

# SEAFARERS WELFARE PLAN DOUBLES DEATH BENEFIT



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

VOL. XIII

NEW YORK, N. Y., FRIDAY, APRIL 20, 1951

No. 8

## NLRB Seeks Whereabouts Of CS Seafarers

The National Labor Relations Board has informed the SIU that the following men who may have back pay coming to them in the Cities Service case have still not been heard from:

George W. Eberdino, Jesse Green, Howard Hammons, James Monroe, Frank Schmiedel and John Vierra.

These men are advised to get in touch with William O'Loughlin, National Labor Relations Board, 2 Park Avenue, New York 16, New York, by May 1, 1951.

Anyone knowing the whereabouts or addresses of these men can help them by forwarding this information to Mr. O'Loughlin.

## Int'l Convention Decisions

In the course of the Fifth Biennial Convention of the Seafarers International Union, which was held in San Francisco, March 26-30, the delegates acted on a considerable number of important resolutions and proposals affecting the seamen's, fishermen's and cannery workers' sections of the international.

Among the principal policy decisions taken by the convention were the following:

- Authorized the International to open an office in the Port of Seattle, Wash., to coordinate the organizing activities of the fishermen and fish cannery workers in the Puget Sound and Alaskan areas, to assist and represent the various unions affiliated with the International and to organize the unorganized.
- Called for the passage of Federal legislation to guarantee fishermen the right to determine what price the fish they catch

will bring, with such legislation to be drafted by the fishermen's organizations. It was recommended that the proposed legislation should include exemption for the commercial fishermen from the provisions of the Sherman Anti-Trust laws and similar laws in states where they exist. This resolution is to be presented to the next American Federation of Labor convention for its aid and support in obtaining passage of the proposed remedial legislation.

- Voted approval of H.R. 1762, as amended by the convention, which was introduced into Congress for the safety of life and property by making all commercial fishing vessels subject to the rules and regulations of the Coast Guard Marine Inspection Service.

- Amended Article IV, Section 2 of the International constitution to increase the number of International vice-presidents

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## Operators Asked To Meet On SIU Vacation Plan

Headquarters of the SIU's Atlantic and Gulf District has requested meetings with all contracted operators for the purpose of negotiating an equitable vacation plan that will give the membership guaranteed, collectible vacation pay.

In informing the shipowners of its desire to open negotiations on the vacation subject, the Union proposed that the first meeting be held on May 15.

At the meetings, the Headquarters Negotiating Committee will present to the SIU-contracted operators a revolutionary plan which would guarantee vaca-

tion payments to the great majority of men who at present do not qualify under the outmoded vacation clauses common to all maritime union contracts.

To achieve this objective, the Negotiating Committee will propose the establishment of a Vacation Plan modelled along the lines of the highly successful Seafarers Welfare Plan.

As outlined by the Committee, the vacation payments would be met out of a central fund sustained by contributions from the operators. The contributions would be based on a

sum for each man per working day on their ships.

To obtain his vacation pay under the proposed Union plan, a Seafarer could go to the Fund at intervals to be stipulated and, upon presenting proof of the number of days he has worked, collect the money he is entitled to under his seetime.

The Union's proposed vacation plan evolved after a long period of study of the present method of providing the men with vacations.

Based on its observations, the Negotiating Committee estimated that less than 10 percent of the

working seamen ever qualify for vacations under the continuous employment clause embodied in the existing contracts throughout the maritime industry.

In advancing its revolutionary proposal, the Union will point out to the operators that "seaside is seetime, no matter what company a seaman works for," and that in the final analysis it would make no real difference to the operators.

The Union committee explained that the shipowners already have a vacation provision, similar to that being sought by the SIU, in their contracts with the AFL longshoremen. Like seamen, the longshoremen may work for many operators in the course of a year.

Unless the existing vacation arrangement is corrected, seamen will continue to be victims of the peculiar nature of their employment, the Union contended.

Although the SIU has long been aware of the inadequacy of the conventional vacation provision in the maritime industry, it reserved action until it had disposed of a number of other matters, which it regarded as having priority in the membership's welfare.

Chief among these was the establishment of the Welfare Plan which would give benefits providing a good start toward a greater measure of security for seafaring men.

## Seamen Warned Against Giving Coast Guard Medical Records

By JOE ALGINA

Hospitalized members are reminded that their medical abstracts are their own personal property and that they should not sign any papers authorizing transfer of their records to the Coast Guard.

This advice, which has been issued by the Union on a number of occasions in the past few years, is being repeated because of the experience of a Seafarer in the Staten Island Marine Hospital this week.

For no apparent reason, this Brother was asked to sign a mimeographed form authorizing

the medical officer in charge to "forward abstracts, including diagnoses, from the clinical record of my case, to the Marine Hearing Unit of the Coast Guard."

### NOTIFIED UNION

Heeding the advice of the Union, the Seafarer did not sign the paper, but instead called the matter to the attention of the visiting Union Hospital Patrolman.

No member need sign any such authorization, and the hospital cannot turn over any records to anyone unless authorized. Medical records are a matter of trust between physician and patient.

Up to the present moment, the Coast Guard has never shown any interest in seamen's welfare, and the signing of any authorizations giving them medical abstracts would appear as an invitation to future complications and unnecessary red tape.

In the past, many seamen have been pronounced fit for duty, only to find that their seamen's papers have been held up. Until such time as the Coast Guard gives evidence of good faith in matters concerning seamen's welfare, it is extremely wise to refrain from any voluntary action that would enable it to make life any more difficult.

The Seafarers Welfare Plan announced this week that the death benefits payable to beneficiaries of deceased Seafarers had been doubled, effective April 16. By unanimous agreement, the Board of Trustees voted to increase the \$500 benefit to \$1,000.

The additional \$500 benefit is payable in all cases where the deaths of qualified employees occur on or after April 16, 1951, the trustees said.

The decision to expand the death benefit features of the Plan came just about nine months

after the welfare program for Seafarers went into effect. Payment of the original \$500 death and \$7 weekly hospital benefits provided by the Plan began on July 1, 1950.

In line with their purpose of making the Welfare Fund operate to the fullest advantage of the Seafarer-beneficiaries, the Union's representatives on the Board of Trustees suggested doubling of the \$500 death payment. Following a series of meetings in which the effects of the proposed increase were studied, the company representatives agreed to bring the benefit up to \$1,000.

### AUTHORIZATION

Authority for the Trustee's action is contained in Article III, Section 1 (c) of the Welfare Plan agreement, which states that the Fund shall be used and applied "to pay for additional types of welfare benefits as may be determined jointly by the Employers and the Union; the cost of such additional benefits shall be controlled by the amount of money actually in the Fund, and, based on experience, the benefits it is estimated the Fund can provide without undue depletion or excessive accumulation..."

Because of the conservative policy and sound economic judgment exercised by the trustees in setting up the plan and providing for the manner of operation, the Fund has been on solid financial footing practically from the outset.

A report from the Welfare Plan's offices at 11 Broadway in New York City reveals a reserve of approximately three-quarters of a million dollars. Of this, a half-million dollars is invested in interest-bearing United

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## 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.



## SEAFARERS LOG

Published Every Other Week by the  
SEAFARERS INTERNATIONAL UNION  
OF NORTH AMERICA  
Atlantic and Gulf District

Affiliated with the American Federation of Labor

At 51 Beaver Street, New York 4, N. Y.  
HANover 2-2784

Reentered as second class matter August 2, 1949, at the Post Office in New York, N.Y., under the Act of August 24, 1912.



### Only The Beginning

Now add another reason to the many that have already made the Seafarers Welfare Plan one of the most distinctive of its kind. This week, in just about nine months from the date Seafarers began receiving the first benefit payments, the Board of Trustees agreed to a 100 percent increase in the death benefits payable to beneficiaries of deceased Seafarers. Beginning April 16, the death benefit went to \$1,000, from the original \$500.

Thus the Plan has already demonstrated the flexibility envisaged by the Union trustees when they insisted upon a self-administered program in the course of drawing up the agreement. The trustees have scored another point in favor of their argument that the Seafarers' Plan is superior to the insurance company method of administration, for seafaring men at least.

It is extremely unlikely that any increase in the original benefits would have been possible within nine months of being executed under a plan underwritten by an insurance company. The cumbersome, cold, impersonal operations of big company administration would not permit the simple, flexible and highly personalized form of administration that is possible in the Seafarers Welfare Plan.

Our Plan works solely in the interest of its Seafarer beneficiaries, which was the avowed purpose of the trustees in developing the welfare program. In establishing the type and amount of the initial benefits, the trustees held to a conservative course. Their principal objective was to get a smooth, workable Plan into operation as quickly as possible, without endangering the ability of the Welfare Fund to meet the benefit payments at any time.

They maintained that once the Plan got under way and its Fund accumulated a reserve sufficient to put it on solid financial footing, they would begin instituting increases in benefits which they are constantly exploring and studying.

In doubling the death benefits this week, the Welfare Plan trustees gave solid evidence of what they were talking about. With three-quarters of a million dollars having been accumulated in the first nine months of its existence, the Plan showed the necessary financial ability to meet the costs of an increase in benefits, and the company representatives agreed with the Union trustees' proposal that a \$500 rise in the death benefit payment was practicable.

Seafarers have just reason to be proud of the unique Welfare Plan that is aimed at producing the maximum in benefits for themselves and their families.

In its report to the fifth biennial convention of the Seafarers International Union a few weeks ago, the Atlantic and Gulf District said that the Welfare Plan was an achievement of "historical significance in the seamen's movement."

This was a very proper evaluation of our welfare program, because it embodies all the elements of security heretofore undreamed of.

It was a great day for every Seafarer when the Union won from the operators last year agreement to the principle of a welfare plan. But as developments are rapidly proving, that was only the beginning. Quoting again the A&G District's report to the SIU convention:

"...the surface of this new area of security for seamen has only been scratched as yet, but the vast potentialities that it has for seamen marks it as second only to the Hiring Hall as an instrument of security for the men who go to sea."

## "Bringing Home the Bacon"



## Men in the Marine Hospital

### MANHATTAN BEACH

ROBERT ATMORE  
JOHN W. KEENAN  
MATTHEW BRUNO  
TIMOTHY SULLIVAN  
DAVID MCILREATH  
BEOW TEAN KNEW  
CONSTANTINE MAKRIS  
RUPERT A. BLAKE  
FRED GRIMES  
JOHN J. DRISCOLL  
J. H. ASHURST  
VIC MILAZZO  
JOHN T. EDWARDS  
E. FERRER  
ROBERT F. LARSEN  
A. LOMAS  
JOSE DE JESUS  
E. LOPEZ  
JOSE ESPINOZA

### MEMPHIS

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

### FORT STANTON

GIDLOW WOODS  
DONALD MC DONALD  
HENRY THURMAN

### SAN FRANCISCO

SILVESTER WALKER  
CHARLES NANGLE  
JESSE J. BENTLEY  
C. L. MOATS  
H. HILL  
JAMES R. LEWIS  
H. MC GRATH

### STATEN ISLAND

RAYMOND SMITH  
EUGENE MILANESI  
F. DILLANNA  
ARCH MC GUIGAN  
FRANK CARDOZA  
R. QUINN  
JOHN BARRON  
N. DORPMAN  
ANDREW SCHWARTER  
JOSEPH KOSLUSKY  
JOSEPH CALLISTO  
HENRY D. ADAMS  
A. BALCHUS  
B. PORCELLO

HARRY HARPER  
Z. WYDRA  
GEORGE M. ARNOLD  
EARL GONYEA  
H. J. BEAVEN  
N. ESTIMOU  
CHARLES SANCHEZ  
CYRIL DOWNEY  
ERIC JOSEPH  
JOHN HURD  
J. CUELLES  
U. MERJUDIO  
WALTER JOHNSON

### BALTIMORE

PAUL C. CARTER  
JOHN LA FOE  
JOSEPH T. TORRA  
ARCHIE WRIGHT  
JOSEPH SCHUMSKY  
B. KLAKOWICS  
J. KARPINSKY  
B. J. GRYZESKOWICK  
PAIGE A. MITCHELL

### GALVESTON

T. ULINSKI  
ALEXANDER WHEATON  
JOSEPH F. LEWIS  
E. D. HODGE

### MOBILE

B. CHRISTENSEN  
JAMES H. JONES  
TIM BURKE

### SAVANNAH

L. E. WILSON  
R. L. MORGAN  
W. ANDERSON

### NEW ORLEANS

E. M. ALLAIN  
G. A. ALLEN  
J. B. ALLMON  
WILSON O. CARA  
ROGELIO CRUZ  
H. E. GRANT  
R. W. HEATON  
R. E. HOGAN  
DANIEL D. KELLY  
HUGH F. LAGAN  
LEO LANG  
J. NAUGLE

KARL RAANA  
CLAUDE RAY  
S. P. SCHIEFFLER  
ROBERT W. THOMPSON  
L. TICKLE

### FT. WORTH

E. J. NAVARRE

### NORFOLK

JAMES T. TANNEHILL  
ERWIN T. GREGORY

### BOSTON

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

### Men In Hospitals

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

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

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



# SIU Welfare Plan Doubles Death Benefit

## NYC Piers In Need Of Modernizing

The Joint Committee on Port Industry and City Planning Commission, appointed by the Mayor to investigate pier facilities in New York City, after a comprehensive survey has submitted several recommendations that would modernize the city's waterfront installations and speed up the flow of cargo.

Specifically the committee reported:

1. That except for the normal replacement of the very old and obsolete piers, the existing system be considered adequate as to numbers.

2. That the existing narrow piers and piersheds, which are in other respects adequate, be widened and be provided with suitable aprons and slips.

3. That the bulkhead sheds of certain piers be substantially deepened to increase efficiency in cargo handlings and provide off-street truck berths.

### TRAFFIC JAM

4. That regulations governing street traffic along the North Pier be modified to remove general traffic from the marginal way.

5. That the city assume a share of the cost of modernization of the city piers in all instances where such improvement will have a definite benefit on the immediate waterfront area.

6. That in determining the rentals to be charged for new piers, some consideration be given to the charges for similar existing city piers.

7. That early consideration be given to the proposal to construct a truck terminal for the perishable food industry, and otherwise alleviate conditions in the vicinity of Washington Market.

8. That the city continue without delay or interruption with the waterfront improvements outlined in its master plan for port improvement.

### STUDY URGED

9. That the Department of Marine and Aviation make a comprehensive study of the established United States Pierhead Lines within the city and seek such changes as may be disclosed by the study to be justified.

10. That the city engineers begin an immediate study of the proposed rehabilitation plans for the East River with a view to determining whether or not such plans may replace parts of the master plan for this section of the waterfront.

Serving on the committee are various business men connected with the city's waterfront. Representing the labor unions on the waterfront is Joseph P. Ryan, President of the International Longshoremen's Association; AFL.

## Check It—But Good

Check the slop chest before your boat sails. Make sure that the slop chest contains an adequate supply of all the things you are liable to need. If it doesn't, call the Union Hall immediately.

## Int'l Convention Decisions

(Continued from Page 1)

from eight to nine, in order to provide the Canadian District with representation on the International Executive Board.

- Authorized a boycott of the National Shipping Authority because it had violated the 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 submitted to pressure from the shipowners in dealing with matters involving the civilian status of seamen, and put the convention on record to notify Secretary of Commerce Sawyer and Maritime Administrator Vice-Admiral Cochrane that all pledges and signatures are being withdrawn from the "Statement of Policy."

- Referred to the Executive Board a request for financial assistance sought by the International Transport Workers Federation to aid in its fight against the communist party in the ports of Western Europe and the Mediterranean area.

- Instructed the International President to appoint, subject to the approval of the Executive Board, a representative to attend the Seafarers Sectional Conferences and the ILO Joint Maritime Commission Conference to be held in Geneva in May.

- Referred Trinidad and Tobago Seafarers Union, which requested affiliation with the SIU, to the British Seamen's Union, inasmuch as the latter organization has jurisdiction.

- Took cognizance of the Federal Maritime Board's failure to grant fair and equal allocation of reactivated vessels to the seagoing affiliates of the International and instructed the International President to notify all District affiliates, proper national legislators, the AFL and all parties interested in the maritime industry of the Board's unfair position; urged continuation of the fight to win fair allocation by pressing the issue on all levels.

- Reaffirmed policies laid down by seagoing sections of SIU at the 1949 convention with respect to International and District relations, shipping policy, District manpower shortages, closer association by and with the various Districts, and joint action on all maritime problems.

- Recommended that International President advise AFL President William Green of the jurisdictional raids being made by CIO unions on AFL international unions in the Great Lakes area and requesting the AFL leader to call a conference of

the affected AFL unions in a Great Lakes port for the drafting of policy to combat the raiding threat. Recommended further that President Green appoint a person or persons to coordinate energies of the affected unions for a fight to the finish on this matter.

- Denied a request for autonomy by the Great Lakes District, but permitted the Secretary-Treasurer of the District to re-submit the request for further consideration between now and the next International convention, if he so desires.

- Withheld granting of autonomy to the Canadian District at this time in view of the fact that strong remnants of the communist party's waterfront section are still around and are awaiting any opportunity to move back into the picture. In denying full autonomy, the convention pointed out that the Canadian District is still a young organization and that until such time as it accumulates sufficient strength and experience to handle any communist maneuvers on its own without close aid of International, it is advisable to withhold full autonomy.

- Referred to the Executive Board for further consideration and action the request of the ITF for assistance in the organizing of Panamanian flag vessels under the ITF banner. In referring the request, the convention recommended that the Executive Board take cognizance of the following: 1) That the SUP has organized a Panamanian flag vessel under the banner of the SUP with the typical American wage and working conditions; 2) all of the affiliated SIU seamen's districts are engaged in organizational activities of great scope on American flag vessels, as a result of the reactivation of large numbers of American flag vessels to meet the international crisis.

- Referred the legislative aspects of the fight to preserve civilian status of seamen to the SIU's International President and the Washington representative for appropriate action. Their decisions to be referred back to the International Executive Board for final action.

