheld approval of a subsidy until further study has been made.

Bernstein's plans call for the operation of two P-2 type converted transports in the service at low cost. Cargo specialty would be unboxed automobiles. The service would have a heavy appeal to students and teachers.

Several months ago, in studying the Bernstein application, a Maritime Commission examiner recommended disapproval of the application, holding that the P-2 type ships Bernstein proposed to run in the route should be barred. The Commission, this week, stated that this matter would be decided later when the Commission goes into the application in more detail.

FILED FOR CHARTER

In the meantime, Bernstein has filed charter application for the use of two P-2 passenger carriers, the General W. H. Gordon and the General Meigs, which it is expected he would rush into service immediately, should he re-

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Write Now

Congress may act within a matter of days on the measures guaranteeing American ships and American seamen something like their rightful share of government-purchase cargoes, including those moved under the Marshall Plan.

Whether Congress acts soon or late, the future of the American merchant marine will be decided by the gentlemen in Washington.

If they go in one direction, they will run the ships of the American merchant fleet on the rocks of the Paul G. Hoffman plan to eliminate the American flag from the high seas.

But if they steer in another, they will send the ships into the broad roadstead provided by the Bland Bill now before the House of Representatives.

If they choose the latter course, they will advance the American merchant marine to a point from which it can depart on a sound future program. If they choose the course across the Hoffman rocks, there will be no blue-water future at all for American ships.

There are powerful forces urging Congress to run the ships on the rocks. Foreign governments, foreign ship-owners, the State Department, Paul G. Hoffman and others do not seem to understand that American industries and American workers were not to be sacrificed in the laudable process of restoring Europe under the Marshall Plan. This Union must fight these forces to the end.

One way the SIU, A&G District, can fight is to continue to remind Senators and Representatives of what seamen think and want. That is why all Seafarers are urged to write again to the lawmakers in Washington, asking them to support the Bland Bill in the House and the Magnuson Bill in the Senate.

One Answer

No segment of the American merchant marine is in a sorer state than the passenger ship fleet. The number of US flag passenger ships has reached such a low that war built troopships are handling a large part of the passenger-carrying trade. For months an SOS has been out for greater passenger ship operations, but no takers.

The Arnold Bernstein Line's recent bid to the Maritime Commission for a subsidy to operate two P-2 type passenger ships to Antwerp and Rotterdam has met with hostility from shipping interests here and abroad. One American company, US Lines, operators of the only American passenger service to North Europe, has announced openly its opposition to approval of Bernstein's application. Its reason: a monopoly of the trade. Despite the fact that US Lines vessels touch only at LeHavre, the company feels that some of its trade will be diverted to the Bernstein ships. Bernstein's announced rate of approximately \$225 may be one of the reasons for US Lines' opposition. Foreign operators feel much the same way.

A need for the type of service Bernstein proposes is obvious from the action of the Army recently, when it took over the operation of six C-4 ships to use in the European tourist trade. The Army claims that it alone can offer low rates to the summer student trade. However, its announced rate of \$250 has already been bettered by Bernstein.

At a time when there are no American passenger ships in the inadequately serviced trade to Antwerp and Rotterdam, and the unemployment situation in American maritime is becoming acute, the Maritime Commission would be giving the American passenger fleet a much needed boost if it approved the Bernstein application for a subsidy.

Danger Ahead



Men Now In The Marine Hospitals

These are the Union Brothers currently in the marine hospitals, as reported by the Port Agents. These Brothers find time hanging heavily on their hands. Do what you can to cheer them up by writing them.

BALTIMORE HOSPITAL

- S. FLOREAK
- H. GJERDE
- J. SCHUMSKY
- S. GAMIER
- A. E. DUNTON
- A. H. SCHWARTZ
- C. JOHNSTON
- R. S. SEWASKY
- C. SIMMONS
- R. J. LANNON
- WM. T. ROSS
- C. I. COPPER
- F. KORVATIN
- W. MAY
- J. J. O'NEILL

NEW ORLEANS MARINE HOSP.

- J. LAFFIN
- J. PUGH
- W. WALKER
- W. CURRIER
- D. BAYELLE
- L. KAY
- R. WALLACE
- J. DAROUSE
- E. LYONS
- W. CHAMPLIN
- E. DRIGGERS
- S. JEMISON
- W. ROCHELL
- C. RAFUSE
- C. BROWN
- F. CHEAUETTA

- L. GALBURN
- R. HENDERSON
- W. WISLCOTT
- V. SALLIN
- A. WARD
- E. RHOEDS
- W. LAMBERT
- E. PAINTER
- S. CAPE
- P. SADARUSKI
- H. STILLMAN
- W. GARDNER
- J. DENNIS
- LIPARIA
- E. PRILCHARD
- C. D. CAREY
- F. LANDRY
- G. ROLZ
- D. CANN

STATEN ISLAND HOSPITAL

- D. P. GELINAS
- F. NERING
- A. TREVINO
- J. McNEELY
- PEEWEE GOODWIN
- M. J. LUCAS
- N. DORPMANS
- S. HEIDUCKI
- R. F. ROBERTS
- SOI HO
- J. HOPKINS
- P. LEVINE
- B. RABINOWITZ

Hospital Patients

When entering the hospital notify the delegates by postcard, giving your name and the number of your ward.

Mimeographed postcards can be obtained free at the Social Service desk.

Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following times:

Tuesday — 1:30 to 3:30 p.m.
(on 5th and 6th floors.)

Thursday — 1:30 to 3:30 p.m.
(on 3rd and 4th floors.)

Saturday — 1:30 to 3:30 p.m.
(on 1st and 2nd floors.)

- S. RIVERA
- G. STEPANCHUK
- K. JENSEN
- R. L. GRESHAM, JR.
- J. A. WAITHE

SAVANNAH HOSPITAL

- L. E. HODGES
- A. C. McALPIN
- S. KASMIRSKI
- A. C. PARKER

BOSTON MARINE HOSPITAL

- J. E. GALLANT
- VIC MLAZZI
- F. ALASAVICH
- H. M. FAZAKERLEY
- L. L. GORDEN (City Hospital)

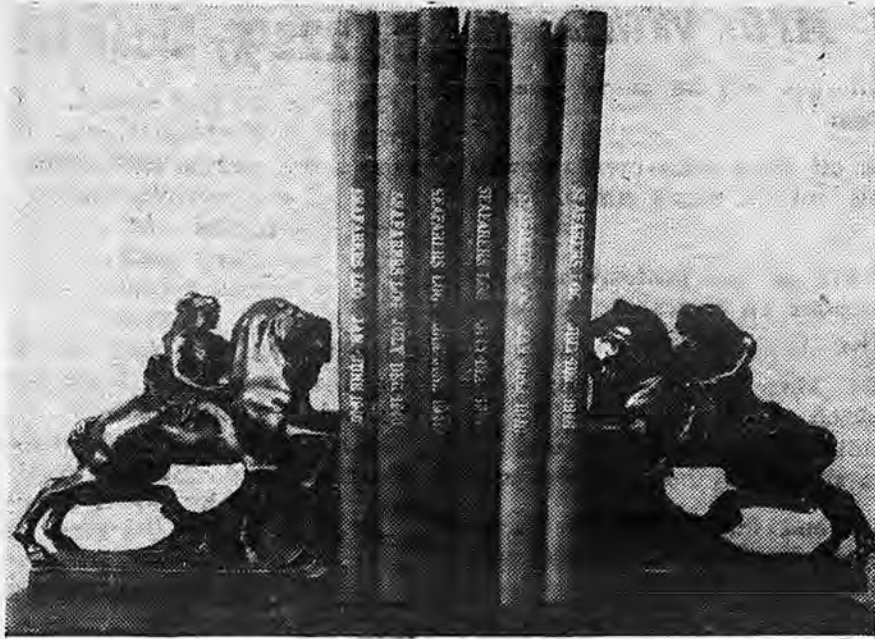
MOBILE HOSPITAL

- J. L. BUCKALEW
- J. B. BERRIER
- N. W. BUSBY

GALVESTON MARINE HOSP.

- G. GONZALES
- L. WILLIAMSON
- J. HAVERTY

BUILD YOUR LIBRARY OF LOGS.



Bound volumes of the SEAFARERS LOG for July through December 1948 are now on sale at SIU Headquarters for \$2.50 each. Bound in sturdy cloth and lettered in gold, the books make a handsome addition to a Seafarer's library. Also available are earlier volumes in six-months editions for the years 1946, 1947 and January through June 1948. Money orders are okay.

A Problem That All Unions Face: Drinks, Drinkers—And Performers

By JOSEPH I. FLYNN

A union is a coalition of members with a homogeneous purpose for the benefit of the majority. The membership elects officers to represent and guide their welfare. Each member has an individual responsibility to his fellow-members and to the union as a whole. A constitution and by-laws form the hypothesis from which the officials and members work out their various differences of opinion.

The union, in turn takes on certain responsibilities to form and negotiate contracts for the employment of its members, to establish headquarters where meetings can be held, and regular business carried on and to provide facilities that lend to the benefit of the membership—a rotating shipping procedure, an educational program, a newspaper to keep the membership informed.

MEMBER'S ROLE

The individual union member in return pays a nominal fee as dues, and takes part in business functions — meetings, conferences, etc.

He has a definite knowledge of a particular job in which he is employed. He realizes his responsibility to his fellow-members, and remembers at all times that he alone would be helpless in gaining the privileges and opportunities that the union offers him as a member.

This should be common knowledge to every union man, and it's with this premise that we lead into the subject of drinking.

The SIU has taken action against what is known in the seamen's language as the "gas hound" and "performer," because they are hurting the Union and are dangerous and annoying to their brother-members, as well as setting a poor example in and for the union.

PROTECTS MAJORITY

They are given warning and if not heeded, action is taken. This protects the SIU and is for the good of the majority.

But it is also known that fear, warning or dismissal alone is not sufficient to clear up this problem. It takes understanding of the subject of alcoholism, which like all sicknesses—V.D., T.B., cancer—must be understood, recognized, and treated to bring about recovery and prevention.

It should be understood by the membership that these articles are in the form of education, and the writer takes no stand for or against drinking, but looks upon certain forms of drinking as a social problem and a sickness that can be helped by proper knowledge.

Yale University started studying alcoholism in 1930. They

This is the first of a series of articles on alcoholism, written by a former seafarer.

The Union's position on drinking is clear enough. The membership has gone on record time and again against gashounds and performers who make trouble aboard ship or in the Union Halls. Irresponsible gashounds are becoming ex-members at a swift rate in line with this policy.

However, another tenet of Union policy is that how much a man drinks away from the ships and the Union Halls is his own business. Nevertheless, since seamen are as prone to alcoholism as stock brokers, movie stars or insurance salesmen, the Union feels that these articles in which alcoholism is viewed as the disease medical science recognizes it to be should be valuable.

Humanitarian Gold Medal for his work in this field. About the same time, Dr. Benjamin Rush propagandized alcoholism as a sickness in the United States.

Yet now, almost 200 years later, their views are just coming into the open, backed by modern science.

Today, in the United States, it is figured that 3,000,000, in an adult population of 87,000,000, are chronic excessive drinkers of whom 750,000 are alcoholics, five out of six being men.

The economic loss runs to a billion dollars a year, perhaps more. The quoted figures are: potential wage loss, \$432,000,000; crime, \$188,000,000; accidents, \$89,000,000; medical care, \$31,000,000; maintenance in local jails, \$25,000,000—not to mention broken homes, and brain power lost to the country.

TOPS ALL

Compare this figure of 750,000 alcoholics with other much heard about sicknesses: tuberculosis, 680,000; infantile paralysis, 175,000; cancer, 500,000.

