

# SEAFARERS LOG



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

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No. 7

## SIU Votes To Boycott NSA, Charges Body With Bad Faith

### Distinguished Guests Address Seafarers' Fifth Convention



GOV. EARL WARREN



SEN. WARREN MAGNUSON

### International Convention Accuses Maritime Agency Of Submitting To Pressure Of Shipping Industry

SAN FRANCISCO—The Seafarers International Union of North America climaxed its fifth biennial convention with the adoption of a resolution authorizing a boycott of the National Shipping Authority because it had broken faith with the nation's seagoing unions.

Denouncing the Authority for violating terms of the "Statement of Policy" drawn up by the seagoing sections of the SIU and other maritime unions in Washington last January, the resolution charged that the NSA had succumbed to pressure from the shipowners in dealing with matters involving the civilian status of seamen.

"The shipping industry, with its powerful lobby, has been able to wreck and nullify the program that was adopted by the maritime unions in good faith, and which was approved by Maritime Administrator and Sec-

retary Sawyer (of the Department of Commerce)," the resolution said.

The decision on the NSA was made at the final session last Friday, as the convention delegates, representing 70,000 maritime and allied workers, acted upon a number of resolutions presented by the various committees.

The convention was called to order by President Harry Lundberg at the Whitcomb Hotel on Monday, March 26.

Represented at the convention were SIU-affiliated unions of seamen, fish and cannery workers (Continued on Page 3)

### SIU Fishermen And Cannery Workers Hail Ban On Russian Slave-Labor Crabmeat

SAN FRANCISCO—Representatives of the Fishermen's and Cannery Workers' Unions affiliated with the Seafarers International hailed announcement of the Government's ban on crab meat from the Soviet Union, but stated the move should have been made long ago.

The US Treasury Department's Customs Bureau banned the importation of canned crab meat from the USSR on the basis of a finding "that convict labor, forced labor and indentured labor under penal sections are used in whole or part" in the manufacture and production of crab meat.

Lester Caveny, Business Agent of the Fish Cannery Workers Union of the Pacific and a Vice-President of the SIU, said that although his organization is not directly affected, he endorsed the Government's stand because importation of any type fish products "affects our jobs."

Caveny, a delegate to the SIU convention here, told the LOG that broader measures should be taken to protect domestic workers engaged in the fishing and canning occupations.

"Prior to World War II, 75



LESTER CAVENY

percent of our fish products were exported. Today, we not only do not export any of these products, we also have to contend with the heavy imports processed by cheap labor abroad," Caveny said.

As an example of the situation faced by US cannery and fishing people, Caveny said that "Japan is shipping processed tuna into this country to be sold

at a price less than what we can produce it for."

Lack of protective tariff and the Government's program for developing industries abroad are responsible for the present plight of fishery and cannery workers in this country, the SIU official said.

Caveny's views were similar to those expressed by officials of other fishermen's and cannery worker's groups who attended the International convention here last week.

They nevertheless all welcomed the Government's action on Soviet crabmeat. This is the first time that the Customs Bureau's authority under section 307 of the 1930 Tariff Act has been invoked specifically against forced labor.

The ban applies to canned crab meat manufactured or produced wholly or in part in the USSR and on vessels which are of USSR registry, or under "exclusive dominion and control" of the USSR, unless the importer can establish by "satisfactory evidence" that the crabmeat was not manufactured or produced by convict, forced or indentured labor.

### Laggards Urged To File Welfare Beneficiary Card

Headquarters this week urged Seafarers who haven't done so yet to fill out beneficiary cards for the Seafarers Welfare Fund, to insure prompt payment of the \$500 insurance in the event of death. The Administrator of the fund has stated that approximately one-third of the men in the Union have yet to fill out a card. The benefits of the Welfare Plan are payable to both book and permitmen.

The beneficiary cards are available at all SIU Halls, on the ships at the sign-ons and payoffs, and at the Welfare Plan Headquarters at 11 Broadway, New York. Men filling them out can leave them with Union officials, the company paymaster or mail them directly to the Welfare Fund office.

Headquarters suggested that Ship's Delegates call the matter to the attention of crewmembers at all shipboard meetings and again at the payoffs.

Men who wish to change their beneficiary can do so by merely filling out a new card and having it properly witnessed. The newly-dated card will automatically supersede the old one.

### Gangway Watch

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

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



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## Protecting Our Rights

The SIU's announced boycott of the National Shipping Authority dramatically demonstrates the Union's refusal to play patsy to any sell-out of American seamen. The announcement, adopted by the SIU's fifth biennial convention, made it clear to all that the Union's historical role as the pacesetter for American seamen was still being maintained.

The background of the SIU's beef is this: The maritime unions met in Washington with shipowners early this year and drafted a statement of policy, which found approval from the head of the Maritime Administration and the Secretary of Commerce.

In an atmosphere which suggested good relations, the unions were assured participation "in determining all policies of the NSA and be active administrators in charge of matters affecting maritime personnel." Outstanding in the statement was the paragraph "the operation of merchant vessels shall be carried out in a manner which will preserve the civilian status of merchant seamen and all their rights intact."

But the unions were only being given lip service.

Admiral Cochrane's proposed General Agency Agreement issued recently makes no mention of preserving the civilian status of seamen, an omission that the SIU charges was brought about by pressure from the shipowners' powerful lobby. The rights and privileges seamen enjoy under the Jones Act, particularly the right to trial by jury in claim cases, would be lost to seamen.

It's a dollars and cents proposition to the shipowners, and as usual the guy being victimized is the seaman.

The maritime industry has a high injury rate. Insurance premiums are high. Putting the load of claim cases on the Government would leave that much more of the melon for the shipowners to cut for themselves. But the SIU is having no part of it. Rather than kow-tow to the NSA's program, the SIU is pulling out of the picture completely. Rather than be window dressing for an agency that disregards the rights of seamen, the SIU will carry its fight for seamen elsewhere. Congress has before it now bills that would guarantee by law the rights of seamen to civilian status while working aboard GAA ships. The SIU will press for their passage.

The civilian status of merchant seamen is traditional, but here a tradition is being trodden upon. Hiring Halls are traditional, too. Even Senator Taft says the Hiring Hall is a necessity for the efficient operation of the ships, but will this hinder the men who see in a national emergency a chance to destroy the backbone of the unions and the other benefits seamen enjoy?

The working man is getting it in the neck in the present organization of Governmental agencies in Washington. In the production set-up, labor has been given a back seat; in price control, he's given nothing except higher prices; in wage control, he's saddled. The pattern developing in the National Shipping Administration and the Federal Maritime Board bears a strong resemblance to the general short shrift labor has been getting in Washington.

Unless the maritime unions are called in and given genuine functions in the administration, and the seamen of America given a guarantee of their rights, the men who make up 95 percent of the industry will have no voice in Government, or, at most, serve as dupes for the decisions made in the back rooms by Government representatives and shipping officials.

Every union in maritime should expose the falseness of the present governmental set up by withdrawing immediately. The preservation of seamen's rights does not lie along the path of surrender.



## Men in the Marine Hospital

### STATEN ISLAND

A. FORMISANO  
A. McGUIGAN  
F. CARDOZA  
JOHN BARRON  
N. DORPMONT  
J. KOSLUSKY  
H. ADAMS  
S. LANZA  
EUGENE MILANESI  
S. C. CUNNINGTON  
JOHN SLAMAN  
J. B. ALLMON  
H. DA SILVA  
G. BARGGREN  
F. LANE  
G. D. ROURKE  
J. CHRISTIE  
D. ROMALO  
G. ARNOLD  
J. J. FERREIRA  
J. KELLY  
EMILIO DI PIETRO  
KYLE C. CROWE  
PHILIP PRON  
ERIC JOSEPH  
WALTER JOHNSON  
T. WRONA  
E. BORGE  
H. H. EDWARDS  
J. CALLISTO  
U. MERJUDIO  
O. HOLMES  
MIKE PETERSON  
H. HARPER  
G. SANDLUND  
C. SANCHEZ  
C. DOWNEY  
J. H. HURD  
J. CUELLES

### BEEKMAN HOSPITAL

G. BRAXTON

### GALVESTON

RALPH A. HOLLAND  
W. E. WADE  
E. D. HODGE  
ANGELO MACIEL

### MOBILE

EUGENE PLAHN  
TIM BURKE  
JAMES H. JONES  
B. A. CHRISTENSEN

### BALTIMORE

ARNOLD E. THOMPSON  
WILLIAM D. WEISE  
JOSEPH F. SCHUMSKY  
THOMAS F. MUNGO  
DANIEL BISSETT  
A. WRIGHT

### NEW ORLEANS

WILSON O. CARA  
J. A. CHAPMAN  
ROGELIO CRUZ  
H. E. GRANT  
E. E. GROSS  
L. A. HOLMES  
D. D. KELLY  
HUGH F. LAGAN  
LEO LANG  
O. H. MANIFOLD  
T. E. MAYNES  
KARL RAANA  
CLAUDE RAY  
S. P. SCHIEFFLER  
H. SCHOLES  
ROBERT W. THOMPSON  
LONNIE TICKLE  
I. VANTE

### ELLIS ISLAND

GUY G. GAGE

### SALISBURY

MICHAEL J. LUCAS

### FT. WORTH

E. J. NAVARRE

### FT. STANTON

HENRY THURMAN  
DONALD McDONALD  
GIDLOW WOODS  
SILVESTER WALKER

### MEMPHIS

JOHN B. HEGARTY  
R. A. RATCLIFF  
CLARENCE D. SHIVELY

### MANHATTAN BEACH

B. T. KNEW  
J. J. DRISCOLL  
V. MILAZZO  
J. ASHURST  
E. LOPEZ

### J. T. EDWARDS

A. LOMAS  
T. P. SULLIVAN  
J. DE JESUS  
R. A. BLAKE  
M. BRUNO  
E. FERRER  
P. VORKE  
J. PADZIK  
F. W. GRIMES  
R. F. LARSEN  
A. MAKRIS  
JOHN W. KEENAN

### NORFOLK

JAMES T. TANNEHILL  
ERWIN T. GREGORY

### SAN JUAN

JUAN SANCHEZ  
RAMON LUIS SERRANO  
ALLAN L. HANDE  
RALPH W. LEAVY  
JUAN DE LA PAZ  
CARLOS MATT  
JOSEPH H. FUSSELL  
GEORGE LITCHFIELD

### SAVANNAH

R. C. BENNETT  
O. PREUSSLER  
R. W. CARROLLTON  
R. L. FIELDS

### SAN FRANCISCO

BJORNE GRANBERG  
E. PRITCHARD  
JAMES HODO  
C. L. MOATS  
JAMES R. LEWIS  
CHAS. W. JOHNSON  
JAMES R. PORTER  
H. McGRATH  
M. M. LESPERANCE  
A. CAUDRA  
H. HILL  
D. J. GORMAN  
W. A. OSWINKLE

### BOSTON

F. DIRKSMEYER  
G. A. ROSE  
E. GARDNER  
A. LEVA  
R. LUPLIN



# US Maritime Industry Could Not Operate Without Union Hiring Halls: Magnuson

(Continued from Page 1)

and miscellaneous maritime crafts from the United States, Canada and Alaska.

In its boycott action, the SIU said that the representatives of its seagoing districts who participated in the drafting of the maritime program in Washington, were withdrawing "all our pledges and signatures from said document (Statement of Policy)," and that it would call on all unions to do likewise.

One of the immediate effects of the boycott will be noted in the composition of the National Shipping Authority, positions in which were to have been held by two labor representatives, one each from an American Federation of Labor union and a CIO organization. In notifying AFL President William Green of its action, the SIU will urge him not to designate a representative on the NSA.

The boycott resolution was submitted to the convention delegates by the Seamen's Organizational and Grievance Committee.

Other recommendations presented by this committee which were concurred in by the convention delegates included assistance to the International Transportworkers Federation, a call for more equitable allocation of reactivated vessels by the Federal Maritime Board, denial of autonomy requests from the Great Lakes and Canadian Districts, reaffirmation of the policy of inter-District cooperation, and referral of the entire matter of civilian status of seamen to the Executive Board for further consideration and action.

In one of the principal convention addresses, the delegates heard United States Senator Warren G. Magnuson express confidence that the maritime union Hiring Halls will be legalized and that bona fide, active seamen will be made draft exempt.

## HIRING HALL ESSENTIAL

Senator Magnuson, who stopped at the SIU convention en route to Japan, where he will discuss a supplemental fishing and shipping treaty with the Japanese, declared that "the maritime industry couldn't operate without the Hiring Halls. Everyone in the industry knows it, including the shipowners."

He added that even Senator Robert Taft recognized the stabilizing influence of the Union Hiring Halls on the maritime industry and that the Ohio legislator now favored passage of the Magnuson amendment to the Taft-Hartley Law which would legalize the Hiring Hall arrangement.

Senator Magnuson also supported the SIU's contention that the General Agency Agreement drawn up by the National Shipping Authority is a real threat to the rights of merchant seamen.

Under terms of the Agency Agreement, Magnuson said that there "is danger of seamen becoming employees of the Government. Under GAA the independence of seamen would be threatened."

Despite the fact that much remains to be done to give the merchant marine the recognition

## Unions Represented At Convention

**SAILORS UNION OF THE PACIFIC**—Delegates: Harry Lundeberg, Harry Johnson, Donald Brown, Ed Turner, Jack Dwyer, Maxie Weisbarth, William Benz, Charles Brenner and Morris Weisberger.

**ATLANTIC & GULF DISTRICT, SIUNA**—Delegates: Paul Hall, Lloyd Gardner, Lindsey Williams, Cal Tanner, Frenchy Michelet, William Rentz, Harold Fischer and Jeff Morrison.

**SEAFARERS INTERNATIONAL UNION, CANADIAN DISTRICT**—Delegates: Les Green, Norman G. Cunningham, Richard M. Deely and Hal C. Banks.

**CANADIAN NAVIGATORS & ENGINEERS FEDERATION**—Delegate: Michael H. Davey.

**INLAND BOATMEN'S UNION OF THE PACIFIC**—Delegates: John M. Fox, Roger Randall, Lawrence Amell and Allen Wearing. Alternates: Lawrence Plummer, Ralph Goldsmith, Max Wedekind and Robert Hargens.

**SEAFARERS' GUARDS & WATCHMEN'S UNION**—Delegates: W. S. Brown and William B. Platt. Alternates: E. E. McCary and A. D. Hannegan.

**CANNERY WORKERS & FISHERMEN'S UNION**—Delegates: Lester Balinger, Frank Currier and George Ledesma.

**CANNERY WORKERS UNION OF THE PACIFIC**—Delegates: James Waugh, Andrea U. Gomez, Joe M. Ortega, Ira Nash, Charles Parker and Loudine Roberts.

**SEINE & LINE FISHERMEN'S UNION OF SAN PEDRO**—Delegates: John Calise and Vincent Teora.

**AFL FISH CANNERY WORKERS' UNION OF THE PACIFIC, MONTEREY COUNTY**—Delegates: Lester A. Caveny and Joseph Perry.

**SEINE & LINE FISHERMEN'S UNION OF MONTEREY**—Delegates: John Crivello and Nino Billeci.

**FISH CANNERY WORKERS' & FISHERMEN'S UNION OF THE PACIFIC (San Francisco & Moss Landing Bay Area)**—Delegates: George Issel and Lillian Taffeli. Alternate: Charles Snyder.

**NEWPORT FISH PLANT WORKERS OF NEWPORT, OREGON**—Delegate: Edwina Nelson. Alternate: Nell Walters.

**GREAT LAKES DISTRICT, SIUNA**—Delegate: Fred Farnen.

**MARINE ALLIED WORKERS OF THE ATLANTIC & GULF, NY**—Delegate: Lindsey Williams.

**MOBILE BAY SEAFOOD UNION, Bayou La Batre, Ala.**—Delegate: Cal Tanner, proxy.

**GULF COAST SHRIMPERS & OYSTERMEN'S ASS'N., Biloxi, Miss.**—Delegate: Cal Tanner, proxy.

**ATLANTIC FISHERMEN'S UNION, Boston Mass.**—Delegate: Pat McHugh.

**STAFF OFFICERS ASSOCIATION, NY**—Delegate: Tom Hill.

**BROTHERHOOD OF MARINE ENGINEERS, NY**—Delegate: Morris Weisberger.

**Affiliated Unions which for various reasons were unable to send delegates to convention:**

**UNITED CANNERY WORKERS, Kodiak, Alaska.**

**SHOALWATER BAY OYSTER WORKERS, Nahcotta, Washington.**

**CODFISH WORKERS UNION, Seattle, Washington.**

**WRANGELL CANNERY WORKERS OF ALASKA, Wrangell, Alaska.**

**CONANICUT INLAND BOATMEN'S UNION, Jamestown, Rhode Island.**

**UNITED FISHERMEN OF ALASKA, Kodiak, Alaska.**

**ALASKA MARINE DISTRICT UNION, Sitka, Alaska.**

**UNITED FISHERMEN OF LOWER COOK INLET, Seldovia, Alaska.**

it deserves in our national economy, Senator Magnuson said that the attitude of Congress has changed considerably in the past two years.