- Increased the per capita tax by ten cents a month to enable the International to carry on the stepped-up activities on the legislative front in behalf of the seamen's, fishermen's and cannery workers' sections and to meet the rising costs of operations. Constitution was amended to permit the increase which, it was pointed out still keeps International's per capita the lowest of any trade union.

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States Government bonds, purchased two months ago.

The Union trustees—Paul Hall, Robert Matthews and Joseph Volpian—based their argument for an increase in the death benefits on the strong reserve status of the Fund. This method of providing additional benefits was among several which are constantly being studied for incorporation in the welfare program when the Fund shows evidence of being able to meet increased expenditures without jeopardizing its sound economic status.

### JOINTLY-ADMINISTERED

The Seafarers Welfare Plan, which is maintained by shipowner contributions of 25 cents a day for each man employed, is jointly administered by the Union and the companies through the Board of Trustees. Max Harrison, formerly labor relations director of the Waterman Steamship Corporation, is Administrator of the Plan.

The Plan is widely regarded as unique in the field of welfare programs in that it is self-administered, in contrast to the insurance company method of administration used by most organizations. The latter arrangement was studied by the trustees during the formative stages of the Seafarers Plan but was discarded at the insistence of the SIU representatives, who correctly maintained that it would be more costly and provide less personal service than self-administration.

Commenting on the newly-increased death benefits, A&G District Secretary-Treasurer Paul Hall said that "Our original purpose, which is to expand the welfare benefits for Seafarers whenever and wherever feasible is now being realized. Doubling of the death benefit is only the first of what we hope will be a series of expanded benefits."

## Log Subscribers

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

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

# Qualified Men Urged To Get Endorsements

By EARL SHEPPARD

NEW YORK—The port of New York has no beefs, outside of the general dissatisfaction over the chilly weather. The Branch is in fine shape, shipping has been very good, and there are no outstanding beefs pending at this time.

Although the shipping tempo has increased terrifically over the past few months, we have had no difficulty in manning our ships. Thus far, no contracted ship has sailed shorthanded, or been delayed in sailing.

However, with more and more ships coming out of the boneward each week, it is conceiv-

able that in the months to come we may feel the pinch, and have some difficulty in getting the men with the necessary endorsements.

So for that reason, we'd like to repeat what we have been saying these past few issues: All men who are eligible for higher ratings are urged to go after them at once. Entry ratings are easy to get. It's not having the man with the endorsement that may prove the bottleneck in the future.

If we continue to man our contracted ships quickly and efficiently, we will continue to grow. If newly formed outfits

think we cannot keep their ships running on schedule, they will be less likely to sign a contract with us. So, you fellows who have the requirements, go out and get those endorsements!

The big news this week is that the Welfare Fund is already fulfilling its promise to broaden its benefits once the Fund was stabilized.

But doubling the death benefit to \$1,000 is only the first increase in the welfare benefits. There will be many others, you can bet on that.

While on the subject of the Welfare Fund, all men who have not yet signed the beneficiary

card should do so at once. Failure to do so will slow up payment on the benefit, should death occur.

The aim of the Welfare Plan is to pay the money out as fast as possible so that it can take up the slack at home.

The cards are available at payoffs, sign-ons and every Branch Hall. See that you fill one out as soon as you can. You may save a loved one a great deal of trouble later.

Incidentally, if you ever want to change beneficiaries, all you have to do is fill out another card. The latest one you signed will be the legal beneficiary.



## Sign-Ons Keep Shipping Brisk In New Orleans

By LINDSEY WILLIAMS

NEW ORLEANS—The affairs of this port are in good shape and shipping continues to be brisk, despite the fact that there were only a few payoffs in the past two-week period.

Responsible for the good shipping were the 14 vessels that signed on here since the last meeting. The payoffs were clean and there are no beefs pending.

Scheduled for the coming two weeks are six payoffs so far, so it appears that shipping will undoubtedly maintain the pace of the past month or so. Two ships that will be crewed up between now and next meeting night will be those of the newly-contracted Bloomfield outfit.

### GRAIN ACTIVITY

In addition to the sign-on and payoff activity, the port has had its share of ships in-transit and at the present writing a number of them are lined up in the river to get their turn at the grain elevator. According to the latest information, additional grain facilities are being planned for this port and work on new docks and elevators is to get under way at once.

Further impetus to New Orleans shipping is expected from the plant which industrialist Henry Kaiser has started building here. The enterprise will be a permanent one, as will the grain facilities that are being developed. All of these developments point to more business for



the port of New Orleans and, consequently, increased shipping opportunities for SIU men.

In the past month I attended two conventions. The first was the fifth Biennial Convention of the Seafarers International Union in San Francisco, which I participated in as a delegate of the Atlantic and Gulf District. A report of the highlights have been given in the last issue of the LOG and very likely in the current one.

### LOUISIANA ACTIVITY

Upon returning from the SIU convention, I attended the Louisiana State Federation of Labor convention, held in Monroe. A number of important decisions came out of this meeting which will prove of value to all connected with the American Federation of Labor unions in the state of Louisiana.

At this writing there are some 17 Seafarers in the Marine Hospital in this port—their names appear on page 2 of this issue—who are getting benefits from the Seafarers Welfare Plan. The money, of course, comes in very handy—but equally as important to them are the visits and mail from their old friends and shipmates. There is no better medicine than the knowledge that you aren't forgotten—so how about taking time out to drop in on them, or to write a letter?



# FORE 'N AFT

by Johnny Arabasz

Much has been said for and against building the St. Lawrence Seaway, but it is not often mentioned that among its many drawbacks is the fact that foreign flag shipping would be able to make further inroads on transportation of American products and materials. As if they aren't dug in deep enough now. . . . John G. Pew of the Sun Shipbuilding and Dry Dock Company recently discussed plans to indoctrinate new employees on shipyard safety practices, and emphasized selling the advantages of working in a shipyard as the first step in the process. Why didn't he come right out and say that this first step would really teach the newcomer how to be a good company stiff?

Some of this corny stuff you read here comes from you members, but I'll take the blame for it. An example—Children are like little animals. Deer faces and bear a—. Ooof! . . . The Radio Operators Union blames the shortage of Radio Operators on the rigid and slow screening process of the Coast Guard. Yet MSTS ships operate all over this world of ours with men aboard who the Coast Guard itself has admitted are definitely threats to this country. . . . The Lakes season opened up on April 8 and within twenty-four hours thirty ships were off on their Great Lakes shuttle.

Three days after the ban limiting construction of ships built in German shipyards to twelve knots and 7,200 tons was lifted, two large shipping companies ordered fourteen freighters which were either bigger or faster than the former limit. They are complaining that the shortage of metal prevents them from building another Europa or Bremen. . . . Seatrain Lines and Ocean Steamship Company are awaiting approval by the Interstate Commerce Commission for what will result in a merger of the two companies. If approved, Seatrain will operate one of their vessels between Savannah and New York. Ocean Steamship is owned by the Central of Georgia Railway. More jobs for SIU members.

In his report to the SEAFARERS LOG, the delegate aboard the French Creek reported the following as a newsworthy occurrence—"Well, the other day the Captain had the Ordinary Seaman make coffee in the wheelhouse while we were having fire and boat drill." Teh, teh. . . . Ziggy Zigarowski doing the bellyrobbing aboard the Sea Comet with hopes of seeing the Big City pretty soon. Well, Zig, until then, the Big City has hopes too. . . . Red Mc Hugh, who did such a fine job of sticking it out and organizing aboard the Winter Hill, with all the odds you could look for

against him, now doing a good job as usual on the Bull Run, as 2nd Pumpman.

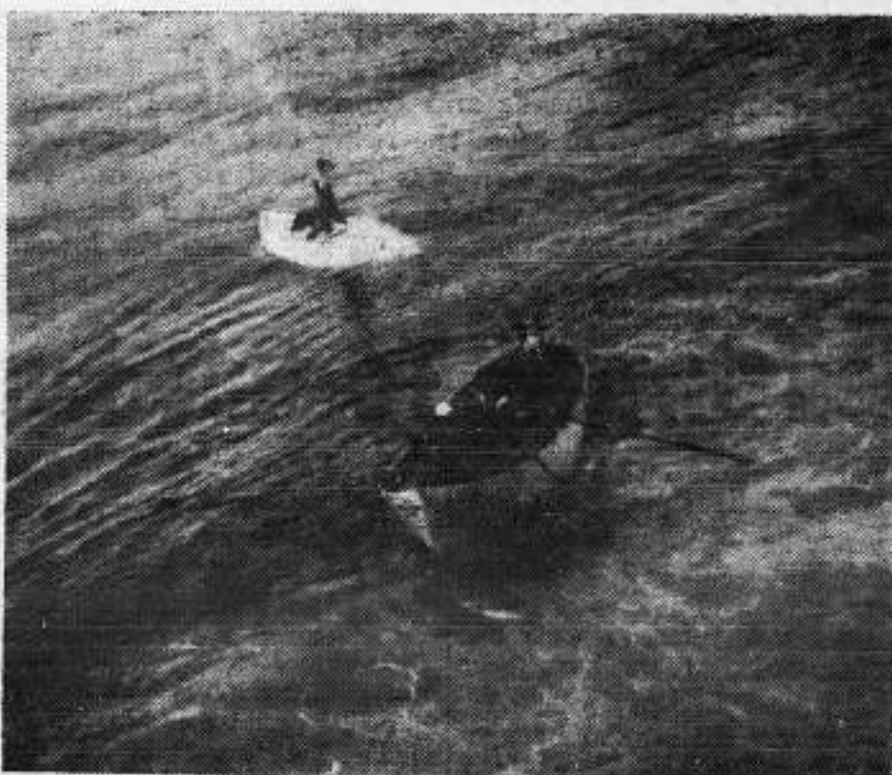
Now pipe this bunch of malarkey: The MSTS Memorandum on Uniform Requirements states the Chief Petty Officer must wear white cap with black band, etc. Petty Officers and "men" must wear garrison caps, etc., etc.—no wonder they have a hard time holding the men. Lousy wages and conditions, military procedure to follow and then they have to dress according to a book. Right hand salute—hup hup—brack. . . .

Last week we inquired about that "Vanishing American," Walter Gardner. Vacation is over, fellows. He's back in town—in disguise. . . . Just as a street car conductor was about to start his car, a woman yelled, "Wait a minute, till I get my clothes on." All the male passengers (naturally) craned their necks to see this Lady Godiva, and instead saw a housewife drag her laundry aboard, on her way to the laundramat. Ho, hum. Want your three dollars back?

The Taft-Hartless Bill stinks on ice, but at least it has to be lived up to by management, labor and the government. The Soviet Zone Railway Administration, which lost a suit brought against it by the Railwaymen's Union, refuses to pay off according to the judgment, still keeps unemployed 4,686 men who struck, and refuses to release four strikers from jail. All this wonderful treatment by the laboring man's friend—Soviet Russia. Don't misunderstand me. I know that you must do dirty things like this so that you can later have Utopia—but who'll be left to enjoy it? . . . Along the same line, 49 railway men must stand trial for taking part in "crimes against the state" in Argentina, and have their property attached to insure payment of the fines which will definitely be handed out. They struck. Sounds ridiculous? Didn't you hear General Electric's Charles Wilson, this country's Chief of Defense Mobilization propose drafting workers into defense industry—at Army pay? Didn't you hear the Republicans yell for a stronger and toothier Taft-Harshley? So they could undoubtedly jail you for being man enough to squawk about improving conditions. Don't say it couldn't happen here. We are half there already.

Longshore gangs in White Sea ports consist mainly of women who have to work thirteen hours, with one hour's break. Armed guards supervise the loading and silence is the password. Labor's reaction to this is "Be careful it doesn't happen here." But industry says, "My, aren't you workers lucky?"—That's a nice comfortable feeling to close with, don't you think?

## Recovering A Lifeboat



Deck men of the SS Battle Creek Victory are manning the oars of a lifeboat as they return to the ship with a capsized craft in tow. Standing on the towed boat is the Battle Creek's Chief Mate. Incident occurred recently off Port Everglades, Florida, and was photographed by Seafarer Lorence E. Taylor. Engine Utility on the Triton Steamship Company vessel. Taylor reports that the operation was a complete success—the Chief Mate didn't even get his feet wet.

## Mobile Shipping Really Booming; Boneyard Ships Spell Difference

By CAL TANNER

MOBILE—Shipping in the port of Mobile is on the bright side at this time, and from all indications it will continue that way for quite awhile.

In the past two weeks we were kept pretty busy crewing up the regular scheduled ships, along with two that were taken out of the layup fleet. They were the

Fairhope, Monarch of the Seas, Antinous, Alcoa Pointer, Alcoa Clipper and Alcoa Corsair.

### NEW CREWS

We have checked with the companies who are handling the allotted ships that are to come out of the lay-up fleet, and we have been informed that the Edward Grant, Bloomfield, and the North Platte, Mississippi, will be crewing up within the next two-week period.

We would like to stress the fact that there is a shortage of ABs and that anyone holding this rating—especially with a green ticket—who wants to ship out right away should come to Mobile, because we can use them.

I went to Montgomery where I met with the new Selective Service Director for Alabama. I received promises that due consideration would be shown to qualified merchant seamen in connection with deferment.



Philip Barbour and the Frank Spencer.

For the coming two weeks, we have the following ships due in for payoff and replacements:



# Camera Close-Ups Of Seatrain Seafarers

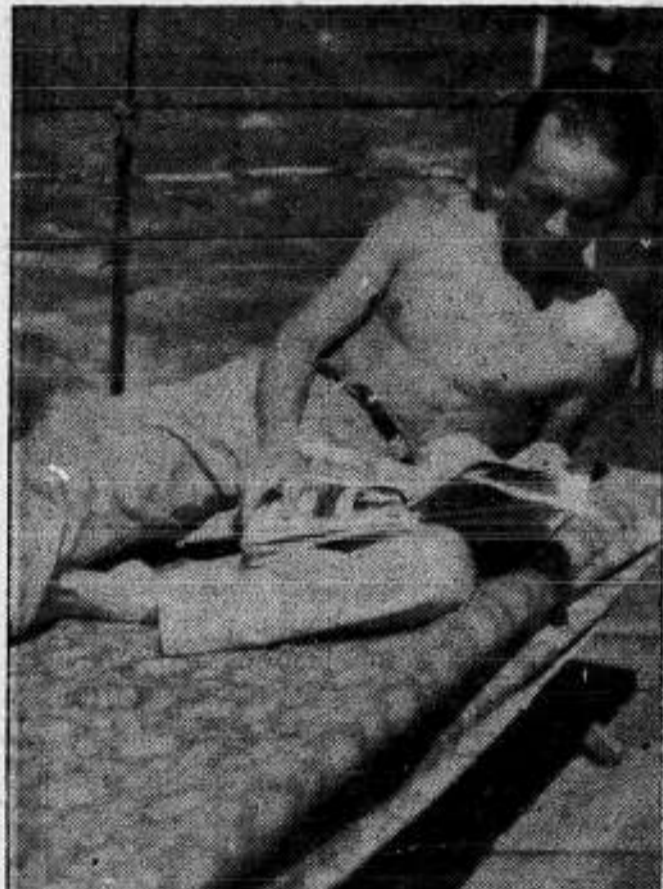


Relaxing on the rail aboard the Seatrain Havana are Faustino Pedraza, AB; Robert Alvarado, OS, and John Cerullo, Electrician.

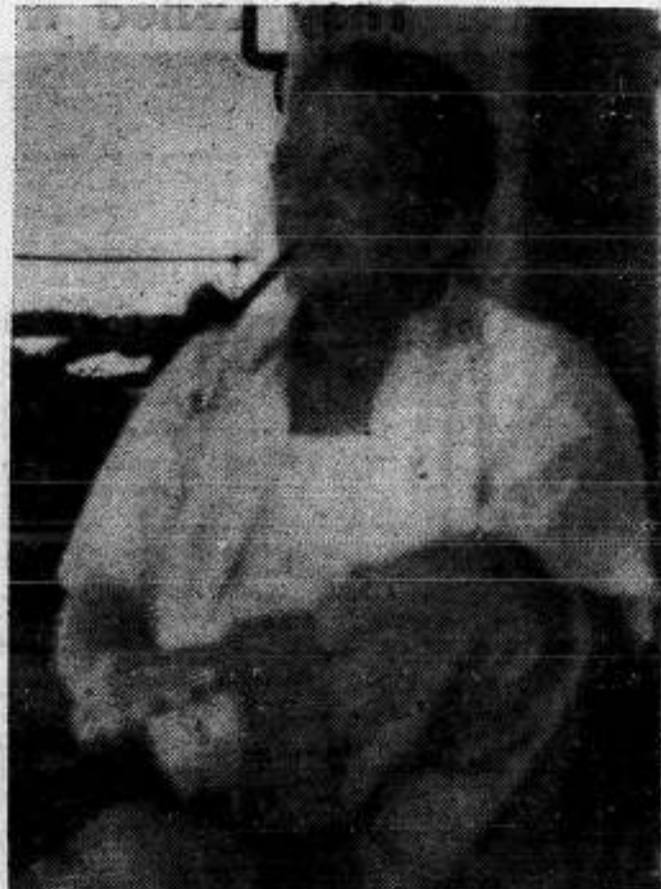
It's not near as tough as you might think. Anyone with an ordinary camera, in good working order, and a little imagination can get good photographic results. And shipboard life offers about as good a variety of subject matter that can be found anywhere.

Lester Moore, a Seafarer on the Seatrain Havana, has been concentrating lately on his shipmates—and has been doing a good job, photographically speaking. It might be well for those interested in getting some good shots on their own ships to take a cue from Moore's work, samples of which appear on this page.