Yet how little the average person knows about alcoholism, which has been called by an Assistant Surgeon General of the U.S.P.H., "the nations fourth major public health problem!"

It is intended that a series of articles on this subject would help us see the difference between the drunkard and the drinker, give an understanding of the symptoms of alcoholism, the social implications of drink, and an objective view and realization that for some of us to drink is suicide.

Corporation Profits Rise And So Does Unemployment

WASHINGTON — Startling "new peaks" and "new highs" in business and industry profit levels for 1948 were made public in financial statements filed by corporations last week.

Scores of manufacturing and business concerns—from makers of razor blades to the bottlers of Coca-Cola — reported earnings between 10% and 150% above record sums amassed in previous years.

The 1948 profit level, according to a survey by the National City Bank of 2,100 leading American firms, was 20% higher than in 1947.

Total profits of these companies amounted to \$7,118,000,000, against a \$5,925,000,000 net in the year before.

This total was less because of the unusually huge sums which many corporations ploughed back in reserves, remodeling and plant expansion.

Business leaders expressed a mood of optimism and watchful waiting for the future, despite rising unemployment. In a Government survey taken in 92 major labor market areas, businessmen said they expected an upturn in employment within the next 60 days.

In the meantime, many industries reported sharp production cut-backs. Unemployment compensation applications jumped 163,000 last month, to a total of 1,971,000 for the nation. Some 33 states reported a rise in the number of men and women filing claims for unemployment compensation benefits.

Robert C. Goodwin, US Employment Service director, said employment trends could not be charted definitely until May.

But here, so you can see for yourself, is a graphic cross-section of profits by corporations for the year 1948:

	1948 (through Dec. 31)	1947 (through Dec. 31)
General Electric Co.	\$123,835,000	\$ 95,299,000
Radio Corp. of America	24,022,047	18,769,557
Eastman Kodak	55,404,425	43,199,254
Westinghouse Elec.	52,656,351	8,101,000
E. I. duPont de Neumours	157,445,622	120,009,760
Celanese Corp.	39,484,000	24,173,417
American Tobacco Co.	43,912,204	33,217,491
General Motors	440,447,724	287,991,373
Chrysler Corp.	89,187,240	67,181,221
Shell Union Oil Corp.	111,396,447	59,874,698
Standard Oil of Ind.	140,079,286	94,880,715
General Foods Corp.	24,555,752	18,303,594
United Fruit Co.	59,740,232	54,140,794
Union Pacific Ry.	26,540,409	16,957,217
American Can Co.	26,910,269	21,836,624
Coca-Cola Co.	33,794,170	31,221,945
Wrigley Co.	11,455,114	8,490,561

Here's Good News: Volunteers May Make Army Draft Unnecessary

WASHINGTON — Indications are that inductions into the Army under the present draft law will be suspended for the life of the law which will expire June 24, 1950.

This is the opinion of the Army's chief of personnel as reported to the House of Representatives by the chairman of the House Armed Services Committee, Representa-

tive Vinson of Georgia. Other Army authorities hedged a bit, but confessed that the chief of personnel was probably correct.

Principal reason for this state of affairs is that so many men volunteered to beat the draft, the draft itself is no longer necessary. Another reason is that overall Army plans have been somewhat cut.

Actually, the Army has drafted fewer than 30,000 of the more than 9,160,000 who registered. At the same time, upward of 81,000 men of draft age have enlisted in the Army and the Air Force since the draft law went into effect early last summer. These 81,000 are now described as "stuck." They enlisted to get

better conditions than draftees could expect.

In addition, another 80,000 or so of draft age have signed up for various Army and Navy reserve services, thereby exempting themselves from the draft but committing themselves to considerable military activity.

Upshot is that seamen of draft age can stop worrying.

Wage Earner's Buck Buys More When It Shops At Co-Op Stores

Stretching the dollar is probably one of the toughest jobs confronting the average family trying to get along on a moderate income. But smart shoppers are saving some of the family money by making their purchases of soaps and other household goods at consumer cooperative stores.

For example, here's how your family buck has more cents when you use it at a co-op:

Co-op White Floating Soap costs 11% less than either the comparable-quality **Ivory** or **Swan**. **Co-op** soap flakes and powders are approximately 4¢ a package less than the nationally-advertised brands.

Co-op stores sell trisodium phosphate, one of the best general household cleaners, for 13¢ a pound. It's the same thing as **Oakite**, which is 13¢ for only 10½ ounces. **Co-op Household**

Cleaner at 11¢ a pound is approximately the same product as **Spic and Span** which costs 23¢.

Some of the best savings to be found at co-ops are in drugs and toiletries. **Co-op Vitamin B** complex tablets, for example, cost \$1.69 for 150 tablets; one large drug chain checked by this writer charges \$2.63 for the same amount.

SAVE ON AUTO SUPPLIES

You can also save substantially on auto accessories, sold both by co-op markets and service stations. **Co-op** first-line tires in the 600x16 size are \$13.45 plus tax. Not only are they \$3 less than the nationally-advertised brands, but a recent test found the **Co-op** tire superior to four well-known brands tested at the same time.

Co-op auto batteries are another good example of the more immediate savings to be found in non-edibles, on which private distributors generally take a higher profit margin than they do on foods. The co-ops offer a 17-plate battery with 21 months guarantee for \$19.25. A well-known brand with the same specifications sells for \$25.85.

These are savings any wage-earner can make on his own, since already-existing cooperative stores are located in most good-sized towns, whether or not his union takes them up as a buying-club venture.

New Orleans Called Steadiest Of All Ports For Seafarers

By EARL SHEPPARD

NEW ORLEANS—Mardi Gras is over, the confetti and broken bottles swept up, and the old town has quieted down somewhat.

The bright spots (clip joints to you) are still going strong in the Vieux Carre, but they have to get their trade from the tourists these days—seamen are getting too wise to spend their dough on cheap music and "B" girls.

Shipping is normal in New Orleans. Those who need a job, and are willing to take the first thing that comes along, can always get out pronto—but those who are waiting for some special wagon, or some special run, have to cool their heels a little longer.

Speaking of normal operations you can take a yearly average on New Orleans and you will find it to be just about the steadiest port in the country, both as regards shipping and income and general union operation.

The companies operating steady and regular runs furnish the foundation, and throughout the year seasonal imports and exports—cotton, grain, coffee and transshipped river cargoes—balance each other to keep things on an even keel.

A good many oldtimers are on the beach, and quite a few more are homesteading the regular runs. All of them drop in at the Hall regularly.

Some of them are waiting for the first thing out, but most have acquired the budget habit and are making the most of their last payoff and holding down the beach in style.

Something always has to come along to spoil an otherwise pretty picture.

Normally this is shirt-sleeve weather with the temperature hovering around 55 degrees, but this year the weather man played a dirty trick and brought along near-to-freezing temperatures. This caused a rush on the baggage room, with wrinkled top coats and jackets jerked out of sea bags to meet the crisis.

The sun is out today, however, and there probably won't be any more cold spells for awhile. Like the natives say about Florida freezes, "this is unusual."

The Hall is just as spic-and-span as the day it opened, and the first thing a new arrival in New Orleans hears is, "Have you seen our new Hall yet?"

Without doing any undue bragging, all ports can take a lesson from the New Orleans membership on how to maintain a Hall.

A cigarette butt on the deck is as rare as turkey on a limey tramp, and winos have long ago learned not to even come close to the front door.

So that's the way New Orleans is at this time. You can't figure on just bouncing in, registering and shipping out the same day—but neither do you have to wait around until you wear out the seat of your pants.

Here you can figure just about how long you have to wait for the kind of job you want. That is the reason so many members make this their home port, and high tail it here regardless of where they payoff.

There's no guess work, everything runs smoothly and regular. We've got a good port, a good Hall and a good alert membership—and you can bet your last buck that New Orleans is going to keep it that way.

Union Wreckers Are Warned

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

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

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

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

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

In any occupation there is a small group of foulballs. While the Union has been fortunate in keeping such characters to a minimum, we must eliminate them altogether from the SIU.

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

Any man, upon being convicted by a Union Trial Committee of actions such as outlined here, faces Union discipline up to and including complete expulsion from the Seafarers.

Panama Tankers Up By 229% Since War

The Panama flag, refuge of the low standard operator, now flies over three and a half times as many of the world's tankers as it did before the war.

This fact is revealed in tanker registry figures compiled up to Jan. 1, 1949, showing the tremendous shift in flag registration that has taken place since the end of hostilities.

In the postwar period, tankers under United States registry have declined by about 30 percent, while during the same period tankers flying the Panamanian flag increased by 229 percent.

Up to Jan. 1, the US had 595 tankers of 5,656,497 tons, compared with 316 tankers of 2,684,608 tons under Panama registry.

On the same date the world tanker fleet numbered 1,872 ships of more than 15 million gross tons. Of these tankers, all of which are of 2,000 tons or more, 985 are operated by European nations and 872 by countries in the Western Hemisphere. Britain accounted for 472 ships of some 3,650,000 tons.

Port Mobile Reports Pick-Up In Shipping

By CAL TANNER

MOBILE—Shipping in the port of Mobile perked up a bit in the past seven days. Eight payoffs and nine sign-ons took a total of 120 men—80 book and 40 permits—off the beach during the period.

Sole representative for the Alcoa outfit among the payoffs was the Cavalier. The rest were all Waterman vessels: Bienville, Fairhope, John LaFarge, Antinous, DeSoto and Lafayette. (Ed. Note: The name of the eighth ship paying off was omitted.)

The Cavalier signed on again for her usual run. She was joined by another Alcoa ship, the Planter, which headed for the bauxite trail. A new tanker, the SS Tini, shoved off for the Netherlands.

Other sign-ons, all Waterman jobs, were the Bienville and the Hurricane, both destined for European ports; Antinous and DeSoto, coastwise travelers; the Claiborne, making Puerto Rican ports, and the Fairhope, bound for the Mediterranean.

SMOOTH PAYOFFS

All payoffs were extremely smooth, with only a few minor beefs cropping up. Everything was settled to the satisfaction of all hands. No trouble at all was encountered at the sign-ons. Repairs and stores were checked before the articles were signed.

Of the ships paying off this week, one—the SS John LaFarge was lost to the layup fleet. However, we picked a new ship, thus evening the score. She's the Tini, a former Carras tanker which has been converted to a cargo ship.

The Tini took her first crew out of here yesterday operating under a standard SIU freight ship agreement, until such time as a contract is worked out between the company and the Union.

The Marine Hospital was visited by the Patrolman on Fri-

day. Seafarers listed as patients there are J. L. Buckalew, J. B. Berrier and N. W. Busby.

On the beach at the moment are Brothers D. M. Zuniga, A. Hammac, R. J. Henderson, A. Griffin, Lionel Jackson, E. E. Ritchie, A. Hollings, T. D. York, M. McClintock, R. A. Jackson, J. L. Nicholson, and E. Annio.

DRIVE ON T-H

In a drive by every labor organization in the city, thousands of letters have been mailed to Washington, urging the lawmakers to repeal the Taft-Hartley law.

Approximately 600 Seafarers in the Mobile Branch have written to their Congressmen and Senators asking for their support in the fight on the anti-labor law.

The campaign will continue until a decision on the fate of T-H is reached in Washington.

Furthermore, we have been flooding the Maritime Commission with telegrams, phone calls and letters urging them to give favorable consideration on the subsidy application of the Bernstein Steamship Corporation, which is seeking to start a low-price passenger service to Europe.

All organized labor in this city is pitching in to aid us.

New York Has Hopes For Passenger Ships

By JOE ALGINA

NEW YORK—There's a slight note of optimism in this port these days. In addition to a slight pick-up in shipping, plans of two SIU operators, if they materialize, will give us a much needed shot in the arm.