"Much has been accomplished," he said. "We have taken the merchant marine from its or-

phan stage and raised it to a level where the American people understand it."

Previously, the Congress treated the merchant marine as though it were an economic burden, Magnuson explained. He added that the national legisla-

tors disliked the idea of granting subsidies to the merchant ships.

"After all," the Washington Senator pointed out, "the merchant marine costs less to subsidize than cheddar cheese."

In support of this statement,

he disclosed that the Government spent 50 million dollars to subsidize cheddar cheese last year, while it granted only 42 million dollars in subsidies for the American shipping fleet.

Interest in the welfare of merchant seamen and a healthy maritime industry was also expressed by California's Governor, Earl Warren, who officially welcomed the SIU delegates to the port of San Francisco.

Governor Warren scored the lack of a stable US merchant marine, saying that the Government only showed an interest in this vital industry in times of national emergency. He discussed the role of the seafaring industry in the progress of the nation and placed particular emphasis on the part it played in the development of California. "Had it not been for this," Warren said, "California would be 50 years behind its present status."

"A bigger merchant marine means we can carry on more intimate relations with the rest of the world—and that would give us all a greater chance for winning peace throughout the world."

## BACKS FISHERMEN AIDS

In addition to the decisions affecting the seagoing affiliates of the SIU, the convention acted favorably on a series of resolutions designed to benefit members employed in the fishing industry.

One of these would make it legal for fishermen to set the price of fish through negotiation with seafood dealers. The convention went on record to seek support for legislation that would exempt fishermen from prosecution under the Sherman anti-trust law's ban against price-fixing. This step was advocated as a means of providing the fishermen with a more stable income than is presently possible.

Another resolution, prompted by the deaths of 51 members of the SIU-affiliated Atlantic Fishermen's Union who drowned when four boats sank, demanded more rigid inspection of fishing craft and the installation of improved safety devices.

Also adopted was a resolution to increase the per capita tax of the member unions by 10 cents a month to meet the step-

(Continued on Page 5)

## Delegates And Welfare Director Report



CAPTAIN JOHN FOX  
Inland Boatman's Union



HAL C. BANKS  
SIU Canadian District



PAT McHUGH  
Atlantic Fishermen's Union



MAX HARRISON  
Seafarers Welfare Plan



## SIU Big Help To AFL Union In Savannah

By E. B. TILLEY

SAVANNAH—The first laundry in this city to display the union label came under contract this week, greatly as a result of the role played by the SIU in support of the AFL Laundry Workers.

The all-union firm, Hahne's Laundry, signed up as a result of an organizing drive by the Laundry Workers International Union which, in conjunction with the SIU here, brought home to management the benefit of having a contract for its employees.

In aiding the Laundry Workers, the SIU requested ships' crews and Seafarers in this port to send their laundry to this firm and not to a strike-bound laundry or other shops handling the struck firm's work. The business that resulted obviously had a strong effect on the firm's head as the contract was signed in an atmosphere of good will.

### PATRONIZE UNION SHOP

We are now asking other SIU crews hitting this city to send their work to the one union laundry in town, Hahne's Laundry.

Also on the labor front, we are still cautioning members to bypass Yellow Cabs. Although the teamsters lost their strike against this firm, we are still not going to lessen our support for the Teamsters. The other taxi firm, Garden City Cabs, is still not unionized, but we have reason to believe they will be signed shortly.

Here at the Hall we have had a letdown in shipping, but we expect another rush in a week or so when a couple of Liberty ships for South Atlantic will be crewed here. That's the story from this port for this week.

## Boneyard Ships Boom Shipping In Port Mobile

By CAL TANNER

MOBILE — Shipping in this port for the past two weeks has been very good, largely because of the crewing of three ships from the laid-up fleet. The ships are the Lloyd S. Carlson, Bloomfield; Phillip Barbour and William Tyler Page, Waterman.

We don't expect any slack in the tempo either, as the coming two weeks promise to be very bright with shipping booming. Nine ships are definitely due to hit port for payoffs and replacements, and there is a good chance that three more boneyard ships will take crews here. They are the Frank Spencer, Bloomfield; Martin McCarver, Waterman, and the North Platt Victory, Mississippi.

With this prospect staring us in the face there will be few men who won't be able to get out with little difficulty, although we always manage, even in times of booming shipping, to maintain our reserve of manpower.



# FORE 'N AFT

by Johnny Arabasz

The few members who do read this column may have noticed (who knows) that at times there is a bit of humor —?— and yet, at times the seriousness of upholding good Unionism is evident in this odds-and-ends column. I was struck by the deep feeling which was expressed by an article in the "London Farmer." The article, which concerned the local baseball team, stated, "T— G—, for many seasons the regular guardian of the keystone sack will be on the coaching lines this year. His sparkling play will be missed, but it's nice to know that he is still with us." The London Farmer is a prison newspaper—and a damn good one, too.

A maritime magazine, Oceanite, deploras conditions aboard India-flag ships which discourage officers (what about the crew) from staying at sea. It suggests that the officers be allowed to carry their wives along. As if they weren't getting enough of a certain treatment already. . . . "For your information department"—The preacher who occasionally pinch hits as elevator operator in the New York Hall wishes to be known as an "indoor chauffeur." Some brass, eh?

Did you know that MSTs-transported cargoes are not included when computing the minimum fifty percent cargo to be carried in American bottoms, as required by law where European Recovery goods are concerned? A tribute to the fight the SIU put up when that program's administrator tried to send a larger percentage over in foreign bottoms. Also a tribute to certain Congressmen who fought to see this law passed—protecting the American Merchant Marine. In the same vein, Senators Magnuson and O'Connor have presented a bill which would enforce this same fifty percent measure to all cargoes sent abroad under a US loan, grant, or on credit.

One of our Union's shining examples wishes to be heard about something that can't be heard. This is his story: A deaf mute husband and wife were arguing in sign language. The old lady gave him a first class bawling out, her fingers flying a mile a minute. Just as he raised his hands to answer, she put the lights out. . . . Joe Falasca, aboard the Royal Oak, trying to find ways to spend the bigger part of those twelve-month articles more pleasantly. . . . Red Leonard, who already holds such ratings as Pumpman and Machinist, spending

a bit of time ashore taking an Electrician's course. That's the spirit!

Realizing the danger of being called an atheist, I must say that I refuse to pray while aboard ship. Listen to what happened to one guy who could: His ship was sinking fast, when the Captain asked who could pray. This poor soul started speling off a first class prayer, when the Old Man butted in and said, "You'll have to do better than that; we're short one life jacket."

Everyone on the dredges, including the company, is wondering how they can operate, without "Hose Nose" Gardner. That character has been aboard every one of those dredges, including the Sand Craft, which sank in NY Harbor. Incidentally, what happened to that "Vanishing American" who couldn't swim a lick while aboard the Craft when she went down? . . . The Labor Press Association, which provides daily news service for labor papers, printed excerpts of statements made in answer to the Inquiring Photographer's question in the last issue of the LOG concerning the type of shipmate we can do without. All ten men involved had parts of their statements mentioned.

Bill Murphy, who is well over sixty, retired his book the other day, but insisted he be put on the reserve manpower list—just in case. . . . "Sailor Jack" Delaney and Sidney Day are stuck with the SS Barbara Fritchie for twelve months. They intend to buy out Duke's share in Duke's Bar under the Baltimore Hall when they get back. Oh, well, what's money—when you don't have it in the first place?

If you are not a tanker seamen, you might wish to know that 35 percent of the oil industry's products are transported by water. Diesel propelled units account for less than twenty percent of the tanker fleet, but have nevertheless made great gains in the last ten years. Furthermore, seventy percent of the world's tanker fleet of 27,615,000 dead-weight tons is not over ten years old. One half of this amount consists of T-2, Liberty and other World War II US built tankers. Oh, yeah, the experts forecast, when those ships first came out, that the T-2 would be only good for ten to twelve years. Why do people blush? . . . In closing, I wish to apologize to the fifteen or sixteen thousand members whose names have not been mentioned in this bunch of — So long.

## Kefauver Show Rates High With SIU In Philly

By STEVE CARDULLO

PHILADELPHIA — Shipping has held steady in this busy port for another two weeks as the Brothers come in and go out in a steady stream. As long as they continue to go out as fast as they come in everything will be okay with us.

A lot of the boys have reluctantly thrown in their cards lately and taken jobs much against their will—they were enjoying themselves here watching the big shot bookies and numbers men parade before the Kefauver Committee. All around, the boys vote it the most popular program on television and it sure played havoc with the cribbage games. Most guys were afraid to riff a deck of cards for fear some investigator would hear them. What with the Kefauver Committee working and the Maritime Commission investigation,



and the Philadelphia police investigation going on, it looks like everyone's investigating everyone else.

Right now we plan to investigate our Dispatcher. We got a report that he paid 18 cents over the standard price for a broom and dustpan for use around the Hall. Watch next week's LOG for the trial results.

### DIEHARDS

Despite the end of Kefauver Komedies and the continuation of good shipping, our old stand-bys, Reds Healy and Jim Doris, are still with us. These old faces will be with us until the mold gathers on their shipping cards and they reluctantly toss them in and go to work.

We heard from One-eyed Pete DiPietro, who is in the Staten Island Hospital. He's taking a rest cure, he says, and asks us if we know where there is a better paradise on earth. "All this and beautiful nurses, too," Pete says.

## Korean War, European Aid Spur Shipping

The steady upsurge in American shipping since the beginning of the conflict in Korea continues with ships being taken from the boneyard weekly for reconditioning. This week the last Victory in the lay-up fleet was removed and close to 100 Liberty ships have been, or are scheduled to be, taken out.

To man the extra ships the SIU has been called upon to supply hundreds of skilled crewmembers, a feat that was performed without interruption of any sailings, either military or commercial.

The rise in the use of Government-owned ships, coupled with

the sale early this year of over 100 Government-owned ships to private companies, has brought a reverse in the steady decline of the American merchant marine, which was down to 1100 privately-owned ships during 1950. Following the sale, the SIU signed up 14 new steamship companies and crewed their ships.

The first effect of the Korean War was to cause the diverting of privately-owned ships — both from commercial runs and idle status—to the carrying of military goods to Far Eastern bases.

This operation alone brought about the use of almost 40 SIU-contracted ships. Within a few weeks, Government-owned ships

were withdrawn from the lay-up fleet and committed to the operation, many of them crewed by the SIU.

In recent weeks about half of the privately-owned ships that were chartered to the Government to support the Korean War have been returned to regular trade, their places being taken by the ships from the lay-up fleet.

### ATLANTIC PACT

The inauguration of aid to Atlantic Pact countries put another burden on the merchant marine in recent months, and has necessitated withdrawing of large numbers of ships from the lay-up fleet. This operation is still requiring more ships from the idle fleet.

For the SIU, over 20 formerly laid-up Victory ships have SIU crews aboard in service of the Korean War, and within the past few weeks 11 ships have been assigned to SIU-contracted companies for use in carrying ECA and military aid cargoes to Europe. The number of ships in this service is expected to increase.

Despite the number assigned to the SIU, Union officials feel that the proportion is far smaller than the Union is entitled to and is able to handle.

The recent rise in shipping has also caused Isthmian Steamship Company, an SIU-contracted outfit, to withdraw its plans to dispose of its four old Chickasaw-type ships. The ships have been returned to regular service.



# A&G Report Notes Gains Made Since 1949

## Executive Board Actions, 1949-1951

MAY, 1949

1. Authorized granting of a Charter to BROTHERHOOD OF MARINE ENGINEERS, upon request of former active members of the Atlantic and Gulf District and Sailors Union of the Pacific now sailing as Engineers.

2. Authorized granting Charter to MARINE ALLIED WORKERS OF THE ATLANTIC AND GULF COASTS, upon request of First Vice-President Paul Hall.

3. Granting of full autonomy to the Great Lakes District referred to the Executive Board by the SIU 4th Biennial Convention. Decision of Board was to lay the matter over to the 5th Biennial Convention.

JUNE, 1949

4. Authorized \$900.00 donation to Teacher's Organizational Campaign, headed by Kay Bell, upon appeal from California State Federation of Labor.

5. Authorized \$5000.00 donation to Free Trade Union Committee, upon appeal for contributions from William Green, President American Federation of Labor.

6. Authorized granting Charter to UNITED CANNERY WORKERS OF LOWER COOK INLET, upon request of Al Owens, Secretary of United Fishermen's Union of Cook Inlet.

JULY, 1949

7. Authorized payment of expenses for European Delegation while in USA, regarding ITF problems and Panamanian Boycott.

SEPTEMBER, 1949

8. AFL Convention, St. Paul, Minnesota. Harry Lundeberg, Paul Hall, Morris Weisberger, Pat McHugh, James Waugh and Duke Dushane attended. Three resolutions submitted to the Convention by the Seafarers International Union of NA were adopted.

NOVEMBER, 1949

9. Authorized granting of Charter to CANADIAN MARINE ENGINEERS ASSOCIATION, upon request from Hal C. Banks, SIU Representative in Canada.

DECEMBER, 1949

10. Granted Charter to the GULF COAST SHRIMPERS AND OYSTERMEN'S ASSOCIATION, Biloxi, Mississippi, upon request of Vice-President Cal Tanner and Organizer Urban Bosarge.

APRIL, 1950

11. Donation of \$5000.00 to ITF, upon their appeal for funds to combat communist party disruptive activities in the trade union movement in Europe.

MAY, 1950

12. Granted Charter to SEAFOOD WORKERS ASSOCIATION OF THE GULF, Biloxi, Mississippi, upon request of Organizer Urban Bosarge.

JULY, 1950

13. Granted Charter to ALASKA MARINE DISTRICT UNION OF FISHERMEN, CANNERY WORKERS AND ALLIED TRADES, Sitka, Alaska, upon request from Kenneth and Peter C. Nielsen.

SEPTEMBER, 1950

14. Granted Charter to FISH PLANT WORKERS UNION OF NEWPORT, OREGON, upon request of Puget Sound Organizer.

15. Authorized Charter to STAFF OFFICERS ASSOCIATION OF AMERICA, and granted them jurisdiction on the East and Gulf Coasts over Pursers. Jurisdiction was previously held by American Merchant Marine Staff Officers Association, and was revoked upon recommendation of John Hawk.

16. American Federation of Labor Convention, Houston, Texas. John Fox, Hal C. Banks, Matthew Dushane and Andrea Gomez attended.

NOVEMBER, 1950

17. Granted Charter to FISHERIES AND ALLIED INDUSTRIES, Brooklyn, New York, upon recommendation of Vice Presidents Paul Hall, Morris Weisberger and Cal Tanner.

(Continued from Page 3)  
ped-up organizing and legislative activities of the International, and to offset the increased costs of operation caused by the price rise since last convention.

In the course of the SIU convention, the affiliated organizations submitted reports of their activities during the past two years. Marked interest was shown in the report of the Atlantic and Gulf District which was presented by Delegates Paul Hall, Lindsey Williams, Cal Tanner, William Rentz, Jeff Morrison, Harold Fischer and Lloyd Gardner.

The A&G District report noted the increase in the number of contracted ships since the last convention and listed 78 active off-shore steamship companies in the passenger, freight, tanker and other special type of operations, with which it has working agreements.

### EXPLAINS WELFARE PLAN

A highlight of the A&G report was an outline of the Seafarers Welfare Plan from the time it was conceived through the last regular auditing period ended December 1950.

The A&G delegation entered into the record the findings of the Senate Labor sub-committee's report on the pre-contract anti-union activities of the Cities Service Oil Company. "All unions should be made aware of this case inasmuch as in the future, the pattern could be followed by other companies in the event they decided to take on any of our District unions in any effort to crush them," the A&G report stated.

Reports were also presented by the various International vice-presidents, dealing with their activities in behalf of the international organization. Vice-Presidents Paul Hall and Morris Weisberger drew up a joint report because the proximity of their District offices on the East Coast permitted them to work together on almost every International problem to which they were assigned.

In the convention's final hours, the delegates elected the International officers who will serve until 1953. The officers elected and the District Unions they represent are:

President—Harry Lundeberg, Secretary-Treasurer of the Sailors Union of the Pacific; First Vice-President—Paul Hall, Secretary-Treasurer of the Atlantic and Gulf District; Vice-Presidents—Morris Weisberger, East Coast Representative of the Sailors Union of the Pacific; Andrea Gomez, Cannery Workers Union of the Pacific; Pat McHugh, President of the Atlantic Fishermen's Union; Cal Tanner, Gulf Coast Representative of the Atlantic and Gulf District; Les Caveny, Fish Cannery Workers Union of the Pacific, Monterey County; Captain John Fox, President of the Inland Boatmen's Union; Lester Ballinger of the Cannery Workers and Fishermen's Union; and Hal Banks, Director of the Canadian District. Banks was elected by virtue of the convention's decision to give the Canadian District representation on the executive board. John Hawk was re-elected International Secretary-Treasurer.

The officials named constitute the SIU's executive board, which is empowered by the Constitution to act on matters of importance in between conventions.

The delegates named San Diego, California, as the convention city for 1953, after it had been proposed by delegates from the Fishing and Cannery Workers from that area.