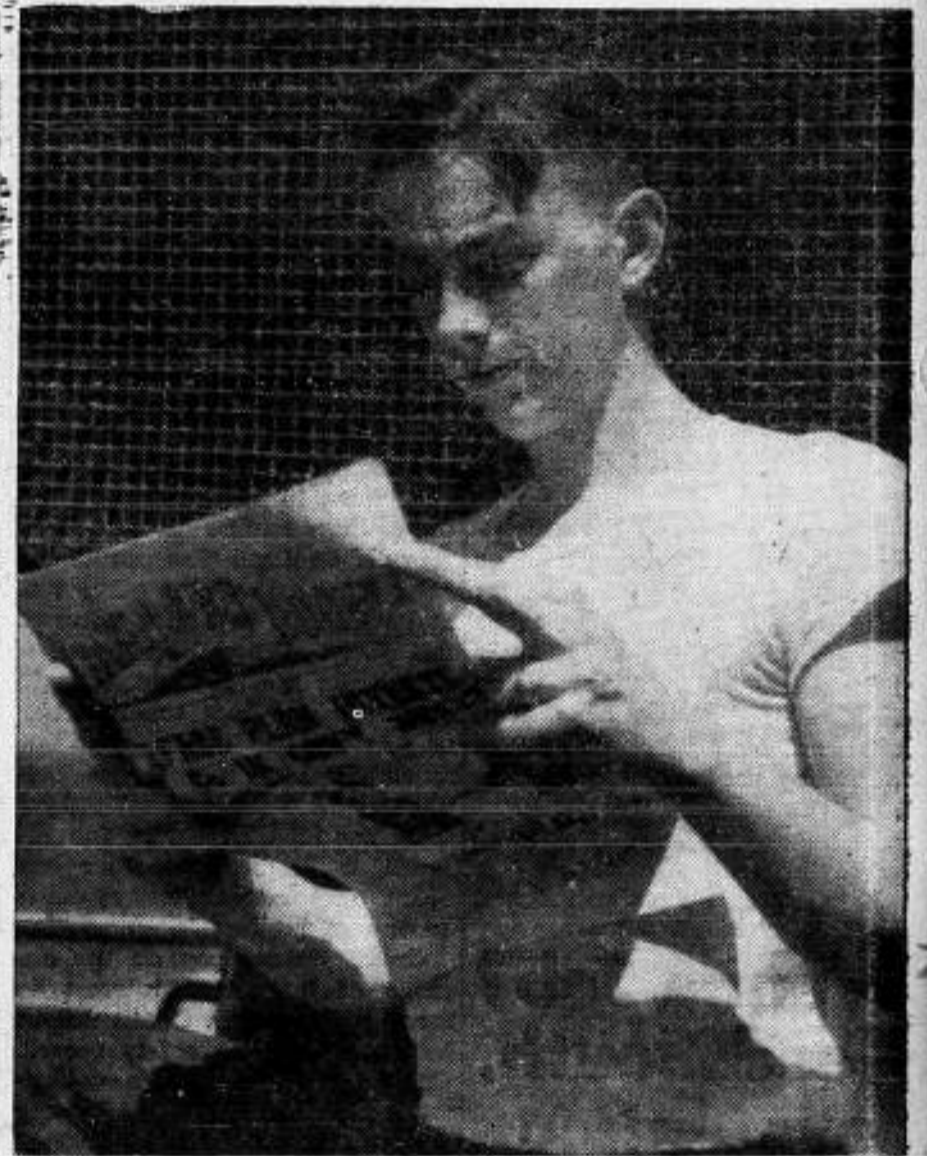
First of all, wait for a fairly bright day. If you want to photograph individual shipmates, see that they are relaxed before you click the shutter. Let them smoke, look at a paper, or just stare out at sea. In photographing individuals, don't be afraid to get up close to them. If you have trouble posing guys, "shoot" them while they're at work. Don't be discouraged if you think the first results aren't too hot. A little practice is all you need. Just watch your mistakes and don't repeat them. And when you come up with a satisfactory collection send them into the LOG, identifying the people and scenes.



Norman Whipple, Messman, lets Old Sol apply a coat of tan as he catches up on his reading.



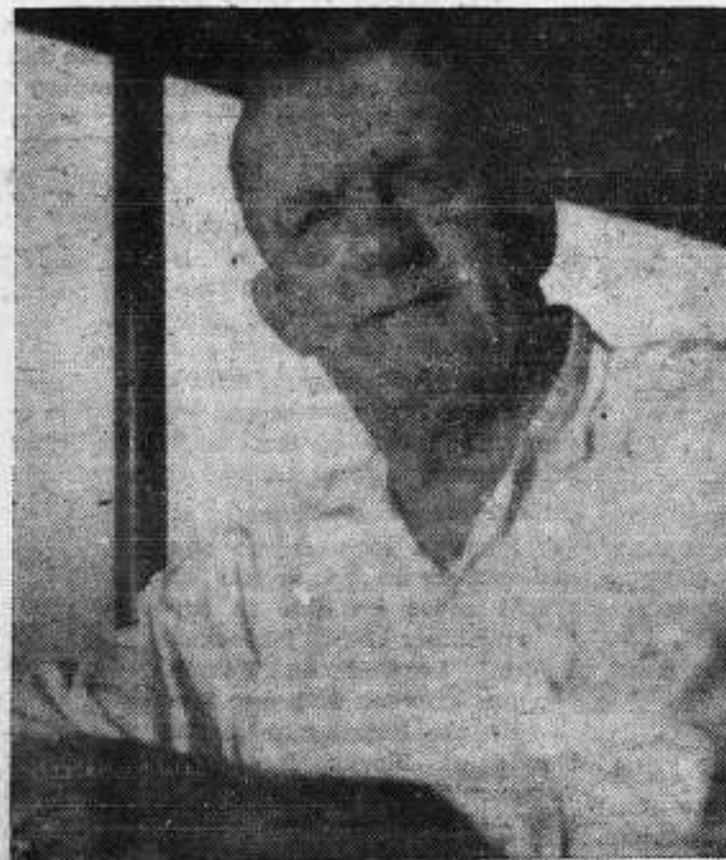
Watertender Ben Sweeney looks at peace with the world as he enjoys a pipeful of his favorite tobacco.



Frederick Holm, Messman, does what any hep Seafarer does the minute he gets a latest copy of his Union newspaper. Fred's a cover-to-cover reader of the LOG.



Down in the engine room, Seafarer Robert Nowell, Watertender, stays on the job in typically efficient SIU style.



Here's Edward Cooley, the Seatrain Havana's Steward. Brother Ed sure looks as though all is going well in his department.



The photographer didn't say what it was the Robert Alvarado, OS, was peering at, although he labeled the shot "On Lookout."



## Save Money, By All Means, But Not In Christmas Clubs

If any wage-earning family has any savings left these days after paying 95 cents a pound for stew-meat, it ought to be careful where it puts the money. You can make your money earn a little more and it's worthwhile doing it. The trouble is, there are always people around who will be glad to take your savings but omit paying you any interest.

One such widespread plan is the Christmas Club. The Christmas plan actually is only a savings account with special trappings, but with one big difference: the regular account pays you interest, but the Christmas plan doesn't. In fact, you may even have to pay "dues" or certain penalties for lateness, etc.

But so convinced are some people that the Christmas savings plan is something they must follow, that around October when the club "rules" say they must keep up the Christmas plan, they'll even draw money out of an interest-bearing account to put in the Christmas plan. Bank tellers themselves are amazed at how many people do this. The Christmas savers just don't seem to realize that they forfeit their interest when they transfer money out of a savings account before the end of the year (banks generally credit the interest to your account at the end of a quarter or half-year).

The big value in the Christmas club is the compulsion to save. That may be all right for children, but adults ought to be able to save when they know they need to, without being chastised for it. Perhaps even kids can be better encouraged to save by the knowledge they're being rewarded by interest earnings, instead of being threatened by paying cash penalties.

If you can't save without a

club, at least pick out one that won't cost you anything but the loss of interest. Not all banks have the same Christmas club rules. Some simply omit the interest, but forbear charging penalties or dues.

The Christmas club in a way is something like the "savings fund" supposedly built up in ordinary or whole-life insurance policies. This type of expensive policy is frequently sold to people on the basis that otherwise they won't save. But like all plans that purport to save for you, it costs you something. In this case, if the policyholder dies his family gets no more money than if he had bought the lower-cost term insurance, and the insurance company keeps the savings fund built up in the insurance policy.

### COMPARISON

Then where should a wage-earning family put its small-enough savings where they'll earn the most interest and yet be safe? Here's a comparison of the interest earnings and comparative advantages of various sources for saving:

**Savings Banks** are one of the safest depositories (accounts are insured by a Government-sponsored corporation). Currently many savings banks pay 2 percent compound interest. That's more than the commercial banks pay, so do a little shopping in your town to make sure you get the savings bank rate.

**Postal Savings:** You can deposit savings in any post office too, at an interest rate of 2 percent. But postal savings have one disadvantage: the interest is paid quarterly and kept separate until you call for it. You must immediately buy new postal certificates with the interest money or it lies idle. In banks, the interest is credited to your account and automatically earns additional interest.

**Credit Unions** pay on the average of 3 percent interest to member-depositors. Credit unions have an excellent safety record. (Most are insured by a nationwide credit union pool, and many are supervised by the Federal Security Agency or by state agencies.)

**Building and Loan Associations** pay a higher rate than savings banks, an average of 2½ percent and some as much as 3. Some even now have a plan which gives more interest for long-range savings. For example, if you put in a certain amount each month for 50 months without withdrawing, you get one-quarter of one percent more interest; for 100 months, one-half of one percent more, etc. In many associations cash can be deposited and withdrawn as in a bank. However, in times when money doesn't flow as freely as now, assets of building and loan associations may not be as liquid as those of banks, and they may require you to give notice before withdrawals. Most associations now carry insurance protecting your deposit, as do banks, but it's advisable to check this point in each case.

### ANNUITIES AND BONDS

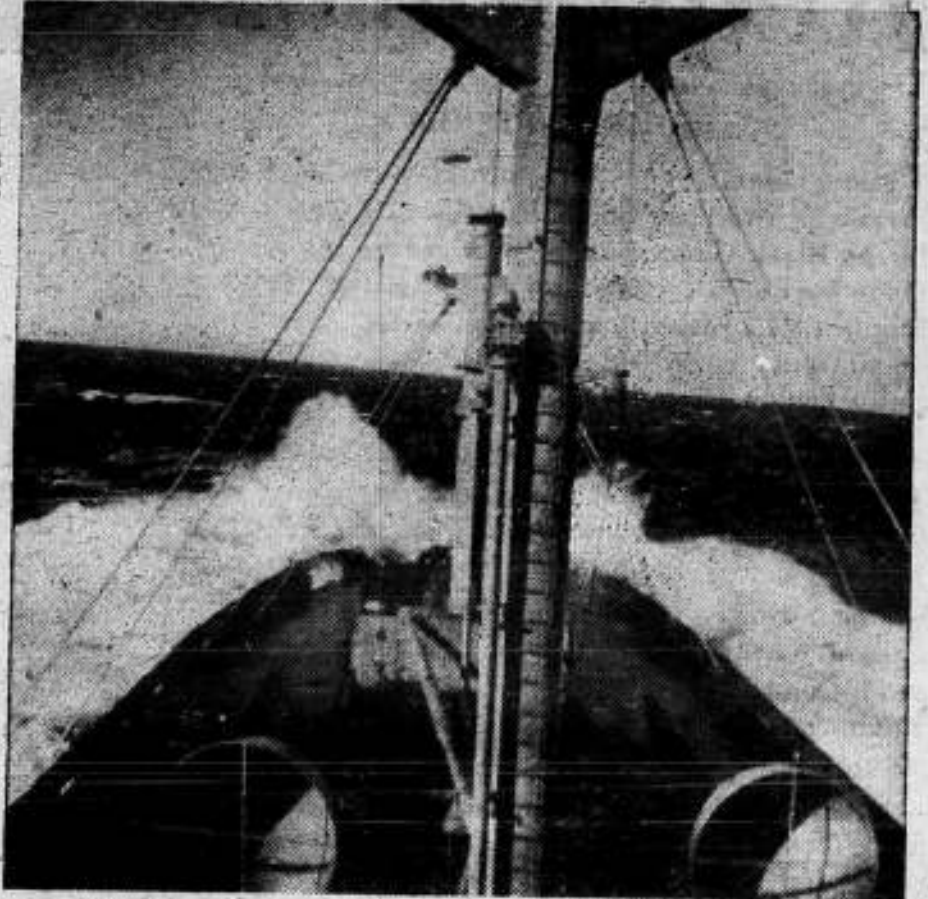
**Government Bonds.** The series E Government bonds are the long-range investment paying the highest interest return consistent with safety, except for some credit unions. The return on Series E bonds is about 3

percent if you hold them the full ten years. One disadvantage is that if you cash in Series E bonds before maturity, your interest rate drops. The bonds average interest of only about 1.5 percent the first five years, and 4.5 the second. (If you ever must cash in Series E bonds before maturity, always cash in the latest you bought first, to protect the higher interest being earned on the more mature ones.)

**Annuities** earn about the same rate as Series E bonds, but the bonds have an advantage: if you must get your cash out in the early years you suffer no loss. With annuities, you can't get all your money back if you cash them in early, since there's a sales and administration expense which comes out of your initial payments.

To this writer at least, the best bet for a savings program seems to be a combination of Series E bonds for long-range savings, such as for education or retirement, with a savings-bank, credit-union or building and loan account for short-term deposits. But NOT the Christmas Club.

## It Was Plenty Rough



Here's a view of the SS Sea Comet as she bucked heavy seas 20 miles off the Columbia River bar on New Year's day, according to one of her crew. The vessel layed to for 26 hours "and lost our life boat plus having our coal bin washed out in the galley by about 100 tons of the Pacific, which dropped in unexpectedly. Had a jolly time boiling water and scooping coal," our correspondent added.

## They Called It A Good Deed!



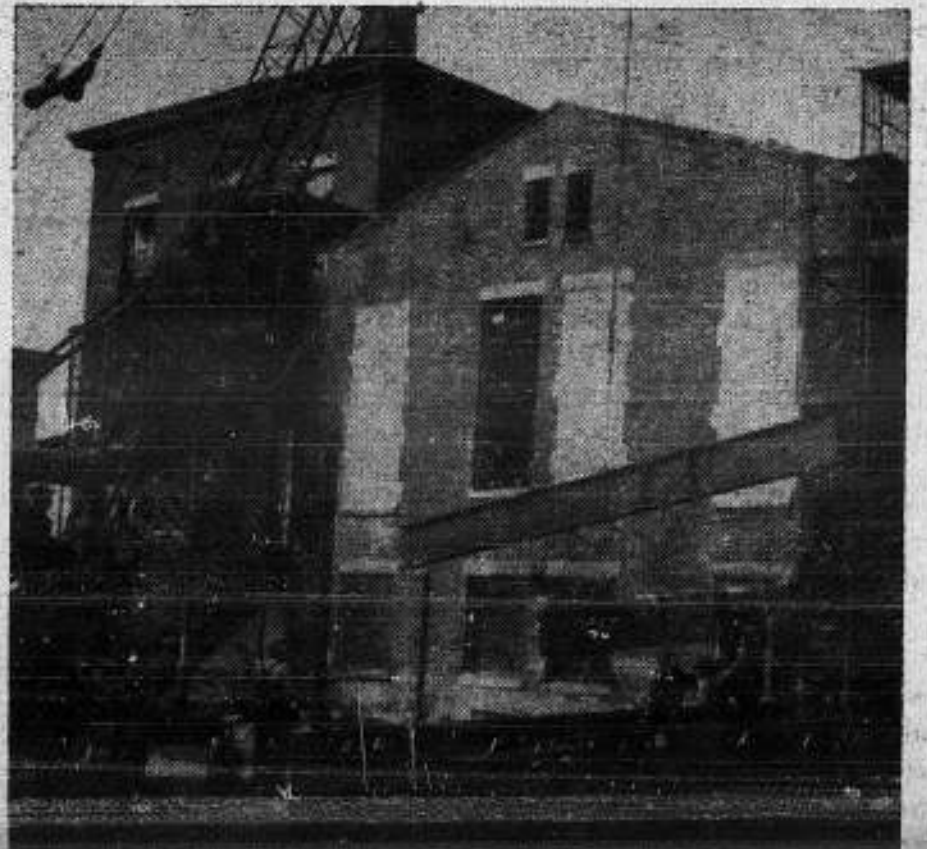
Boy Scouts of Troop 50 from Tottenville, Staten Island, pile some of the old gear given to them by the Seafarers International Union into a truck. The lads carted out a few chairs and about 100 old cots which would have been impractical to repair. The Scouts will recondition them for use on their summer camping trips.

## Swinging It

The SIU's new Headquarters-New York building is rapidly taking shape and construction has progressed considerably beyond the point shown in photo at right which was taken two months ago as supporting steel girders were being swung into place.

Seafarers who haven't as yet taken a look at the site had better do so pronto or they'll never be able to say "I remember how it looked before." Located on Fourth Avenue, between 20th and 21st Streets, the building is just a couple of blocks from the Prospect Street station of the BMT-4th Avenue subway line.

Photos showing the Hall as it nears completion will appear in a forthcoming issue of the LOG.



## Wanna Job? Head South, Says Frisco

By LLOYD GARDNER

SAN FRANCISCO—With shipping in several gulf ports and in Seattle maintaining a fast pace, men on the beach in this port are advised to head for any one of them if they want to get out in a hurry.

A tapering off here is expected in the coming two weeks, inasmuch as only six vessels are scheduled to call here in-transit.

The Gulf ports that are enjoying good shipping at the moment are New Orleans, Galveston and Mobile.

This port played host to the delegates from the seafaring, fishing and canning sections of the Seafarers International Union, who attended the Fifth Biennial Convention here March 26-30.

The next convention, which comes in 1953, will also be held in the State of California. San Diego was selected as the next convention city.

It is the home of some of the fishermen's and cannery workers' unions affiliated with the SIU, and the selection was made by the delegates after it was proposed by our Brothers in those organizations.



# Requiem For The Old Coal Burner

By JOHN BUNKER

Many Seafarers will recall the author of this article as a retired member of the SIU who sailed in the Black Gang. Bunker now covers the waterfront beat as a reporter for the Christian Science Monitor. His recently-concluded series of articles, "Seafarers in World War II," is now being published in book form by the SIU.

The old coal burner is fast fading from the sea. Unless unforeseen changes intervene, the coal fired ship may become as scarce as the windjammer before many more years go by.

Just recently the fast decline of the coal fired freighter was emphasized by the Panama Railroad Company, when it announced the discontinuance, by December, 1951, of coal bunkering service at the Panama Canal.

