

SIU SETS PACE AGAIN: WINS VACATION PLAN!



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Agreement Guarantees 2 Weeks' Vacation Pay For One Year's Seetime

Another smashing precedent was established in maritime this week when the SIU's Atlantic and Gulf District won from a majority of its contracted operators agreement to a revolutionary, industry-wide plan which guarantees all Seafarers two weeks of paid vacations for each 12 months of service.

Under terms of a memorandum agreement signed on May 15, the operators granted the Union's demand for a vacation plan that will assure Seafarers of an opportunity to collect their vaca-

New Directive May Halt Drafting Of Rated Seamen

WASHINGTON — The long campaign waged by the Seafarers International Union and other sections of the shipping industry to convince Selective Service officials of the need for a more realistic policy in classifying seamen may produce results, if local draft boards heed the information sent to them last week by Major General Lewis B. Hershey, Director of the Selective Service System.

General Hershey forwarded to boards throughout the nation information furnished by Vice-Admiral Edward L. Cochrane, Maritime Administrator, pointing to the critical shortage existing in the skilled seagoing labor force. The Selective Service Director instructed the boards to give serious consideration to Admiral Cochrane's request for deferment of essential ratings.

PROCEDURE SET

Along with a letter from Admiral Cochrane, which contains a survey of the rapid expansion of shipping, General Hershey passed along to the local draft boards a procedure drawn up by a committee representing the seagoing unions, the operators and the Maritime Administration "to insure that all registered seamen will supply their respective boards with complete data, showing their sea experience, ratings and endorsements on their certificates."

SIU Washington Representative Matthew Dushane served on the committee. The procedure set up by the committee was reported.

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SIGNED, SEALED, and DELIVERED



tions on the basis of the time worked, regardless of how many companies they are employed by throughout the year.

As a result of the precedent-making agreement, the operators will pay into a central fund an amount—as yet undetermined—for each man per working day. Each Seafarer will collect his vacation pay from the central fund on the pro-rated basis of the number of days worked during the previous 12-month period.

MEETINGS CONTINUE

Meetings between the Union and company representatives are continuing to work out all details of the plan, including the amount of the operators' contributions, the frequency of vacation payments to eligible Seafarers, and the manner of administration.

Payments into the vacation fund will begin on June 1, 1951, and will be adequate to provide the vacation benefits agreed to, the agreement states.

Signing the agreement for the Union were Secretary-Treasurer Paul Hall, Mobile Port Agent Cal Tanner, and SIU Vice-President Morris Weisberger, who attended the negotiations along with SIU President Harry Lundeberg and SIU Washington Representative Matthew Dushane on behalf of the International.

Lundeberg, Weisberger and Dushane participated in the discussions because the vacation plan was formulated by the SIU's seagoing districts as an international project. It is expected

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Validated Papers

All Seafarers who have applied to the Coast Guard for their validated papers are urged to pick them up as soon as possible. Those who have not yet applied should do so immediately. All Seafarers must have validated papers by August 1, in order to ship—and any member not having these papers by that date will not be able to register or ship. Anyone having any questions on the application, should see the Branch Agent in the nearest port.

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635 Marine Casualties In April; Antinous Rammed

Marine casualties for the month of April totalled 635 vessels, of which six were total losses. In the same month last year there were 569 casualties and six of these were also total losses.

The information, released by the Liverpool Underwriters Association, said that the largest ship lost during the last month was the American freighter Andrea F. Luckenbach, of 8,170 tons, which was beached after

striking a reef on the north coast of Kauai, in the Hawaiian island chain.

Major causes of all losses, both total and partial, remained collisions, which accounted for 125 casualties. Damage to machinery, shafts and propellers accounted for another 122. Weather damage was noted for 105 ships, and fires and explosions were responsible for 31 casualties.

No SIU ships were known to be on the list of major casual-

ties. Last week, however, the SIU-manned Antinous suffered severe damage when the SS Transamerican's bow smashed 30 feet into her port side in a Delaware River collision eight miles below Philadelphia. No one was hurt.

The Antinous was freed after several days and is discharging cargo in Port Richmond, outside of Philadelphia. She will go to the Penn Shipyards for temporary repairs.

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Another Precedent

The Seafarers continues to rack up record achievements in behalf of seamen. While the Union's precedent-setting vacation plan victory of this week will only benefit SIU men, all seamen throughout the nation have reason to regard the victory as one from which they will eventually profit.