## New York Boom Keeps Patrolmen Really Hustling

By EARL SHEPPARD

NEW YORK — Shipping has continued good in this port during the past two weeks. We have had the routine number of beefs and all have been settled in quick time. With these new companies being formed, their ships are calling at piers and towns around this harbor that we never heard of before, so the Patrolmen have been really hustling. From the wilds of New Jersey to the oil docks of New Haven the ships have been getting representation and the Patrolmen have been seeing country unvisited since the end of World War II.

During this period we had 25 payoffs and 12 sign-ons. Not bad at all.

We have sent a letter to all companies concerning the controversial Thanksgiving Day beef. We notified them that from now on the Union will recognize the fourth Thursday in November as the regular Thanksgiving Holiday.

This point came up because several beefs have arisen over this holiday. In some instances crews have celebrated Thanksgiving one Thursday and other crews another Thursday. In one or two isolated cases the crew on the same ship split up, with half celebrating on one day, and the other half on another.

This jumble should be ended now. Thanksgiving Day for the Seafarers is the fourth Thursday in November.

## Capetown Was Once A Vegetable Garden

Seafarers who journey to South Africa today aboard the ships of the Robin Line find in Capetown all the cosmopolitan features of New York or any other major city of the north. The towering modern buildings, first class roads and up to date transportation facilities make Capetown a modern metropolis second to none.

But how many Seafarers know that the first purpose of Capetown was as a vegetable garden for replenishing ships enroute from Europe to India?

About the same time that the Dutch were establishing a colony on Manhattan Island, a Dutch merchant company established a beachhead in Capetown and built a fort. They planted a vegetable garden, with the view in mind of rehabilitating the scurvy-ridden crews that arrived from Europe, a run that took about six months in those days of non-refrigerated lockers.

Today the vegetable garden is no more, but the site remains as a botanical garden, one of the most pleasing features of Capetown.

Many other features of South Africa's key city remain just as

they did when the Dutch held power there.

Table Mountain, lying on the southern part of the bay, has impressed Seafarers since the days when, before Columbus, the Portuguese rounded the cape, which offered a "good hope" of reaching India by sea. Adjacent to the mountain are the Twelve Apostles, the mountain peaks that form the western side of Table Mountain.

The city itself is a fascinating blend of old and new. Narrow thoroughfares recall the early Dutch days, as do the names of many streets, while in the older parts of the city there remain many Dutch and Georgian buildings, often standing next to shops and offices built in modern style.

The contrast will be even greater soon, as the city begins its building expansion on the huge new area recently reclaimed from the waters of Table Bay.

### OLD FORTRESS

One link to the past is the old Capetown Castle. Built in the form of a five-pointed star, it is a classic example of the seventeenth century fortress, for

this castle sheltered the first colonists from attack by hostile natives and wild animals.

Capetown's history in many ways parallels that of New-York. Early in the development of the city, the Dutch moved off from the Cape into the plains to become farmers and left the City to the English who were interested in it from a strategic standpoint. The English later colonized the area.

When the Dutch—or Boers, as they called themselves—found themselves at odds with the English, they packed their belongings and stowed them in covered wagons. They set out over the plains, crossed the mountains and founded the Free State and Transvaal.

Also, like in our country, a rush for the minerals of the earth speeded up the colonization of the land. First the famous Kimberley diamond strike brought thousands of fortune seekers from all over the world. Twenty years later a gold rush brought additional thousands.

Most of the adventurers stayed to make their living in less speculative ways. All of them brought with them the culture

and ways of Europe and made the Cape area European in every way.

Strangely enough there are no real natives left in South Africa. Like the American Indians, who pitched their tepees on Manhattan Island and were slowly driven inland, the bushmen who lived on the Cape when the Dutch came are now almost extinct. Their descendants, however, can still be seen in the Kalahari Desert and wandering tribes of a race, now extinct in its original purity, known as the Hottentots.

### NOT YET TAMED

Seafarers who travel the loop from Capetown to Port Elizabeth, East London and Durban in the Union of South Africa can attest to the modern cities and culture very much like our own, but despite the progress made, the lower continent has by no means been tamed.

Only a few miles from the port cities of electric lights, gay night life and modern plumbing are the wild lands, and jungle beasts still roam at large, and along the highways travelers find it wise to stay in their automobiles after dark.

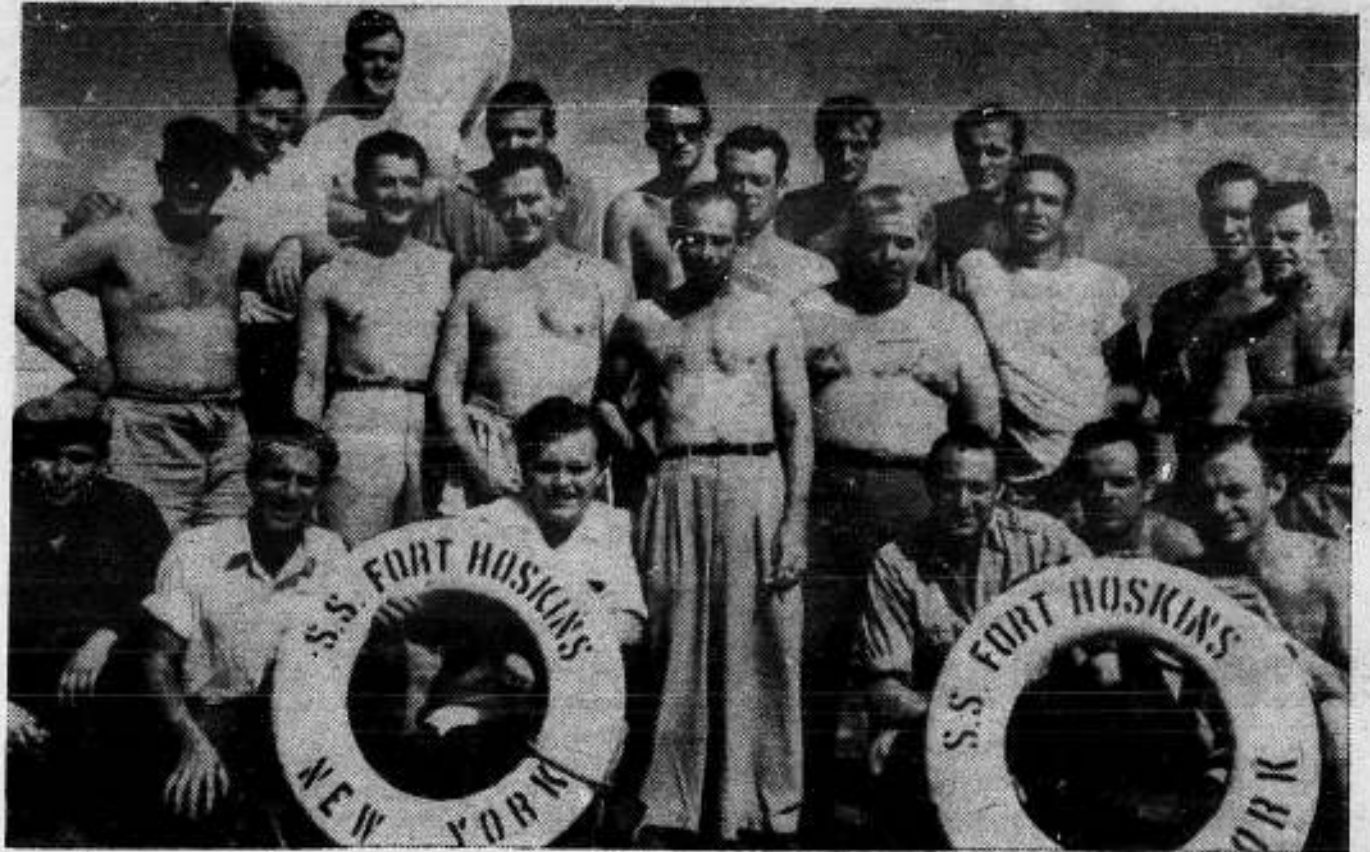


# Petroleum For Europe's Industry

## Fort Hoskins Crew Rides The Persian Gulf Shuttle

It's not often that a Cities Service ship ventures too far from the coastwise milk run to Aruba and Lake Charles, but last October the Fort Hoskins headed for that far land of the Persian Gulf area and shuttled oil to European ports for four months. These excellent shots taken by Frank Flanagan show that the departure from the norm didn't faze the crew one bit. In fact, Frank Gasper, crewmember who dropped the pics off at the LOG office, reported that the Hoskins had a clean trip all the way, with no trouble in any port.

Gaspar reported that at the end of the shuttling mission the majority of the crew stayed aboard—they'd found a good functioning unit and wanted to keep it operating.

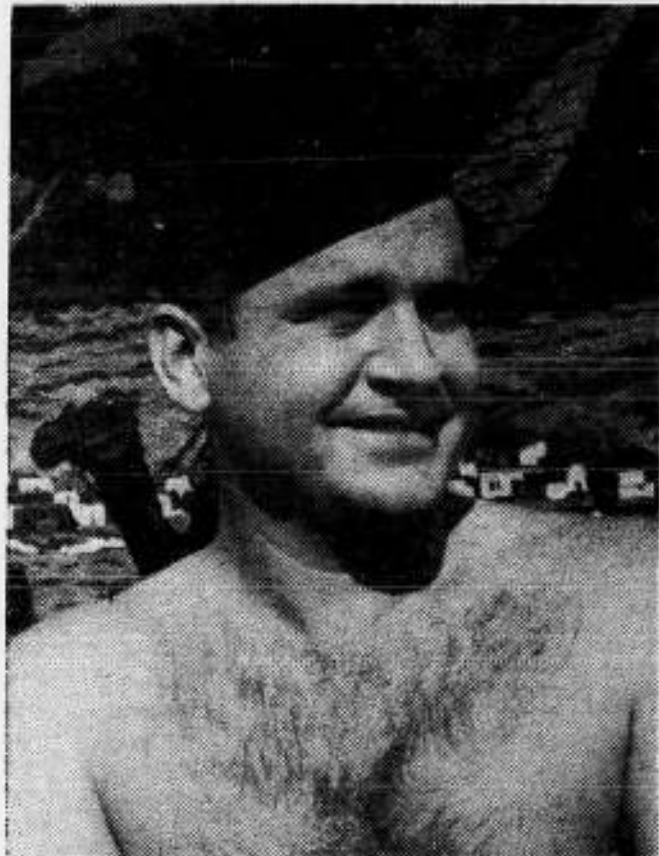


As many of the crew as could be pulled from their duties line up for a formal portrait. The warm sun of the Suez region seemed to agree with the boys as they shed shirts to get the benefit of the sun on their winter-whitened torsos.

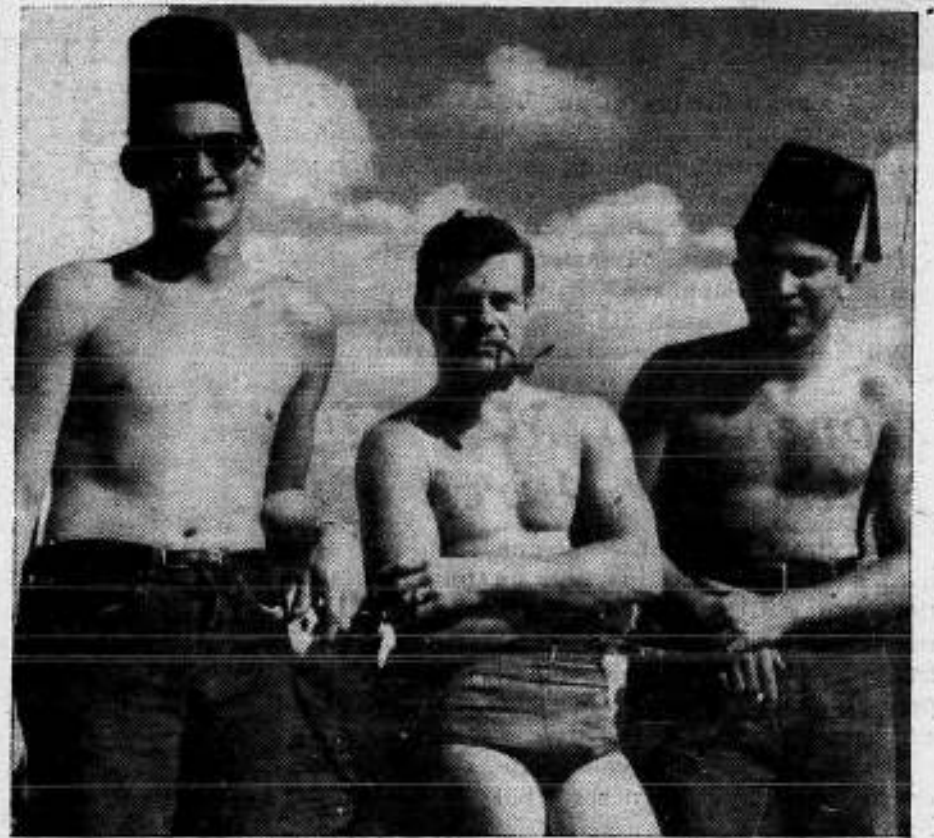
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Those other guys can risk getting sunburned if they want to, but Chuck Wysocki is having none of it. AB on the ship, he pauses in his work to admire his craftsmanship and at the same time oblige Brother Flanagan's photo-snapping tour of the ship.



Fez-topped Seafarer G. J. Boroski hasn't gone native, despite the hair shirt he bravely displays, risking his all to the ways of those wily little black insects. That background isn't an Egyptian scene, it's an oriental blanket a crew-member put up to lend proper atmosphere.



A sporty threesome relax against the rail and dare Brother Flanagan to shoot them. Left to right, Jimmy Ott, Fireman; Frank Throp, Deck Maintenance, and Al Gregory, Wiper. The novel cigarette holder was Throp's way of protecting his bit of carefully cultivated chin shrubbery.



A snappy looking Stewards Department lined up when Flanagan asked for a pose. Left to right the boys are, Bob Lopez, George Lothrop, Charlie, Chief Cook; Carl Bartolo, BR; Bill Costin, 2nd Cook, and Andy Casano, Saloon Messman. With these chaps behind the stoves it's easy to see why the crew stayed with the ship.



"So, what do you want?" seems to be Frank Gaspar's thought as he stares right back at the camera. Gaspar, AB, had nothing but praise for the fine way the crew handled itself during the long trip. He reports that the Hoskins was the first shuttling tanker to leave Hamburg with a full crew in many a moon.





# SHIPS' MINUTES AND NEWS

## A Prize In Pastry



Proud members of the Alcoa Partner's Stewards Department display a very edible ship's model turned out by Baker Joseph Warfield, standing at right. A note accompanying the photo said that the Cooks "really know their stuff." Others in the picture are, kneeling, left to right, Ralph Collins, Messman; Thomas Robinson, Messman, Charles Starling, Pantry Utility, and Antione Johnson, Utility. Standing are Percy Thompson, Chief Cook; Joseph Hall, 2nd Cook; Joseph Williams, Utility; William Daniels, Messman, and Warfield.

## Appeal To Men On Ships Made By March Of Dimes

With this week's LOG being mailed to all SIU ships will go the annual SIU appeal to crews in behalf of the March of Dimes, the one organization dependent upon public funds that has the full endorsement of the SIU.

Seafarers are being called upon to match their generosity of

previous years and to top the total contributed last year.

The organization has stated that it is in need of record funds to carry on its campaign against the ravages of polio, which strikes thousands yearly and shows little sign of slackening in its proportions.

The organization directs the donated funds into direct treatment of those stricken and to research toward solving the mystery and providing a cure.

Close to home for Seafarers is the case of Gene Milanese, former crewmember of the SS Steel Apprentice, who was stricken several months ago with the disease. Now being treated in Staten Island Marine Hospital, he expects to regain his health, except for his right leg, on which he will have to wear a brace. The methods employed and orthopedic equipment used in Milanese's case were developed under research grants made by the March of Dimes.

As in the past the crews will receive scrolls provided by the fund upon which they can inscribe their names. The funds and the scrolls are to be turned over to the Patrolmen and the money collected from all SIU ships forwarded to the fund at one time.

## Top Hat Bar In Rotterdam Tops, Says Bush

Seafarer C. H. Bush believes that when a good thing is found the rest of the Seafarers should be told about it, that's why he's boosting the Top Hat Bar in Rotterdam.

Brother Bush, along with George Quinones, were hospitalized from the SS Montebello Hills in that port recently and were happily surprised to find themselves visited by the owner of the Top Hat, Mr. C. J. Vleugels, his wife and daughter.

The boys' spirits were raised by their visit and fruit, magazines and cigarettes were left to while away the time until recovery.

Quinones is still in the hospital in Rotterdam, but Bush is back to sing the praise of the Top Hat and its proprietor.

The bar, Bush stated, is friendly and the prices reasonable. "Nice and quiet for sociable drinking with no one hanging on your neck," he stated. "But if you want company and feel in a real sociable mood, there is a good crowd of congenial people around. The LOG is on hand, too."

The address is: V. Oldenbarneveldstraat, 138 Rotterdam, Holland.