For years the Canal was an important coaling stop for tramp ships, as well as for regularly-scheduled passenger vessels and fast cargo ships on the United Kingdom-Australia run.

Coaling stations were opened at Balbao and Cristobal in 1916, and did a big business until oil fired boilers and diesel engines began replacing coal fires at a fast rate in the 1920s.

## MARKET VANISHING

In the four years after World War I, according to the Panama Railroad Company, coal bunkering at the Canal dropped from 45,000 to 14,000 tons a month, and only 1,500 tons a month were sold during the entire year of 1949!

What few British coal burning ships that are still using the Panama Canal will soon be replaced by oil burners. This marks the passing of a great era at sea.

From the time that the sailing ship Savannah made a crossing of the North Atlantic with a 90 h.p. auxiliary steam engine in 1819, coal has powered thousands of freighters, liners, warships, tugs and vessels of many types all over the world.

In 1870, more than 12 percent of world tonnage was coal powered.

In 1900, more than 60 percent of all ships moved by steam engines powered with steam generated from coal fires.

Diesel engines began to replace coal burning steam engines about 1914 and, after World War I, this replacement was greatly accelerated. Coal fires were also replaced by oil for reasons of economy, greater efficiency, and increased cargo-carrying capacity.

The oil fired ship or the diesel required fewer Firemen and no coal passers. Cutting down on big coal bunkering space provided more room for cargo.

## STILL ON LAKES

Coal is still used on many ships on the Great Lakes, although hand firing has given way on most of the larger ships to automatic stokers. Latest of the Lakes ore carriers, the huge Wilfred Sykes, burns oil. Diesel propulsion, too, is finding increasing favor on the Lakes.

Many river tugs used coal until recent years, but postwar river boat construction has been almost 100 percent diesel. Of more than 1,300 towboats on the rivers, about 1,000 are using diesel engines, the rest being fired with coal for the most part.

As the coal burning passenger ship and freighter leave the seas, so do the coal Firemen.

It is doubtful if there has been a more skilled seafarer than the coal burning Fireman.

When struggling valiantly but unsuccessfully to keep steam up in a two-boiler fireroom, the writer has watched with amazement and admiration the efforts of a veteran Fireman, who threw coal into the fires hour after hour with a rhythmic motion that made the job seem like nothing at all, then spent part of the watch sitting on his

shovel while the six fires in the two boilers under his charge kept the steam pressure hovering merrily along the red line on the gauge.

As anyone knows who has worked in a coal burning fireroom, the shoveling is only part of the job. Most of the Fireman's skill comes in the way he plies the long, heavy slicing bar and the rake, the instruments on which the Fireman heaves and hauls before the open fire doors, and with which he obtains the utmost combustion from the coal.

It's the Fireman with the back-breaking slicing bar who has pushed the freight ships across the trade routes when the propeller thrashed the air in stormy seas and steam went out of the gauge like water through an empty bucket.

It's the Fireman with his tough hide and his strong arms who made the ships go when the owners put aboard fuel that passed for coal only because it was black.

Few of this breed are left now in the American merchant marine and, if a ship were to crew up



with a black gang calling for two or three Firemen on a watch, it would be mighty difficult to muster a full crew in the stokehold.

## THEY PRODUCED

Many a ship has made port after a furious battering in the wintry Atlantic because her black gang—the men at the boilers—numbered Firemen who could produce steam when every pound of pressure counted in a life and death struggle against the waves.

And many the ship that has gone down because her Firemen couldn't cope with a falling steam gauge.

On most coal burners the Fireman has about six fires to tend and his time-honored equipment for doing it is a shovel (called a "banjo" by the oldtimers), a rake, a slicing bar weighing upwards of 50 pounds, a pair of gloves and a wet rag knotted around his neck.

The rag helps the coal slinger to keep from keeling over in the intense stokehold heat of the tropics, when not a breath of air comes down the vents and a pair of dungarees are soaked with perspiration before the watch is half an hour old. When gripped by the teeth the wet rag also helps the Coal Passer to keep from choking in the blinding bunker dust.

Always present in the fireroom is a water can, and usually each of the Firemen on watch has his own suspended from the handles of the ventilator, the downrush of the air keeping the water from getting too hot. The oldtimers often kept a gin or brandy bottle handy to "spike" the water.

After a watch in the old days the Fireman took his bath out of a bucket, for showers were unknown on either liners or tramps. And on a long voyage aboard some eight-knot cargo drogher, the grimy Fireman was lucky to get enough water at the end of a watch to wash off the sweat and grime.

Amazing it was, however, that thousands of men stuck to the profession of coal burning Fireman during their entire lives at sea, becoming very proud of their calling. There was an esprit de corps among Firemen, especially on the blue ribbon, trans-Atlantic liners and it was usual for the Firemen to form a "band" with buckets, washboards and all sorts of improvised instruments and give a concert for the passengers on

the fantail during the crossing in good weather.

The more adventurous of trans-Atlantic passengers were wont to tour the engine spaces and have a look at the Firemen, the "hairy apes" of the ship. It was usually considered the right of the stokehold, however, to demand tribute of the tourists before they were allowed in the boiler spaces and the money collected went to the Firemen's fund.

## STORIES GALORE

Stories are legion about these black gangs of yesteryear, and when oldtime Engineers get together they can spin yarns for hours about the fabulous characters who fired the ships in the days of coal—men who would swap their last pair of shoes for a drink on shore and then report for work on the fireroom floor plates with burlap rags wrapped around their feet.

When the collier Plymouth left Boston several years ago to end her career at the wreckers, this sad farewell to the old ship was painted in red lead on one of the boiler fronts:

"I have fired this boiler for 21 years!" The Fireman, a Spaniard, scrawled his name after the simple "requiem."

Serving for 21 years as a coal burning Fireman on one ship! There was a tough man!

According to United States government shipping statistics, there are less than a dozen coal fired ships left in the American ocean-going merchant marine.

One of these, it is interesting to note, is a war-built Victory ship that was converted from oil to coal burning about three years ago. She is the collier Oakey Alexander, one of the Pocahontas Steamship Company fleet. Her boilers are fitted to burn finely ground coal, so her Firemen have little more to do than the Firemen on an oil burner. There is no manual labor involved.

Pocahontas has most of the other American-flag coal burning freighters, all of them well known in the coastwise coal, phosphate and sulphur trades. They are the Harry Bowen, Isaac T. Mann, Jonancy, Bylayl, Freeman and James Ellwood Jones.

There are a few freighters constructed abroad in recent years which use colloidal fuel, a mixture of oil with finely powdered coal.

## GOODBYE, MR. CHIPS

If for any reason American ships someday find themselves short on oil supplies, colloidal fuel will probably become popular.

It is hardly likely under any circumstances that the coal burning Fireman will return to the sea. His is a breed of mariner almost gone. Nowadays, men don't want this kind of hard, dirty work. And, besides, the automatic stoker is reported to be from ten to fifteen percent more efficient than the human Fireman.

Here are a few interesting facts about some famous North Atlantic coal burners:

The great Kronprinzessin Cecilie of the North German Lloyd Line, a 706 foot, passenger-carrying giant, had four reciprocating engines that drove her at a speed of 24 knots. To provide the steam for these engines, each of which produced 12,000 h.p., she had 19 boilers and 124 fires which ate up 764 tons of coal every 24 hours.

She carried about 12 Firemen on a watch. They shoveled about 31 tons of coal every hour!

Perhaps the greatest of all coal burners ever to sail the seas was the liner Lusitania.

On the run from Queenstown to New York, this turbine-powered speedster carried a small army of Firemen, Coal Passers and Watertenders. Her bunkers held 6,200 tons and the average daily coal consumption was 1,090 tons, including the 18 tons that the Cooks burned up every day in the galley stove.





# SHIPS' MINUTES AND NEWS

## SS Bull Run Back In Trade After Crash

The SIU-manned tanker Bull Run has resumed coast-wise operations following completion of repairs for damages sustained in a recent collision with the freighter Monrosa in the mouth of the Mississippi River.

The vessels collided in an early morning fog. Both put in at New Orleans for repair jobs. None of the crewmembers were reported injured.

The Bull Run, owned by the Mathiasen Tanker Industries, Inc., made port under her own power and entered the Todd-Johnson Drydocks shortly after. She was bound for New Orleans from Narragansett Bay to pick up a cargo of oil when the crash occurred.

### TANKER'S BOW DAMAGED

Part of the freighter's-bridge and her starboard side were gashed, while the tanker's bow was damaged. The Monrosa, which was en route from Houston to Mobile, was carrying a full load at the time. Her cargo was unloaded at the Cotton Warehouse wharf so that repairs could be made.

A Creole Line vessel, the Monrosa has the Texas Transport and Terminal Company as agents in New Orleans. The Gulf Shipping Lines acts as agents for Mathiasen in the Crescent City.

## Send 'Em In

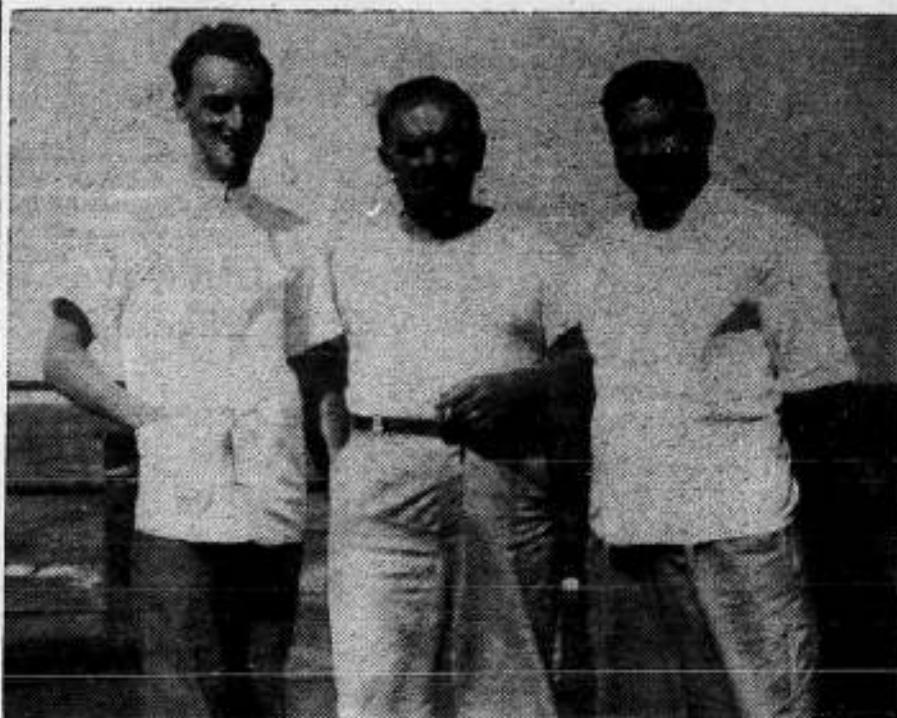
Don't hold your pictures and stories of shipboard activities. Mail them to the Seafarers Log, 51 Beaver St., New York 4, N. Y. If you haven't the time or don't feel in the mood, just forward details. We'll do the rest. Pictures will be returned if you wish.

## On The India Run



Seafarers on the SS Steel Advocate report that all is going very smoothly aboard the Isthmian ship. Here are three of her worthies at coffee time. Left to right: Eugene Wiper, K. Bancroft, Pantryman, and Julio Bernard, Bosun.

## Seafaring Aboard The Salem Maritime



Three of the crewmen who have been doing a bang-up job on the Cities Service tanker are (left to right): Joe Scramuzza, Cesar Martinez and Ben Benenate.

## 'Food For Thought' Stirs Interest In SIU Education

The "Food for Thought" articles, which the Union is distributing to all contracted ships as suggested topics for discussion at shipboard education meetings, are arousing unusually strong interest among crewmembers, according to reports reaching the LOG this week.

That the revival of the articles — originally published in booklet form—has hit a receptive chord, is evidenced by the comments contained in scores of letters from individual crewmen and copies of ship's minutes that are arriving at Headquarters.

Typical of the reaction to the "Food for Thought" series is the tenor of a recent education meeting held aboard the SS de Soto. In the discussion following a reading of the article entitled "Beefs—and Beefers," a number of crewmembers hit the deck. One member stated that gashounds were the principal source of illegitimate gripes that are harmful to the membership as a whole.

He pointed out that these characters do their griping in

ginmills, generally by instigating wild rumors, which, if given credence would have the effect of weakening confidence in the organization. Fortunately, he added, gashounds are on the wane in the SIU and as a result of the membership's policy they are gradually becoming eliminated as an obstacle to the continued progress of the Union.

### THE GRIPER

Another De Soto Seafarer got up to say that the chronic shipboard griper is the greatest single bar to smooth shipboard functioning and harmony among crewmembers. Where such individuals have records of creating dissension and confusion on ships they board, the speaker said they should be dealt with "as a disturbing element, just as undesirable as a gashound ashore in a ginmill."

On the SS Puerto Rico, SIU members have expressed great interest in the current series of shipboard education articles, which are read aloud preparatory to opening the floor for general discussion.

Evidence of the broad interest of Seafarers in the matter of Union education is the motion carried at the April 1 meeting aboard the Cities Service tanker Chivawa. The motion adopted said:

"To accept the Pumpman's suggestion to hold educational forums to enlighten some old-timers in our Union and the new comers to our Union's principles and functions . . ."

Among the other ships reporting education meetings at which "Food for Thought" was discussed are the Sea Cloud, Logans Fort, Catigny, Ann Marie, Government Camp, Del Norte Cubore, Oremar, Sandmate, Hurricane, Republic, Seatrain New Jersey, Bradford Island, Choctaw, Iberville, Steel Director and Salem Maritime.



The Salem Maritime is operating in typical SIU shipshape style, according to Vic Litardi (above), who recently paid off.

## Well-Wishers' Mail Swamps SIU Hero

Seafarer Eric Joseph, who gave his right eye to save the sight of a Union Brother, is being deluged with communications from well-wishers throughout the nation who have been touched by the story of his sacrifice.

At the Marine Hospital in Staten Island, where Eric is recuperating from the operation in which the cornea of his eye was transplanted to that of Phil Pron, nurses have been kept on the go hauling mail and telegrams to Seafarer Joseph's bed.

Most of the messages are loaded with praise for the selflessness Joseph displayed in offering his eye to aid Pron. A few of the correspondents chided him for making such a sacrifice. Joseph shrugged these off with a smile, maintaining that he'd never be sorry for what he did.

### CHERCHEZ LA FEMME

Even romance entered the picture. A few of the communications were from females who thought Eric would make them a fine husband. One young lady told the Seafarer she liked the looks of him from the pictures she saw in the newspapers and added that he "sounded just like my type." She suggested a meeting.

Brother Joseph said that he isn't contemplating any union other than the SIU at the moment, so the romantic young women will have to heave a sigh and try their luck elsewhere.

Eric has already been fitted with a temporary plastic eye while a permanent one is being made for him. Meanwhile, further tests will be made soon by doctors to determine the final effect of the transplanting.

## Greek Freighter Collides With SS Steel Flyer

Slight damages were sustained by a Greek Freighter and the SS Steel Flyer in an early morning collision on April 4. The accident occurred about 2 AM, shortly after the Isthmian ship had left Baltimore for Norfolk. No one was injured.

The Steel Flyer returned to Baltimore where she spent three days at the Maryland Drydocks undergoing repairs on her damaged floor plates, according to Jim Hand, Second Electrician, who was aboard at the time.

The Isthmian ship resumed her voyage to Hawaii.

## Hold That Brush!



The photographer succeeded in getting E. Oppici, Deck Delegate, and J. Napoleoni, 4-8 watch, to stop their parting of the SS Ines' starboard lifeboat long enough to get this picture. Ship was in Mayaguez at the time.



# Digested Minutes Of SIU Ship Meetings

**TRINITY (Carras), Feb. 28—** Chairman, John Lane; Secretary, Peter Piascik. Delegates reported no beefs. Discussion and acceptance voted on unloading cargo and time ashore. All hands requested to keep the messhall and pantry cleaner. Steward reported more money would have to be raised before a washing machine could be purchased.

**ALCOA CLIPPER (Alcoa), March 4—** Chairman, Max Roberts; Secretary, George Richer. Delegates reported all okay. Motion carried that anyone missing meeting will be disciplined. Innerspring mattresses to be ordered when ship hits port. Vote of thanks given movie committee. All crewmembers told to report for duty on time.

**ALCOA PENNANT (Alcoa), March 11—** Chairman, E. Fields; Secretary, G. Russell. Delegates reported no beefs. Steward and Ship's Delegate to speak to Skipper about passenger's dog who is messing up the rooms.

**DEL CAMPO (Mississippi), March 4—** Chairman, Edward Eiland; Secretary, Lee Snodgrass. Discussion on working cargo and the number of men used. Approval voted on two Headquarters matters pertaining to time ashore and unloading cargo.

**INES (Bull), March 4—** Chairman, Stanley Gondzer; Secretary, H. Orlando. Delegates reported no beefs. Suggestion made that three departments cooperate in keeping recreation room clean. Two messages on unloading cargo and time ashore read and accepted.