Bull Line's purchase of the Puerto Rican Line—a passenger ship, two freighters and the company's facilities—would help us a great deal, if the company puts the passenger job into operation between this port and the Islands. It's still in the planning stage, and nothing definite has come from the company as yet.

Our other sweepstake ticket is the plan of Arnold Bernstein Steamship Company to operate two passenger vessels in the Antwerp-Rotterdam-New York trade.

If this deal crystallizes, and the Maritime Commission this week gave partial approval, the port of New York will take a new lease on life. All of this is still in the indefinite stage, however.

While on the subject of possible increases in shipping, rumor has it that Eastern is seriously considering operating the Yarmouth between New York and Nova Scotia this summer.

If the company is successful, the rumor goes, they may go back into the winter cruise trade. The talk earlier of the company dissolving is not definite yet.

Back to the present. The shipping scene shaped up like this

during the past week: We paid off the Sea Trader, Mar Trade; Chrysanthystar, Tryton; Kathryn and Elizabeth, Bull; Steel Flyer, Isthmian; Purdue Victory and Azalea City, Waterman; Robin Grey, Robin.

Sign-ons covered were the Steel Age, Robin Tuxford, Sea Trader, Chrysanthystar. These were supplemented by a heavy stream of in-transit vessels.

Reports continue to come in telling of good shipping on the West Coast. It might be a good idea for Seafarers living in the midwest to heed the call and go west. Excellent shipping is more than we can promise here.

What with the customs men cracking down on dope smugg-

ing by seamen, it might be worth a word of caution here to point out that seamen caught smuggling will get a rough time.

Chances are that the SIU is cleaner than any other outfit in this respect, but a few foul-balls always show up at one time or another.

In the crackdown, seamen are being relieved of their seamen's papers by the Coast Guard. In addition to civil action, the men, if they're members of the SIU, will face strong disciplinary action by the Union.

A guy is crazy to attempt dope running in the first place, but if he insists on playing the game he risks losing his means of livelihood in the maritime industry.

Rare Combination Helped Beget Taft-Hartley Act

WASHINGTON — Murder began to out last week at the House Labor Committee hearings on the Truman Labor Bill—

Gerald D. Morgan, who served as a special legislative counsel to the House Labor Committee last session when the Taft-Hartley act was passed, came in to give his ideas on the new law. Under some pretty close questioning by Congressmen, he broke down and made these admissions:

1—Although serving as counsel at the special request of Chairman Fred Hartley, his

\$7,500 fee was paid not by the House but by the Republican National Committee.

2—As counsel he sought the aid and help of two "outstanding experts" in the labor law field—who turned out to be Gerard Reilly, now counsel for General Electric and the Printing Industry of America, and Theodore Isserman, counsel for the Chrysler Corp.

3—They started out on a new labor law by taking the vicious Case Bill, vetoed by the White House, with the equally vicious Smith amendments to the Wagner act, plus some "additional

ideas Mr. Halleck (R., Ind.) thought would be appropriate." Under questioning by Rep. Carl Perkins (D., Ky.) a former UMW attorney, Morgan admitted that it was Halleck who said "You'll get your money even if we have to take up a collection."

Thus—from a reactionary Republican congressman, a turncoat Democrat lawyer working for the Republican National Committee, and two industry lawyers—was born what the Republicans now proclaim as a "bill of rights for the working man."

Get A Receipt

Every member making a donation to the Union for any purpose should receive an official receipt bearing the amount of the contribution and the purpose for which it was made.

If a Union official to whom contribution is given does not make out a receipt for the money, the matter should immediately be referred to Paul Hall, Secretary-Treasurer, SIU, 51 Beaver Street, New York 4, N. Y.

In advising the Secretary-Treasurer of such transactions, members should state the name of the official and the port where the money was tendered.

Shipping Scene Is Brighter For Port Tampa

TAMPA—The general picture is becoming a little brighter here. Shipping continues slow, but there is a ray of light entering the picture in the expected arrival of a good number of ships.

So far this week, we have had the Iberville, Bessemer Victory and Canton Victory—Waterman ships. Three more are due this week.

Although most of these ships take few replacements we do manage to send a few boys out the door to jobs. We had one payoff from foreign, and we can always count of the Canton Victory for a payoff every two weeks.

There has been some talk of us getting more coastwise ships for sign-ons and payoffs here. If the talk materializes we will be the boomingest port in the Gulf.

Voting on the transportation rule is slow here. The men riding the coastwise jobs have long since made their "X" one way or another.

The members here enjoyed the showing of the SIU film, "The Battle of Wall Street." All of the local unions have shown it to their members. We rate it four stars; in fact, we are considering entering it for the academy award.

WANT THE PIC

With the State Federation convention coming up the first of next month, one of the oldtimers in the AFL, Uncle Jim Barrett, has asked that it be shown at the convention.

The average person here cannot understand the militancy and cooperation of the unions which assisted in the Wall Street beef.

Interested anglers will be pleased to know that fishing is still good around here, although we can stand a little rain to muddy up the water a bit. The bass are striking any bait thrown their way.

Oldtimers around here are enjoying the sunshine and fishing. Any Sunday you can find Jimmy Jones, John Walton and Isaac Craft fishing on the beach.

During the week here the pinochle players are busy running off a tournament. The loser, I understand, is hit for a round of cokes.

The Chemical Workers in this port—a newly organized outfit—called on the SIU recently for a little assistance. They were having a little trouble with company rough stuff.

A few SIU members went over to the plant to pass out literature and found things peaceful. They weren't bothered and the job was done in first rate fashion.

French Shipping Soon Will Exceed Its Prewar Status

The French merchant fleet will soon exceed its pre-war size of 670 ships totalling 2,735,000 tons. Under the current fleet expansion program, new vessels amounting to 675,000 tons are being rebuilt for service.

Exclusive of the tonnage now under construction and repair, the French fleet comprises 574 ships, totalling 2,300,000 tons.

Voting On Transportation

As the 60-day voting period approaches the mid-way mark, Seafarers who have not yet cast ballots for their choice of a transportation rule are urged to do so as soon as possible. The referendum ends on April 30.

Two propositions appear on the ballot, as follows:

PROPOSAL No. 1:

"Whenever transportation is due a crew under the terms of the contract, all hands must accept that transportation and get off the ship, whereupon new replacements will be shipped from the Union Hiring Hall."

PROPOSAL No. 2:

"When transportation is due a crew under the terms of the contract, those men who desire to stay on board the ship can do so, providing they do not collect transportation. Those men desiring transportation can collect same and, upon receipt of the money, shall get off the ship and replacements for those vacancies shall be shipped from the Union Hiring Hall."

Magellan Found Way To Far East

By AUGUSTUS H. COTTRELL

It is perfectly safe to say that very few of us ever give a second thought to the spices used in seasoning our food. And very few realize that in Magellan's day pepper, for example, was worth more than silver.

With the return of early sailors from the East Indies, laden with spices, the tongues and imaginations of the people at-home were fired with an urge to obtain more and more of the tasty spices; and, overnight, spice became the immediate cause for the adventure which resulted in the circumnavigation of the globe.

With spices bringing premium prices it was not too difficult to arouse the interest of the King of Spain in a voyage of discovery to find a shorter route to the Spice Islands, as the Indies were known in that long-ago day.

In any event, it was the quest for spices which was chiefly instrumental in financing the Magellan expedition.

At that period pepper had become a symbol of values; Euro-

pean states and towns kept their accounts in pepper as if it had been gold.

With pepper you could buy land, pay dowries, purchase the freedom of the city. Nor was pepper the only product of this sort. Ginger and cinnamon were weighed upon apothecaries scales, the windows being carefully closed lest a draught blow away the minutest fragment of the costly dust.

Magellan's trip around the world was the first in recorded history. But, as so often happens, Magellan was not really appreciated in his own native Portugal, and he was forced to seek assistance from the Spanish monarch, who ordered the central shipping guild to finance the adventure.

Magellan worked night and day to recondition the five cockleshells and assemble supplies for a trip to last several years. And not the least of his energy was expended in recruiting a motley crew of foreigners, and in mastering intrigue.

Finally the expedition got under way. For months Magellan explored the coast of South America, seeking a route to the Spice Islands, and a great amount of time was consumed exploring estuaries of wide rivers before discovery was made of the fact that they were not the passage through the continent.

JOURNEY'S END

Mutiny was dealt with ruthlessly. The nobleman who was the ringleader was executed, and two others were abandoned on the bleak and hostile shore. Finally, after much suffering and privation, Magellan sailed through the straits which have ever after borne his name.

Having no knowledge of the length and breadth of the uncharted Pacific Ocean, he continued bravely on, always sailing into the setting sun, only to discover the Philippines.

In an attempt to flout his authority to a native chief, a course of conduct entirely inconsistent with his nature, he obligingly engaged a rival chief in combat, and fell mortally wounded, a victim of his own frailty.

The expedition, therefore, became one of trading rather than exploration. Without a leader, disease, hunger and desertions followed. Full crews from the small ships would go over the side, leaving their ship dead in the water.

It was truly a miracle that one remaining ship was able to

Operators' West Coast Expansion Means More Jobs For Seafarers

By FRENCHY MICHELET

SAN FRANCISCO — Wonderful is the word for shipping on the West Coast. From all indications, conditions will remain that way, because our contracted companies appear to have some pretty big ideas.

Number one of the reasons for this optimism is that the Isthmian Steamship Company is putting eight ships on the "pipe run."

These eight ships will leave West Coast ports carrying pipe to the Persian Gulf area. Obviously, Isthmian's stepped-up activity will provide quite a few regular jobs for the membership

of the Atlantic and Gulf District.

WATERMAN EXPANDING

Then there is the Waterman Steamship Corporation, which is considerably expanding its operations out of West Coast ports.

In addition to its present coastwise and Far East runs, Waterman has inaugurated a new intercoastal run, which includes calls at ports in the island of Puerto Rico.

The latest of Waterman's services should prove to be a very desirable run for the membership.

One vessel, the SS Oshkosh Victory, is already operating in this route, and it is expected that Waterman will place a total of eight ships in the service.

In view of these developments, our big problem is manpower. Despite the favorable shipping picture, we find it difficult, for some obscure reason, to keep men out here.

As many of our members can testify, the West Coast is a permitman's paradise. In fact, conditions are such that we have allowed permits to remain aboard vessels for two trips and, in some instances, three trips.

FRISCO ACTIVE

The big spot, of course, is Frisco. Wilmington and Tacoma are, more or less, transit ports. It has been our policy to delay the payoffs of vessels calling at these two ports until they arrive at Frisco.

Summing up, we are happy to be able to say that the Atlantic and Gulf District is enjoying the best of health on the West Coast.

We'd like to recommend once again that permitmen finding the going tough in any of the other A&G ports would notice a completely different atmosphere here on the West Coast.

There are jobs for them and there are a number of runs to choose from. And that should certainly sound like an invitation.

Notice To Crews

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

Tacoma Has Fair Shipping Week

By WILLIAM MCKAY

TACOMA — Shipping in this port was fair last week, thanks to a payoff of the Warrior and the servicing of the Alawai and the Demostar, the latter taking a full crew. It made for a pretty good period for us.

Nobody likes to tell a man what port he can call his home, but a guy is wise if he hangs out in a port where he can get along while waiting a ship.

It's tough on a man to be stuck in a port where he knows no one and he's running low on the green stuff. My advice is stick close to home when waiting for a ship.

Just for a laugh, here are a few samples of how would-be seamen come into this Hall looking for jobs:

"Say, is this the Hiring Hall?" he says.

"You're looking at it," I say. "Well, you old goat, how are chances for a job?" he crows.

This bird is promptly ushered out.