## SIU Crews Played Epic Role In Korean Evacuation By Sea

From behind a curtain of military censorship is slowly unfolding a story of almost unbelievable achievement in the evacuation of soldiers and civilians from North Korea by American merchant ships during the UN withdrawal late in December. The story is one of close-up support and aid

to the harrassed troops in the Hungnam beachhead area followed by the removal of thousands of personnel by civilian-manned merchant ships, one of which carried the unbelievable number of 14,410 persons.

A specific report as to how the tremendous undertaking was accomplished has not been released to date, but stories coming in have been pieced together to give a picture of a dozen or so merchant ships, many of them SIU-manned, carrying 105,000 troops, 100,000 civilians, 17,500 vehicles and 350,000 tons of material to Pusan in a little more than two weeks.

From official Navy sources the only clue that such an operation took place are the cryptic letters of commendation to the

freighters, passed on by the Military Sea Transport Service.

According to the Skipper of one of the transports used in the evacuation, the convoy was preceded into Hungnam by minesweepers and then herded close to shore while the warships took up positions to the north, and south and awaited the arrival of the marines and infantry retreating from the Chongjun Reservoir area.

### COVERING FIRE

No hurricane ever approached the screaming bedlam produced by the warships that protected the evacuation, the Skipper related. For five days and nights the cruisers and destroyers sent a steady stream of five to eight shells tearing into communist positions rimming the shrinking beachhead. In turn, communist artillery thundered into the area and around the convoy.

The arrival of the troops at the dockside was a sight the crewmembers of the ships in the convoy will never forget. Soldiers came aboard right from the front with hand grenades still pinned to their uniforms for instant use, their guns as ready and their equipment covered with mud and dirt. Some were wounded and ill.

Among the ships participating in the operation was the Waterman C-2 Madaket, which was the last ship to leave Hungnam on Christmas day. She sailed under small arms fire from the enemy with more than 11,000 evacuees aboard. A sister ship the Choctaw sailed ahead of her.

Also present at the beachhead were the Robin Gray and the Robin Kirk, both of which were called upon to evacuate personnel under heavy gunfire.

The most complete story of the ordeal came from the crew of the Meredith Victory. Built to carry a crew of 50 and 12 passengers, she transported 14,410 Koreans on the three-day run from Hungnam to Pusan.

The Queen Elizabeth, world's largest ship, has a passenger capacity of just over 2,000 passen-

gers and during the war carried 15,000 troops as her peak load.

Of the Meredith Victory's thousands, children were not counted, though they were in large numbers. One crewmember stated, "There I stood with babies all around me, and something doing every minute." Five women gave birth in the first 24 hours.

The sight of the Meredith Victory arriving at Pusan startled even the toughest troop officers used to seeing overpacked ships. One Navy transport officer described it as follows:

"When we first saw the ship we couldn't figure out what in the world it had on deck. From a distance it was simply a dark, solid mass. As the ship came nearer we could see it was human beings. They were packed so close you wondered how they could breathe. And there wasn't a sound from them. They just stood there, silently, waiting. Unless you saw it you couldn't believe it."

### SOUTHWIND SERVES

Another SIU-crewed ship that received commendation from Rear Admiral J. Doule, Commander of Task Force 90, the evacuation force, was the SS Southwind, of South Atlantic. The Southwind was called upon to move 7,000 soldiers and marines from the Hungnam area.

The epic of Hungnam was repeated in the evacuation of Inchon on the West Coast where the Waterman ship Noonday moved out 5,000 South Koreans and the Citrus Packer figured in the movement of personnel and equipment.

Upon completion of the tremendous job, the work done by the merchant ships was summed up appropriately by Admiral Callaghan, Navy spokesman, who stated, "Such support is indicative of the contribution which the American merchant marine has so often made to the national security through its assistance to the United States Navy in the fulfillment of its mission."

## Grease It Up



Brother Devlin, Electrician, aboard the Alcoa Pioneer, gets stopped by the camera while making his rounds with the grease pot.

## 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.

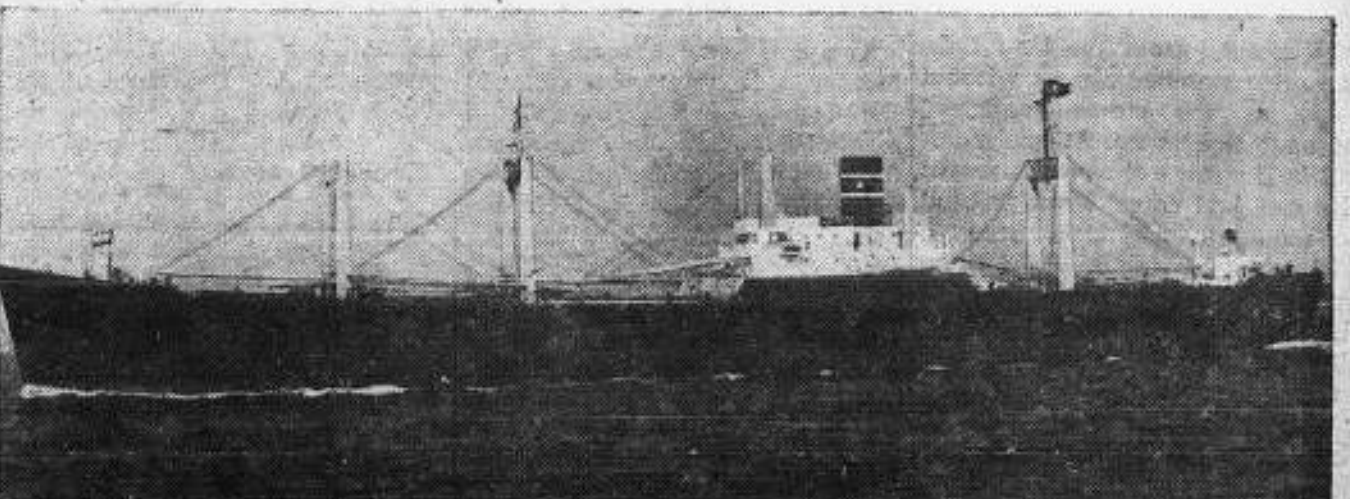


Photo shows a C-2 class merchant ship. SIU-manned C-2's SS Madaket, Choctaw, Noonday, Citrus Packer and Southwind participated in the evacuation of civilian and UN forces from North Korea, during which the Madaket carried over 11,000 persons at one time.



# Saga Of '24 Hurricane Is Top Tale In Brother's Family Of Seagoers

As far back as Pat Gainey can remember his family has been going to sea, but he's ready to match his experience in a 1924 hurricane off Cape Hatteras with the best of theirs. He'd be matching his story with a host of sea-going relatives near and far, plus three brothers who sailed in recent years. Pat, or Samuel, as he's known formally, is sure though that the experience that befell him and 89 other crewmembers aboard the 4-masted *Ida S. Dow* can't be topped.

Back in those days Pat was deck hand on the *Dow*, one of the few schooners still plying the coastwise trade, and with three years of seetime under his belt considered himself as having seen all the ocean and weather could offer.

It was autumn when the *Dow* put out of Tampa for Boston with a load of lumber. Her holds full, she carried a heavy deck load of lumber and it was all the deck gang could do to keep everything ship shape as she nosed around Florida and headed for the north.

### BLOW STRUCK

Off Hatteras the hurricane struck. Full force, the winds tore through the ship. Deck hands scurried aloft and trimmed the sails. On deck another group worked rapidly to batten down the deck load. Hour after hour Pat and his mates worked to save the ship and the cargo, but it was soon evident that the deck load wasn't going to ride out the blow.

As the ship twisted and turned in the gale the lines holding the cargo snapped one by one, whipping across the decks with force enough to cut a man in half. The gale picked the lumber up and, like toothpicks, scattered it to the winds, sweeping the deck clear. Miraculously no one was hit.

Clear of the deck load the hands turned to on deck to save what they could of the ship as she floundered helpless in the mountainous waves and screaming winds.

Hour after hour the ship creaked and groaned as the winds rose and fell.

Little by little the ship began to give before the storm. First the dingy was swept away, then the whaleboat was smashed when the lumber flew over the side.

Horror-stricken the crew watched the storm take its toll. One by one three of the four jibs were lost and the sails were torn to shreds as they lay tight to the spars.

Weakened from the long fight the crew watched almost without hope as the storm continued without any let up. At one moment in the storm the crew thought the end had come. From behind a mountainous wave rose a steamship, bearing down on them under full steam. The men of the *Dow* watched as the steamship sighted the schooner and fought to give the sailing ship a clear berth as every roll of the seas brought them closer.

### ACTION SHOTS

Pat, for some reason he has not been able to discover in the years since, found himself on

deck with his camera, a small brownie, and snapped pictures, one by one, as the ship neared them.

But the men of the *Dow* were not to go down before the steamer. Slowly the ship lumbered



PAT GAINEY

away and in a few minutes was gone behind the waves.

Finally after 48 hours the storm blew away. Red-eyed and hungry the men turned to to survey the damage and their losses. The ship had been hard hit, but nary a man had been injured or lost. Pat says it was only good seamanship that saved the men, as one misstep could be fatal.

The ship hadn't made out so well. The deck gang made what emergency repairs could be effected and replaced the shredded canvas with the spare set carried and brought her into

Boston. "Everybody kissed the ground after that one," Pat said.

The experience didn't keep Pat from sailing schooners though. He put in three more years before the mast until jobs on sailing ships went the way of the horse and buggy and gas-lights.

He turned to sailing the iron ships and was one of the first of the band of hardy seamen to organize into what is now the A&G District of the SIU.

He's been sailing steady since, except for a two-year spell in the hospital when he suffered a heart ailment. During the war he was aboard the *E. G. Hall*, the first merchant ship to touch Manila after its liberation. The *Hall* had fought its way through a wave of suicide planes, one of which crashed on deck of an adjacent ship.

His most recent ship was the *Salem Maritime*, Cities Service, and he's now waiting around the New York Hall for a Bosun's job to come up. "I don't care what it is or where it's going so long as it moves," says Pat.

### Send 'Em In

Don't hold your pictures and stories of shipboard activities. Mail them to the Seafarers Log, 51 Beaver St., New York 4, N. Y. If you haven't the time or don't feel in the mood, just forward details. We'll do the rest. Pictures will be returned if you wish.

## A Steamer In The Throes Of A Hurricane



Pat Gainey caught this shot of a Spanish passenger ship as she hove near the hurricane-battered *Ida S. Dow* in 1924. Looking at the picture Pat remarked, "In that storm she couldn't help us and only meant danger in case we rammed. That's one time when in distress that another ship nearby didn't mean good news."

## Mother M. L. Crew Aids Greek Islanders

The SIU crew aboard the *SS Mother M.L.* this week received the thanks of the residents of a small island in the Aegean sea for a financial contribution made several weeks ago in their behalf.

The men of the ship donated \$39 at an earlier payoff for the residents of Oinoussai, a Greek island which has as its residents mostly the wives and orphans of seamen lost during World War II.

The letter of thanks was received by Captain Leon Lemos, Port Captain of Eagle Ocean Transport Company, owners of

the *Mother M.L.* The letter, written by the President of the island, thanked the men for the money, which will be used for "the relief of our people who

have been tried hard and suffered most during the long years of World War II."

According to Captain Lemos, the island lost 156 out of 650 of its adult men during the war and has been faced with a severe task of rebuilding its school and providing for the inhabitants. Persons who spent their youth on the island and left to seek their fortunes elsewhere have assumed a moral obligation to aid their home island.

The action by the crew came about when the officers donated \$211 to the fund and asked the crew if they cared to join in.

### Ships Delegates

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



## Rebellion

By ROBERT G. PATTISON

I'll travel alone round this mad world,  
man's accepted rule ignore.  
The inspiring sight of the flag unfurled  
will stir my heart no more.

For a woman's love I've nought but scorn,  
all women are untrue.  
And the happy home where I was born  
expects so much of you.

The loyal friend who by your side  
sticks through thick and thin.  
When you turn around should the need arise  
you'll find anyone but him.

For wealth and glory I have no yen,  
they are only chains that bind,  
Though gold makes slaves of other men  
and glory turn their mind.

Give me the world to amble round,  
the sky and oceans blue,  
I'll take my women as they are found  
and leave with nought to rue.

I'll make my home where I hang my hat,  
I'll pay no tax or rent,  
For the world is mine, come no matter what,  
I'll still be pleasure bent.

There are no duties, toil or fears  
for these are all man-made,  
There's only beauty, and happy tears,  
if you can make the grade.

So I'll cast aside our civilized code,  
its burden and its grind,  
With a heart that's light without its load  
and a free unshackled mind.

## Final Departures

Seafarer Stephen J. Mogan, longtime member of the Union died in New Orleans recently, the LOG has been informed.

Brother Mogan held book number 337 and had been in the SIU since 1940.

Born in Massachusetts in 1898 he had been going to sea for over 25 years, serving as a Fireman. During the past ten years he had sailed primarily out of Gulf ports.

His beneficiary card listed Matthew Mogan, a brother, as his next of kin.



A member almost since the inception of the SIU, Ollie C. Blake, 47, died March 2 at the Seamen's Church Institute in New York of pneumonia. He carried Book No. 3547.

Brother Blake was an AB and had participated in most of the strikes and beefs that arose during his years in the SIU.

He is survived by his mother, Mr. G. C. Finch, of Richmond, Virginia.



Ricardo Guzman died in Staten Island Marine Hospital on March 6 the LOG has been informed. Brother Guzman held Book Number 35533 and sailed in the Stewards Department.

He was 50 years old at the time of his death. He is survived by his wife Mercedes, who lives in Brooklyn.



# Digested Minutes Of SIU Ship Meetings

**GREENSTAR** (Traders Steamship), Feb. 12 — Chairman, W. Sibley; Secretary, J. Dorry. Delegates reported number of books and permits in their departments. Ship's Delegate pointed out to the new men that if they did not understand anything about the Union to see their Delegate and he would help them out. Discussion held on keeping laundry clean.

**SEATHUNDER** (Colonial), Feb. 12—Chairman, W. Reidy; Secretary, I. Smilowitz. Delegates reported all okay. Delegates to make out forms giving upgrading details on each crewmember. Registration of aliens explained and notice posted on bulletin board.

**PONCE** (Puerto Rico Marine), Feb. 24 — Chairman, Bennett; Secretary, Miranda. Delegates reported no beefs. Discussion on Headquarters letter concerning unloading cargo and shore leave. Motion carried to accept. Vote made to take \$25 from ship's fund toward a fund for Brother Milanese who was stricken with polio.

**SOUTHWIND** (South Atlantic), Feb. 10—Chairman, James Prestwood; Secretary, Ray Rife. Delegates reported number of books and permits in their departments. Motion carried to have slopchest checked and repair list ready when ship hits Norfolk. Discussion on ship's fund. Ship's Delegate to take care of all beefs to avoid confusion.

**ALGONQUIN VICTORY** (St. Lawrence Navigation), Feb. 14—Chairman, John Jellet; Secretary, A. Campbell. Delegates reported no beefs. Discussion on facilities in new building. Suggestions listed and sent to Headquarters.



**OREMAR** (Ore), Feb. 18 — Chairman, Victor Cover; Secretary, O. Guerrero. Delegates reported everything smooth, except some penalty hours in each department. Letter from Headquarters read concerning time ashore and unloading of cargo. Second Cook criticized for poor baking.

**LYNN VICTORY** (Dolphin-Triton), March 8 — Chairman, L. Nicholas; Secretary, Gavin. Delegates reported all smooth. Precautionary safety measures to be taken with cargo outlined to crew. Steward reported he would have to cut down on food because of waste, though he would accept any suggestions for any dish liked by the crew.

**SANTORE** (Ore), Feb. 20 — Chairman, S. Clark; Secretary, E. Morris. Delegates reported number of books and permits in their departments. Complete agreement was registered on time ashore and unloading cargo letters from Headquarters. Suggestion made to see Chief Engineer concerning ice box repairs.

**OLYMPIC GAMES** (Pacific Tankers), Jan. 7 — Chairman, James Rose; Secretary, Al DeForest. Delegates reported no beefs. A new slopchest had been

## Seafarer Sam Says

**DON'T FOUL UP OUR FILES!**

**PLEASE... INCLUDE YOUR OLD ADDRESS WHEN NOTIFYING THE LOG OF A CHANGE OF ADDRESS.**

promised for the ship the next time she hits Trinidad. Request made that airmail copy of LOG be passed around for entire crew to enjoy.

**STEEL ADVOCATE** (Isthmian), Feb. 28—Chairman, Ralph Kismul; Secretary, Al Whitmer. Delegates reported minor beefs, otherwise all in order. Beef raised on inadequate linen for bunks.

**WACOSTA** (Waterman), Feb. 4—Chairman, R. Kelly; Secretary, L. Lott. Delegates reported no beefs, some disputed overtime in Deck and Stewards Departments. Heads to be repaired in first port.

Feb. 18—Chairman, De Angelo; Secretary, Woods. Motion carried not to payoff until all beefs are settled. Hospital to be checked for quantity and quality. Stewards Department given a vote of thanks for the fine work done.