The SIU has long viewed the vacation clause prevailing in maritime contracts as grossly unfair to the men who make their livelihoods at sea. In its study of the problem, the Union found that it could conservatively say that more than 90 percent of the active Seafarers never could be eligible for a vacation under the industry's standard vacation clause.

From here on out the story will be entirely different. Under the SIU's revolutionary program all Seafarers will be sure of getting paid vacations at the rate of two weeks for every 12 months of service. This will be possible because of the Union's demand for a system whereby all employment will be lumped together, regardless of the number of different companies for whom a Seafarer may work in the course of a year. The operators will pool contributions into a central vacation fund, out of which eligible men will receive vacation pay, according to an arrangement which is now in the process of being worked out by representatives of the Union and the companies.

By virtue of the agreement won from the SIU-contracted operators this week, the vacation inequity no longer will exist for SIU men. In fact, it is more than likely that the Seafarers achievement will result in the disappearance of the vacation clause everywhere in the industry, with the SIU's vacation plan serving as an inspiration for other organizations' demands. In this era of great advances by US seamen, the SIU continues to lead the way.

Badly-Needed Action

General Hershey's recommendation to all draft boards that they give serious consideration to the maritime industry's critical need for skilled manpower is one bright spot in an otherwise grim situation.

Since the outbreak of hostilities in Korea, our fleet has been playing an increasingly important role in the defense program. But as new ships poured out of layup, local draft boards, in the absence of a national policy, continued to strip experienced seafarers from the fleet.

Local boards still have discretion in classifying seamen and it should be understood that the SIU still regards — and will continue to push for — a blanket deferment order as the only answer to the critical manpower problem. However, General Hershey's action in response to pleas of the SIU and other interested marine groups is a step in the right direction and may offer some relief.

At this point, it is now up to the seaman to carry out his responsibilities in the procedure recommended by the union and management committee for keeping boards informed of registrants' whereabouts.

If the seamen-registrants will cooperate with the Union and follow all advice passed on to them, National Selective Service officials will undoubtedly have reason to respect the validity of the Union's arguments in the interests of efficient manning of the vital merchant fleet in the present emergency.