Next case:
"Say, I have all ratings, have been sailing Army Transport for

ten years and am a first-class man," the newcomer says.

My reply: "There is a fine big Army camp only twenty miles from here. You just take the bus to Fort Lewis. The uniforms are pretty, the pay the same as ATS and the chow better."

So much for that. It goes on and on all day. It's understandable in a way. This is the first seamen's union hall in this city in over thirty years.

The big union here is the ILA, and there are many ex-seamen among the membership. All the seamen hitting this port find them to be the hardest working and best liked longshoremen they have run across anywhere. Tacoma is a good union port.

ATTENTION!

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



SHIPS' MINUTES AND NEWS

Member Warns Of Cab Outfit That Passed Hotel Pickets

If you ever find yourself in Perth Amboy, New Jersey, and have to have a taxi to make your ship, hail a General Cab. If you can't spot a General, take anything you can get so long as it isn't a Yellow Cab.

That's the advice of Seafarer Richard Pawlak.

Pawlak was in downtown Perth Amboy the other day on business when he felt the need of a bracer. He stepped into the bar of the State Hotel, and, in the course of hoisting a quick one, he fell into conversation with a man who turned out to be a representative of the local Bartenders Union.

The bar had been picketed until a few days before, the union agent told Pawlak, but now the place was under contract with a full crew of union bartenders drawing the cool ones and mixing the fancy ones. Pawlak was

When he came off with some of the crew, he and his companions spotted a Yellow Cab.

They went up to the driver, told him they wanted a cab. Then they told they weren't going to use his and told him why. So off they went in another cab, leaving the Yellow Cab stranded. Pawlak hopes other Seafarers will act in the same SIU style in Perth Amboy.

Log Subscribers

Readers notifying the SEAFARERS LOG of a change in mailing address are requested to include their old address along with the new. In addition to making easier the switch-over it will also guarantee uninterrupted mailing service.

All notifications of change of address should be addressed to the Editor, SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.

Charter Member Paul Cook Dies Suddenly Aboard Harte

Paul J. Cook, 37-year-old Seafarer, died suddenly of natural causes aboard the Bret Harte on March 10 and was buried at sea, the LOG learned this week.

The Bret Harte, which cleared the U.S. on November 25, had left Singapore and was eight days out of Port Aden when Brother Cook succumbed.

A charter member of the SIU, Cook had joined the Union in New York in 1938 when he

transferred from the American Federation of Labor Seamen's Union. He held Book No. 206 and sailed as Fireman.

Surviving him is his mother who lives in Whytherville, Virginia. Brother Cook had a long record of activity with the SIU. He held strike clearances from all of the Union's waterfront campaigns.

Cook usually sailed from Baltimore, but was well known to Seafarers in all ports. A memorial service was held in Whytherville on March 16.

COFFEE TIME AND SACK TIME ON THE CURRIER



Relaxing behind their mugs of coffee, crewmembers of the Nathaniel Currier, Waterman ship, flash smiles for cameraman Shelly White. The ship was enroute to Bremen, Germany, at the time. From left to right, the boys are T. Catherine, Wiper; Steve, Oiler; Deck Engineer; Chico, Wiper; Steve, Stewards Utility; Harry Reynolds, AB, and Eddie Erikson, 3rd Cook.



RICHARD PAWLAK

glad to hear that the boys had won their beef, and, since the minutes had passed swiftly, phoned for a cab to take him to his destination.

CROSSED LINE

He happened to call General Cab. When he asked to be picked up at the State Hotel, the taxi dispatcher asked whether the pickets were still there and only agreed to send a car when Pawlak said the beef was over and won.

After the cab picked him up, Pawlak asked the driver what the story was. The driver said that Yellow Cab jockeys had repeatedly crossed the picket line for fares, but that the General Cab men had respected the line rigidly. That's why Pawlak is advising Seafarers to use General Cabs and avoid Yellow Cabs.

Later that day he had a chance to make his advice effective. He went aboard the SS Chrysanthystar, an SIU tanker.

'Get Tough Policy' Against Wreckers Wins Crew's Favor

The crew of the SS Azalea City has unanimously endorsed Union policy calling for strict disciplinary measures against irresponsible elements whose activities endanger the general welfare.

At the Feb. 27 shipboard meeting held at sea, a motion presented by Calvin M. Owens, and seconded by Andy Hourilla, recommended "that the crew of the SS Azales City go on record as being highly in favor of our elected officials using strong action against all habitual drunkards and so-called weed hounds.

"We do not wish our contract to be jeopardized by a small minority," the motion stated.

The motion won unanimous approval.

In the meeting period devoted to good and welfare, the Azalea men selected three men to investigate prices for washing machines upon arrival in New York. If a washer can be obtained at moderate cost, the crew will purchase one for use of the unlicensed personnel.

Fred Roman chaired the meeting and Satirias Foscolas did the recording.



Currier crewmember Howard Rhodes, AB, relaxes in his sack awaiting his removal to a hospital. Brother Rhodes was stricken with appendicitis a day after the Currier cleared the English Channel. The ship was turned back to Falmouth, where Rhodes was placed in a hospital.

Beaver Men Eager For SIU Education

Eager Seafarers on the SS Beaver Victory are making Union education a 24-hour project.

Each of the shipboard meetings features a discussion period on topics of Union interest. To fill in between the session, an Education Committee was elected on Feb. 13 to aid the trip-

carders and permit men in obtaining a full understanding of the aims and functions of the SIU.

At the Feb. 13 meeting John Wade, chairman, and Jack Gridley, secretary, reviewed the SIU Constitution for the benefit of the members of other unions aboard the Beaver Victory.

The Voice Of The Sea

By SALTY DICK

While in Tampa recently I went over to see the Florida State Fair. I also visited our Hall almost daily. Ray White is the new Agent. I must give credit to the Brothers for having the Hall so spick and span.

Saw many familiar faces around, including Snuffy Smith, N. Ellis, Dud Carpenter, Abe Ellis, Will Franguez and Joe Pagola. I can easily understand why these Brothers stay in Tampa so long: a good Hall, good weather and a good little city.

Joe Ficarotta, engine department man, is always playing cards, but is ready for the wide open spaces: the sea... Another member here is working on a jig-saw puzzle. It'll turn out to be Mt. Vernon... I visited a beer tavern here called Lucky Seven Michael. A few of the boys go there when dry.

Gasparilla and his pirates (annual celebration) invaded Tampa. This parade was one of the best I've seen. May I make a suggestion: If you haven't seen the parade, do so whenever possible. The population is usually 140,000, but on Gasparilla Day they had a crowd of 600,000.

Drove down to Miami and then to Key West. From there I flew to Havana. While there I came across a seaman who made a rumpus and gave us fellows a bad reputation. He wasn't SIU but the public still thinks he's one of us because he is a seaman... The best burlesque show is held in Havana. I just had to see it. I found prices high. I ate the common Cuban dish of arroz con frijoles (rice and black beans). ... There is a rumor going around that a ferry will ply between Key West and Havana.

(Ed. Note: Salty Dick sends word that he's tied up for repairs at the New Orleans Marine Hospital and expects to be out of action for several weeks. His pals are urged to write him at the following address: Salty Dick, c/o Marine Hospital, New Orleans, La., Ward 1-G.)

Digested Minutes Of SIU Ship Meetings

BRET HARTE, Jan. 9—Vincent Kuhle, Chairman; Frank Mitchell, Secretary. Delegates reports accepted. Ship's delegate reported that Captain advised men to put in for full amount of draw wanted, and that he would find out later if surplus could be turned in. He said that it was not necessary to draw the full amount requested. Food committee reported they found the meat okay, as far as they could determine, and that the boxes and storeroom were in good condition. Motion carried to send letter to SEAFARERS LOG and Agent Ben Rees about checking on stores from Cavalier Grocery Co., as tainted butter and some moldy bread was discovered among stores when vessel left Norfolk. Steward was instructed to see Captain about having butter condemned. Chief Cook urged to keep meat block and area around it absolutely clean. Crew gave vote of thanks to Messman J. Hillman for his good service; to J. Short for keeping utensils clean, and to the Stewards department for the good Christmas and New Year's Day dinners.



NEW LONDON, Jan. 9—J. E. Sweeney, Chairman; W. J. Prince, Secretary. Minutes of previous trips read and accepted. Motion carried to have Patrolman see Mate about OS doing Carpenter's work. It was agreed crew would abide by Patrolman's decision regarding condition of the slopchest. Chairman Sweeney spoke on the necessity of getting repair lists properly made out and turned in to Department heads before the ship makes port. He said these tankers are only in port for a few hours and therefore repair lists should be turned in at least a day before arrival, so that some time could be put aside for making repairs. Under Good and Welfare there was considerable discussion on slopchest and repair lists.

HASTINGS, Jan. 30—C. Howell, Chairman; C. J. Oilver, Secretary. Delegates reported all in order in their departments. Good and Welfare: Suggestion made to draw up a recommendation for a permitman having sufficient time for a book. One minute of silence for Brothers lost at sea.



ALAWAI, Jan. 10—C. Collins, Chairman; Carlos Diaz, Secretary. Motion carried calling for slopchest to be open at hours convenient to crewmen. Ship's delegate Ralph Di Paola made his report. Reports from following delegates were also heard: Joseph Caruso, deck; Marco Fortes, engine; Antonio Morales, stewards. A motion carried urging that books in library be changed for next voyage, and that Patrolman is to be consulted on the matter. Each delegate is keep a copy of his department's repair list to be turned over to Ship's delegate. At payoff everyone is to remain aboard until Patrolman gives the word. One minute of silence in memory of departed Brothers.



STEEL SEAFARER, Jan. 7—E. Leger, Chairman; Pete Bluhm, Secretary. Ship's delegate reported that he had spoken to the Chief Engineer about moving the coffee urn in the PO mess to the pantry. This is to be done when vessel arrives in Singapore. Minutes of previous meeting read and accepted. It was decided that delegates would meet jointly to see if food and menus could be improved. Beef in galley gang to be straightened out. Agreed that if voluntary method of keeping messhall clean does not work out, definite action will be taken at next meeting to see that cleanliness is enforced. At request of some crewmembers, Brother E. Leger explained the working of the Social Security Act.

SEATRAN NEW JERSEY, Feb. 13—J. B. Brown, Chairman; W. Bernetti, Secretary. Delegates reported on number of books and permits in their departments. Good and Welfare: Suggestion made that new tablecloths be purchased in New York. Crew told how crew movie fund operates. Each man donates \$1.50 per trip toward the films. Crew asked that smaller washing machine be put aboard.



IRVIN S. COBB, Jan. 9—Ed Robinson, Chairman; D. W. Conroy, Secretary. Departmental delegates reported no beefs. Books are to be checked before next meeting time. Motion by Al Mitchell, seconded by Phil Carlino, that ship's delegate be elected. Ed Robinson got the post by acclamation. Brother Conroy moved and it was carried that at no time should ship's delegate appear before Captain on Union business without a crewmember being present as a witness. During general discussion on recreation room and laundry, it was decided that stewards department would keep rec room clean and that deck and engine departments would alternate on the laundry.

ALCOA PARTNER, Jan. 31—E. Mayo, Chairman; J. Pursell, Secretary. Delegates reported small amount of disputed overtime. New Business: Motion by Drozrek, carried, that everyone be sober at payoff. Any member drunk to be fined \$50. Good and Welfare: Discussion on the sougeeing of alleyway. Repairs suggested and added to list. Discussion on the absence of penicillin aboard ship. Men remained to keep up-to-date record of their

overtime work. One minute of silence for Brothers lost at sea.