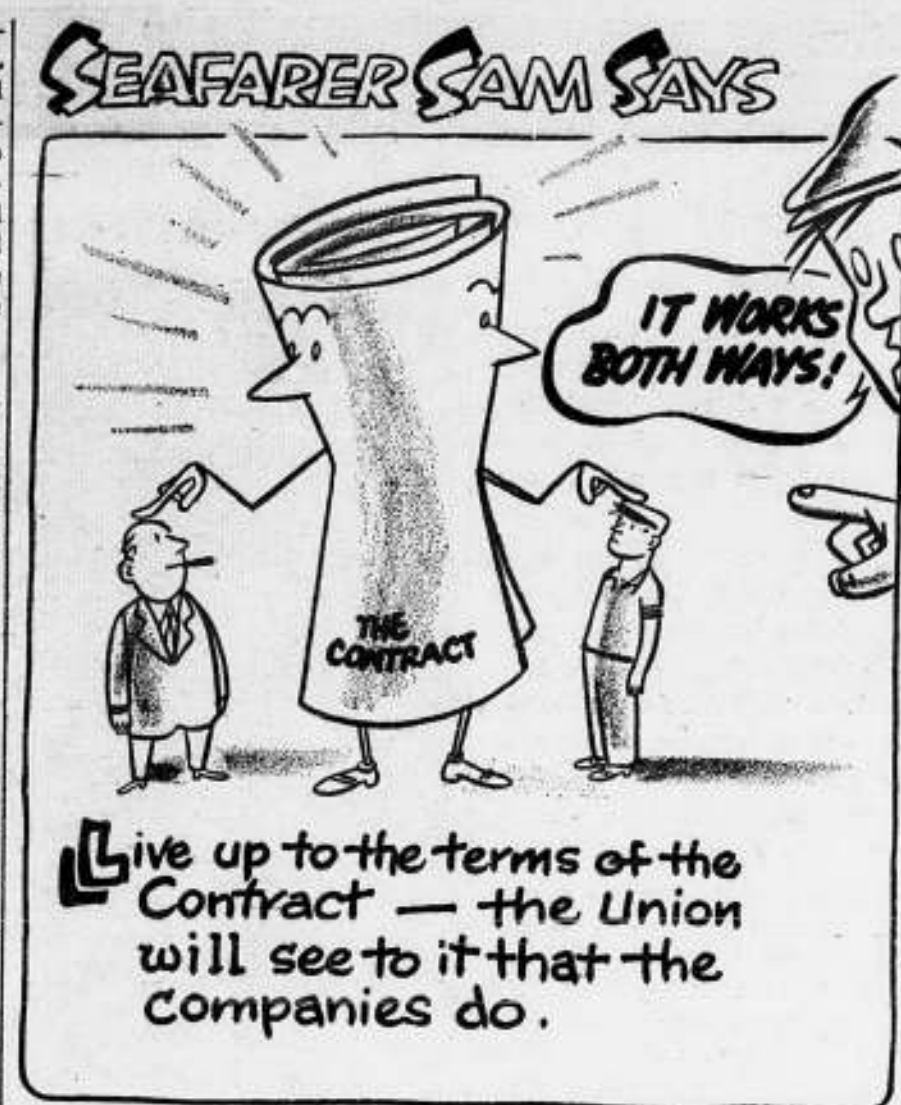


**SIMMONS VICTORY (Bull), March 6—** Chairman, R. White; Secretary, W. Salazar. Delegates reported overtime for no shore leave in Kurihama, Japan. Ship's Delegate told to write New York for clarification of matter. Discussion on dividing equally overtime should the cargo be worked by the crew.

**JOHN HANSON (White Range), March 4—** Chairman, Patrick Ryan; (Secretary not given). Delegates reported number of books and permits in their departments. Steward told to order milk, bread and ice cream in Canada.

**SWEETWATER (Metro Petroleum), March 11—** Chairman, George Fargo; Secretary, Sam Phillips. Delegates reported disputed overtime. Motion carried to purchase a waterproof motor for the washing machine. Suggestion made that Steward add variety to menus and check supply of coffee and jams. Ship also to be fumigated.

**BRADFORD ISLAND (Cities Service), March 18—** Chairman, R. Schwenk; Secretary, A. Moore. Ship's Delegate reported beef about shore leave in Tuxpan. Suggestion made to report to Patrolman-oil spill on ship deck



and over the side. Also to report the leak in underwater oil hose causing great danger to the safety of the crew. Thanks given Bob Moore, 2nd Cook, for his efforts to give the crew excellent baking.

**ALCOA PLANTER (Alcoa), March 17—** Chairman, S. Yorin; Secretary, W. Willridge. Delegates reported everything okay. Ship's Delegate to see Captain about subsistence if new stores do not come aboard at first US port.

**CANTIGNY (Cities Service), Feb. 18—** Chairman, D. Moon; Secretary, W. Thomas. Ship's Delegate reported nothing had been done about repair list. The Chairman gave a brief talk on the Union agreement and stated that all should study it. Food beef raised by several men claiming too much repetition. Captain to be seen about shipboard promotions he has made.

**HURRICANE (Waterman), March 11—** Chairman, S. Klideman; Secretary, P. Whitlow. Delegates reported no beefs. Proper instructions for using washing machine drawn up. Voluntary donations for library to be accepted at payoff.



**LAFAYETTE (Waterman), March 17—** Chairman, J. Bissonnet; Secretary, Peter Patrick. Delegates reported that delayed sailing be discussed by all department delegates. Ship's Delegate to go to San Francisco Hall and see if sofa in crew messhall can be recovered. Minor repairs to be taken care of in San Francisco.

**ALAWAI (Waterman), March 11—** Chairman, M. Keeffer; Secretary, Frank Allen. Delegates reported some disputed overtime in deck department, other okay. Ship's Delegate accepting orders for irregular-sized clothing for slopchest.

**ALAMAR (Calmar), March 18—** Chairman, Mazur; Secretary, Shonts. Delegates reported no beefs. Motion carried to have Union see company about providing table cloths. Motion carried to have the three departments work together to clean laundry and recreation rooms.

**WILD RANGER (Waterman), March 7—** Chairman, L. Eckhoff; Secretary, J. Morton. Delegates reports accepted. Motion carried to report to Agent the fact that the Captain took an NMU man as replacement instead of an SIU man. Motion carried to inform Patrolman of Captain's lack of interest in sick crewmembers.

**FORT HOSKINS (Cities Service), March 10—** Chairman, D. Jones; Secretary, Frank Flanagan. Delegates reported on number of books and permits in

their departments. Stewards Delegate reported disputed overtime and the usual beefs against the Steward, who refuses to cooperate with the men. Motion carried to keep plugging for 120 quarts of milk. Patrolman to check slopchest before ship goes foreign.

**STEEL SCIENTIST (Isthmian), March 24—** Chairman, T. Rezevtab; Secretary, C. Lee. Engine Delegate reported that men who refused soogee overtime will not get painting overtime. Discussion on the purchase of a washing machine in New York. Suggestion made to see Captain about putting a desk in the foc'sles. Vote of thanks given the Stewards Department for a job well done.

**PORTMAR (Calmar), March 18—** Chairman, Gilbert; Secretary, Denzek. Ship's Delegate reported that locker for foul weather gear had been squared away. Motion carried to thank Stewards Department for cooperation during the trip. Discussion on why cold drinks are served only once a day in hot weather.

**BENTS FORT (Cities Service), March 25—** Chairman, Paridase; Secretary, Costin. Delegates reported no beefs. Discussion on more soap for deck and engine departments. Suggestion made to find out who does painting of black gang passageway. Pumpman asked who he works under when loading and unloading, the Chief Engineer or the Chief Mate.



**LOUIS EMERY, JR. (Victory Carriers), March 31—** Chairman, Jim Hanners; Secretary, Ed. Albinski. Ship's Delegate reported he would try to get 1st Assistant and Captain together to see who is disputing the overtime. Delegates reported number of books and permits in their departments. Motion carried not to

sign on until all repairs have been made. Discussion on the amount of painting to be done by Stewards Department.

**SOUTHERN CITIES (Southern Trading), March 16—** Chairman, A. Kamens; Secretary, Walter Terry. Delegates reported no beefs. Motion carried to make up a repair list and have Patrolman contact ship in Charleston. Article from LOG on drinking and performing read to crew and discussed.



**ROBIN MOWBRAY (Robin), Feb. 6—** Chairman, Edward Yanch; Secretary, Amos Baum. Delegates reported no beefs. Special meeting called to hear Steward's charges that one man has been drinking heavily and has been unable to do his work properly. Accused Brother apologized for his actions and promised to straighten up if given another chance. Short talk given on safety. Arrangements made to schedule baseball games in Beira, if possible. Steward authorized to purchase dart board, monopoly, chess and other games from ship's fund.

**ROBIN MOWBRAY (Robin), April 1—** Chairman, James E. Miller; Secretary, Amos Baum. Delegates reported no beefs. New library to be picked up in next port. Suggestion made that a quantity of milk be increased when leaving Africa with passengers. Steward reported \$112.65 in ship's fund.

**GOVERNMENT CAMP (Cities Service), April 10—** Chairman, James Phillips; Secretary, J. Parker. Delegates reported number of books and permits in their departments. Discussion on food, with crewmembers suggesting that Patrolman inquire into its preparation and find out if anything can be done about it. Request made that Ship's Delegate bring to Mate's attention the rusty and unusable cranks on lifeboat davits. Article reprinted from "Food for Thought" read by Ship's Delegate. Discussion held on matter and item posted on the bulletin board. Further discussion to be held at next meeting.

**ROBIN WENTLEY (Robin), March 25—** Chairman, E. Smith; Secretary, Ray Sadowski. Delegates reported number of books and permits in their departments. Ship's Delegate elected. Crew asked for ladders for top bunks. Each department to rotate a week at a time the cleaning of the laundry.

**SEATIGER (Colonial), March 18—** Chairman, Tom Gould; Secretary, Victor O'Brian. Delegates reported all okay. Ship's Delegate gave a short talk on importance of each man doing his job. Need for washing machine brought up.

**SOUTHERN COUNTIES (Southern Trading), April 1—** Chairman, T. Hill; Secretary, A. Sevier. Delegates reported all okay. Repair lists passed out to cele-

## 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 Aloop, Agent	Phone 2-8448
LAKE CHARLES, La.....	1419 Ryan St.
Keith Terpe, Agent	
MOBILE.....	1 South Lawrence St.
Cal Tanner, Agent	Phone 2-1754
NEW ORLEANS.....	523 Bienville St.
Lindsey Williams, Agent	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 2-5473
SAN JUAN, PR.....	252 Ponce de Leon
Sal Colla, Agent	
SAVANNAH.....	2 Abercorn St.
E. B. Tilley, Agent	Phone 3-1728
SEATTLE.....	2700 1st Ave.
Ray Oates, Agent	Seneca 4578
TAMPA.....	1809-1811 N. Franklin St.
Ray White, Agent	Phone 2-1323
WILMINGTON, Calif.....	445 Avalon Blvd.
Jeff Morrison, Agent	Terminal 4-2874
HEADQUARTERS.....	51 Beaver St., N.Y.C.
SECRETARY-TREASURER	Paul Hall
ASST. SECRETARY-TREASURER	Earl Sheppard

### HEADQUARTERS REPRESENTATIVES

Joe Algina Robert Matthews Joseph Volpian

### S U P

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

### Canadian District

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

(Continued on Page 13)



# THE MEMBERSHIP SPEAKS



## Gadsden Galley Men Submit Suggestions For Stewards

To the Editor:

We'd like to congratulate Frenchy Michelet for the well-written and well-thought-out article, "Guide for Stewards." We feel that a solution of some sort should be presented to offset the tendency among various companies to ship their own Stewards. So with that thought in mind, we offer the following suggestions:

1. Stewards should have at all times the net cost of each food item in order to plan his menus so that the per diem cost of each meal would not be excessive.

2. A Union committee should meet with various company Port Stewards to determine a reasonable daily cost allowance per meal. (This allowance should be elastic in order to take into consideration rising or falling food prices.)

### MAINTAIN QUALITY

3. Stewards should keep as close to their allotments as possible. By that we mean that no sacrifice of quality or quantity should be made to gain individual records as money-saving Stewards. On the other hand, Stewards not having valid reasons for exceeding their allotments could be judged as incompetent.

While we feel the ideas we have presented are basically rough, we do think they have some merit and if some plan could be worked out along these lines, all pressure against Union Stewards on the companies part would be eased, for they are

### ATTENTION!

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

primarily interested in stabilizing food costs.

James V. Nelson  
Alfred Yarborough  
Robert Rutledge  
Newton Paine  
MV Gadsden

## Oldtimers' Yarns Would Interest This Seafarer

To the Editor:

I would like to have the SEAFARERS LOG sent to my new address.

I miss some issues of the LOG when I am out on a trip and it is always good to have them on my return. The LOG is doing lots for the membership in many ways. However, on my last trip we ran into only one issue on a five-months trip.

We did not find any in Dajakata, Bombay, Colombo, Karachi, Basra, Krammansha, Singapore, Port Swatow, Penang and several other places.

I think a good something-extra-special for the LOG would be to have some of the oldtimers to relate in writing their life's story, especially the ones who sailed the sailing ships.

Why does the LOG not date the letters sent into it from the different ports of the world, also name the port from where the letter was written? Is there any national or international law against this?

Before closing, I would like to say again: Keep up the good work there. I hope that in some future issue I shall find my questions answered.

George L. Midgett  
Los Angeles, Calif.

(Ed. note: The LOG does not print the dates referred to because in most cases the correspondents do not use them. Brother Midgett himself neglected to put a date on the above letter. Locations are used when given.)

## Photo In Galley Setting



The SS Steel Architect is making plenty of ports in the Far East, her delegates report. Here are four of the "good joes" they say are keeping the ship moving in fine style. Left to right, the Bosun, Deck Maintenance, Second Cook and Chief Cook, whose names weren't given.

## Carroll Vic Got Run-Around In Far East

To the Editor:

Thought I would drop you a few lines as the present voyage comes to a close. It lasted about six months and 11 days out around Japan way, and I mean just that.

The odds were against us as far as getting to Korea was concerned but we did get to Bangkok, Thailand, where we layed on the hook for a month waiting for a load of rice. Finally we did get the rice. The De Pauw Victory was there with us.

### PONY BOYS

The city of Bangkok is a modern city and the people in general are very sociable and they gave us a lot of leeway. There was an interesting pastime down there — those good old horse races. Believe you me, those Siamese ponies can certainly run and at times there are some pretty good long shots. That goes to show you that Americans are not the only ones to buy hay sometimes.

After leaving there we were bound for Korea only to get diverted to Osaka to discharge, along with some more of the usual atmosphere a seaman looks for. But everyone had a good time and then we sailed for Yokohama to load for Inchon.

### PORT FALLS

Too late, though, for Inchon had fallen, so we went to Okin-

## Seafarer In Army Pleased With SIU Achievements

To the Editor:

A few lines to let you know I am doing fine. Everything is going well with me in the Army. I am very thankful to the Union for sending me a copy of each issue of the LOG.

It is always a pleasure for me to read about our Union always doing great things and accomplishing the best working conditions for a seaman to sail with.

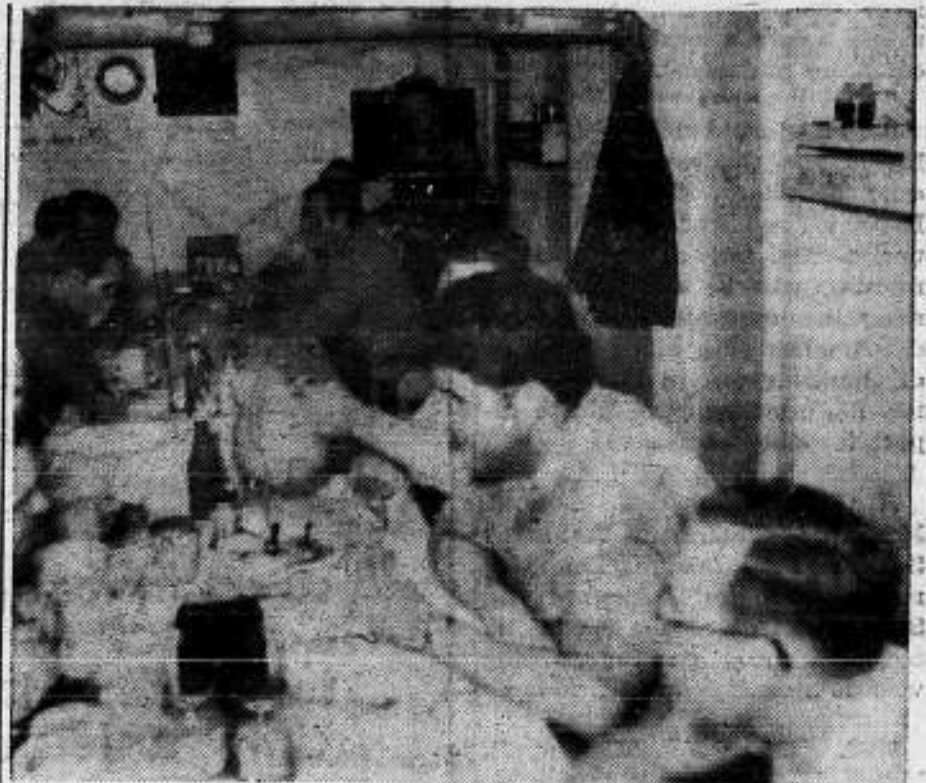
I am now sharing two honors. First, being in the US Army and, second, being a brother member of the SIU. I want to say again, I am waiting for the day I will once again be sailing an SIU-contracted ship.

### ANNIVERSARY

Today I am in the Army four months and time is sure passing by fast. I have been trying to get up to the Hall for quite some time now to pay you people a visit. The only time I get off is on weekends so by the time I get up to New York it is too late, so it won't be until the first week of April before I will be up to see you.

I will close for now, sending my best regards and wishes to you, all my Union Brothers and especially to a helluva swell Union. Good luck!

John W. Broad  
Fort Dix, N. J.



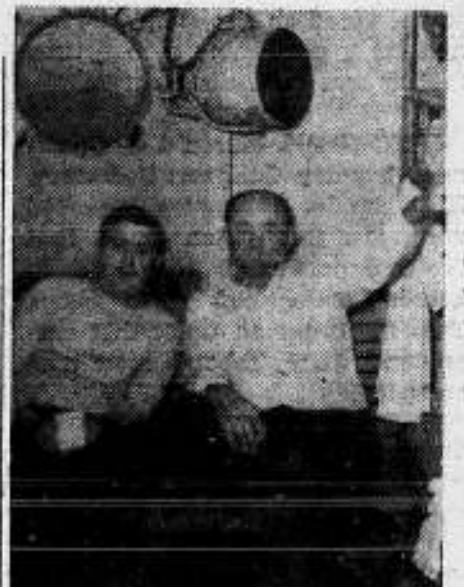
Cleanliness of Carroll Victory's messroom is clearly visible, as crewmembers polish off one of the many meals they put away in Far Eastern waters.

awa instead, then loaded for Pusan. We got as far as Moji then discharged, then orders to Frisco and diverted again to New Orleans for payoff.