REPORT OF The Seafarers Welfare Plan

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

Period Covered By This Report

April 22 — May 5

Hospital Benefits Paid In This Period

\$2,628

Total Hospital Benefits Paid Since July 1, 1950

\$40,834

Total Death Benefits Paid Since July 1, 1950

\$32,500

Adams, H. D.	14.00	Lawlor, James	21.00	Robertson, C. R.	14.00
Allmon, J. B.	21.00	Lewis, James R.	14.00	Robertson, J. W.	14.00
Ames, O.	21.00	Lewis, Joseph F.	21.00	Rourke, G.	28.00
Anderson, William	21.00	Lomas, A.	28.00	Sanchez, C.	14.00
Arnold, George	14.00	Lopez, E.	28.00	Sanchez, Pedro	7.00
Ashurst, J. H.	28.00	Lucas, Michael J.	28.00	See, Alvin	14.00
Atmore, Robert	28.00	Makris, C.	28.00	Seda, A.	7.00
Bailey, Benjamin	7.00	McCollian, F.	7.00	Shively, Clarence D.	28.00
Blake, James C.	28.00	McDonald, Donald	28.00	Spencer, Noel	7.00
Blake, R. A.	28.00	McGuigan, Arch	14.00	Stidham, George	14.00
Blomgren, J.	7.00	McIlreath, David	28.00	Sullivan, T.	28.00
Brady, G.	7.00	McLaughlin, William	7.00	Thompson, Robert W.	14.00
Bruno, Matthew	28.00	Meltzer, George	7.00	Tickle, Lonnie	14.00
Bugawan, M. L.	21.00	Merkel, Joseph	7.00	Turberville, S. C.	21.00
Burke, Tim	28.00	Milanesi, Eugene	14.00	Vaughan, William	7.00
Callisto, Joseph	14.00	Milazzo, Vic	28.00	Vidal, William	42.00
Campbell, Frank	7.00	Moats, C. L.	14.00	Vorke, Peter	21.00
Cantrell, James	7.00	Moore, Edgar	35.00	Walker, Silvester	28.00
Cara, Wilson O.	14.00	Morse, A.	7.00	Watson, W. G.	7.00
Cardoza, Frank	7.00	Mosler, Robert	7.00	Williams, R. H.	7.00
Carrollton, R. W.	7.00	Motis, F. T.	21.00	Wilson, L. E.	14.00
Christensen, B.	28.00	Movall, Leo	14.00	Wise, Joseph P.	185.00
Cook, George	7.00	Munici, Sam	7.00	Woods, Gidlow	28.00
Copa, A.	7.00	Muniz, M.	21.00		
Cruz, Rogelio	14.00	Murphy, B.	14.00		2,628.00
Cuelles, Joseph	14.00	Murphy, T.	7.00		
Dacey, C.	7.00	Nieves, R.	14.00		
Dalton, Jack	14.00	Nolan, Patrick	7.00		
De Jesus, Jose	28.00	Padzik, J.	14.00		
Dennis, S. L.	7.00	Pepper, William	7.00		
Downey, Cyril	14.00	Pilutis, J.	14.00		
Driscoll, John J.	28.00	Pitkofsky, Hyman	7.00		
Dudley, C.	14.00	Poole, S. A.	7.00		
Edwards, J.	28.00	Pron, Phillip	21.00		
Eftimou, N.	14.00	Quinn, Robert	14.00		
Eklund, E.	21.00	Raana, Karl	14.00		
Ellzey, C.	14.00	Ratcliff, R. A.	28.00		
Encarnacion, R.	7.00	Ray, Claude	14.00		
Espinoza, Jose	28.00	Ray, James A.	7.00		
Fazio, Joseph	7.00	Rivera, R.	7.00		
Ferrer, E.	28.00	Releford, H.	14.00		
Forchia, J.	7.00				
Gibbins, S.	7.00				
Gibbons, John	7.00				
Gillis, Sherwood	91.00				
Gonzalez, John	49.00				
Grant, Henry	21.00				
Grant, H. E.	7.00				
Gray, H.	7.00				
Griffith, Thomas	7.00				
Grimes, Fred	28.00				
Hackett, J.	14.00				
Hamilton, James	49.00				
Harrell, W. B.	7.00				
Harris, Raymond	7.00				
Hart, G.	7.00				
Harvey, Lee	21.00				
Helju, A.	7.00				
Henry, Thomas	7.00				
Hibbs, Malden	7.00				
Hofan, R. E.	14.00				
Hodge, E. D.	21.00				
Huneycutt, C.	7.00				
Hurd, John	14.00				
Integra, S.	14.00				
Jeanson, N.	14.00				
Jones, J. H.	21.00				
Joseph, Eric	14.00				
Karpinsky, J.	14.00				
Kay, L.	7.00				
Keenan, J. W.	28.00				
Kelly, Daniel D.	14.00				
Kelly, James	7.00				
King, Arthur	7.00				
Klakowics, B.	14.00				
Kopenhagan, M.	14.00				
Koslusky, Joseph	14.00				
Laakso, M.	7.00				
Lagan, Hugh	14.00				
La Goe, John	14.00				
Lagos, F.	21.00				
Lancaster, John	21.00				
Lang, Leo	14.00				
Lanza, S.	7.00				
Larsen, R. F.	28.00				

Death Benefits Paid

Below are the names of deceased Brothers, whose beneficiaries received death benefits under the SIU Welfare Plan.

Brown, Carroll L.	1000.00
Delaney, E. J.	500.00
Holmes, Lawrence A.	500.00
Mogan, Stephen J.	500.00
Morrison, Malcolm F.	500.00
Pisa, John Sr.	500.00
Russo, Dominick	1000.00
Veasey, Harlan J.	500.00
	5000.00



The following list of men, reported by the Branch Agents to be in the various marine hospitals, is supplemental to and has been received since the LOG received the report of the Seafarers Welfare Plan, which appears above.

SAVANNAH, GA.

Anderson, W.
Turberville, S. C.
Fontenot, C.

BOSTON, MASS.

McDonald, Mal

BALTIMORE, MD.

Reinholdt, A. S.
Klakowics, Benedict
McDalton, John
Karpinsky, Joseph
Zieth, William J.
King, A. R.
Sullivan, W. J.

GALVESTON, TEXAS

Hodge, E. D.
Lewis, J. F.
Robertson, C. R.
Copa, A. P.

MOBILE, ALA.

Christensen, R.
Forbes, J.
Burke, Tim

SEATTLE, WASH.

Gordon, Al

NORFOLK, VA.

Boyce, Daniel
Hibbs, Malden
Spencer, Noel E.