THOMAS CRESAP, Jan. 23—Pat Willis, Chairman; Blackie Wagner, Secretary. Departmental delegates reported on the standing of their department. Hume elected deck delegate to replace Causey who was forced to resign because of illness. Patrolman to be asked to investigate the practice of putting canned potatoes aboard the ships. Motion carried that a letter be written to Headquarters outlining the plan of the crew to purchase penicillin for general use. Suggestion made that plan be brought before the membership in meetings in all ports. One minute of silence in memory of departed Brothers.

STRATHMORE, Jan. 6—Emil Kardinal, Chairman; Stanley Schuyler, Secretary. Delegates reports accepted. New Business: Motion carried to elect ship's delegate. Emil Kardinal elected. Suggestion made that crewmembers read educational pamphlets that were put aboard ship. Suggestion made that crew purchase a new washing machine.



ALCOA CAVALIER, Jan. 9—W. Purdy, Chairman; L. Eckholm, Secretary. Delegates reported on money collected for projector. New Business: Motion carried that a new gangway be purchased for crew. Motion carried that garbage situation on the crossalley be clarified. Good and Welfare: Suggestion made that a fire station bill be put in each crewmember's foc'sle. One minute of silence for Brothers lost at sea.

SEATRAN NEW YORK, Jan. 2—Henry Gregorski, Chairman; Charles Goldstein, Secretary. Delegates reported number of books and permits in their departments. New Business: Repair list made up and approved. Suggestion made that ship's delegate see Captain about a draw before ship docks in Havana. Good and Welfare: Electrician gave a little talk on cutting cable in messhall, which endangers the lives of the crew. Ship's delegate spoke on performers and warned that charges would be brought against men guilty of performing. One minute of silence for departed Brothers.



SOUTHLAND, Jan. 1—Arthur L. Fricks, Chairman; H. W. McMahon, Secretary. Delegates reported no disputes in their departments. Motion by McMahon that before any new rulings are passed which concern the entire membership, the proposed rules are to be submitted to all branches for a period of at least 60 days so the entire membership will have the opportunity to express their sentiments. Education: Brother Weeks spoke on the advances made by the SIU, particularly during 1948. Good and Welfare: Chief Steward thanked crew for fine cooperation.

Seafarer Sam Says



CUT and RUN

By HANK

In the past several weeks we have noticed Brothers sailing in and then sailing right out again in a matter of days. It's good shipping when the Brothers grab ships regardless of what ports and companies involved. Brothers, don't filibuster with those jobs. Grab them and sail them... Brother Richard Weaver sailed in with his mustache after some intercoastal voyaging.

Norman "Ozzie" Okray is wondering if he has any retro-active greenbacks or unclaimed wages due from Calmar Line. Well, it sure pays to be curious, is all we can say... Brother Wilson Joyner, who has been shipping out of New Orleans, sailed out of our New York town about four weeks... Frank Lillie is in town... Omar Ames has been anchored in town for awhile. Another Ames, Les, is in town after an Isthmian voyage... James Barrett sailed last week with his portable slopchest of quickie jokes.

"Blackie" Flowers, the Electrician, sailed for the perfumed ports of France with his genuine, technicolored cowboy boots he bought down in Houston. Smooth sailing, Blackie... Jim Bentley sailed into town last week... Looks like Fred Heck shipped... Roger Trottier is in town... Fred Paul shipped with his mustache and radio... Brother D. D. Story writes of the following oldtimers aboard the Alcoa Pioneer on the shuttle run between Halifax and Trinidad: Bosun Huff, Kenney Lewis, E. Janosko, Bill Stern, Steward W. Greenveld, Earl Cain, Jack Woods and Weldon Smith... In the Mediterranean Brother James "Pop" Martin is no doubt re-reading—and perhaps even trying to re-write—the book, "A Bell For Adano."

Brother Ed "Buck" Buckley writes from Port Said, Egypt, to say that he and "Big Dutchy" Bolz aren't losing weight. Their ship, the SS Michael, is a fine feeding ship... The weekly LOG shall be sailing free of cost to the homes of the following Brothers: Richard Logan of Ohio, Frank Brazell of Georgia, James Stewart of Mississippi, Stanley Kutkowski of Florida, W. Pennington of California, J. R. McCarten of Connecticut, Joseph Dodge of New York, W. O. Bolling of Virginia, George Hinnant of North Carolina, John Likness of New York, Richard Carrello of Louisiana, S. Turberville of Florida, James Hackett of Louisiana... The Schubert Bar in Bremen, Germany, is being placed on the list to receive a weekly bundle of LOGs. Pick up those LOGs, Brothers. Take a few copies. Leave the rest for another SIU ship.

In every port the Brothers are writing letters to Washington. And they're writing letters to their families so they can understand why they also should write to their hometown Congressmen and Senators—urging them to pass the Bland-Magnuson ECA bills without any destructive amendments. These bills will save thousands of jobs for American seamen. After all, the maritime fleets of other nations will continue to sail, our ships must, too.

THE MEMBERSHIP SPEAKS



Seamen: Realists Or Romanticists? Wunderlich Touches Off Hot Debate

To the Editor:

I have read with interest Brother Wunderlich's story in the Feb. 18 LOG, in which he sets forth a somewhat romanticized picture of the seaman—what he is and how he feels about his life.

I have also read the Brother's rebuttal in the March 11 LOG, in which he brings Wunderlich to account for dressing up the seaman in colorful garb of romanticist, dreamer and adventurer.

The theme on which these Brothers have written is a very interesting one. I wouldn't say that Wunderlich is in error for the sentiments he expresses in behalf of seamen, although I imagine the average Seafarer reading Wunderlich's column would find it hard to place himself in the category of a romantic adventurer.

It is not, as I say, the sentiment that is wrong, for we do, more or less, feel stirrings of the heart when we see the beauty of nature unfold at sea, the arrival at a strange port and so on.

SEA IS LONELY

The long days at sea beget longings to see again our families and friends. And surely we feel some elation at hitting our home ports again after months at sea.

It is rather the picture Wunderlich paints that is unreal. For it is diffused and hackneyed in its stark sentiment. Most of us prefer to conceal our softer side, or give it no stress in our traffic with the world, for we would not be deemed unmanly. This is

not to say that it is foolish to have open-hearted affection for people or things, but it is not necessary to get sloppy about it.

There are a number of writers who make the seamen a fabled, grotesque lot. Their concoctions of plot and characters thrive on piracy, murder, debauchery and the like, with overtones of amorosness that would make a Don Juan pale. The public, thereby, has been given a very quaint and distorted idea as to what a seaman is really like.

WRONG SLANT

The notion that the seaman is a swaggering roughneck with a penchant for strong drink is more prevalent than that of a seaman who is a sober and reliable guy. As the Brother, in his rebuttal to Wunderlich's gaudy portrayal points out, we are realists who are very concerned with the practical. Making a living and supporting a family is of great concern to many of us.

As far as pleasure goes, we take it uninhibitedly and directly. We have no illusions about life, for most of us have run the gauntlet and know that only struggle and fight will win us any conditions and security.

Although I differ with Wunderlich in his conception of a seaman, no disparagement is intended. In fact, Brother Wunderlich is to be commended for his many contributions to the LOG and for his writing on subjects that are seldom touched upon by others.

John J. Flynn

Port Time Off Rule Draws Query

To the Editor:

I have a problem which I believe is one for the entire membership. The problem concerns shipping rule No. 32, regarding watch standers who would like to have an occasional watch or two off in their home port.

Lots of fellows have run afoul of this rule in one manner or other simply because they did not know either of its existence or exact meaning.

I have heard contradicting in-

terpretations of its purpose during these past few years, and feel that this problem should be defined so as to cover all angles and questions regarding it.

The key question is this:

Is it considered a violation of the shipping rules or any other existing rule for a watch stander, such as Fireman or Oiler, to have another Fireman or Oiler of another watch take over his watch by mutual agreement in any port where there is a union Hall?

Also, would infractions of the rule occur if watch standers rotated their watches either as a convenience or to equalize overtime while the vessel is in a port where there is a Union Hall? Some action on this subject will stop dissension between the membership and make a delegate's job a much more pleasant one.

Charles E. Burns

(Ed. Note: Swapping of watches in port is not a violation of the shipping rules; however, the Union suggests that if a crewmember wishes to take off for more than a couple of watches he contact the Union Hall for a relief.)

To the Editor:

In the March 11 issue of the LOG a Brother, whose name was withheld by request, took issue with my article in which I attempted to portray the average seaman of today.

First of all, I wish to congratulate my fellow Brother who wrote the article on his masterpiece of English composition. I am afraid—and I certainly hate to admit it—that several words were above my head.

I am an average seafarer and my English is very limited, but with the aid of Mr. Webster I succeeded in translating it all into plain English. After getting a full understanding of my Brother's analysis of the seafaring class, I must beg to differ; my observations of my shipmates have shown me the contrary of what the Brother maintains.

Then I also would add that the author of the article in question is not and never will be an average seafarer. I have to confess that I have my doubts if he is an active seaman or has been one for long. His handling of the subject shows a far different background and education, for which I must say I envy him. My main goal in life is what he has apparently already acquired: mastery of the English language to a degree where one can express himself the way a writer must in order to become a success.

COMPLETE ANALYSIS

So, even though I admire him immensely as a writer, I definitely disagree with his opinion of the average seafarer. As an ardent student of psychology where the seamen are concerned, and having spent my entire life among those who know nothing but the sea and its men, I consider myself well informed in the subject and would gladly submit a complete article of my observations without a flight into fantasy and rhetoric, as my fellow Brother claims I did in my last article.

So, how about it, Brothers of the seafaring class. Do you want me to? Let's hear from the rest of you. The only way to get a complete analysis is by hearing from the majority of seagoing men.

I'll close for now with a cheerful "hello" to all my former shipmates and friends. Be seeing you all through the pages of the SEAFARERS LOG.

John F. Wunderlich, Jr.

PETE SAYS SEATRIN LIFE IS TOPS

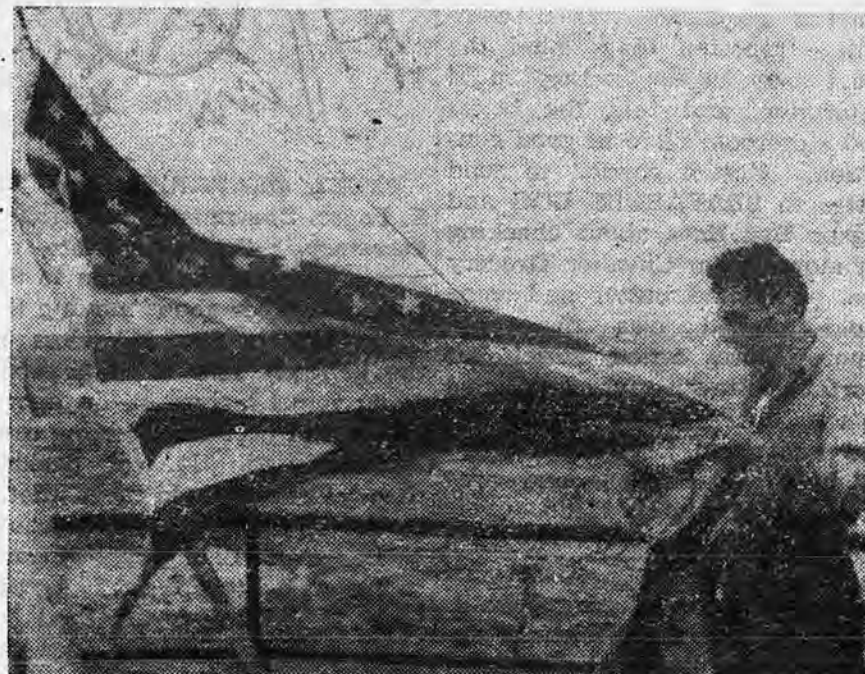
To the Editor:

Just a few lines to let you know all is well on the Seatrain Havana. We're having a good time on this ship at both ends of the run. Down in Galveston the boys are getting used to stopping in at Brother Walter Brightwell's new ginmill, the Circle Bar and Grill. The seafarer-Business-man is serving good food.