As every one who has been out that way knows it is the same old joke—short of stores, which makes a fellow do a lot of griping. But on the whole, this was a darn good trip compared to some on the Far East. Naturally some of the boys that have been on the bauxite trail and are not used to the Far East were getting a little homesick.

I want to take the pleasure of praising the crew for the way they cooperated to make things as pleasant as possible under the conditions.

D. D. Story  
SS Carroll Victory



D. D. Story (right) and a shipmate kill time in their fo'c'sle. Perhaps they're puzzling over the route of the ship, which Story reports rambled all over the Pacific area.



## The Last Word

By RAY WENBERG

Five years I sailed the rolling sea,  
Through peace and war emergency;  
I did my work and earned my keep,  
With broken bones and loss of sleep;  
I'd draw my pay and paint the town,  
Then thought one day I'd settle down.

I came home with thoughts so grand,  
And went to work, a railroad man;  
Of overtime not one darned cent,  
I starved to death to pay the rent;  
To top it off on New Years eve,  
Some darn fool car run over me.

With busted head and broken thumb,  
I figured, man, I sure been dumb;  
I'll go on back and catch a ship,  
But somehow there I made a slip;  
The army says, "It can not be,  
For you, my boy, belong to me."



## Brother Suggests Alcoholism Study By Trade Unions

To the Editor:

I have noticed that emphasis is being placed on discipline of gashounds and performers. I would like to mention a few points on the one type of "gashound" who I believe should be helped out, and that is the alcoholic, of which I myself am one.

Seamen generally drink, but it is the few that lose control of themselves that we as Union members should assist in keeping with our brotherly principles.

Alcoholics are sick people, which the American Medical Association defines, "As a disease and a medical responsibility." The US Public Health Service says "Alcoholism is a major public health problem." The Federal Office of Vocational Rehabilitation has advised its field offices to consider alcoholism as an illness to be treated as other forms of disability.

### COMPENSATION

New York State, like Rhode Island and California, rates alcoholism (where chronic addiction is proved) as legitimate cause for disability benefits under the Workmen's Compensation Act.

I would like to propose a Union committee for the study of alcoholism among Seafarers, to be set up on a local and national basis, and to work in conjunction with such civic committees as Alcoholics Anonymous and the National Committee for Education on Alcoholism. This latter group is today campaigning on a city-wide scale in New Orleans to raise \$15,000 to carry on its program. Labor itself should not only contribute financially but take an active part in this undertaking.

### FOUR PROGRAMS

Four industrial programs started prior to 1950 (Allis-Chalmers, Consolidated Edison, DuPont and Eastman Kodak) stimulated numerous requests from other companies during 1950.

I point to this fact above because of production and feel that we Union members should meet responsibility by showing understanding of our members' problems to produce good Union men and relations with between management and labor.

C. J.

## The Sun Beat Down



The strong rays of old Sol were unrelenting and these four subjects had to do their squinting best to help the Yorkmar's photographer get his shot. From left to right: Juan Leon, OS; Pete De LaCruz; Jimmy Nelson, FWT, and "Red" Lewis.

## Rules For Getting Reliefs Simple And Wise To Follow

To the Editor:

It is quite natural that after a voyage and the ship hits a guy's home port for a man to desire perhaps a day or two away from his job, either to be with his family, attend to personal business, or just to blow his top.

I have noticed on many ships, that instead of getting a standby from the Union Halls for the desired time off, the man simply does not show up for his work, thus causing a hardship on his shipmates, especially in the Stewards Department.

However, the crew is working and the men must be fed. At times there are no messmen or cooks on duty and a beef results, not only from the crewmen but from the company, as well. This is no good for the Union, either. Many men, upon returning, find their jobs gone anyway.

All this could be avoided. Some member, who is waiting for a ship, would appreciate earning money to pay his room and board for a few days.

I am very happy to notice that in the past few weeks several Messmen, Cooks and other ratings have called in for reliefs for two to three days thus keeping our contracts secure, their own jobs secure and making some members on the beach

happy. The man does not lose his card if he returns to the Hall upon completion of his standby.

All that is necessary to get a standby is to call the Dispatcher, have the money for the period ready to pay your relief at the prevailing rate, then take off, Brother, to do your business or blow your top. Then, when you return, you're ready to carry on your regular duties as usual.

John Jelletto

## SIU Vacation Pay Plan Hailed As 'Good Idea'

To the Editor:

Hey, I'm all for it!

This new vacation plan that the Union has under consideration sure sounds like a good deal. Here is one guy that hops right on the wagon and says, "Keep up the good work, fellas."

I've been on the SS W. E. Downing for the past 4½ months, sailing coastwise and looking forward to my vacation pay. But it's sure hell to be married to one scow.

But if I got off this one I'd be right back on another.

Again I say, "Our negotiating committee is doing a swell job."

Eddie Chante

## LaFitte Ends Epic Voyage After 81 Days In Drydock

To the Editor:

Voyage 22 for the SS Jean LaFitte ended with the payoff in San Francisco. There was very little disputed overtime, which amounted to about 10 hours and was cleared up in short order to the satisfaction of those concerned.

The First Assistant was up on charges for giving everyone a hard time while this ship was in drydock and for trying to hand out contract work. By this I mean he had a set of company books, giving the amount of time on work in the engine room that had been done on some other vessel of this class under ideal conditions.

### KNEE DEEP

He wanted the same work done in the same time, despite the fact that conditions were entirely different—our men were working in oil and water up to their knees. He was heard to remark that if they did not hurry, he would help them with a kick in the pants.

One other beef was made. This one by the Stewards Department against Captain "Red Lead" Andersen. He was charged with discrimination, using vile language and calling them out by name. These charges, as I understand it, are pending and are to be taken up with the company officials.

Outside of the above everything was as good as could be expected under the conditions existing while we were undergoing repairs in the Mitsubishi shipyard in Yokohama, Japan. We were on articles from August 18, 1950 to March 1, 1951—about

## Purser, Steward Rate Aces With Del Mundo Crew

To the Editor:

The crewmembers of the SS Del Mundo are enclosing a copy of a letter of recommendation that we have written voluntarily for the Purser of this vessel. We would appreciate it a lot if you would publish the letter in the LOG, as we would like all the Brothers to know what a swell guy William Hebert is. The text of the letter, sent to the Port Purser, reads:

"It isn't often the employer and the employee find common ground for agreement. This does not mean, however, that the employees are in any way hostile toward the company; it does mean that we are quick to note and to inform the company of injustices . . . and by the same token we should be quick to praise the company for fair play and cooperation. The entire crew of this vessel wishes to convey their thanks and appreciation of the choice of ship's clerk. He has been tops in cooperation with one and all the entire trip. Mr. Hebert has combined geniality with cooperation in such a way that it has been a pleasure to sail with him . . ."

"Crew of the Del Mundo"

We would like to also mention that the Steward of the Del Mundo was very cooperative with the crew. His name is Luigi Martinelli.

James E. Bell

6½ months. Of this 81 days were spent in drydock, which sure gives a man plenty of time to learn to like rice pudding. Repairs included the replacing of 192 bottom plates, frames, inner floors, vertical keel, rudder, propeller inner bottom, which were damaged when this ship went aground off the coast of Japan in a typhoon on October 10, 1950.

The typhoon, recorded as "Rudy," with 30 foot tidal waves caused the ship to run aground on Kamono Shima shoal at 1:12 PM and was refloated at 1:40 PM.

### GOOD SAILORS

Chief Mate Barry was more than satisfied with the boys on deck and informed the delegates that it was one of the best gangs he ever had. They sure put out and to show the boys he would meet them half-way he informed them that if they wanted time off while in drydock it was okay with him.

This offer was taken up by only a few who had things to do ashore before five o'clock. The rest of the gang wanted to work and use up the red lead so Andersen would be happy. In fact, it was the first time anyone had seen him smile. Yes sir, pretty red lead all over the ship.

It was swell to see all hands hit the deck each morning ready for work and doing the most with the little they had. There was no cabin fever while on this trip. As the oldtimers say, a long trip will show who the good sailors are. But this gang was all there and everyone a swell guy and good shipmate. I would like to wish them good luck, fair sailing and smooth weather, wherever they may be at\* this writing.

John (Blackie) Winn

## LOG AVAILABLE AT DON'S PALACE IN SANTURCE, P.R.

To the Editor:

Copies of the SEAFARERS LOG will now be available for SIU men in Santurce, P.R., at Don's Hamburger Palace, 1200 Ponce de Leon.

A former seaman, Don is a native of Colorado who has brought a breath of Coney Island to the isle.

He caters to SIU members and claims he'll see that only bona-fide seamen get the LOG.

Early A. Punch

## Asks LOG To Keep Son Informed Of SIU Doings

To the Editor:

Will you please send the LOG to me, so I can forward it to my son, Pvt. Gregory Higner.

He held Book No. 100876 and sailed with the SIU for several years before going into the Army. On his last trip home he was so anxious for news of his shipmates and the SIU that I felt it would be a big help if I could send the LOG to him every two weeks.

In that way he could keep in touch with his friends and the Union.

Mrs. Lilian De Rover  
New Orleans, La.

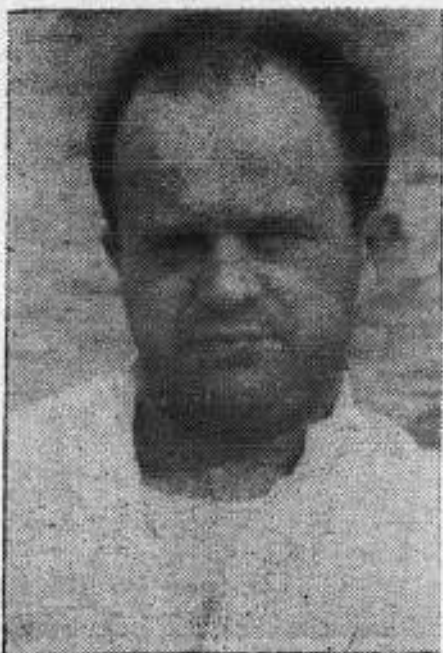
## Camera Studies Of Del Sud Seafarers



FRANK FINDLAY, Deck Maint.



JOHN ROBINSON, Carp.



HANS SPEIGEL, Butcher

These three closeups are among a series of photos of crewmembers aboard the Mississippi cruise ship and submitted by Ship's Delegate L. B. Brown.



# Crewman Comes Out On Top In Scramble For Latest LOG

To the Editor:

The rest of the crew and I have just received that precious LOG. The reason I say this is because we only received one copy. Then we all have to go through that scramble to find out who's going to read the LOG first.

Our LOG is our only means of contact with the Union's activity, which is progressing on the beach month after month. I hope the members of the SEAFARERS LOG will take this into consideration and try to send more LOGs to our Brothers who stop in these far off Eastern places, such as we are in at present.

### LIKED "FOOD"

We received the latest LOG and the article "Food For Thought," which we all read and thought was quite good in the line of Union education. I personally hope that there are more articles written on Union education for our benefit.

We just left Karachi, Pakistan, yesterday morning and we are now arriving in Bombay. The trip is well under way and the entire crew seems to be satisfied with the Far East run. I only hope we can keep up the spirit throughout the rest of the voyage.

As I close now to continue reading the LOG, I'd like to thank our Union officials and the SEAFARERS LOG staff for the fine work they have been doing in keeping our Union at the highest level, which has been maintained year after year.

By the way, I won the scramble to read the LOG.

Would you please send the LOG to the enclosed address. My wife and I would deeply appreciate it.

George Zidik  
SS Steel Advocate

(Ed. Note: The air mail copies of the LOG which are

# De Pauw Men See Welfare Bond Buy As A Safeguard

To the Editor:

Received the February 23 issue of the SEAFARERS LOG and the entire crew of the SS De Pauw Victory salutes the SIU trustees of the Seafarers Welfare Plan.

It's a real tribute to the traditions of the SIU and the investment in interest-bearing government bonds is another step forward. It also proves that the interests of the entire membership is being safeguarded by the untiring efforts of all our elected officials, who are always striving to lead the field in the maritime industry.

### TOP SEAMANSHIP

We are docked here in Naha, Okinawa, and there are several ships here—NMU, SUP—and not trying to blow any smoke up our stacks, we are tops when it comes to seamanship. This was proven when the Deck Gang on the De Pauw Vic rigged up the jumbo an hour to 4 hours quicker than the others.

Will write more after we arrive in Yokohama. The only change I see here is that the "mustache" is bigger.

Vic Miorana

# Tankermen And Slicked Up Shipmate



M. E. Watson, Electrician, submitted these photos taken aboard the Carras tanker, SS Michael. In photo above (left to right) are: Tom Murphy, Sam Bussell, Ship's Delegate Joe Air, Tony Ruggerio, William Malacawicz, Sing Foo, Joe Cunha, H. Pressley, Ed Brezina, P. J. Wilkie and William Oppendorf.



Tony Ruggerio sports a brand new pair of dungarees held up by suspenders improvised from a piece of line. Corn cob and hat complete the rig recommended for well-dressed seamen sailing below the Equator.

sent to all SIU-contracted ships are not intended to supersede the regular quantity distribution of the paper throughout the world. The LOG still goes to bars, grills and clubs in ports the world over where crewmen can read the entire paper leisurely. The purpose of the airmail copy is to bring to every SIU ship, regardless of its location, the up-to-the-minute activities of the Union, so that crews will know what is going on, without having to wait until they pick up a copy sent via regular mail, and which naturally would reach its destination at a later date. As it is, the present air-mail procedure is expensive, although well worth the cost. However, to send more than one copy would involve an expenditure that would be prohibitive.)

# For A Couple Of Self-Confessed 'Dopes' These Guys Appear To Be Getting On Okay

To the Editor:

After arriving in Philadelphia on the good ship Council Grove, we make up our minds to get off. The Patrolman sees that we are paid off okay. Says he, "Where are you two dopes bound for?" Sid says, "Drive us to Penn Station."

Arriving at the station, Sid flips a coin. Heads we go to Baltimore, tails we go to New York. Well, I don't know, but Day flips the coin a fancy way and later I find out the coin has two tails. So I can't win, anyways.

Arriving in New York, we register at the Hall and then proceed to the "Historic," which is, as everyone knows, a well-known hangout for intelligent dopes like us.

We are having a good time with our few bucks, when in steps "Red" Faircloth. He says, "Hello, you dopes, where are you staying?"

We whisper, "The doghouse." He is so nice and says, "I'll get you both a room and get you enough to eat on for a week."

I go to the head to look in a mirror and see if it can be me he really means and think, "Well, maybe it's another Christmas

that falls in March and Red is Santa Clause."

After we had a few more, Red says, "Stick around Jack, I want Sid to go with me and get a pair of shoes and a hat. Wait, we'll be right back."

I stick around and soon in moseys Pete Lawson and Blackie Otvos. They say "drink up, where're your clothes?" I say proudly, "At the doghouse."

"Let's go get them," says Blackie. "You don't want to sleep there." I say, "What in hell is this anyway." Everybody is so nice to us all of a sudden. We get our gear and start walking—to 51 Beaver Street.

Up on the third deck, Paddy McCann says, "Why don't you boys take a bath and go to bed. It's nine o'clock and you might as well go to sleep. I'll give you a nice soft pillow and blankets and a nice early call in the morning to join the ship."

He wakes us up at 5 AM, so nice and cheerful, with two crisp white shipping cards all ready for us. So thoughtful of him. After riding the subway this way and that and taking in the delightful Brooklyn scenery, we finally locate the ship and start looking around for anyone looking like a Bosun.

A gent wearing a red sweater wants to know who we are and when we tell him, says, "I'm the Captain. I'll have the Mate fix you a letter."

We breeze along to the Mate's room and he looks like a good Joe. I put the bum on him to stake me to a half—but blow me down, he comes across with a buck.

On the way ashore we meet up with Eric Sommer, the Bosun. He says, "Hi dopes, go ahead and sign on." So we did.

After all our trials we find we do have a good ship and a fine crowd, from the Old Man down. Everybody is happy, even us dopes. Tommy Moller, the Steward, is feeding us like we were at the Hotel Astor. She'll be the flagship of the fleet—until the owner buys another, anyway!

J. Denley  
C. E. Sansom

# LOWE'S FOOD TOPS, SAYS CREW OF SALEM MARITIME

To the Editor:

We, the crew of the SS Salem Maritime, who have sailed with Chief Cook Bill Lowe, would like to record our vote of thanks to this man, for the splendid job he has done as Chief Cook while on board this vessel.

From the day he arrived until the day he signed off, we crewmembers can truthfully say that we have been more than satisfied. We found him to be an excellent Cook, a diligent and conscientious worker and a good shipmate.

We do hope that all the other ships in the fleet will be as lucky as we were to have enjoyed his food and company.

Signed by crewmembers  
of the Salem Maritime

# LOG Volumes Make Big Hit With Crew On Shuttle Run

To the Editor:

On behalf of the entire crew of the SS Montebello Hills and myself I wish to thank you ever so much for the bundle containing all the LOGs for the year 1950 which was received here in Port Said.

The Brothers aboard have liked and enjoyed the book so much that they have asked me to find out from you if similar books for the years of 1948 and 1949 are available also. If so, what would be the cost to have them sent to this ship?

If you will send me the desired information, I will try to make arrangements for the money to be sent to you for these books if they are available, or, to save time and trouble, if such is possible, you might send the books and charge the price to me, the Ship's Delegate.

I will pay the cost when we hit the US. I suggest this because I understand it is hard to send money to the States from over here.

We are receiving the LOG regularly, as it is mailed out to us and we enjoy it a great

deal. One Brother has made a special paper holder to keep the LOGs in good condition, as you will note in some pictures we hope to send to the LOG soon. We expect to be shuttling oil to Europe for some time to come.

E. L. Baker

(Ed. Note: The bundle you request is being sent to the Port Said agent. Happy reading.)