**MONARCH OF THE SEAS** (Waterman), March 4—Chairman, E. Vatis; Secretary, L. Moore. Delegates reported all okay. Crew voted against purchase of a new washing machine. Motion carried to adopt time off and unloading cargo letters from Headquarters.

**ANDREW JACKSON** (Waterman), March 4—Chairman, Bob Barrett; Secretary, H. Pitkofsky. Beef on Captain telling Steward to knock off Passenger Utility on Sunday while on day work. Discussion on matter.

**STONEWALL JACKSON** (Waterman), March 6 — Chairman, Jerry Palmer; Secretary, A. Fry. Headquarters letters read concerning unloading cargo and time off. Motion carried to withhold vote on statement on cargo unloading until arrival in New York where Headquarters can clarify the issue.

**CITY OF ALMA** (Waterman), Feb. 17—Chairman, Robert Moylan; Secretary, Gerald Ariatico. Delegates reported all in order. Discussion on Deck Department

sanitary work man who has not been doing his job. Suggestion made that each department's sanitary man take turns in keeping laundry clean.

**LASALLE** (Waterman), March 3 — Chairman, Joseph Shaughnessy; Secretary, Charles Rogers. Stewards Delegate raised question as to whether or not pulling ice from ice machine was overtime or not. Repair list made up by all departments and presented to various department heads. Motion carried that meetings be held every two weeks, as crews change more often than on off-shore ships.

**JEFF DAVIS** (Waterman), Jan. 30—Chairman, R. Bowley; Secretary, D. Fitzpatrick. Lengthy discussion on food situation. Ship's fund reported at \$27.50. Repair list to be started and added to during trip.

**FAIRHOPE** (Waterman), Feb. 18—Chairman, Lionel Gormandy; Secretary, C. Daggett. Motion carried that each Delegate turn in his repair list to Ship's Delegate. Motion carried to have Patrolman contact 1st Assistant and Chief Mate concerning painting of crew's quarters and passageways.

**AMES VICTORY** (Victory Carriers), Feb. 25—Chairman, Earl Spear; Secretary, Stanley Scott. Delegates reported no beefs. Suggestion made that food be improved. Men were asked to come to messroom properly dressed.

**NIKOKLIS** (Dolphin), Feb. 11 —Chairman, Joseph Lipton; Secretary, S. Solski. Delegates reported all running smoothly. Discussion on Union letter on time ashore and unloading cargo. Vote of thanks given Stewards Department for fine work. A new library to be brought aboard in first US port.

**CAPE MOHICAN** (Mar-Ancha), Jan. 29—Chairman, William Mollison; Secretary, Harry Franklin. Delegates reported no beefs, some disputed overtime. Patrolman to be asked whether or not cargo of lamp black is penalty cargo. Motion carried to have ship's heating system checked.

Feb. 14—Chairman, A. Muhalski; Secretary, Harry Franklin. Delegates reported number of books and permits in their departments. Motion carried to concur with the "Guide for Stewards Departments."

**PONCE DE LEON** (Waterman), Feb. 4—Chairman, Leo Movall; Secretary, A. Kuberski. Delegates reported all in order. Vote of thanks given Stewards Department for the fine food served. Motion carried to refer to the Negotiating Committee the transportation issue on the West Coast when a ship pays off in either Seattle or Long Beach.

Feb. 22—Chairman, Frank McGuire; Secretary, A. Kuberski. Ship's Delegate read Headquarters letter on unloading cargo

and time off ashore. Motion carried to accept unanimously. Delegates reported number of books and permits in their departments. Ship's Fund reported to contain \$40.94.

**COUNCIL GROVE** (Cities Service), March 10 — Chairman, George Schmidt; Secretary, T. Gavin. Delegates reported number of books and permits in their departments. Motion carried to see Patrolman concerning individual rooms for watches in engine department. Motion carried to see Patrolman for copy of constitution and by-laws and other educational material.



**ARCHERS HOPE** (Cities Service), March 9—Chairman, B. Williams; Secretary, S. Lipschitz. Delegates reported on books and permits in their departments. Deck Delegate reported 22 hours of disputed overtime. When crew is restricted to ship in a foreign port because of quarantine, a notice is to be requested from the Master so there will be no doubt as to whether or not the crew shall put in for overtime for being restricted to the ship.

**FELTORE** (Ore), Feb. 28 — Chairman, R. Langford; Secretary, E. Ables. Special meeting held to discuss unloading cargo and time off issues sent to the ship by Headquarters mail. Crew unanimously in favor of both issues. Discussion on Electrician's letter listing necessary repairs.

**BULL RUN** (Mathiasen), Feb. 25—Chairman, J. Burrows; Secretary, T. McLemore. Delegates reported the number of books and permits in their departments. Motion carried to have ship fumigated in the next port. Beef raised on poor menus and lack of fresh vegetables. Steward asked not to use leftovers.

**MARINA** (Bull), Feb. 19 — Chairman, W. Szczepanski; Secretary, E. Tari. Delegates reported all in order. Motions carried to concur with two issues on time off and unloading cargo. Motion carried to concur with Stewards Department guide.



**CUBORE** (Ore), March 5 — Chairman, Imohundra; Secretary, J. Kahl. Delegates reported all okay. Motion carried to send crew a list of men leaving to the Baltimore Hall from Panama. An educational talk held on the sanitary work.

**LONE JACK** (Cities Service), March 3—Chairman, Albert Weaver; Secretary, Bernard Kimberly. Ship's Delegate reported one engineering book had been bought out of ship's fund. Delegates reported number of books and permits in their departments. Motion carried to buy records from ship's fund. Crewmembers urged to fill out Welfare Fund blanks.

March 10 — Chairman, Roy Lundquist; Secretary, Bernard Kimberly. Delegates reported

## Directory Of SIU Halls

### SIU, A&G District

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

### HEADQUARTERS REPRESENTATIVES

Joe Algina Robert Matthews  
Joseph Volpian

### SUP

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

### Canadian District

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



# THE MEMBERSHIP SPEAKS



## Steward Sees SIU School As Way To Improved Menus

To the Editor:

This has been a longer trip than usual, so it was only recently that I got around to reading Frenchy Michelet's Steward Department Guide and learning of the SIU's intention to set up a school for Stewards Department men.

The Union has picked a top notch man in Frenchy to head the school and he has my best wishes, for there is no doubt but that we are always in need of first rate Stewards Department men.

I know from personal experience that some of the Cooks who come aboard these ships think that roast beef, roast pork, corn beef and cabbage, beef stew and gravy made of white wash cooked on top of the stove constitute a ship's menu. They slop it on a plate with gravy running over the side. "What's the difference," they say. "Sailors don't care." That's the attitude of some I have come in contact with.

### WRONG THINKER

Strangely enough, the fellow who feels this way usually thinks he is a good Chef.

When a Steward puts on the menu cutlets, croquettes, stuffed peppers, shepherd's pie or other items utilized from left over meats, he gets hard looks. The crewmembers shy from anything that hit a meat grinder. But these dishes are first rate.

Some Cooks never heard of garnishes. Parsley, lemons and a few more items make a plate look palatable and give the food greater flavor. Some think lemons are only for iced tea.

In rendering fat I had one guy tell me they don't do that any more. Of course I always do that myself and then I know it won't hit the deep six.

### NO CHEF HE

Here's one for the books: I had a Chef on one ship—at least he told me he was a Chef—so I put roast prime rib of beef au jus on the bill, and as we were in port I couldn't pay too much attention to him. I figured he was no graduate of Sheepshead Bay and therefore probably knew his job. But it isn't always a beautifully bound book that makes the perfect story.

By the time I got around to finding out how he was doing I learned he had taken the beautiful rib and was cutting it like a piece of boloney. To add injury, he had dumped the rich sediment in the garbage can and had made au jus from water, worcheshire sauce and kitchen bouquet. All that wonderful, natural gravy thrown away.

Well, to keep my dignity I called him into my room and really laced him down for fouling up. After that I kept an eye on him. The next time we had

a rib of beef I cut it myself and showed him how to make a real au jus.

Just because the crew isn't on the guest list of the Ritz or the Waldorf is no reason why the food can't be prepared and served in the finest fashion possible. Sloppy service has no place on an SIU ship.

On this ship, the Carolyn, whenever I put something on the menu I tell my Chief Cook, who is a fine man, to ask me if there is anything he does not understand. Several times I have gone into the galley to help him get going.

The Stewards Department's efforts are well appreciated, too. On here we have a good bunch topside and all is running smooth. The same was true on the Trinity, my previous ship.

Once again I'd like to congratulate Brother Michelet for doing a fine job on a matter that has long needed handling.

George Seeberger

## Daddy's Gone A'Sailing



Wearing nautical attire for the occasion, the sons of Seafarer Leo Feher pose for the camera. They are Tommy, 3½, and Leo, Jr., 1½ years old. Their proud father is now aboard the SS Sea Cloud; the boys are with their mother in Weehawken, New Jersey.

## Monarch Nine In Spring Training Camp Readies For Games In Southern Circuit

To the Editor:

The formidable Monarchs, conquerors of the powerful Marina baseball club, serve notice to all baseball teams in the Caribbean that they are ready to defend their mythical crown.

Manager L. B. Moore has announced that the first workout was held at "Sixto Escobar" Stadium on Monday, March 26 and the results were "promising."

Having lost several outstanding players, the Monarchs will be rebuilding their ranks. However, several newcomers are on hand who show promise. Among them is C. N. McInis, veteran of several campaigns with various Alcoa clubs in the Sunshine League. Mac is bidding for a starting assignment on the mound staff. He still possesses that high hard one and should he develop his curve, he would prove invaluable to the club.

Also striving for a berth as starter is a young rookie of considerable promise, "Chainbreaker" Summerlin. "Chains," although a little erratic at times, has a fast one that jumps. Given a little experience this boy should go places.

Holding down the catching assignment is that old pro, Jimmie Bartlett. Jimmie doesn't have the luster of the mound aces but he is a strong clutch player and a reliable handler of pitchers for those close innings. He also has a reputation as a strong clutch hitter.

### WHO'S ON FIRST?

At the moment first base assignment seems to be a toss up between Manager Moore and "Hose Nose" Belay. Should Moore find that Father Time has slowed him down, he will step aside for the "Nose."

Around the keystone sack are two classy performers in the persons of Chico Carrasquillo and Tommie Sanchez. Should both boys live up to expectations there should be a new record set for double plays.

The hot corner at the moment is in doubt. Manager Moore is desperately trying to get a heavy hitting third baseman in a trade, but failing in this will attempt to convert one of his flychasers into a third sacker.

In the outfield Andy Andrews, Pete Melich, "King Kong" Kimbrel and Whity Palmer will battle it out. Andrews wields a potent bat and was instrumental in giving the Marina nine the lopsided shellacking they took.

Kimbrel, a big strapping rookie, has all the requisites of a long ball hitter. Both Pete Melich and Whity Palmer, although

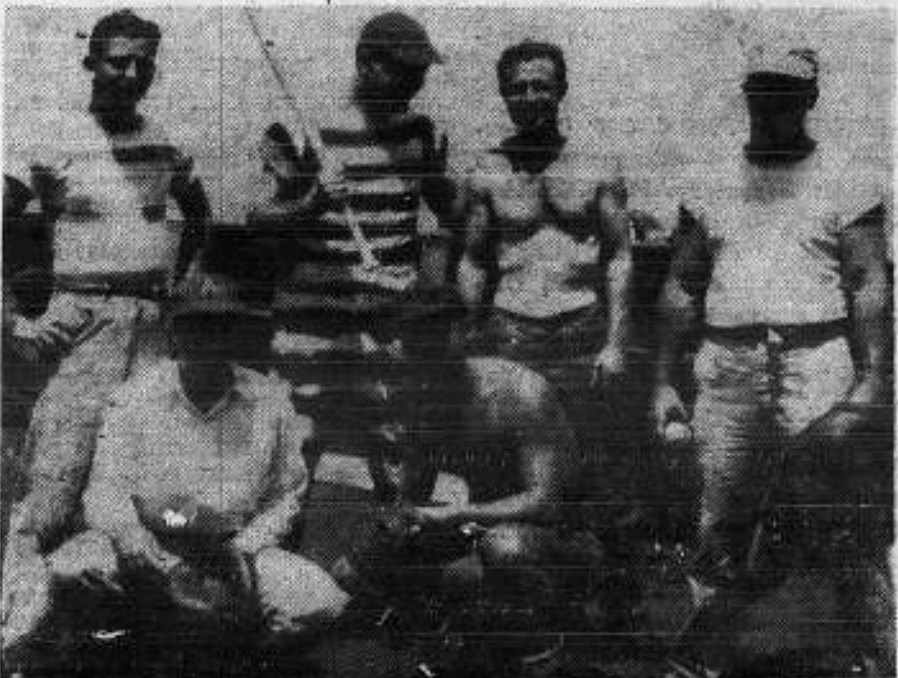
comparatively light hitters, are speedsters. All four should see a lot of action this season.

Assisting L. B. Moore in his managerial duties will be "Honest Sam" Vatis, who has accepted a coaching job.

Manager Moore, when queried as to what he thought his team's chances were, voiced cautious optimism, saying, "At the moment we don't appear to have the strength we put in the field last year, but with a bit of seasoning I think we'll be able to handle the strongest opposition."

Managers who wish to book their teams for exhibition games against the Monarchs can get in touch with the team's publicity director and office manager, E. N. McInis, c/o SS Monarch of the Seas, Waterman Steamship Corporation, Mobile, Alabama.

E. N. McInis



Enroute to their training camp in Puerto Rico, six members of the Monarch squad horse around a bit on deck. Left to right are, standing, Tommie Sanchez, L. B. Moore, Pete Melich and E. N. McInis. Kneeling are Jimmie Bartlett and Andy Andrews.

## Cooperation Settles Beef On Del Valle

To the Editor:

This trip the Captain and Chief Engineer are taking their vacations from the Del Valle, and when they left they ordered their replacements not to change a thing. We've had only one major beef to date.

The Chief Steward came to me recently and told me that the ship's doctor was interfering with the work of his department and had called the attention of the Captain to a bad spot on the deck of the saloon. The spot, I know, cannot be remedied, but the Captain called the Steward into the saloon and called him down before the ship's doctor and a couple of passengers.

With the Deck Delegate I approached the Captain on the matter and he stated, "I called the Steward down a bit, but did it in a joking way. It seems that he took it serious. Will you see to it that the Steward does not use obscene language in the presence of the passengers."

I told the Captain I would speak to the Steward about his language and in turn I asked that he talk to the Ship's doctor about interfering with the work of the crew. The Captain gave me his word he would attend to the matter.

I spoke to the Steward in a brotherly way about his language, and since the incident everything has been fine.

In the event we have any more trouble with the doctor, we will call a special meeting and send the Hall the results. All other shipboard beefs have been handled with ease and with a great deal of clean cooperation from the officers and crew.

T. R. Gonzalez

## Boyer Reveals Another Champ In SIU Ranks

To the Editor:

Now that Moon Kouns has been well covered by LOG publicity on his ring exploits, let's give another Brother a little mention. Did you know that Vic Miorana is also an ex-leather pusher? Vic was a good one, too, and even held the Southern Featherweight title.

Today you don't hear much about the Southern titles, but in Vic's day the Southern titles drew plenty of water because every one and his brother was fighting for a living.

Vic fistcuffed his way under the name of Vic Moran, and is a cousin to the well-known Pal Moran, who three times fought Benny Leonard, the great lightweight champion of the world. Pal also stood toe to toe with the great Lew Tendler on two occasions.

Percy Boyer



## Smallpox Scare Confines Reyes In Ceylon Hospital

To the Editor:

I have just been discharged from the Infectious Disease Hospital here in Colombo, Ceylon after 14 days of confinement, during which the doctors found nothing wrong with me. The company doctor sent me to the hospital from the Alcoa Puritan—on charter to Isthmian—when he thought I had smallpox.

We had one case on the ship and two days later I came down with a cold and ran a fever of 105 degrees. This was enough for the doctor to send me to the hospital, though I still don't think that was enough reason.

If it hadn't been for the American Consul, to whom I complained, I would have starved to death in the hospital. I couldn't eat the food they gave me and the facilities were very poor. It's a wonder I didn't catch smallpox in the hospital.

### STILL HEALTHY

I'm out of the hospital now and, fortunately, still healthy, but I am worried about my wife. I don't know how she is going to get along until I get back on my feet. The American consul has my money, but it is only \$200 and he is going to send her half.

I feel that because some company official got his wind up, I have been made to suffer and my wife too.

Despite this situation the company has put me up in a nice hotel and I'll probably be on my way home soon on an Isthmian ship. The American consul here is a very nice fellow and is willing to do anything to help anyone who gets stranded. The company agent and some of the fellows who work for him are also nice fellows. They deserve a bit of praise in the LOG, too.

Juan Reyes

(Ed. Note: For the safety of the crew it was necessary to take you from the ship. It was the only thing the doctor could do under the circumstances. For you it was uncomfortable, and for the company expensive; however, you will not suffer financially as the law specifies that you will receive wages to the end of the Alcoa Puritan's voyage.)