People spend a lot of money to go on a cruise in cold weather. Just think we get paid for it. Here on the Seatrain Havana we're getting first-rate food and the work is far from back-breaking. This is the first time I have been on a Seatrain and it's the best job I ever had.

E. (Pete) DiPietro
Seatrain Havana

LOWERING THE COLORS



Al Sacco, OS, gathers in the flag at sundown aboard the Catahoula, Cuba Distilling tanker. The molasses-carrying tanker was running from New York to the Dominican Republic at the time the pic was shot.

Worry Wart Mate On Purdue Victory Suffers OT Ulcers

To the Editor:

It's been a fair trip on the Purdue Victory so far, that is disregarding low overtime and a Mate who does nothing except worry about his job. He tries to cut a few corners by doing odd jobs when no one is looking (he thinks).

We are trying to buck his unscrupulous habits by putting in for overtime money for work he does. Some of the boys are afraid of germs or other means of contamination when he breathes down their collar.

A very hale conversationalist, this Mate. If you're chipping the hull, he's there to add a few works to the subject. Such as, "don't hit the hullplates so hard. See the dents you make. WSA will have me fired." Or, "You boys aren't going to charge Waterman very much overtime for this job, are you?"

I try to give him a sarcastic answer each time to show him our appreciation of his bright suggestions. We live for the occasions when we say "Mate, this calls for two hours plus a penalty." He then rushes to his room, takes a couple of aspirins and gets to work on an alibi for the penalty. He'll pay off with ulcers.

SMALL FRY

Here I am raving on about the Mate when he's just small time stuff. Any time a good SIU bunch can't handle a creep like that I guess we'll all anchor down on a farm.

As our minutes show, there

was a vote of thanks for a swell Stewards department. Tony Ferraro, Carpenter on the Frances for two years, well-known around New York by all, gave us a little speech on presenting minutes and repair lists. Following Tony, the ship's delegate gave a lecture on gassing and performing.

Tony claims I shanghaied him on here, so now I'm trying to get him to payoff in Frisco to compensate for it. Tony says his topcoat isn't heavy enough for this lovely California weather. Brrr. Now he's going back to Bull.

We expect to bring this scow in clean in all departments. That's it from here.

R. E. Weaver
Ship's Delegate

SEAFARER WHITE SUBMITS SOME PIX OF CURRIER TRIP

To the Editor:

I am enclosing some pictures taken on the last trip of the Nathaniel Currier to Bremen. I would appreciate it if you could find room to publish some of them as the fellows in the pictures are all pretty well scattered by now, but might like to see these reminders of the voyage.

I would also like to recommend that the Schubert Bar in Bremen be put on the LOG mailing list, as it is only about three blocks from the grain docks and the proprietor goes out of his way to help seamen have a good time.

Another good thing about the place is that it doesn't have a bunch of moochers and chiselers hanging around as is common in most waterfront bars. There are plenty of nice girls, however, and there is dancing nightly. The place is at Liegnitzstrasse 38.

Shelly C. White

(Ed. Note: A couple of Brother White's pictures appear on page six of this issue.

Send Those Minutes

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

Hold those shipboard meetings regularly, and send those minutes in as soon as possible. That's the SIU way!



Paradisical Scene

By LEO H. SIGL

Tropical heaven—
Yes, that it be;
Oh, lucky seven—
Conjuring sea.

Tropical moonlight,
A kiss from your lips,
A sign and a smile,
Enchanting seas;
Trees in the night,
A pause from eclipse,
A chill for awhile,
A mist in the breeze.

Paradisical love scene,
Tropical breeze,
Tropical love birds,
A kiss! That would please.

Stages Of Man

By I. H. PEPPER

To be born—
To ponder where from.
To love—
To wonder why.
To grow old—
And question purpose.
To die—
And know the answers.

Change Of Mind

By I. H. PEPPER

Down to the cold,
cold river he went,
Grieved at the way
his life had been spent.
He gazed at the water;
took out his knife—
Then taxied on home
and murdered his wife.

On The Way

(Submitted By DANIEL D. RUIZ)

Another day spent out,
And I lie on the hatch
Feeling the propellor beat
Like a wild heart.
And I think of you.
Everywhere I look
I see you; in the rigging,
Taut with wind; in the sky,
The solitude of space.
Nothing is so lost
As a ship at sea;
No man so lonely
As a sailor.

Sailing Short

All delegates aboard SIU ships are urged to make certain that every ship is fully manned before it leaves port. If the company tries to violate the contract manning scale by sailing short, the ship's delegate should call the nearest Union Hall immediately. The Union will take immediate action to see that our agreements are observed to the letter, as it did in the recently-reported instances of Isthmian vessels sailing short. Know your contract and report all violations to the Union right away.

SCANNING THE HARBOR



Robin Tuxford crewmembers line the rail in Capetown harbor to catch a peek at the SS Sterling Castle in the background. When the crew wasn't taking in the sights they spent their off-time practicing baseball around the decks. They later took on local teams in Durban.



Catching a breather between meals, PO Messman Frenchy Blanchard grabs a smoke. Photo taken by Rudolph (Gabby) Gross, who invites Tuxford crewmembers interested in copies of the photographs to write him at 2 Marshall Street, Wallingford, Conn.

ARMORED CORPS SEAFARER ASKS PALS TO WRITE

To the Editor:

I would like to learn the address of the U.S. Maritime Commission for the purpose of securing ribbons issued during the late war. I've made quite a search, but no one seems to know exactly where I should write for these items.

In March of 1948 I quit sailing and have been a "doggie" for the past seven months. It sure is a lot different that being aboard a solid SIU ship, but I think I'll live through it. In case some of my old shipmates are lying around the Hall with time on their hands, I'd be glad to hear from them. I've got more time than money and will answer every letter received. My address is: Pvt Harold Watson, RA 16267706, Hq. Btry., 14th AFA Bn., 2nd Armd. Div., Camp Hood, Texas.

Snuffy Watson

(Ed. Note: Write to the following address specifying the ribbons you are applying for and they will send you the necessary forms to be filled out: Captain Frank Rusk, Executive Secretary, Medals Award Board, U.S. Maritime Commission, Washington 25, D. C.)

Aiding Other Unions Moves Labor Forward, Says Member

To the Editor:

I'd like to extend a bit of information that might be of educational benefit to some of our members, a few of whom do not understand why we assist other unions in regards to picketing, distributing leaflets, etc. I would like to clarify this point.

These men say we had no business in the Wall Street Strike and the Garment District beef. They're wrong. As a union it is our business and duty to assist other unions to obtain union wages, benefits and contracts. We cannot isolate ourselves to the job of handling only our affairs of the sea any more than our nation can isolate itself from world trade.

Had we not cooperated to the fullest extent with the ILA when they were on strike we would have been guilty of sabotaging the labor movement,

something the shipowners would have loved to see us do.

Not only would the ILA strike have lasted longer, but when we went on strike we would not have their much needed support. No one can take all the time; one has to give sometime.

UNITY DID IT

When we supported the garment district beef, we enabled them to obtain contracts that were believed impossible to get. It wasn't just our union alone that achieved this fact it was the unity and cooperation of several unions combined.

When and if the Bland-Magnuson Bill is passed, it won't be solely our doing, but the combined effort of all the unions who aided us. There were many who aided us as past issues of the LOG will show.

These organizations came to our assistance not because they are thinking solely of their own good, but because it is an unwritten bond between laboring men and labor organizations to help each other. That's what is meant by the term labor movement. A great combination of labor unions of all affiliations moving in one direction for the betterment of laboring men everywhere. If we help another union we are moving the whole movement along one more step.

James Carroll

Downing Skipper Has Right Tack On Cooperation

To the Editor:

I am sending you the minutes of our last meeting aboard the SS W. E. Downing, Mathiasen tanker. The crewmembers would appreciate it if these minutes were entered in the LOG.

We expect to arrive in Montevideo, Uruguay, on March 8. We have signed six months articles and expect to be out that long. The articles were signed in New York on Dec. 1, 1948.

So far the Captain has been requested by the company to procure three months' stores at Montevideo. The skipper, Captain McPherson, has been very cooperative so far in the voyage. At each port he has tried to obtain American currency for the boys.

He is also a good man to deal with whenever we have beefs. He has requested that all our beefs be written down on paper and copies presented to him, the Chief Engineer and the Chief Mate. In this way, he says, everything will be squared away with less friction between the licensed and unlicensed personnel.

Joseph Scaramutz
Ship's Delegate
SS W. E. Downing

Scotty Ross' Widow Thanks Seafarers

To the Editor:

I wish to take this opportunity to thank the members of the Seafarers International Union for their kindness and sympathy during the illness and death of my husband, William (Scotty) Ross.

With best wishes for the future, I remain

Mrs. William Ross
Mobile, Ala.

Complete Study To Insure 'Solid' Welfare Plan Asked

To the Editor:

The welfare plan just adopted by the ILA, in which about 22,000 members will participate, is one that merits the endorsement of the majority of Seafarers, in my opinion.

If, in our quest for a welfare plan for Seafarers, we could obtain something similar but which would be flexible enough to permit improvements from time to time, we would be solidifying our position and the security of our membership.

BROTHER FILIPPIS LIKES LOG SERIES ON WELFARE PLAN

To the Editor:

Glad to read you are taking up the fight for organized labor on every front. Your data on welfare plans is really something to think about.

Hope you keep on the educational side for us and our families, who do not fully appreciate the value of organization, nor the aims of the SIU.

Your efforts to create a better understanding between us clarifies and justifies the fact that we are a Union of stolid Seafarers.

Lewis J. Filippis

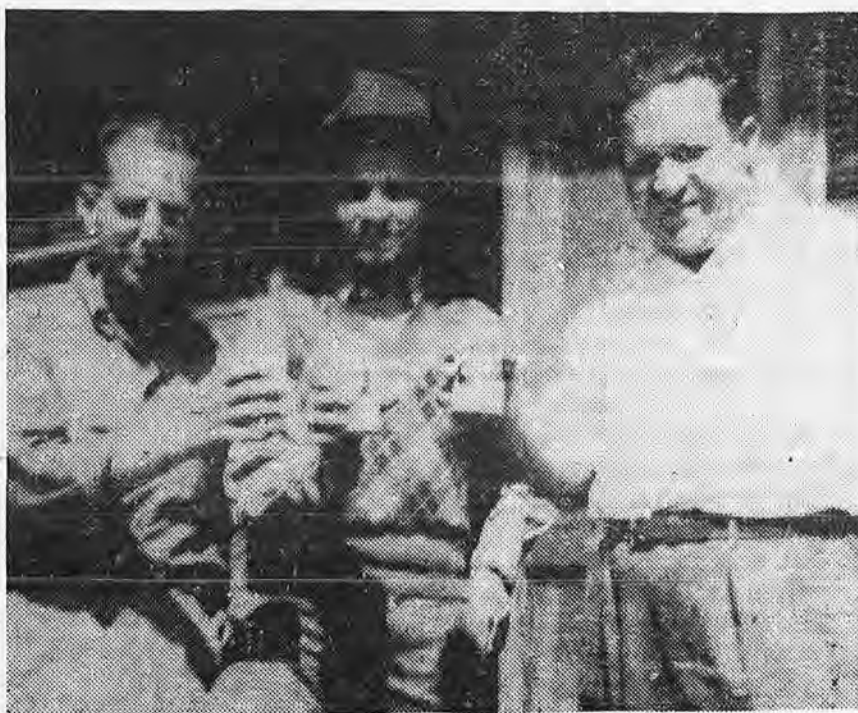
One thing that I think that will require consideration in our organization's study of a welfare plan is the nature of our employment. Seamen, unlike men in other industries, change their employment several times in the course of a year, often working for as many as five companies in that time. Thus we would have to arrive at a plan whereby the employment would be judged on a cumulative basis, regardless of the various companies for which a man worked.