# Ex-Seaman, Now Jesuit, Likes Quality of LOG

To the Editor:

I wish to commend you upon the quality of your publication, one of the January issues having reached me here from the Gulf. As a former merchant seaman myself, I ask that you place me on your mailing list. If there is a subscription rate, let me know.

Also, if at any time there is anything I may be able to do in the line of assistance, just let me know.

(Father) W. J. Farrell, S.J.,  
Woodstock College  
Woodstock, Md.

# A Full Loaf Is Best Of All



With a glass of cool suds to help wash it down, Seafarer "Uncle" Otto Preussler digs into one of New Orleans' famed poor boy sandwiches. Insignia on Otto's jacket is the SIU wheel, symbol of the Brotherhood of the Sea.



# Digested Minutes Of SIU Ship Meetings

(Continued from Page 9)

gates. Discussion on who is scheduled to get Union books for organizational work in the company. Chairman discussed important phases of agreement and overtime.

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**REPUBLIC (Trafalgar), March 28**—Chairman, Al Myrex; Secretary, L. Sarrokie. Delegate read article on "Membership and Policy" that came to ship with the LOG. Delegates reported no beefs. Engine Delegate raised matter of blowing to 1st Assistant Engineer as it is hard on the Wipers' hands.



\*\*\*

**SEATRAN NEW JERSEY (Seatrains), March 25**—Chairman, Bill Frederick; Secretary, Wiley Carter. Delegates reported number of books and permits in their departments. Communication from Headquarters from "Food for Thought" read and discussed. Discussion held on shipboard harmony.

\*\*\*

**CHIWAWA (Cities Service), April 1**—Chairman, George Stambills; Secretary, James Corcoran. Ship's Delegate reported that repairs promised last trip were not made. Delegates reported number of books and permits in their departments. Motion carried to hold educational meetings to enlighten everyone as to the Union's program and past record. Members urged to read all Union literature and be ready to accept any shipboard duty representing the Union.

\*\*\*

**BRADFORD ISLAND (Cities Service), April 1**—Chairman, R. Leo; Secretary, H. Kehlenbeck. Ship's Delegate said transportation money to join the ship would be paid. Communication from headquarters on "Membership and Policy" read and discussed. Patrolman to be seen about straightening out beefs on milk, bread and fresh vegetables.



\*\*\*

**SALEM MARITIME (Cities Service), March 31**—Chairman, Samuel Stephens; Secretary, H. Zwen. Delegates reported number of books and permits in their departments. Motion carried to hold educational meetings on ship after regular meeting. Motion carried to take \$15 from ship's fund for games. Literature from Headquarters read to crew by Ship's Delegate.

\*\*\*

**CHOCTAW (Waterman), March 11**—Chairman, H. Stivers; Secretary, William Jenkins. Engine Delegate reported quite a bit of disputed overtime; other departments working well. Crew asked not to take Union educational bulletins from bulletin board as they were put there for the benefit of the entire crew.

\*\*\*

**CUBORE (Ore Line), March 25**—Chairman, W. Fields; Secretary, W. House. Delegates reported no beefs. Deck Department delegated to keep laundry clean during trip. Members were asked to read and okay rules adopted at earlier meeting. Ship's

## 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.

Delegate read the article from "Food for Thought" that was sent to the ship with the LOG.

\*\*\*

**IBERVILLE (Waterman), March 22**—Chairman, W. J. Smith; Secretary, V. Capitano. Delegates' reports accepted. Letter from Union read and posted in the bulletin board. Clarification asked on 4-8 deck watch sanitary work.

\*\*\*

**OREMAR (Ore Line), March 25**—Chairman, C. Kellog; Secretary, P. Allgrien. Deck Delegate reported one hour of disputed overtime; other departments okay. Motion carried to concur with Headquarters communications. Motion carried to turn ship's fund over to polio drive.

\*\*\*

**SAND MATE (Const. Aggregates), April 4**—Chairman, Ed Bender; Secretary, John Cole. Delegates reported all in order. Ship's Delegate reported that maintenance of the television set is up to the crew, the company claims. Motion carried to not allow any strangers aboard unless they are guests of the crew. Article on "Membership and Policy" read to the crew and then posted on the bulletin board.

\*\*\*

**DESOTO (Waterman), March 15**—Chairman, Ikekela; Secretary, Philip Reyes. Delegates reported all in order. Discussion on the advisability of buying a washing machine when the ship is never out of port longer than three days. Lengthy discussion held on the article from "Food for Thought" on beefs and gripers. Several members spoke on their experience with characters of this sort.

\*\*\*

**DEL NORTE (Mississippi), March 22**—Chairman, Alfred Nassar; Secretary, W. Dillman. Crewmember Wolfe spoke of the conditions aboard ship when he began going to sea and how great was his surprise and delight when he began sailing on SIU ships. Brother Cave discussed how to conduct a meeting, and urged that the men read the educational material aboard. Motion carried to hold a vocational meeting on the northbound trip.

\*\*\*

**HURRICANE (Waterman), April 1**—Chairman, H. Acosta; Secretary, P. Whitlow. Donations for library and crew washing machine to be taken at the payoff. Steward instructed to make a requisition for additional sup-

plies and the Delegates are to cooperate with him to get the materials. Recommendations made for Negotiating Committee: Sailing board time be posted before 5 PM and that a change be made in the rest period clause. Also request made that innerspring mattresses be required in the contract. Communication on "Membership and Policy" read and discussed.



\*\*\*

**TAINARON (Actium), March 4**—Chairman, Charles Fritz; Secretary, L. Benson. Delegates reported number of books and permits in their departments. Motion carried that all garbage be dumped back aft. Crew requested to be quiet in evenings.

\*\*\*

**STEEL DIRECTOR (Isthmian), Feb. 18**—Chairman, M. Anderson; Secretary, W. Stark. Delegates reported all okay. Steward read and commented on Frenchy Michelet's article on the Stewards Department. 2nd Cook asked why his work was not better as all desserts were of poor quality

## 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. \_\_\_\_\_

and the eggs and bacon greasy. Steward reported he had called a meeting of his department and he felt there would be an improvement.

\*\*\*

**BARBARA FRIETCHIE (Liberty Navigation), April 1**—Chairman, Eric Sommer; Secretary, Clarence Sansom. Agreed to secure a library in Los Angeles. Crew to chip in \$5 apiece to pay for washing machine. Steward promised to rectify shortage of proper sized pillows. Bosun reported he was happy the way the ship was shaping up for its first trip since being taken from the boneyard and being crewed with SIU men.

\*\*\*

**WINTER HILL (Cities Service), March 18**—Chairman, Orville Mayhew; Secretary, Michael Michalik. Delegates reported number of books and permits aboard. Treasurer reported he had purchased a steam and electric iron and a typewriter for crew use. Motion carried to donate \$50 to March of Dimes.

\*\*\*

**SEATRAN TEXAS (Seatrains), March 18**—Chairman, Blackie Russel; Secretary, Gene Auer. Delegates reported number of books in their departments. Discussion on losing pay on months that don't have 30 days. General discussion on keeping messroom clean in the evenings.

\*\*\*

**LLOYD S. CARLSON (Bloomfield), April 1**—Chairman, J. Preeswood; Secretary, C. Brown. Ship's Delegate elected. Motion carried to check slopchest to assure an adequate supply for voyage. Motion carried to donate \$5 toward purchase of washing machine.

\*\*\*

**LONE JACK (Cities Service), April 3**—Chairman, Nils Beck; Secretary, Bernard Kimberly. Delegates reported the number of books and permits in their departments. Vote of appreciation to Negotiating Committee and notification that crew is 100 percent for vacation plan. Ship's Delegate reported on safety meeting. Suggested that the officers uncover when they enter crew's messroom during the meal hours.

\*\*\*

**STEEL APPRENTICE (Isthmian), March 10**—Chairman, H. Elkins; Secretary, R. Mitchell. Ship's Delegate reported that crew quarters will be painted

at the first possible opportunity. Stewards Delegate reported a beef about 3rd Cook not taking orders from Chief Cook. Motion carried to accept the Stewards Department Guide. Motion carried to give the 3rd Cook a second chance to make good.

\*\*\*

**DEL VALLE (Mississippi), March 4**—Chairman; Frank Kendrick; Secretary, Lew Meyers. A. Gonzalez elected Ship's Delegate. Baker told not to store bread in storage boxes but to bake bread daily. New brand of shore bread ordered. Ship's Delegate to ask Captain's permission to build additional bookshelf in the recreation room.

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**FAIRISLE (Waterman), March 11**—Chairman, P. Naujalis; Secretary, James Clinton. Delegates reported number of books and permits in their departments. Discussion on repairing of galley stove by Electrician if parts are available.

\*\*\*

**CANTIGNY (Cities Service), March 18**—Chairman, C. Kenney; Secretary, S. DiMaggio. Delegates reported a few beefs. Motion carried to draft a petition concerning the milk situation. Steward Department Delegate gave a brief talk on the unsanitary condition of the dishwasher. Imitation pepper to be replaced by real pepper. Suggestion made to have bread put aboard at both ends of trip.

\*\*\*

**SAN ANGELO VICTORY (Seatrains), March 16**—Chairman, E. Malone; Secretary, J. Goodwin. Delegates reported number of books and permits in their departments. Discussion on Wipers spot soogeeing passageway by their quarters during sanitary work hours.

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**ALCOA PILGRIM (Alcoa), March 18**—Chairman, J. Thompson; Secretary, L. Mitchell. Delegates reported no disputes, all books in order. Discussion on incident which resulted in the hospitalization of the Steward.



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**FAIRLAND (Waterman), March 11**—Chairman, Garrett Wile; Secretary, Daniel Jones. Delegates reported number of books and permits aboard. Ship's Delegate and Chief Cook checked stores in Baltimore; shortages to be reported to the Baltimore Hall. Motion carried for the Steward to put in a requisition for a greater variety of fruit. Talk by Ship's Delegate on conditions and benefits of Union ships as compared to non-union ship. Message from Headquarters on time ashore and unloading cargo accepted.

\*\*\*

**SOUTHERN DISTRICTS (Southern Trade), Feb. 13**—Chairman, Roy Swindell; Secretary, Grant Tarbell. Delegates elected in all departments. Secretary read the contract that is to be in force aboard ship. Each department to hold a separate meeting for discussion of the contract and return to the next ship meeting with any questions they may have.

(Continued on Page 14)



# Getting Fired In Old Days Was Sometimes A Favor

By LOUIS GOFFIN

In previous issues of the LOG, I related certain experiences that befell me on my first trip to sea, aboard the SS Philadelphia, a coal burning passenger ship operating between New York and Southampton, England, plus a stop at Cherbourg, France.

In these episodes I touched upon my duties aboard, and certain incidents that took place in the Engine Department of this ship. Now I would like to tell the story of my second—and final—trip on this scow.

My second voyage started off much better than my first, as I was fortunate in being given a new job, which consisted of handling fruit from the storerooms, and shining passengers' shoes in the early hours of the morning.

I still resided in the same dirty glory hole. But even this I didn't mind as much as I did when I first joined this ship, since the new job gave me a little more freedom, and more time to myself. Of course, the handling of the fruit was a break, as it was through the fruit that I lost my job when we arrived back in New York.

## OLD SALT DAMPENED

When we pulled out of New York, things were much different from my first trip. Now I imagined myself to be an old salt. I felt like a real oldtimer, as I strolled around the deck. However, I was fooling no one but myself because, on the third day out, we ran into a blow, and this oldtimer never felt sicker in all his life. Boy, was I seasick! As usual, I swore that when this trip was over, I was going to head home and get myself a job, and forget the sea. Of course, this never happened, but that's the way I felt at the time.

Other than this illness, the trip across was rather uneventful, and the time ashore in Southampton wasn't much, except for the steerage passengers. These immigrants were required to be examined by doctors before they were allowed aboard and, in cases where vermin was found in the women's hair, they were required to have their hair cut almost to the scalp, otherwise they could not sail to the States. The howling that went up was really something for the book. However, there were very few cases where they refused to see the barber on the dock.

We carried around six-hundred steerage passengers, and for the benefit of those that do not understand what a steerage passage was, let me explain that until 1924 the carrying of steerage passengers was a lucrative trade for certain passenger lines. The fare was very cheap, and the biggest majority of these passengers were immigrants from Poland, Russia, and most of the Balkan countries, who could just about afford the price charged.

Also very few, if any, of these people could speak English or read it, and all the signs that I saw aboard this ship were in English, and this led to many incidents that were both funny, and at times very tragic.

## PACKED TIGHT

The quarters that they had for these passengers were nothing but huge dormitories. The

women and small children were on one side, and the men and growing boys were on another.

In other words, there were about two- or three-hundred people in one set of quarters, most of them three bunks high. The ventilation was very poor, and the sanitary conditions were equally poor. As a matter of fact, it was nothing unusual to see women in the crew's bathrooms, due to their inability to read English.

The food that was served was on a catch-as-catch-can basis, meaning that only those with long arms were sure of eating. The food was served from trays and was on the order of the Old Country. What with the smell of herring and other assorted grub floating through the companionways, and the odors of the quarters, we had quite a smell evaporating throughout the whole afterdeck.

As bad as these conditions were, the people managed to get along, and they were sure a happy group when we arrived in New York.

The main incident that happened to these people, and even some first-class passengers, was a heavy storm that we ran into about three days from the States.

When this blow started all the quarters were battened down, and the passengers were instructed not to go out on deck. The first few hours were not so bad, but as the storm increased, and as the ship started to pitch and roll, the passengers in the after-quarters began to feel the effects.

Soon they started to get sick, and what with the congestion in the cramped spaces that they were confined in, it really became a scene that is hard to describe. There were these people vomiting, moaning, and groaning, slipping over the scum on the decks, and falling on one another with the rolling of the ship.

This blow didn't spare any one. The first-class passengers were also suffering, although they could get out in the protected leaside deck in this situation.

## FRESH FRUIT

I decided to help the unfortunate steerage passengers. Citrus fruit being far and few for these people, I arranged to help them obtain some, by loading up a bagfull of oranges, lemons, and grapefruit.

This didn't last too long, as I had conveniently taken them from the fruit storeroom without permission, and also without paying for them, and it didn't take long for one of the Stewards to spot me. I was brought before the Captain, and my explanation that I only did this to relieve the suffering of these poor people fell on deaf ears.

I was told in no uncertain terms that my services were no longer useful, and to pack and get off when we arrived back in New York. And so ended my two trips aboard the old SS Philadelphia in the beautiful year of 1920.

# Digested Minutes Of SIU Ship Meetings

(Continued From Page 13)

**EVELYN (Bull), March 11 — Chairman, Martin; Secretary, Bishop.** Delegates reported no beefs. Repair list to be turned in before ship hits port. Motion carried to go on record in favor of time ashore and unloading cargo policy adopted by Union.

**ROBIN LOCKSLEY (Robin), March 24—Chairman, Steve Bereria; Secretary, Vernon Porter.** Delegates reported no beefs. Discussion on time ashore, unloading cargo, suggestions for new building and upgrading. Crew reported as being satisfied with work of the Stewards Department.

**SHINNECOCK BAY (Veritas Steamship), April 1—Chairman, A. Bell; Secretary, E. Eriksen.** Delegates reported their departments in order. Suggestion made that white card men read the booklets, shipping rules and all available union literature aboard. Stewards Department given a vote of thanks for their work in getting the ship into shape. Steward reported a shortage of bed spreads.

**March 25—Chairman, H. Tuttle; Secretary, H. Iliff.** Ship's Delegate reported that beef on engine department foc'sles had been adjusted. Discussion on purchasing of a washing machine. General discussion of overtime, manning scale, and accommodations.

**LIBERTY BELL (Tramp Cargo), March 25—Chairman, L. Gil-**

**lis; Secretary, H. Murranka.** Delegates reported no beefs. One man from each department delegated to keeping laundry and spare messroom clean. Steward asked to feed at 4:30 when in port. Steward to get a larger percolator.

**AMBER STAR (Triton), March 11—Chairman, D. Dood; Secretary, H. Iliff.** Chairman spoke on the Union educational program and discussed the rules of safety aboard tankers. Delegates reported number of books and permits in their departments. Discussion on supplies that are short.

**FRENCH CREEK (Cities Service), March 24—Chairman, Joseph Collins; Secretary, H. Reese.** Delegates elected. Delegates reported all okay in their departments. Voluntary contributions to ship's fund to be taken at payoff. Crew agreed to buy a new iron.

**ANTINOUS (Waterman), Feb. 18—Chairman, C. Turner; Secretary, C. Garner.** C. Garner elected as Ship's Delegate. Delegates reported the number of books and permits in their departments. Motion carried to have needed repairs listed and turned into the Delegates in proper time. Discussion on the laundry room.

**FAIRPORT (Waterman), Feb. 11—Chairman, J. Decabo; Secretary, J. Baxter.** Delegates reported on the standing of their departments. Suggestion made that repair list be made in quadruplicate. Discussion on new Head-

quarters building. Voted to comply with Headquarters request on ratings aboard ship.

**STONEWALL JACKSON (Waterman), Dec. 31 — Chairman, Jerry Palmer; Secretary, Earl Lawes.** Discussion on purchase of a new washing machine. Delegates reported no beefs. Motion carried to have Ship's Delegate check repair list with 1st Assistant.

**AZALEA CITY (Waterman), Feb. 22 — Chairman, George Leidemann; Secretary, Frank Puthé.** Ship's Delegate spoke on the fine conduct of the crew during trip. Suggestion made to not throw lighted cigarettes out of the portholes.

**BEATRICE (Bull), Feb. 25—Chairman, Charles Scofield; Secretary, F. Young.** Delegates reported all in order. Ship's Delegate to find out at Headquarters if milk can be put aboard in Puerto Rico. Bosun to stop borrowing money from the washing machine repair fund. Vote of thanks to Electrician for his cooperation during trip.

## Milanesi Thanks Ponce Crewmen For Contribution

To the Editor:

Will you put a little note in the LOG thanking the officers and crewmembers of the MV Ponce for the money order they forwarded to me through the New York Hall. It was a surprise and needless to say, a pleasant one. The extent of my appreciation is beyond words and all I can say is thanks to them all.

At the present time I have no idea when I'll be getting out of here (Staten Island Marine Hospital) but when I do I'll have to get out-patient treatment for about a year and a half.