## Confab On Ship's Problems



A crewmember holds the floor while the men of the Carroll Victory discuss shipboard problems. At the time the ship was off Korea. A South Atlantic chartered ship, she was in Far Eastern waters for over six months. Photo was submitted to the LOG by crewmember D. D. Story.

## Member Who Won Labor Scholarship Urges Brothers To Go After Award

To the Editor:

As a member of the SIU who spent the years '48-49 at Ruskin College, Oxford, I would like to say a few words about the labor scholarship being offered this year. First off, it should be made clear that the requirements for application are not at all difficult. No college degrees or experience are needed. A high school diploma would help, but one of the fellows who was there with me had not even gone to high school. The scholarship committee is interested in the applicant's sincerity of purpose and good judgement, much more than his academic record.

The main purpose of the scholarship is to acquaint an American union member with the labor movement in Britain so that he can develop a broader outlook on the union movement as a whole. It is assumed that upon his return to this country his loyalty to the labor movement will have been strengthened and his outlook widened. Speaking for myself, I think the experience has done just that.

The studies consist of the history and problems of labor in Britain and the world; political problems facing the working people, economic theory and practice, etc. There is plenty of lee-

way given for the study of special subjects, so that a Seafarer, for instance, could study the economics of the maritime industry, if he so wished.

The bulk of the students at the college come from British unions, although there is a good sprinkling of people from all over the world. The college is not interested in a person's race, creed, or color.

Because most of the students are regular fellows, I found that the Americans had very little difficulty adjusting. As a matter of fact, some enduring friendships were formed.

### PUBS, TOO

In addition to the studies, of course, there's plenty of room for leisure and fun. Oxford's full of pubs, and some of our best bull sessions took place with a pint in hand. The college provides a bike for each of the students, and a bike ride in the English countryside can be a heck of a lot of fun, especially when there's a five or six hundred-year old inn on the other end.

Weekend trips to London can be taken, and during the Christmas and Easter holidays, there's plenty of time for excursions to the continent.

All in all, I can say the experience was mighty worthwhile and enjoyable. The financial allotment isn't all that it could be, and it would be advisable to take along some spare funds, but it would be a mistake to let that stop anyone from applying. When I was there, we received 200 pounds, of which 125 covered room, board, and tuition. The grant has been raised since then, and now offers 250 pounds (\$710), which is a considerable improvement in terms of the British cost of living.

For any SIU member who is deeply interested in the labor movement, and who can afford to take a year out for study, I would strongly recommend application for the Ruskin College scholarship.

Irwin Suall

(Ed. Note: Interested Seafarers can get applications by writing to the committee on Ruskin College Labor Scholarships, 2 West 45th Street, New York. Deadline for filing applications is May 1.)

## Dawn Of Unionism Brought Justice To Seamen: Legge

To the Editor:

America has followed behind other nations in maritime developments. Although our potential for ship building and operation has long been known, American trade and commerce has been carried mainly in foreign bottoms. Britain's economy is based on shipping. The history of maritime developments is the history of world developments. Commerce found its way to every port of the world on ships. Seamen were, and are today the prime movers of world civilization.

We have read the history of the rise of British shipping, of the press gangs, shanghaiing, cat 'o nine tails, flogging, keel hauling, brig and irons and worse for the least infraction of rules made by power-mad Captains.

Seamen were at the mercy of these martinets for long periods of time when voyages lasted years. All this we know. This knowledge we cherish for the simple reason that the past teaches us—and it will never happen again. That is a primary purpose behind unionism—to see to it that such conditions never happen again.

### SALT HORSE

For food, the seamen were fed salt horse, or salt junk, which came aboard in casks and hard-tack. These were weevily after a few weeks at sea. This food was dished out in whacks to each man of the crew. Even if his stomach retched and revolted at this coarse fare there was no relief. It was eat it or die. The Captain ruled his officers aft and served the portions to each. Although there was better fare for officers and special cooking, here, too, the Old Man served with an iron hand.

The Yankee clippers were replicas of the British system in everything but name. Woe to the seaman who dared to complain of the food on these ships. There was always a Mate ready to taste it and pronounce it good, with an eye to the approval of the Captain. This brave seaman was marked for special care.

Rum was dished out as a ra-

## Suggests More Candidates In A&G Elections

To the Editor:

We should have at least a half dozen candidates for each office at general Union elections. The incumbents may be fine gentlemen, but others equally as good ought to be found in a union of this size.

I ask the membership to consider that thought this year.

I will not stand for office, nor will any of my friends.

William C. Kennedy

(Ed. Note: Brother Kennedy should take Brother Kennedy's advice. Every year qualified members are urged, at Branch meetings and through the LOG, to throw in for office. The method of nomination in the A&G District could not be simpler: Any man who meets the constitutional provisions, and most do, can nominate himself.)

tion to kill the foul poisons of the food and lime juice was added to prevent scurvy.

The islands and coasts of the entire world have been marked by the graves of seamen who died during the course of these voyages, if they were not buried at sea. As ships must sail and death, decimating a crew, added intolerable hardship and even danger to ships and cargoes, some care was given to the problem of keeping seamen alive and at work within the limits of starvation. Thus, the rum and lime-juice.

### A SHORT LIFE

The sanctimonious Captains and bucko Mates did not desist from their brutality in any way. The better shape a crew was in, the harder they were driven and the end of a voyage saw the survivors worn out. The life of a seaman was a short one—a man was old at forty if he survived that long.

The sailing ships were replaced by steam. England expanded its trade and commerce. Hanging at the yardarm for mutiny gave way to lesser punishment. This was no concession to morality or religion on the part of owners or government. It was based upon the necessity to man the expanding steam-driven merchant fleets. Who would go to sea under the infamous system? They were forced to adopt semi-human measures as a means of manning the vessels to expand Britain's trade.

Thus we see that pounds and shillings were the motives that humanized the British maritime industry. The new status meant that seamen were no longer to be regarded as beasts but as men. Thus was progress born—under the pound-sterling sign.

This did not mean that seamen were free. There were no unions to represent the seamen then. They were still at the mercy of the employers who shackled them securely.

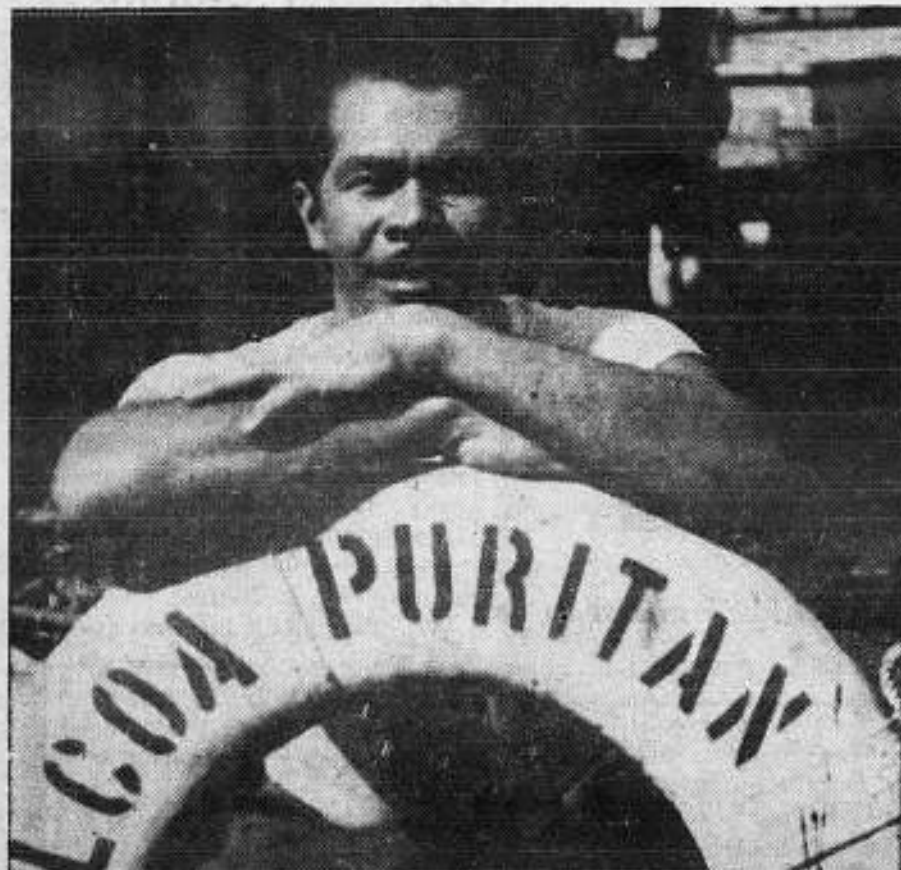
### CONDITIONS SAME

The Fink Book was born. The two-watch system was maintained. Seamen stood watches four on and four off. The two-pot system of feeding was retained. Curry and rice and rotten stews replaced salt junk because steamships meant voyages made in less time over longer distances. The seamen still slept on straw filled ticks on an iron bunk and drew their whack of rations.

Seamen "theoretically" now had recourse to law under the Board of Trade Rules and Regulations. Those who studied their rights, however, were singled out by Captains and officers as dangerous men and "Sea Lawyers." This was a supposed contemptuous term which they hurled at every seaman who demanded his rights. As yet unions had not been born of maritime necessity.

The deception of rights under the Rules and Regulations persisted for a long time and slowed down the birth of maritime unions. Only when the truth became universally known and accepted, that there was little justice for an individual under the owner controlled and dominated Board of Trade did the idea of unionism to enforce justice begin to sink into the minds of seamen.

John Legge



Juan Reyes before he was hospitalized from the Alcoa Puritan.



# Digested Minutes Of SIU Ship Meetings

(Continued from Page 9)

number of books and permits in their departments. Members asked to write down any recommendations they may have for improving the safety aboard ship. Ship's Delegate reported that a safety meeting would be held on southbound trip with either three ship's officers at crew's meeting or a meeting of the delegates with the ship's officers.

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**SALEM MARITIME** (Cities Service), March 4—Chairman, Henry Buckner; Secretary, John Powers. Action taken on suggestions for new Hall and request that men go for higher ratings. Suggestion made that a petition be drawn up for 120 quarts of milk, as are carried on SIU ships. Steward Department thanked for fine work.

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 March 18—Chairman, Vernon Street; Secretary, H. Zurn. Delegates reported no major beefs. Motion carried to get more milk aboard. Ship's Delegate reported that the literature sent to ship should be read for a better understanding of the work aboard ship and cooperation within crew. Discussion on sailing board.

\*\*\*  
**ROYAL OAK** (Cities Service), March 7—Chairman, Willis; Secretary, Harry Zeikel. Ship's Delegate reported a request by crew that more bonus be paid. Delegates reported number of books and permits in their departments. Suggestion made to collect all old books and notify AMMLA for a new library. Captain to be asked for a fantail awning.



\*\*\*  
**STEEL RECORDER** (Isthmian), Feb. 18—Chairman, C. Kaus; Secretary, D. Harmon. Delegates' reports accepted. Chief Cook reported no rail on aft side of ladder to ice box. Item to be entered in records of safety meeting.

\*\*\*  
**JEFFERSON CITY VICTORY** (Victory Carriers), Jan. 14—Chairman, G. McIntosh; Secretary, John Gates. Delegates reported everything okay, except needed clarification on overtime for crossing international date line on Sunday. Discussion on method of issuing linen. Discussion on having no heat on starboard side of ship.

\*\*\*  
**CAMAS MEADOWS** (US Petroleum Carriers), Feb. 18—Chairman, Marion Luska; Secretary, Pat Murphy. Headquarters communications on unloading cargo and time ashore read and accepted. Motion carried that men who missed ship be reported to Headquarters.

\*\*\*  
**ROBIN KETTERING** (Seas Shipping), Jan. 21—Chairman, John Tilley; Secretary, William Pepper. Delegates reported everything in good shape. Thanks given to acting delegate who took over and handled the ship's fund when the previous delegate got off. Request made that crewmembers stay out of pantry while meals are being served.

\*\*\*  
**SOUTHPORT** (South Atlantic), Feb. 7—Chairman, J. Bragg; Secretary, G. Story. Delegates' reports accepted. Discussion on juices and fresh fruit. Motion

## Every Man A Reporter

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

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

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

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

carried that greater cleanliness in messroom and pantry be observed.

\*\*\*  
**STEEL ROVER** (Isthmian), Feb. 12—Chairman, Parth Epemigen; Secretary, James Kelly. Delegates reported disputed overtime for Electrician and Carpenter. Discussion and acceptance of Headquarters letter on time ashore and unloading cargo. Motion carried that fans be put aboard.

\*\*\*  
**SOUTHERN CITIES** (Southern Trading), Feb. 13—Chairman, Walter Terry; Secretary, Bob Brown. Delegates reported on the men in their departments. Repair list to be rechecked before vessel goes to shipyard. Suggestion made that instructions be drawn up for men doing sanitary work. William Costello elected as Ship's Delegate to replace member who got off in Houston. Meeting forms to be picked up in next port having an SIU Hall.

\*\*\*  
**WANDA** (Epiphany Tankers), Feb. 22—Chairman, Frank Nigro; Secretary, R. Wagner. Delegates reported disputed overtime in Deck and Engine Departments. Vote of thanks given the Stewards Department for the great improvement in food and service.

\*\*\*  
**EVELYN** (Bull), Feb. 21—Chairman, Charles Benway; Secretary, C. Brown. Delegates reported the number of books and permits in their departments. Motion carried to see Patrolman about keeping pantry clean. Each man to donate 50 cents toward getting washing machine repaired.

\*\*\*  
**ROBIN HOOD** (Seas Shipping), Feb. 18—Chairman, H. Friedman; Secretary, Joseph Harri-man. Delegates reported overtime not being equally distributed in Stewards Department. Motion carried that negotiating committee consider transportation between West Coast ports. Discussion on proper attire for food handlers.

\*\*\*  
**STEEL ADMIRAL** (Isthmian), Feb. 12—Chairman, Henry Cooke; Secretary, Roy Alston. Delegates reported all okay. Each member to donate \$2 toward purchase of a new washing machine. Discussion on illness of Black Gang Delegate, who claimed not enough care from Mate. Hospital to be cleaned before any ill crewmembers are admitted.

\*\*\*  
**ALCOA POLARIS** (Alcoa), Jan. 20—Chairman, Thomas Gould; Secretary, William Oliver. Deck Delegate reported a few hours of disputed overtime, other departments okay. Discussion on letter written by three crewmembers. Crewmembers tried to get other men to sign letter as a petition. Ship's Delegate stated he knew nothing about the letter and was asked to resign.



\*\*\*  
**OLYMPIC GAMES** (Pacific Tankers), Feb. 18—Chairman, James Rose; Secretary, Al DeForest. Ship's Delegate reported that the Captain wished to thank the crew for its cooperation during voyage. Letters read concerning unloading cargo and time off. Suggestion made that payoff be speeded up by Delegates with dues to be paid clearly marked.

\*\*\*  
**FRANCES** (Bull), Feb. 19—Chairman, T. Ferrara; Secretary, D. Herliby. Delegates elected. Motion carried to get an electric heater for crew messhall. Steward to ask for new inner-spring mattresses.

\*\*\*  
**DEL CAMPO** (Mississippi), Feb. 11—Chairman, D. Ramsey; Secretary, L. Elland. Delegates reported no beefs on board. Ship's Delegates elected in line with policy of rotating job every three trips. Retiring Delegate given a vote of thanks.

\*\*\*  
**MADAKET** (Waterman), Jan. 28—Chairman, Lonnie Cole; Secretary, George Clarke. Delegates reported number of books and permits in their departments. Chief Mate to be seen about providing a desk in Chief and Night Cook's room.

\*\*\*  
**DESOTO** (Waterman), Feb. 25—Chairman, Henderson John; Secretary, Phillip Reyes. Letter from Headquarters read concerning time ashore and unloading of cargo. Suggestion made that waiver on unloading cargo made to apply also to areas where communists tie up the docks for political reasons. Suggestion made that tables be set during dinner and supper to avoid waiting.

\*\*\*  
 Feb. 11—Chairman, Ikekela; Secretary, Phillip Reyes. Delegates reported all in order. Men who have suggestions for new building to offer them to the secretary for transmission to Headquarters. Brother Reyes given a vote of thanks for his efforts in raising money for former crewmember John Ellison, whose wife died.

\*\*\*  
**CITY OF ALMA** (Waterman), Feb. 17—Chairman, Robert Moylan; Secretary, Gerald Artiaco. Delegates reported all overtime straight. Discussion on poor work being done by sanitary man. New delegate to be elected in Stewards Department as present delegate does not understand job.

\*\*\*  
**CHOCTAW** (Waterman), Feb. 12—Chairman, J. Stickney; Secretary, William Bruton. Ship's Delegate reported load of penalty cargo, creosoted lumber, loaded in Pusan and discharged in Kobi. Motion carried that performers be brought before crew for disciplinary action. Motion carried that Union look into mail service as ship is under MSTs charter and is getting very little mail.

\*\*\*  
**FAIRISLE** (Waterman), (date not given)—Chairman, P. Naulalis; Secretary, James Cliton. Deck Delegate reported some dis-

puted overtime. Motion carried that repair list be completed. New crew to be instructed to have clock repaired and placed in crew's lounge. Vote of thanks given Stewards Department for fine food and service.