I mention this because if a man's claim is honored only for the time he works for an individual company, then we'll have lots of Brothers sticking to one company, which, in turn, could develop company-mindedness among some of our members. This would not be of benefit to the membership.

The welfare plan is, in my opinion, a wonderful and very sound idea. But for the best interests of all, let's try to work out something solid right in the beginning, even if we have to take a little longer in evolving a plan to do so. It'll be time well worth spending.

Luis Ramirez

RAISE 'EM HIGH, BOYS



SS Suzanne crewmembers cool off with the brew at the Mayaguez Dock Terminal in Puerto Rico. Left to right—Carl Wamsley, Luis Ramirez and Isadore Levy. Ramirez, who submitted the photo, stated that the shot was made by "a lady beachcomber."

Some Facts About Social Security

Survivors' Insurance

Your Federal old age and survivors insurance, which will provide income for your old age, also provides protection for your family in the event of your death, at any age.

If a worker dies "fully insured" under this part of the Social Security Act, monthly insurance payments will go to:

His children until they are 18 years old

His widow, if she has such a young child in her care

His widow, if she is 65 or older, or when she reaches 65.

If a worker leaves no widow or child, his parents may qualify for monthly insurance payments at age 65, but only if they were dependent on him.

Lump-sum death payments are made where there is no one eligible to claim a monthly insurance payment.

A worker is "fully insured" if he has worked and has been paid at least \$50 a quarter (under social security) for one-half the quarters after January 1, 1937, or after age 21, and before the quarter of death.

A wage earner who has worked and has been paid at least \$50 a quarter for 6 out of the last 13 quarters of his life may be "currently insured" if he is not "fully insured."

In this case, monthly insurance payments will be made to a young child, or to a widow with such a child in her care, or a lump-sum payment may be made.

Social security protection was given to veterans of this war by legislation which the President signed on August 10, 1946.

If a veteran served 90 days or more during the war, and was honorably discharged, he is considered to be "fully insured" under the Social Security Act, if he dies within three years after his discharge.

Payment will be calculated as though the veteran had an average monthly wage of \$160. This actually works out to something over \$56 a month if the veteran leaves a widow and two children.

This applies to all veterans who qualify, even if they have never worked under social security.

There is one exception. Since this special payment is based on military service, no payment will be made under this new part of the Social Security Act if the veteran's dependents get a veteran's pension from the Veterans Administration, since such payments are also based on military service.

Every person receiving either Federal old-age or survivors insurance payments is required to report certain events which may suspend or stop payments.

Any person receiving a monthly insurance payments who works under social security and earns as much as \$15 is required to notify the Social Security Administration. His payment is suspended for the month in which he (or she) works.

Work that is not covered by Federal old-age and survivors insurance does not affect the payments. A retired worker, or a young widow receiving payments, may operate a business or do domestic or agricultural work without suspending the monthly insurance payments.

Of course, income from sources

other than employment does not affect the right to receive these payments.

Payments to a wife will stop if she is divorced from her husband, and payments to a widow, young or old, will be stopped if she remarries. Notice, however, that if a widow remarries and her payment is stopped, the payments for the children may continue.

A child's payment is suspended if he works, and stopped entirely if he is adopted by someone outside his immediate family. A child's payment will also be stopped if he or she marries.

Similar restrictions are imposed on dependent parents receiving monthly insurance payments.

Your SS Card

If you have a social security card, the Social Security Administration is keeping an individual record of your earnings in a big central office at Baltimore, Maryland.

When you work under social security your employer sends in each three months a report of your earnings, and gives your name and social security account number, as you gave it to him. These reports go finally to the Social Security Administration office at Baltimore, where they are posted to the individual records.

There are more than 70,000,000 social security accounts in Baltimore. No one can keep your record straight unless you do your part! You must see that your employer has your name and social security account number just as they appear on your social security card.

You should have only one social security account. If you lose your card, get a duplicate with the same number. If you change your name, be sure to notify the Social Security Administration, so your record can be corrected.

If you want to know how much your social security account shows, you may have a statement once each year. Mistakes in social security record usually cannot be corrected after four years.

Who Is Covered

If you work for somebody else in business or industry you are probably under the Federal old-age and survivors insurance program.

Actually the law says that if you work for someone else, within the United States, Alaska or Hawaii, you are under this program unless your work is:

1. Agricultural labor.
2. Domestic service in a private home.
3. Casual labor not connected with a business.
4. Service performed for a son, a daughter, or a spouse, or by a child under 21 working for his father or mother.
5. Services in the employ of the Federal, State or local government.
6. Services in the employ of a religious, charitable, or educational non-profit organization.

If you work for yourself or if you are a partner in business you are not under this law. If you work for a railroad you are under the Railroad Retirement Act, which is entirely separate from this program.

Men and women in service are not under social security because they are employees of the Federal Government.

Lump-Sum Payments

If a worker dies leaving no one eligible who could claim a monthly insurance payment in the month of death, a lump-sum payment may be made.

Again, the wage earner must have been either "fully insured" or "currently insured" under this part of the social security program. These terms have been discussed earlier. The amount payable is from \$80 to about \$250, depending upon earnings.

Where death occurred before January 1, 1947 these lump-sum payments go to the widow, widower, children, grandchildren or parents in the order named, but if none of these survive then the lump-sum may be paid to the

person who paid funeral expenses.

Where death occurred on or after January 1, 1947, lump-sum payments are paid to the widow, or widower, and only if the spouse was living with the wage-earner at the time of death.

If there is no widow or widower, or the spouse was not living with the wage-earner, lump-sum payments may be paid to the person who paid the funeral expenses.

The claim for lump-sum payment must be filed within two years of the wage earner's death. There are some exceptions for servicemen and their survivors, or where the wage earner died outside of the United States.

Things To Remember

If you have been following this series of articles you know that Federal old-age and survivors

insurance means income for your old age, and protection for your family if you die.

If you work on a job covered by social security, tell your wife that there will be something coming to her if you die. The chances are that she doesn't know it.

For everybody we suggest two rules to remember:

1. Whenever a worker reaches 65, if he has been working under social security, he should get in touch with the nearest office of the Social Security Administration and find out where he stands.
2. If a worker dies after working under social security, someone should get in touch at once with the nearest office of the Social Security Administration.

New York City Pier Directory

New York, the greatest port in the world, poses a problem for anyone who is unfamiliar with its vast network of harbor facilities. The SEAFARERS LOG publishes the following list of metropolitan-area piers and their locations in the hope that it will serve as a useful guide for SIU members:

NORTH RIVER

- A-Nr. the Aquarium
- 1-Nr. the Aquarium
- 2-Battery Pl.
- 3-Morris St.
- 7-Morris & Rector Sts.
- 8-Rector St.
- 9-Carlisle St.
- 10-Albany St.
- 11-Cedar St.
- 13-Cortlandt St.
- 14-Fulton St.
- 15-Vesey St.
- 16-Barclay St.
- 17-Park Pl.
- 18-Murray St.
- 19-Warren St.
- 20-Chambers St.
- 21-Duane St.
- 22-Jay St.
- 23-Harrison St.
- 25-N. Moore (New)
- 26-Beach St. (New)
- 27-Hubert St.
- 28-Laight St.
- 29-Vestry St.
- 32-Canal St.
- 34-Canal St.
- 36-Charlton St.
- 37-Charlton St.
- 38-King St.
- 39-W. Houston St.
- 40-Clarkson St.
- 41-Leroy St.
- 42-Morton St.
- 43-Barrow St.
- 44-Weehawken St.
- 45-W. 10th St.
- 46-Charles La.
- 47-Charles La.
- 48-W. 11th St.
- 49-Bank St.
- 50-Bethune St.
- 51-Jane St.
- 52-Gansevoort St.
- 53-Little W. 12th St.
- 54-W. 13th St.
- 56-W. 14th St.
- 57-W. 15th St.
- 58-W. 16th St.
- 59-W. 17th & 18th Sts.
- 60-W. 19th St.
- 61-W. 20th St.
- 62-W. 22nd St.
- 64-W. 24th St.
- 65-W. 25th St.
- 66-W. 26th St.
- 67-W. 27th St.

- 68-W. 28th St.
- 72-W. 30th St.
- 73-W. 33rd St.
- 74-W. 34th St.
- 75-W. 35th St.
- 76-W. 36th St.
- 77-W. 37th St.
- 78-W. 38th St.
- 79-W. 39th St.
- 80-W. 40th St.
- 81-W. 41st St.
- 83-W. 43rd St.
- 84-W. 44th St.
- 86-W. 46th St.
- 88-W. 48th St.
- 90-W. 50th St.
- 92-W. 52nd St.
- 93-W. 53rd St.
- 94-W. 54th St.
- 95-W. 55th St.
- 96-W. 56th St.
- 97-W. 57th St.
- 98-W. 58th St.
- 99-W. 59th St.
- 119-W. 135th St.
- 120-W. 155th St.
- 121-W. 156th St.
- 122-W. 157th St.
- 123-W. 158th St.
- 124-Dyckman St.
- B W 67th St.
- D W 68th St.
- E W 69th St.
- F W 69th St.
- H W 70th St.
- G W 70th St.
- Grand Central RR Piers
- 66 St. 7 Ave.
- 3 blk. W. Subway

EAST RIVER

- 4-Broad St.
- 5-Jeannette Pk.
- 6-Jeannette Pk.
- 7-Coenties Slip
- 8-Cuylers Al.
- 9-Old Slip
- 10-Jones La.
- 11-Jones La.
- 13-Wall St.
- 14-Depeyster St.
- 15-Fletcher St.
- 16-Burling Slip
- 17-Fulton Market
- 18-Beekman St.
- 19-Peck Slip & Beekman St.
- 20-Peck Slip
- 21-Dover St.
- 22-James Slip
- 25-Oliver St.
- 26-Catharine Slip
- 27-Catharine Slip
- 28-Catharine & Market Slip
- 29-Market Slip
- 30-Market Slip
- 31-Pike Slip
- 32-Pike St.
- 33-Rutgers St.
- 34-Rutgers St.

- 35-Jefferson St.
- 36-Jefferson St.
- 37-Clinton St.
- 38-Montgomery St.
- 39-Montgomery St.
- 40-Gouverneur Slip
- 41-Gouverneur Slip
- 42-Gouverneur Slip
- 43-Jackson St.
- 44-Jackson St.
- 67-E. 19th St.
- 68-E. 20th St.
- 69-E. 21st St.
- 70-E. 22nd St.
- 73-E. 25th St.
- 105-E. 90th St.
- 106-E. 91st St.
- 110-Moving Docks

HARLEM RIVER

- 123-E. 108th St.
 - 132-E. 117th St.
- BRONX**
- E. 138th St.—Ft. Morris, Tiffany Sts.
 - 184th St.—(H.R.) (Fordham Landing)

BROOKLYN

- Bush Dock Piers 1-8—Bet. 50th & 40th Sts.
- 3-Ft. Doughty St.
- 4-Ft. of Vine St.
- 5-Ft. of Poplar St.
- 6-Ft. of Middagh St.
- 7-Ft. of Cranberry St.
- 8-Ft. of Orange St.
- 9-Ft. of Pineapple St.
- 10-Ft. of Clark St.
- 11-Bet. Clark & Pierrepont St.
- 12-Ft. of Pierrepont St.
- 15-Ft. of Montague St.
- 16-Ft. of Remsen St.
- 17-Ft. of Joralemon St.
- 18-Ft. of State St.
- 20-Ft. of Atlantic Ave.
- 23-Ft. of Pacific St.
- 24-Ft. of Amity St.
- 26-Ft. of Congress St.
- 27-Ft. of Baltic St.
- 29-Ft. of Kane St.
- 30-Ft. of Irving St.
- 32-Ft. of Degraw St.
- 33, 34, 35, 36, 37, 38—South of Hamilton Ave. (Atlantic Basin)
- 39-Ft. of Coffey St.
- 40-Ft. of Van Dyk St.
- 41-Ft. of Beard St.
- 45-Ft. of Conover St.
- 46-Ft. of Van Brunt St.
- 47-Ft. of Richards St.
- 48, 49, 50—Bet. Richards & Dwight St.
- 51, 52, 53, 54—Ft. of Columbia St. (Erie Basin)



INDIVIDUAL DONATIONS
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SS CHRYSANTHP STAR
 C. G. Crevier, \$2.00; J. A. Pilutis, \$4.00.