As things stand now I have about 35 percent return in my left hip and leg. My right side hasn't changed yet.

I can't complain because now I know for myself just what this crippling disease of polio can do to the human body. Since I was stricken I have seen and heard of many cases and consider myself very lucky.

In closing I again say thanks and good luck to all.

Gene Milanesi

# Don't Cry For Bosses — Profits Still Zoom

Cash dividend payments of corporations making public reports were \$493,000,000 in January, 1951, and \$219,000,000 in February, 1951, down 4 percent from the January-February, 1950, figures, according to the United States Department of Commerce.

But before you start weeping for the corporations, remember that December, 1950, was a particularly heavy month (45 percent over December, 1949), with many special and extra dividend disbursements. And on top of that many corporations which usually pay dividends in January, paid them a month ahead—in December.

But the true picture is given in comparing dividends for the three months ended in February, 1951, with the three months

ended in February, 1951. That comparison shows that publicly reported cash dividends totalled \$2,855,000,000, an increase of \$613,700,000, or 27 percent over the same period a year ago.

## NOT BAD

The railroad industry (which wants a 15 percent rate increase) paid out 55 percent more; mining almost 50 percent more; manufacturing, finance, trade and miscellaneous paid out between 20 percent and 33 percent more. Oil refining paid out 14 percent more, and iron and steel paid out 68 percent more.

Every category listed by the Department of Commerce showed gains except food, beverages and tobacco, which showed a drop of \$3,300,000.

Mining dividends increased by

\$45,800,000; all manufacturing, by \$393,400,000; textiles and leather by \$13,600,000; paper and printing by \$9,400,000; chemicals by \$77,300,000; oil refining by \$38,000,000; iron and steel by \$82,400,000; other manufacturers by \$43,200,000.

Machinery (except electrical) went up by \$27,100,000; electrical machinery by \$35,600,000; transportation equipment by \$10,700,000; automobiles by \$46,300,000; non-ferrous metals by \$16,100,000.

Trade dividends went up \$25,500,000; finance, \$64,500,000; railroads by \$41,300,000; heat, light and power by \$20,200,000; electric light and power by \$17,600,000; gas by \$9,900,000; communications by \$9,900,000, and miscellaneous by \$13,100,000.



# Minutes Of A&G Branch Meetings In Brief

**BOSTON** — Chairman, Ben Lawson, 894; Recording Secretary, R. Waehler, 49085; Reading Clerk, W. Prince, 30612.

Minutes of the last Boston Branch meeting were read and accepted. Headquarters report to the membership and the Secretary-Treasurer's financial reports, dated March 17 and March 24, were read and concurred in. New Business of other Branches having meetings were accepted by the membership. Agent's and Dispatcher's reports were given and accepted. Membership stood in silence for one minute in memory of departed Brothers.

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**NEW YORK** — Chairman, Frenchy Michelet, 21184; Recording Secretary, Ed Mooney, 46671; Reading Clerk, John Arbasz, 29836.

Minutes of last regular meeting and three special meetings read and accepted. Secretary-Treasurer's financial reports and New Business of other Branches holding meetings were read and concurred in, with the exception of that part of Baltimore's meeting to dispense with the shipping list inasmuch as shipping was so good. Report of the Headquarters Reinstatement Committee was accepted. In the Headquarters report, Secretary-Treasurer Paul Hall gave the highlights of the SIU's 5th Biennial Convention, recently concluded in San Francisco. He reminded the meeting that it was time for the election of a Quarterly Finance Committee to go over the books and records of the Union, and recommended that it be elected at a special meeting to be held before the next regular meeting. Two new companies had been signed, he said, and the ratio of members to contracted jobs was the best it had ever been, assuring fast shipping for all hands. Assistant Secretary-Treasurer Bull Sheppard urged all those eligible for higher ratings to get them as soon as possible, to forestall a possible shortage of rated men in the future. He advised all men who had not yet filled out their beneficiary cards, designating the ones they want to receive the death benefit under the Seafarers Welfare Plan, to do so at once. Requests for excuses from the meeting were referred to the Dispatcher. Patrolmen's and Dispatcher's reports were given and accepted. At this point the meeting stood in silence for one minute in memory of our departed Brothers. Charges were read against a member and referred to the Trial Committee. Under Good and Welfare, it was brought out that men going to the hospital should notify the Union, via a penny post card, giving the name of the hospital and the ward they are in. It was again announced that the Union Hospital Delegate visits the hospital twice a week, on Tuesday and Thursday. Meeting adjourned with 456 members present.

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**PHILADELPHIA** — Chairman, Steve Cardullo, 24599; Recording Secretary, D. C. Hall, 43372; Reading Clerk, W. Gardner.

Minutes of previous Philadelphia meeting and New Business of other Branches were read and accepted, as were Headquarters report to the membership and the Secretary-Treasurer's financial reports. In his report, Agent

Steve Cardullo spoke about shipping for the coming two-week period. He also stressed the importance of men not piling off a ship at the last minute, letting the ship sail shorthanded. From now on, he said, every ship that sails out will have the crew checked, and any man that misses a ship will be brought up on charges, as per the Union constitution. Charges and findings against three Brothers were read and concurred in. Dispatcher reported on shipping during the last two-week period. A vote of thanks was given to the Headquarters Negotiating Committee for the fine job it was doing to build the SIU. The meeting stood in silence for one minute in memory of departed Brothers. The meeting adjourned with 125 members present.

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

The regular order of business was suspended to go into obligations and charges. Trial Committee was elected. The following members took the Oath of Obligation: Harold Powers and F. Mayo. Charges against several members were read and referred to the Trial Committee. Minutes of the previous Baltimore meeting and the Baltimore financial reports were read and accepted, as were the Secretary-Treasurer's financial reports and New Business of other Branches holding meetings. Motion carried to forward all ships' minutes to the SEAFARERS LOG for publication. All excuses from the meeting were referred to the Dispatcher. Headquarters report to the membership was read and concurred in. Agent Curly Rentz gave the membership a summary of what happened at the 5th Biennial Convention of the SIU. Reports of Dispatcher, Patrolmen and Hospital Committee were accepted by the membership. The meeting stood in silence for one minute in memory of departed Brothers. Meeting adjourned with 205 members in attendance.

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

There being no quorum for a regular meeting, a special meeting was held to check books and shipping cards. Excuses from the meeting were referred to the Dispatcher. A report on shipping for the past two weeks was given by the Dispatcher.

**SAVANNAH** — No regular meeting was held because of a lack of a quorum.

## A&G Shipping From March 28 To April 11

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	30	17	9	56	27	11	6	44
New York.....	148	131	98	377	189	140	114	443
Philadelphia.....	53	41	36	130	39	37	38	114
Baltimore.....	104	82	70	256	92	63	58	213
Norfolk.....	52	28	38	118	17	15	11	43
Savannah.....	27	6	16	49	30	25	26	81
Tampa.....	11	8	4	23	16	14	11	41
Mobile.....	48	26	35	109	80	71	58	209
New Orleans.....	101	98	71	270	99	88	90	277
Galveston.....	47	28	30	105	70	82	50	202
West Coast.....	31	36	23	90	33	28	29	90
<b>GRAND TOTAL.....</b>	<b>652</b>	<b>501</b>	<b>430</b>	<b>1,583</b>	<b>692</b>	<b>574</b>	<b>491</b>	<b>1,757</b>

**TAMPA**—Due to a lack of a quorum, no regular meeting was held. After the Dispatcher reported on shipping for the two-week period, the special meeting was adjourned.

**MOBILE**—Chairman, Bill Wallace, 44473; Recording Secretary, C. Kimball, 52; Reading Clerk, L. Nelra, 26393.

Previous Mobile minutes, Headquarters report to the membership and the Secretary-Treasurer's financial reports were read and concurred in. New Business of other Branches having meetings were read and accepted, with the exception of that part of Baltimore's minutes regarding dispensing with the shipping list. In his report, Agent Cal Tanner said that at least six ships were due in within the next two weeks, and that this port would probably have two new ships from out of lay-up to crew: the Edward L. Grant (Bloomfield) and the North Platt (Mississippi). He reported that he had been to Montgomery and met with the new Selective Service Director for Alabama, and that he was promised that due consideration would be given qualified merchant seamen by the draft boards. He concluded his report by giving the highlights of the recently concluded SIU convention. Resolution from Headquarters regarding persons other than crewmembers or officials boarding SIU ships was read and concurred in (second reading). Dispatcher's report on shipping for the past two weeks and Patrolmen's reports were accepted by the membership. At this point the meeting stood in silence for one minute in memory of departed Brothers. Meeting adjourned with 200 members present.

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

Minutes of previous New Orleans meeting read and accepted. Charges were read against a member for getting gassed up and disrupting a payoff, and were referred to a trial committee. New Orleans financial reports and minutes of special meeting were accepted. Secretary-Treasurer's financial reports were read and accepted. New Business of other Branches having meetings were accepted, with the exception of that portion of Baltimore's minutes pertaining to the dispensing of the shipping list. Agent Lindsey Williams reported that the affairs of the port were in very good shape, and that shipping for the next two-week period should

continue to be good. No one, he said, should have to worry about getting out, no matter what his rating. Two industrial improvements in the port—the building of additional docks and elevators to handle the booming grain trade, and the multi-million dollar plant being erected by Kaiser—should bring more shipping to New Orleans. The Patrolman's and Dispatcher's reports were accepted by the meeting. Excuses from the meeting were referred to the Dispatcher. Headquarters report to the membership was read and concurred in. The meeting stood in silence for one minute in memory of departed Brothers. The meeting adjourned with 163 members present.

**GALVESTON**—Due to a lack of a quorum no regular meeting was held. After the Dispatcher reported on shipping for the two-week period, the special meeting was adjourned.

**SAN FRANCISCO**—Chairman, H. Fischer, 59; Recording Secretary, M. Burnstine, 2257; Reading Clerk, H. Krohn, 34819.

Minutes from previous San Francisco meeting and New Business from other Branch meetings were read and accepted. Agent Lloyd Gardner reported that shipping in this port had slowed down, and that any members who could make New Orleans, Galveston, Mobile or Seattle would be assured of getting out in a hurry. Headquarters report to the membership and Secretary-Treasurer's financial reports were read and accepted. Excuses from the meeting were referred to the Dispatcher for action. Patrolman's and Dispatcher's reports were given and accepted. The meeting stood in silence for one minute in memory of departed Brothers. Several Brothers took the deck under Good and Welfare on matters pertaining to the Union. Meeting adjourned with 78 members present.

# Personals



**HANS PETER PETERSEN**  
Get in touch with John A. O'Melia, 11 Broadway, New York City, as soon as possible.

**THOMAS FIELDS**  
Communicate with Jesse L. Rosenberg, 15 Park Row, New York City, as soon as possible.

**WALTER PETROWSKI**  
Communicate with your local draft board immediately.

**ALLAN MYREX**  
Communicate with your local draft board immediately.

**JOHN P. WILLIAMSON**  
Important that you get in touch with Thomas M. Breen, Room 609 22 Broadway, New York, N.Y.

**JAMES ENSOR**  
It is important that you get in touch with Thomas M. Breen, Room 609, 22 Broadway, New York 38, N.Y.

**TOM (SS Catahoula)**  
"Please send my suit to me at 604 Rosalee Street, Houston, Texas.—Rocky Milton."

**WILLIAM B. ANDREWS**  
Check your receipt numbered D-94887 and contact G. A. Masterson, Baltimore Engine Patrolman.

**GEORGE F. MARTIN**  
Please get in touch with your mother at 1748 Northfield, East Cleveland, Ohio.

**THOMAS GREENWOOD**  
Your wife writes that she is ill and would like you to get in touch with her by telephoning CR-3979, or writing to her at 2818 Dumaine Street, New Orleans, Louisiana.

**W. B. JONES**  
Your sister, Mrs. Naomia Morris, has moved to 4212 Cleveland Avenue, San Diego 3, California.

**G. PATTON**  
Contact Robert F. Reynolds at 1301 Hobart Building, 582 Market Street, San Francisco, Calif.

**JOSEPH BOOKER (SS Michael)**  
If you have gear missing you can claim same at office of J. M. Carras, 24 State Street, New York City.

**RUSSEL D. RITTLE**  
Please contact Mrs. Alice Kaminski, Columbia Hotel, Chester, Pennsylvania. It is very important.

**JOHN JOSEPH SHACK**  
"Get in touch with your brother, through his wife, Mrs. Ruby Shack, 1519 Eutaw Place, Baltimore 17, Maryland: Steve."

**GONZALO RAUL SOSA**  
Blanche Valentine asks that you get in touch with her at 821 Vallejo Street, San Francisco, California.



# HERE'S WHAT I THINK...



**QUESTION:** What incident, in the course of your seagoing career, is one that you'll very likely remember for a long time to come?



**JOHN K. PARSON, OS:**

The incident I'll long remember involves the loss of a shipmate. We were riding heavy seas and this shipmate was on the foc'sle head, securing lines. Just as the lines were secured, a big sea broke over the bow and smashed him against the anchor windlass. He was badly banged up. His skull was fractured. We helped him down, but that night, shortly after 8 PM, he died. I felt very badly, having sailed with him on a round-the-world trip and we were good friends. He was a bookman of long standing and well known in the Union. Many will remember him. He was Jimmy Naylor.



**H. HERKINHEINS, Bosun:**

Back in November we left Yokohama for Pusan, carrying a full cargo of gear for the Army. Included was a load of deck cargo of trucks and similar materiel. This stuff was in danger of breaking loose. To avoid this, we could head back for Yokohama, which would cause a delay of one and a half days. The Old Man then asked us if we could lower the gear. This is an unusual procedure at sea, especially in rough weather, but we said we'd try it. We went to work, with all hands really putting out and working harmoniously. We succeeded. No one was hurt and no gear was destroyed.



**FRANK BIANCO, Wiper:**

Being that most sailors generally visit ginmills or hot spots in foreign ports, they don't often get a chance to see anything worthwhile. So on one of my trips I decided to do something different. Our ship tied up in Dunkirk. I took a little tour of Castel, a typical little old French town nearby. A historic spot on the Belgian border, it was once the stamping grounds for Marshall Foch. A guy with a camera could find plenty of good shots. It was strictly sightseeing, but something I'll remember. So if any of the guys ever get stuck in Dunkirk and want to do something different, they'll know where to go.



**PHILIP L. HUSS, Machinist:**

During a trip to India some time ago, I met some Anglo-Indian girls. One of them told me that she wanted to introduce me to an Indian Prince, whose name sounded like Kabu of Mishurabab. I went to his home—it looked like a mansion to me—where the girl introduced me to the Prince. We spent some pleasant hours shooting the breeze and drinking some of his fine liquor. He asked me from where in the States I came from. I told him, and he said that he had many friends from the States. I asked him for the names of some of them. Among the names he rattled off were Hedy Lamar and Clark Gable.



**JOHN B. MOLINI, Oiler:**

In '47 or '48, I was on the SS Thomas Hyde. We had a rough Chief Engineer and topside gang. I was Engine Delegate and we had a decent bunch of crewmembers aboard. We carried the first load of coal to Norway in the post-war period. After discharging in Christiansen, the officers were in a hurry to get going. But we had been frozen in by the ice which covered the water. The impatient bunch on topside couldn't wait for the ice-breakers to come up and help us out. Instead they used the ship as an ice-breaker and caused damages. Result was that we were held up 28 days getting repairs.



**JAMES PORTER, Steward:**

In 1946 I was on the Sea Carp. In Beira, two men came up to me in the galley. One asked, "Would you feed a man if he's hungry." I told him it was the policy of Union men to feed any hungry man. He asked for something to eat, and I told him to go in the saloon, where he was served. Meanwhile, I called the Old Man. He looked them over and told me it was Mr. Lewis, owner of the Robin Line, and his pilot. Later Lewis asked me if I could prepare a banquet for 14 people. I told him yes, but that the policy was to feed all hands the same. He said sure, that the men below enabled him to run his outfit and they rated it.



**JOE MAIMONE, OS:**

I was aboard a Cities Service tanker as a volunteer organizer in 1949, before the SIU contract. Two of the non-union guys, the Chief Cook and an Oiler, were continually battling. The Oiler claimed the Cook was trying to poison him, so he ate nothing but bread and water. The Oiler would agitate the other men in the messroom. One day the Cook and he argued. The Cook went into the galley, came out with some knives and started throwing them. One of the guys told him to quit, but he continued. So this guy picked him up and heaved him against the bulkhead. We took the Cook to sick bay, but the Steward demanded he turn to immediately.



**L. TAYLOR, Eng. Utility:**

I best remember the salvaging of the Portuguese motorship Alger in December of 1946, northwest of the Azores. We responded to an SOS and it took us about 16 hours to get a line on the helpless ship. Two of our crew were hurt getting the job done. With the ship under tow we headed for the Azores. But then we ran into a hurricane, although we made our destination okay. The reason this incident sticks in my mind is that after we got into port, the crew of the rescued Portuguese vessel sent over 14 cases of Madeira wine to our boys as a token of their appreciation.



**EUGENE CECCATO, AB:**

On one trip we were about eight days out of Germany when we hit a storm. I was on the wheel at the time. Suddenly we were in a trough. I looked out the window. There was my watch partner hanging over the side. The Captain came up and changed the ship's course, and that's probably the only thing that saved us from rolling over. We were listing at 35 to 40 degrees consistently. That particular roll, the one that nearly took my watch partner away, threw most of the crewmembers out of their bunks. All typewriters and adding machines were smashed. As a result, the payroll was held up for awhile.



**W. SCHOENBORN, Carpenter:**

The incident foremost in my mind happened while in Calcutta, during the big fight a few years ago between the Moslems and the Hindus. While I did not witness any of the actual fighting, the evidence of strife was everywhere. Human bodies by the dozens were floating down the river and when we returned to the ship one night by taxi, the Hindu driver had to take us into the Moslem district. On the way we would see a Hindu body here and there and I believe our driver set a new speed record. One day the Red Cross came aboard and asked for blood donors to aid the victims of the strife. The crew volunteered in good SIU fashion.