\*\*\*  
**CHICKASAW** (Waterman), Feb. 22—Chairman, Warren Hodges; Secretary, James Byrne. Delegates elected. Ship's Delegate requested that men having qualifications, go up for their ratings. Motion carried to purchase a steam iron. Steward asked crew to take better care of cups as there is a shortage. Chief Steward asked to supply table-cloth to crew mess during rough weather. Complaint registered about Chief Mate interfering with deck gang while working under the Bosun's orders.

\*\*\*  
**SEABEAVER** (Colonial), March 9—Chairman, Emerson Spaulding; Secretary, James Boykin. Men leaving ship to notify Skipper 24 hours before ship reaches port. Delegates reported on number of books and permits in their departments. Motion carried to notify Union concerning men performing in Port Arthur. New screens and fans to be put aboard.

\*\*\*  
**WILLIAM A. M. BURDEN** (Pacific Tankers), March 12—Chairman, John Hauser; Secretary, Al O'Malley. Delegates reported a new brand of coffee needed and a new electric water cooler needed in messhall. Repair list made up to be sent to Headquarters. Motion carried that ship be fumigated and a better night lunch be put out.



\*\*\*  
**NIKOKLIS** (Dolphin), March 10—Chairman, M. McCoskey; Secretary, C. Gill. Delegates reported no beefs. Motion carried that if any department has beefs to be settled they are to be settled within the department, and if satisfaction cannot be had, then the matter is to be brought to the crew meeting. Motion carried to coordinate all ship's clocks. Motion carried for the Cooks to season the food better. Suggestion made that night lunch be changed.

\*\*\*  
**MONTEBELLO HILLS** (Pacific Tankers), Feb. 4—Chairman, Joe McGroder; Secretary, Arthur Brown. Delegates reported all okay. Discussion on purchasing milk in Le Havre. Discussion on keeping coffee grounds out of sink.

Feb. 18—Chairman, Joe McGroder; (Secretary not given). Ship's Delegate reported milk has been purchased without any trouble. Delegate reported a minor beef over crew messman. Ship's Delegate asked to see Captain and tell him to hold the crew mail until the Ship's Delegate calls for it.

## Notice To All SIU Members

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

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

### PLEASE PRINT INFORMATION

To the Editor:

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

Name .....

Street Address .....

City ..... Zone ..... State .....

Signed .....

Book No. ....



## Scroggin Dips His Pen In Red (Campbell) Ink

To the Editor:

Having noticed an outcropping of would-be Red Campbells in the LOG lately I herewith submit my imitation of the old master, this being an account of the wanderings of the good ship Robin Hood. (The Bosun's girl friend thinks it's a pirate ship.)

We signed on in Seattle, November 10, 1950. It was there I ran into an old friend who was getting married. He was from Mobile. Some of us hung around and threw red beans and rice as they came out of the church.

The trip to Japan was uneventful. Steve, the crew-messman, was the first man on the dock at Yokohama. He was talking to a couple of girls and they must have asked him how long the ship would be in port because he kept saying, "Short time, short time." There were no casualties among the crew at Yokohama except for a few colds caused by running around in stocking feet so much.

After visiting the Pearl of the Pacific — Pusan, and also Hungnam we finally dropped anchor in Sasebo Harbor, Japan, to await the whims of the Navy. When a ship is under control of the military there's always secrecy and lots of rumors start flying about the next assignment. The Steward said we were to relieve the Missouri at Hungnam. The deck department delegate thought we might shuttle between the inner and outer harbor at Yokohama. As it turned out, we picked up a load of refugees—five thousand of them—at Inchon. The Chief Cook was happy for awhile. He kept muttering to himself, "Five thousand meals, three times a day at fifty cents a meal makes . . ." When he found out it would "never hoppen" he put the chow in a big pot and told them to divide it up five thousand ways.

Actually, the crew did all it could to help the miserable mass of humanity, and there was good feeling all around when the refugees were packed on the LST. Just before shoving off they gave us three cheers and a tiger.

The Robin Hood was a changed ship after so many passengers and so few sanitary facilities so we thought about changing the name. Moose suggested "City of Norfolk." Moose is the Ship's Delegate. If you didn't know him you'd want to run. He's a friendly fellow, fortunately. Back home Moose belongs to a society called "The Loyal and Fraternal Order of Humans."

After a residence of one month in Sasebo we headed back to the States. This has been a good ship, apparently the only one where the Chief Mate doesn't even own a whip. We had the good fortune to get ashore in Panama, using the ship's lifeboat. We had a little trouble finding the small boat landing and we must have looked like shipwreck survivors, crowded to the gunwales, with the lantern in the bow. When we finally spied a dockworker, some wit yelled, "Which way to Panama City."

A few long days more and we paid off in Baltimore March 9, and the crew scattered to the four winds.

Alvin Scroggin

## Flynn Sees No Respect For Mates Who Hold Double Standard On Ship

To the Editor:

It was several years ago that I read in Jack London's book, "The Cruise of the Snark," of a man learning navigation becoming one helluva person to get along with. This particular man was as average in his ways as most men were, but having tackled navigation and learned it to some degree he now felt superior to other men. The man's superiority was a deliberate aloofness that carried an unconcealed condescension. So irritated was London by his friend's change of manner that he gave him the boot and learned navigation enough to chart his own boat.

I can understand a natural pride in learning something, but the superiority that chagrins a London because it rests on vanity is just as despicable to a seaman who has sailed with Mates who, owing to their position as

officers, have tried to make themselves more important than they are entitled to be regarded.

It is, of course, a good thing for a ship that the officers are regarded with respect, and it is even better for the ship when respect is mutual between officers and crew. By respect I mean the kind that is ungrudgingly given because the men are decent and do their jobs as benefits their rating.

### MAKE RESPECT RECIPROCAL

To my mind it is unfortunate that a man is an officer and not at the same time a gentleman. Though an officer rose from the foc'sle to be where he is this does not lessen his personal responsibility to conduct himself in a manner we call square. By the same token it does not lessen the personal responsibility of the unlicensed crewmember to conduct himself in a manner we deem as square.

I was impressed to write these remarks by observing a certain manner in the Mates on the last ship I was on. This was an attitude of servility towards the Captain, who was indeed respected and well liked by the crew, because he was a Skipper and a man without pose; but the Mates adopted a submissive air before him that was disgusting to watch. As though the "old man" was conscious, no doubt, that this was a streak of behavior that could not be depreciated, he called them "Mister" or "Second Mate," such as the man may be.

However, when it came to dealing with the crew, the First and Third Mates were not timid: the Chief Mate would threaten to fire a man, foul up the Deck Delegate by collecting overtime sheets singly from each man, be near the messroom door to see that coffee time didn't go over a fraction of fifteen minutes. I've heard the 3rd Mate speak to the Captain in a little boy's voice, but roar like a traffic cop when he wanted the deck gang to breast the ship into the pier.

These are little things, but seamen don't judge depreciatingly if they are accidental to a man's character.

To sum up: if the Mates want to act like buckos, at least make themselves believable to the unlicensed deck men by conducting themselves like officers when speaking to the Captain. It's not necessary to be a yelling bucko to show how good a Mate is, but speaking to the crew in a tone of voice that is not unlike the one he speaks to the Captain with is a fair indication that the Mate is truly an officer to be respected.

John J. Flynn

## Half Soldier, Half Civvy, Laments Hubeny, In Service

To the Editor:

I will drop a few lines to let some of the boys of draft age know how the Army is.

I was pulled off the SS Alamar in New London, Conn. After spending a few weeks in Fort Devens, Mass., we were shipped down here to Fort Jackson, S. C.

I took a lot of tests and did very well. I even got to take the officer's candidate test and they put me in the infantry. Of course, this place has none of the comforts of home. If anyone says the Ore or Calmar Lines' feed is bad, he should try some of the stuff we get.

We live in tents, haven't got any linen or pillows and hardly any clothes. Lots of the guys are still wearing civilian clothes. I am still wearing my own shirts. Half of this division is made up of a National Guard outfit from Alabama.

If anybody who reads this is going to be drafted, I would say that the Air Corps or the Navy is the best bet. I guess that's enough complaining for now. Will you please send the LOG to the address given below.

Pvt. Albert Hubeny  
Co. G, 200th Inf. 31st Div.  
Fort Jackson, S. C.

## Victor And Vanquished In Sunshine League



The victorious Del Sud team poses holding the reward for their hard won 17-16 edging of the Del Mundo squad. No names were included, but H. Williams, who sent the LOG the photos, said Frenchy Blanchard was the big gun, both in batting and hitting.

No rematching of the teams has been set, but the Del Sud squad payed tribute to the Del Mundo boys when they stated a return game might go the other way, so well matched were the teams.

Del Mundo teamsters got the same reward for their efforts, a cooling bottle of suds. The squad was the first to take to the diamond wearing the Del Mundo colors and promises to be one of the finest in the Sunshine League.



Starring for the losers was J. P. Riley, who hit successfully seven times out of seven. The 3rd Engineer, who pitched, allowed only two hits.

The Del Mundo squad was the only team to bring about a double play. Williams, Scotty to Morrow.

## Great Idea, Hospitalized Brother Says Of Welfare Bond Purchase

To the Editor:

I've been here in the Puerto Rico Marine Hospital for three weeks and I can't tell in words of all the attention that has been given to every SIU man who is in this institution with me.

The staff has been very attentive—Drs. Mayer, Phelps, Springer, all the nurses and the utilities.

The men who are in the hospital are Juan Sanchez, Ramon Luis Serrano, Allan L. Hande, Ralph W. Leavy, Juan de la Paz, Carlos Matt, Joseph H. Fussenell and myself.

Food, linen, medicine and care are excellent here. One of the

hospital utility men is Mr. Virgilio. You can really depend on him.

From the SIU Hall we have been receiving the SEAFARERS LOG regularly. The last one we received is dated February 23 and in it we read: "Welfare Plan Invests 500Gs in Government Bonds."

That's great. It is a 100 percent SIU idea that is a good investment for all hands and the good old USA.

Speaking of everyone around here, we are all good and ready to ship out anywhere, anytime under our SIU flag.

George Litchfield

## Hubby's Sailing, Wife Wants Log

To the Editor:

My husband is an SIU member and is now sailing on one of the Union's ships. Through him I have become interested in the movements of the Union and the news you put in the SEAFARERS LOG.

I would be very grateful if you would send me the LOG so

I could read it and send it on to my husband.

My congratulations to you on your new Union Hall in Brooklyn.

Mrs. L. Gooch

(Ed. Note: Okay, but it might be better for you to hold on to them for him to read at his leisure as all SIU ships are sent the LOG.)



# Operation A Success, Seafarer Sees Again

The "miracle" which Seafarer Phil Pron dreamed of throughout 11 months of virtual blindness came true this week. The 24-year-old SIU member could see because doctors had successfully transplanted the cornea from the eye of an unselfish Union Brother.

Sharing Brother Pron's happiness over the success of the delicate operation was Eric Joseph, who gave up his right eye in the hope of restoring vision for the fellow Seafarer he had met for the first time only a month ago.

When doctors removed the bandages from Pron's right eye in the Staten Island Marine Hospital last Tuesday for the first test of their efforts, Phil shouted excitedly:

"I can see!"

### FURTHER TESTS

Surgeons who assisted Dr. Rudolph Aebli, of New York University's Post Graduate Medical School, in the operation on March 28 said it will be another week before further tests can be made to determine exactly how well Pron will be able to see with Joseph's eye. The bandages have been put back on until then.

Joseph, whose right eye was replaced with an artificial one after the surgery, met Pron five weeks ago in the Marine Hospital. He offered to donate the cornea of his right eye after learning of Pron's plight.

Though both Pron and Joseph had been sailing aboard SIU-contracted ships for the past four years, they had never before met each other until they occupied adjoining beds in the Staten Island hospital.

Doctors said they were willing to try the experiment. A year of advanced treatment had failed to restore Philip's sight and unless a cornea could be successfully transplanted to one of his eyes there was little hope of saving him from total blindness.

### GOOD CORNEA

Eric's cornea was in perfect condition. Only the retina of his right eye was damaged, a result of injuries sustained in his prize ring days.

Following the operation, Pron's eyes were bandaged and for a week both men waited hopefully, until the bandages were removed temporarily on Tuesday.

Pron said that he could never properly thank his benefactor. Joseph merely replied: "It's wonderful that he can see again. I'm glad that I have been able to help him."

Pron had been undergoing treatment in the Marine Hospital ever since being admitted in May of last year. His eyesight began failing after an injury received on last May 11 while a crewmember aboard the SS Robin Trent. He paid off the vessel in Philadelphia where doctors advised him to go straight to the Staten Island Marine Hospital, which he entered on May 23.

Doctors who removed the bandages from Pron's eye this week were optimistic. They said they believed the operation was successful and expressed the hope that Pron's sight in the one eye would be restored fully in the near future.

# 'Brotherhood Of The Sea'



Seafarer Phil Pron (left), whose sight has been restored after operation in which Union Brother Eric Joseph (right) gave up his right eye, is shown with his benefactor as they appeared at the New York Hall prior to undergoing the delicate surgery.

# NY Piers Outmoded, Need Modernization

A recently concluded survey of New York's pier facilities has disclosed that the Port has a sufficient number of piers, but a great number of them are hopelessly outmoded and inadequate for present day commerce.

The critical analysis of waterfront facilities was made by the mayor-appointed Joint Committee on Port Industry and City Planning Commission. The committee had been charged with the task of determining to what extent, if any, waterfront installations were impeding the orderly flow of cargo through this port.

The Committee's findings contained the warning that within the not too distant future the inadequacy of waterfront and pier facilities will become serious. To delay any modernization, the committee warned, will be at the risk of transferring of steamship operations to other ports where adequate facilities are known to be conducive to economical operating costs.

# Blood Oiled Ships In Those Days

By LOUIS GOFFIN

Continuing from the March 23rd issue, we are resuming our tale of a couple of trips that I made on the coal-burning SS Philadelphia in the early part of 1920.

The scheduled sailings were at 12 noon on Saturdays, and the first port was Cherbourg, France, which was a mail stop. We also unloaded passengers, east bound, and took mail, baggage, and passengers west bound.

The main port was Southampton, England, where we stopped for four days. The trip east bound was fairly uneventful; the weather was good, the work was hard, and we had very little time for play.

All in all, it looked like nothing would happen and there would be nothing to write about, which showed my inexperience in going to sea. But happen it did, on the first night in Southampton.

When we arrived everything was nice and peaceable. We went through the routine of lining up for our money draws, hitting the bathroom for the usual going-ashore baths and, dolling up in our best gear, ashore we went.

Like all other sailors, we headed for the nearest gin mills. In these places we found plenty of company, both male and fe-

male, and during the open hours of these pubs we were merry and gay, drinking, singing, and having a merry time.

### FEELING NO PAIN

Since the pubs closed at 11 PM, and having found no female company worth the while, we headed back to the ship, that is, the guy who played the violin in the small-time band we had aboard and myself.

We were in a good and happy mood, and we strolled up to the dock singing and feeling fine when we ran into our first trouble, a big, coal-burning Fireman, all gassed up, with a hatred for all guys who wore straw hats.

The guy with me was wearing one at the time, and when we got close this Fireman saw the hat, and let out a bellow. He leaped for the violin player, and swept the hat off of his head, hollering that he hated straw hats, and that anybody that wore one—well, we didn't wait to ask him his reason, but took off in a run for the gangway.

The Master-at-Arms let us by, but when the Fireman came, he would not let him aboard, and when the Fireman swung on him, he just let go with a right and down the gangway went the Fireman. Luckily for him, he did not roll off into the Southampton harbor.

I parted company with the band player, and headed for the Glory Hole. As I went down the companionway, I slid into a big puddle of blood. There was blood everywhere, on the wall, the deck, and even on the overhead. As I got further down to the quarters, I heard grunts and moans, and there was a couple of guys banging each other around.

Their shirts were torn; blood covered them almost from head to toe, and around them were a few other guys urging them on. This lasted until the Master-at-Arms arrived, and broke it up. I managed to get to my bunk and, falling in, clothes and all, I passed out, happy that I was still alive.

### BLOODY MOTIF

The sort of thing that I just related was nothing new, and I was to find this out in days that passed. Fights took place all over the ship and ashore. Blood was the main color of the quarters, and I vowed that if I ever got back to New York alive that this was going to be my last trip. From that time on, like every other sailor, every trip was going to be my last, but they never were.

It seems that the Firemen and Coal-passers had a rule, wherein the watches changed every third or fourth trip. This was due to

the fact that under this ruling it would give each watch a chance to go ashore at different hours, and also allow for the men to get full meals—the 12-4 watch very seldom awoke for breakfast, and the 4-8 very seldom got up for dinner.

As it happened, the 12-4 watch was ready to swing over and take the 4-8 watch. However, for some reason that I wasn't aware of, this did not happen, and when we were homeward bound the men on this watch decided to play sick, until the watch was changed.