Bernstein Bid For Passenger Ship Subsidy Clears Obstacle

(Continued from Page 1)
 ceive the Commission's approval. The General Meigs, which is scheduled to be returned to the Maritime Commission this week by the American President Lines, like the Gordon, is capable of carrying up to 1,600 passengers. The company has stated that it is not seeking a long term charter of the ships, as the final objective is to purchase outright two P-2 class carriers from the Maritime Commission. The two ships eyed for purchase by the company are the General John Pope and the General William Weigel, which would be concerted to carry 750 passengers. Immediate approval of the company's application would allow the ships to be in operation by mid-August. The chartered ships, carrying 1,300 passengers, would be ready for service by mid-May and have a twenty-one day turnaround. An old hand at operating passenger ships, Bernstein prior to the war owned a large passenger fleet. A German subject he op-

erated his Red Star Line between Antwerp and New York. When Hitler came to power Bernstein's property was confiscated. He fled to this country and went into the freight trade, operating freighters in the tramp trade. During the war he operated one freighter which he owned. Following the end of hostilities, he operated 12 freighters under charter for some time. He then attempted to resume tourist travel operations under the U.S. flag, but was unable to work out his plans with the Government. For several months last year he operated the SS Continental under the Panamanian flag. The SIU has thrown its full support behind the Bernstein move and recommends that Seafarers write to the Maritime Commission urging their approval of the Bernstein application or a subsidy to operate passenger ships in trade route 8. The Bernstein Line is contracted to the SIU, and the Union's relations with the company have been excellent.

SIU HALLS SIU, A&G District

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PORT COLBORNE.....103 Durham St. Phone: 5591
TORONTO.....111A Jarvis St. Elgin 5719
VICTORIA, B.C......692 Boughton St. Empire 4531
VANCOUVER.....565 Hamilton St. Pacific 7824

Gov't Camp Should Ballot By March 31

(Continued from Page 1)
 side the CTMA plea by an anonymous commentator:
 "A Fool is a man who knows everything,
 "A smart man is one who profits by his mistakes,
 "A sucker is one who can better himself, but doesn't;
 "Don't be a sucker. Vote YES for SIU,
 "And be SURE of your protection!"
 The voting of the Government Camp will wind up the NLRB election, which began with the balloting of the SS Fort Hoskins crew in New York on Feb. 20. Other Cities Service ships whose ballots are already in are the Winter Hill, Bents Fort, Royal Oak, Salem Maritime, Lone Jack and Bradford Island. Seven other ships were voted last year. They went overwhelmingly SIU and were so certified by the NLRB.

Personals



JOE STACKOWICZ
 Mail is being held for you at the SIU San Francisco Hall.
 \$\$\$
JAY I. BROWN
 Bill Porter asks you to contact him at 203 Washington St., Steubenville, Ohio.
 \$\$\$
JESSE R. ADAMS
 Contact your mother at Laguna Beach, California.
 \$\$\$
ANGEL CABRERA
 Your son, Charles, asks you to write him at 112 Garfield Avenue, Endicott, N. Y. Emergency.
 \$\$\$
CHARLES SLANINA
 Communicate with your wife at East Shirley Street, Box 30, Nassau, Bahamas.
 \$\$\$
GUY F. PLAHN
 Get in touch with A. Joffrion at 215 Canal Street, New Orleans.

ROBERT McALPINE
 Anyone knowing his whereabouts is asked to contact his mother, Mrs. Sylvia McAlpine, McGregor, Michigan. He has missing since he payed off the Choctaw Trail in New Orleans on Feb. 2, 1946.

RETIRING BOOKS

Members who forward their membership books to the New York Hall for retirement are urged to mark the envelope with the notation "Attention: 8th floor," in order to insure quicker handling of the matter. Marking of the envelope in the manner advised above will save time and will result in prompt return of the book to the sender.

Notice To All SIU Members

The SEAFARERS LOG as the official publication of the Seafarers International Union is available to all members who wish to have it sent to their home free of charge for the enjoyment of their families and themselves when ashore. If you desire to have the LOG sent to you each week address cards are on hand at every SIU branch for this purpose. However, for those who are at sea or at a distance from a SIU hall, the LOG reproduces below the form used to request the LOG, which you can fill out, detach and send to: SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.

PLEASE PRINT INFORMATION

To the Editor:
 I would like the SEAFARERS LOG mailed to the address below:
 Name
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 Book No.

HERE'S WHAT I THINK...



QUESTION: Shipboard and shoreside educational meetings are becoming increasingly popular with the membership. What do you think are some of the topics that should be discussed at these sessions?



T. FORSBERG, AB:

The membership, especially the newcomers, should be informed of the SIU's role in bettering conditions in maritime. Although this has been stressed at meetings which I have attended, there are always members around who weren't ashore at the earlier meetings. This matter cannot be stressed enough. It should be hammered away at time and time again, so that the membership will appreciate the conditions that have been won. Conditions on SIU ships are much better than any others, and I've been on ships of many flags and unions. We're at the top. The youngsters should be continually reminded of this fact.



DINO DeVITA, OS:

I'd like to hear the educational department inform the membership of the great job that is being done in the organizational drive. A lot of the members don't know how much of the Union's energy is being devoted toward securing more jobs for the membership. I was aboard an unorganized ship for five months and I saw Organizers come aboard who really knew their jobs, thanks to the education they had received at these meetings. While I was aboard this unorganized ship I didn't know much about the SIU, but since attending the meetings I have learned much of the SIU's structure and background.



FRANK ZANANSKI, Oiler:

One thing that could be profitably discussed in education meetings is our agreements. Those agreements should be carefully analyzed for the membership. There have been a lot of misunderstandings aboard the ships I've sailed, misunderstandings with the Captains and Engineers that could have been avoided. Of course, there are other things to be discussed. That's why education meetings are a good idea. The meetings can be used to acquaint the membership with current and past Union activities. Another subject worth kicking around is what to do with gashounds.



J. L. GREEN, AB:

Anything that is of importance to the seamen's welfare is worth being aired at Union education meetings. At the moment, one of the things I think should be brought up from time to time is the problem of gashounds and performers. Although these have been reduced to a minimum, any gashound or performer is always a danger to his shipmates. This fact should be stressed in the interest of protecting our contracts. Another thing to be emphasized is the importance of organizing the unorganized because non-union seamen are always a threat to our conditions.



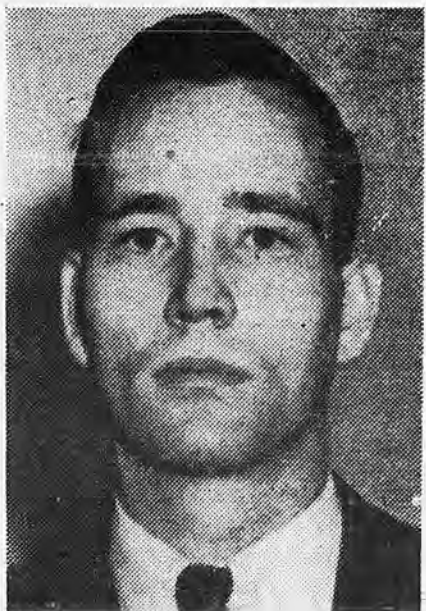
CHARLES LYNSKY, OS:

One of the important problems to be tackled is that of gashounds. These birds should be lectured on the harm they do their Union Brothers. At the same time the members should be informed of the machinery for handling gashounds who don't want to straighten up. Another idea worth kicking around is that of planning how members can live in a port while waiting for a ship. If the Brothers can offer ideas on this, and consolidate them into a sort of directory of the inexpensive places to eat, sleep, etc., it would help a Brother in a strange town stretch his slim finances.



B. HARDACKER, Steward:

The union education meeting is an ideal place for Seafarers to get a complete knowledge of their organization—how it is set up, how it operates and what it is trying to achieve for the membership. Such discussions would be particularly important to the permit men. The whole subject could be broken down into sections like union finances, with an explanation of the matters of dues and assessments and the reasons for them. Members should also be made to understand their obligations to the Union and the membership. And meetings should be held every week.



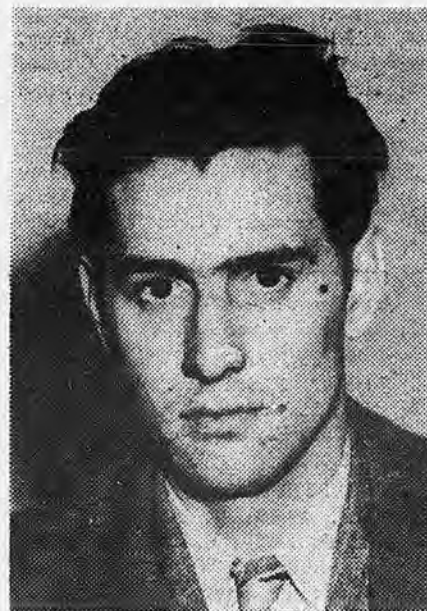
JAY SAVAGE, OS:

I think the meetings should work toward familiarizing the members with the Union in general. Stress should be put on organizing and its importance to the Union. They should be told how to go about getting jobs on unorganized ships, even if the outfit has only one ship. The bigger outfits will follow in due time. In line with this men should be shown that they have nothing to fear aboard unorganized ships. Some men believe that to go aboard as an Organizer will put them in danger of being dumped. On the parliamentary side, members should be taught the methods for conducting meetings.



JOHN ADAMS, Oiler:

At Union education meetings, the contracts should be discussed fully so that every man may be considered as qualified to fill the job of delegate, even though only one man is officially chosen to represent each department. The constitution should also be reviewed at these meetings because I have noticed that many Brothers have indicated by their actions at meetings that they don't fully understand it. Now that there is a decline in shipping, it might be wise to discuss possible plans for equalizing the employment possibilities for all of the membership.



JOHN LOCKE, OS:

Among the things I think should be thoroughly discussed at Union education meetings is the group registration procedure. This is a highly important matter. It appears to me that a lot of guys don't quite understand how group registration works. Full discussion would give all hands the score. Another thing that should be a topic at the education meetings is the Union organizing program. In this way the men could be kept up to date on the progress the Union is making in the unorganized field, and of the difference in conditions aboard SIU and unorganized ships.



JOSEPH MALONE, Steward:

I've been to a number of education meetings and think we should have many more of them. You'll never hear anything to hurt you, and the chances are you'll hear something to benefit you. One subject I haven't heard discussed at any meeting I've attended is what we must do to protect our present contracts. That's an important subject. Then, too, we ought to pay a little more attention to our political friends, in my opinion. Maybe a union shouldn't be in politics, but there comes a time when it is much easier to reward friends than cope with enemies.