Each one in turn went to the Chief Engineer, and asked to see the Doctor. Since there was an unusual number of men sick, the Chief kind of wised up, and he told the men to get back down the fireroom. They went back, but slowed down in their work, and pretty soon the ship slowed down due to lack of steam.

The Chief hollered down to the Firemen to raise the steam, but all they answered was that they were sick, and they were coming up to see the Doctor, the truth being that the only thing that would cure their sickness was a switch to the 4-8 watch.

### DIGGING FOR TROUBLE

As they came up the ladder from the fireroom, they spotted the Chief. He was so big that he blocked up the passageway. He had a shovel in his hands, and hollered that the first guy that tried to pass was going to be busted with this shovel.

Well, to make a long story short, six guys really did see the Doctor, for busted up heads. The rest became quite well, and headed back to the fireroom; the steam came up, and it wasn't long before we were on our way back home.

From the above you can see what the Firemen had to contend with in those days—tough Chiefs bad working conditions, lousy quarters, and the hell hole of those big coal-burners that really looked like Satan's quarters.

We have no more coal-burners sailing under the SIU, and for the benefit of the recently made seamen, the romantic tales of the old coal-burners are a lot of hooey.

# US Losing Ground In Passenger Fleet Field

The United States is losing ground in the international race aimed at restoration of the world's merchant passenger vessel fleet to its pre-World War II size, according to a report by the National Federation of American Shipping.

In a study of world merchant passenger vessel construction, the report noted that while the Stars and Stripes flew over 8 percent of the world's passenger fleet prior to World War II, today it flies over only 5 percent. It also pointed out that while foreign nations are building or have under contract 97 passenger-carrying vessels of close to 1,000,000 gross tons, the United

States is building only two passenger ships totaling 71,719 gross tons.

The study showed that at the beginning of 1951 the world's merchant passenger vessel fleet was 75 percent by number and 70 percent by gross tonnage of its pre-World War II level of 1,500 ships of 12 million gross tons.

That other nations are doing a far better job than the United States in rebuilding their passenger fleets is evidenced by the fact that upon completion of present construction, the United Kingdom will have about 92 percent of her prewar passenger tonnage; the Netherlands will have about 78 percent, and

France, 76 percent. Among the smaller maritime nations, Argentina will have increased her passenger fleet ten times over her prewar level.

### BELOW PRE-WAR

The study showed that the United States, after completion of ships under construction, will have only 62 percent of her prewar tonnage, or slightly more relatively than Italy, which will soon have over 54 percent of her prewar passenger fleet.

Among all the maritime nations of the world, the United States ranks only fifth in the amount of gross tonnage of passenger vessels being constructed, and a poor eleventh in numbers

of such ships being built. In contrast the United Kingdom is in first place, followed by France, Italy and Argentina.

The Federation stated that a long range shipping bill to promote the building and operation of a larger and better balanced US merchant marine, and particularly to overcome the present deficiency in passenger carrying vessels, has been reintroduced in the US Senate by Senators Magnuson and O'Connor.

It added that: "Passenger-carrying ships are necessary, not only for the current level of international travel, but vital and integral parts of our national defense system as convertible troopships."



# Minutes Of A&G Branch Meetings In Brief

**NEW ORLEANS** — Chairman, LeRoy Clarke, 23062; Recording Secretary, Henry Gardes, 23362; Reading Clerk, Buck Stephens, 76.

Charges against two men read and accepted. Headquarters financial reports for March 3 and 10 read and accepted. Minutes of branches holding meetings read and accepted. San Francisco new business read and motion carried to refer to Headquarters committee. Acting Agent Buck



Stephens reported that the port was in good order. He reported no ships have sailed short or have been delayed for lack of crewmembers. He reported that a contract had been signed with Bloomfield Steamship Company and the port had furnished crews to two of the companies eight ships. He also reported that he was still working on the plan to build up a blood bank within the SIU for aid to ill members and their families. Motion carried to concur in request of Sam Merkerson. Resolution from Headquarters concerning unauthorized boarding of SIU ships accepted. Motion carried to adjourn at 8:10 with 215 members present.

**BALTIMORE** — Chairman, A. Stansbury, 4683; Recording Secretary, G. Masterson, 20297; Reading Clerk, L. Johnson, 108.

Minutes of meetings held in other Branches read and accepted. Communications from men asking to be excused were referred to the Dispatcher. Resolution read in reference to unauthorized men boarding ships. Accepted and concurred in. Acting Agent Johnson reported on Union's action against a company having a ship in Baltimore.

## A&G Shipping From March 14 To March 28

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston	31	18	10	59	17	12	5	34
New York	117	117	90	324	174	169	92	435
Philadelphia	27	28	23	78	48	32	30	110
Baltimore	112	85	54	251	130	96	82	308
Norfolk	21	22	12	55	15	21	11	47
Savannah	12	12	12	36	4	2	5	11
Tampa	8	8	7	23	14	12	16	42
Mobile	51	46	44	141	59	57	45	161
New Orleans	171	68	84	323	146	119	136	401
Galveston	35	29	28	92	59	47	36	142
West Coast	66	45	31	142	29	22	32	83
<b>GRAND TOTAL</b>	<b>651</b>	<b>478</b>	<b>395</b>	<b>1,524</b>	<b>695</b>	<b>589</b>	<b>490</b>	<b>1,774</b>

Shipping reported excellent. Motion carried that hall remain open 24 hours a day during beef with steamship company. Motion carried that a strike committee be elected and cards be arranged for picket duty. Motion carried that the shipping list be dispensed with during the present time as shipping is good. One minute of silence observed for Brothers lost at sea. Meeting adjourned at 8:15 with 180 members present.

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

Headquarters report read and accepted. Minutes of Branches holding meetings read and accepted.



Agent reported that shipping would be very good in the coming two weeks. He reported that the SIU will crew up three ships in Mobile shortly, one each for Bloomfield, Waterman and Mississippi. The assembled Brothers were urged to take the jobs as soon as they appear on the board. Resolution from Headquarters concerning other than crewmembers and officials board-

ing SIU ships read and accepted. Men living across the Bay were excused as the high waters have closed the road. Various subjects were discussed under Good and



Welfare. Meeting adjourned at 8 P.M. with 250 members present.

**GALVESTON** — No meeting held because of a lack of a quorum.

**BOSTON**—Chairman, B. Lawson, 894; (Recording Secretary and Reading Clerk not given.)

Minutes of meetings held in other branches read and accepted. Secretary-Treasurer's Financial Report of March 3, 10 read and accepted. Motion carried to accept and concur in communication concerning Sam Merkerson. Agent's report accepted. One minute of silence for brothers lost at sea.

**PHILADELPHIA** — Chairman, D. Hall, 43372; Recording Secretary, L. Allen, 32700.

Minutes of meetings held in other Branches read and accepted. Resolution concerning men other than crew and union officials going aboard ships without clearance from Hall read and accepted. One minute of silence observed. Meeting adjourned at 7:50 with 125 members present.

**SAN FRANCISCO**—Chairman, L. A. Gardner, 3697; Recording Secretary, H. Fischer, 59; Reading Clerk, Jeff Morrison, 34213.

Minutes of meetings held in other Branches read and accepted. Agent Gardner reported on prospects for shipping during coming two weeks. He also reported on the convention and its prospects of improving the con-



ditions for merchant seamen. He introduced Agents William Rentz of Baltimore and Jeff Morrison of Wilmington, who were in town for the convention. Motion carried to concur in Headquarters resolution concerning boarding of SIU ships by unauthorized persons. Motion carried to concur in request of Sam Merkerson. Motion carried to accept Secretary-Treasurer's financial report. One minute of silence for Brothers lost at sea. Motion

made with this laundry as the SIU was almost completely responsible for the willingness of the management to cooperate with the Laundry Workers. He urged all members to patronize Hahne's Laundry and to have their brother Seafarers use the laundry when their ships hit Savannah. Charges and decision against one member read and accepted. Meeting adjourned at 8:15 with 29 members present.

**NEW YORK** — Chairman, R. Matthews, 154; Recording Secretary, E. Mooney, 46671; Reading Clerk, J. Arabasz, 29836.

Minutes of meetings held in outports read and accepted. Motion carried to refer the San



Francisco New Business to the negotiating committee and accept the balance of the minutes. Communication from Sam Merkerson, requesting to change from the Engine Department to the Stewards Department, accepted and approved. Charges against five men read and referred to a trial committee. Motion carried that the Union send a telegram to the Fifth Biennial Convention of the SIU wishing the delegates best wishes toward their job in planning the future of our organization. Under Good and Welfare there was discussion on men going aboard newly organized ships being governed by the regular SIU policy. Assistant Secretary-Treasurer Earl Sheppard reported on the activities of the SIU delegation at the SIU convention. He notified the members that the SIU was taking action against two companies, Amerocean in New York and Ocean Towing in Baltimore. Both companies had promised verbally to sign with the SIU and then signed with the NMU. He announced the signing of two companies: Bloomfield, which will operate five Victories and three Liberty ships, and Liberty Navigation, which has one Liberty. He also reported that the new Hall was coming along fine, occupancy to be expected on or before the first of June. Sheppard also recommended that because of the present emergency, Headquarters be given the right to relax the 60-day rule for permitmen. Meeting adjourned at 8 PM with 501 members present.



expects the port to provide men for two new Liberty ships South Atlantic is crewing. He also reported that Savannah now has the first 100 percent union laundry in the city. He reported that Hahne's Laundry had signed an agreement with the Laundry Workers. He stated that the SIU had a special interest in the pro-

## Union Wreckers Warned

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

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

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

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

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

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

## Personals



### MIKE (Red) DARLEY

Get in touch with Pvt. James E. McNamara, RA19395235, Btry A, 94th AAA AW Bn (S.P.), Fort Bliss, Texas.

### L. GRAY DEHAVEN

You are asked to write to Ruth, 1016 St. Paul Street, Baltimore, Md.

### LESTER J. KEYES

Get in touch with your draft board.

### STANLEY BOSSICH

Your gear is being held for you at the Lake Charles SIU Hall, 1419 Ryan Street.

### SIDNEY L. WILSON

Write to your mother at 6 N. Cedar Street, Mobile, Ala.

### RAYMOND VAUGHAN

Your gear is being held for you by A. H. L. Korbey, 905 18th Street, Galveston, Texas.

### LESLIE AMES

Contact your father at Staten Island Marine Hospital, Ward 4-B.

### CHARLES HUMPHRE

Contact Benjamin Rubackin, 2785 University Ave., Bronx 68, New York, from whom you purchased a 1947 Pontiac in 1948.

### DAVID HOOPER

You are asked to write Pvt. Earl Ensor, 1042092, Platoon 207, Company N, Fourth Rec. Training Bn., Parris Island, S.C.

### HERBERT G. WHITE

Your aunt is seriously ill and asks you to get in touch with her at once at 418 Big Hill Avenue, Richmond, Ky.

### THOMAS L. TEEARS

Your wife asks you to contact her as soon as possible at 368 1st Street, San Francisco, Calif. Telephone EXbrook 2-6015.



# HERE'S WHAT I THINK...



**QUESTION:** From your experience, what type of beef arises most often aboard ship?



**WILLIAM GANNON, Elect.:**

Beefs arising over distortions of the agreement by crewmembers seems to head the list of shipboard woes. It seems that the agreement—like an income tax blank—confuses everyone, and everyone wants to work it his way. Clarifications are definitely needed, especially of those provisions that are very vague to everyone, like the sailing board. I know it is impossible to write a contract so that it reads easily and is clear to everyone, yet at the same time satisfies the legal eagles of the companies, but if clarifications were spelled out for the majority of the rules a great number of beefs would be eliminated once and for all.



**SAM JOSEPH, DM:**

Every ship I go aboard the same old beef takes up ninety percent of the meeting time: Should we buy a washing machine, should we repair the old one, who left the machine dirty, who busted up the motor and so on. If the crew finally decides one way or another on what it is going to do about the washing machine then comes the matter of raising the money to do it. I've found that the crews of Alcoa and Waterman ships take good care of the machines (other crews probably do as well, too), but on some ships the money is spent for a machine and then all the time is spent beefing about the machine's operation, care and maintenance.



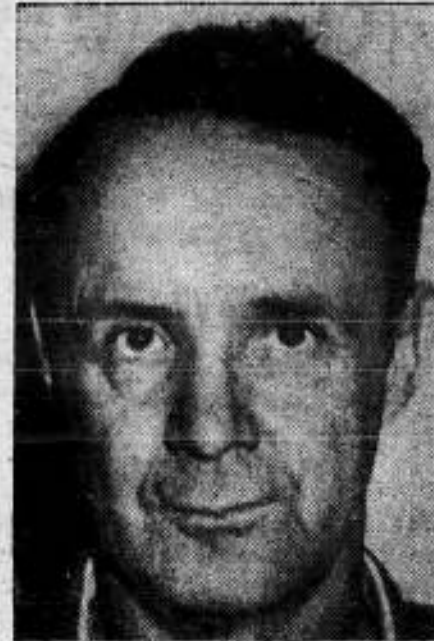
**GEORGE LEIDMANN, AB:**

Delayed sailing fouls up the works every time. The loss of time and the penalty hours to be collected puts everyone on a merry-go-round as soon as the beef is brought up. Every ship I've been on, especially coastwise, the beef has cropped up and I'm sure it will be cropping up for a long time to come unless something is done to correct the situation. Tankers are the worst offenders, but freighters, too, cause their share of woe. The whole matter should be more cut and dry and less open to interpretation. The exact time and for whom the overtime begins when a crew returns for sailing should be in black and white.



**JOHN ZIEREIS, Bosun:**

Overtime causes the greatest number of beefs and will continue to do so as long as overtime is paid. It's a part of every man's job to work overtime and thus beefs are sure to arise out of a crew of 30 men, whereas a departmental beef would only involve a third of that number at the most. Usually the overtime beefs are caused by a misunderstanding of the agreement. Despite the fact that the agreement is clear on the matter there are still those who interpret the clauses in their own way. I think a little study of the agreements so as to understand them better would lessen these unnecessary beefs.



**H. A. ANDERSON, Bosun:**

Some guys who know their beef isn't legitimate overtime still persist in putting it down. This beef comes up time and time again, though the men know that the matter has been settled long ago. They confuse the Patrolmen, they bother the delegates and they hold up the rest of the crew from paying off. They expect a Patrolman to drop his duties and fight their bum beef. One beef came up this trip where a Fireman stood 22 hours in port and put in for triple overtime. Naturally the beef was no good, but he insisted on pushing it. This sort of beefing comes up a lot and doesn't do a thing toward making a pay-off a happy occasion.



**ED. BARRON, Oiler:**

I've yet to find a ship where a beef between the Firemen didn't take up a lot of time at the payoff. Of course I'm an engine department man and see this beef crop up, but it seems to be right there at the head of the beef list every trip. Specifically the Firemen are always fighting about splitting cargo overtime. Different versions have been given as to its distribution, but no final rule has ever been made. I think a clarification should be made to clear this one up. On my last trip the entire four months were spent by the Firemen arguing about their overtime and I almost went whacky listening to them.



**REINO PELASOFA, FWT:**

The beefs I run into all the time seem to be equally divided among food, shore leave, time off and overtime. However, most of the beefs in these matters are usually minor and are always settled with ease and the ship runs smoothly. The one that comes up most often seems to be overtime, and especially cargo overtime. Until the ship hits port there are arguments pro and con about who gets what and why. These beefs are usually settled to the satisfaction of all, but they seem to be the most common. Of course, variety is the spice of life, so I like to see an unusual beef come up occasionally—it shows everyone is thinking.



**CHARLIE GEDRA, MM:**

It seems that on every ship I've been on there is always some sort of beef about the food, it's either "too salty," or "unappetizing" or "it stinks." I think you'll find that the majority of cooks in the SIU are the best afloat and the crews should bear with them a bit more. Maybe the food doesn't taste like Mom used to prepare, but it is a great deal better than some I've tasted in restaurants that charged an arm and a leg. The Cooks are trying their best and the crews should be a bit more tolerant. I know I've gotten a bellyful of hearing the guys squawk about food that was, to me, first class.



**M. RICHELSON, Bosun:**

The beef that crops up a lot and causes an awful lot of trouble is the arrangement whereby different ports work under different rules and under different interpretations of the agreement. This isn't true of all ports, but it true of enough of them to throw a monkey wrench in the machinery. I've found that an overtime beef can be given a different clarification in at least three different cases, one port it is okay and in the next it is no good. The switching around causes a lot of confusion and puts the delegates and everyone in a position of wondering just what the contract means in that case. I'd suggest a committee be set up in Headquarters to clear up this.



**BILL DOYLE, Ni. Cook-Bk.:**

The sailing board is the beef that is always cropping up. It seems that the board is changed more than a woman's mind. It is not clear who gets the overtime even after it has been decided that overtime is collectable. Another example of the confusion this brings came up recently when our ship sailed exactly two hours after the time listed on the board. We were told we couldn't collect because the time elapsed was not two hours and one minute. The whole thing is confusing to everyone, including the delegates and Patrolmen. By the way, when a ship is sailing between 8 AM and 5 PM, how far ahead does the board have to be posted? (Ed. Note: 8 hours.)