NEW ORLEANS, LA.

Cruz, Rogelio
Kelly, D. D.
Cara, W. O.
Lang, L.
Lagan, H. F.
Thompson, R. W.
Roana, K.
Allmon, J. B.
Cantrell, J. D.
Harrell, W. B.
Fazio, J.
Sanchez, P. C.
McLaughlin, W. J.
Hegan, R. E.
Kay, L.
Hackett, J. J.
Tickle, L.
Dand, J.

Cochrane's Report To Selective Service

On March 1, 1951, there were 1,619 vessels actively operating under the United States flag. These figures include privately operated cargo and tank vessels as well as vessels operated by the Military Transportation Service and one Government corporation. A breakdown follows:

Privately operated	1,451
Government corporation	3
(Panama RR)	
MSTS (civilian manned)	165
Total	1,619

There were employed on these vessels at that time 88,782 seamen, of whom approximately 20% or 17,750 were licensed officers, including radio officers. The balance—71,000—were unlicensed seamen. A recent Coast Guard survey revealed that of the 88,782 seamen, 5,100 are skilled seamen, single, between the ages of 18 through 25, and are therefore eligible for the draft.

By reason of the hazards of maritime employment, long absences from home, earned vacations, etc., it is customary and necessary for seamen to take time off between voyages. Such time off may be a week or longer. These vacations may last until the vessel's next voyage because of the seaman's right of return to that vessel. These reasons plus illness or accident necessitating hospitalization or out-patient treatment make necessary the existence of a cushion of additional seamen for manning purposes. Experience has dictated that this cushion should average 25% of the actual jobs at sea, or approximately 22,200 as of March 1, 1951. These men register for employment at their respective union halls or other employment agencies. View in this light, this group is in fact a necessary component of the maritime labor force.

Since August, 1950 an average of 50 ships monthly has been taken from our reserve fleet and reactivated. For the period from August to date, this totals 350 vessels. Based on an average crew of 50, over 17,500 seamen have been employed to man these additional ships. Between March 1, 1951 and March 15, 1951, 51 ships were reactivated. This resulted in the employment of 2,500 additional seamen. For some time forward, approximately 50 ships per month will be reactivated and will in the next six months require an additional force of 16,200 merchant seamen. This latter figure is based on an average crew of 45 men per vessel. $50 \times 45 \times 6 = 13,500$ —plus 2,700 as necessary reserve.

(The lower manning scale on vessels to be reactivated henceforth accounts for the difference in manning subsequent to March 1.)

In consideration of present needs and future requirements the manpower situation in the American merchant marine can be deemed critical.

Between July 1, 1950 and December 31, 1950, 86% of the cargo transported to Korea and Japan was carried in privately operated American flag vessels. A substantial proportion of the remaining 14% was carried in MSTS vessels. This indicates the degree to which the American merchant marine is participating in that operation. It is worthy of note that a substantial number of these vessels actively participated in the landing at Inchon and the evacuation of Hungnam.

It is recognized that seamen have not generally given to their local boards the type of information necessary for proper initial classification. In many cases seamen registered shortly after the enactment of the 1948 Selective Service Act and then shipped out on voyages of long duration. These facts were not always communicated to draft boards and in many instances the permission of local boards to leave the country was not sought or obtained. Upon their return, seamen frequently were informed that they no longer had appeal rights. This often resulted in appeals being submitted to the President's Appeal Board by the Director of Selective Service with the result that such appeals were resubmitted to the local board for reconsideration.

The Maritime Administration, the ship operators, and the maritime unions have agreed on a procedure to insure that all registered seamen will supply their respective boards with complete data, showing their sea experience, ratings, and endorsements on their certificates. Official information concerning experience, ratings and endorsements can in addition be obtained from the United States Coast Guard Headquarters in Washington, D.C. That office has a complete and official record of all seamen, voyages made, ratings and endorsements.

In order to keep local boards continuously informed of the whereabouts and employment status of merchant seamen registrants, the following procedure has been adopted. In the preparation of this plan, the assistance and advice of Selective Service personnel has been made available. Requests for reclassification in appropriate cases will henceforth be based upon current and complete information furnished local boards in accordance with this procedure.

When a seaman seeks employment, he normally registers in the union hiring hall or other maritime employment office — Government or company. It is not practicable for seamen to register for maritime employment in state employment offices.

Wherever he registers for employment, the seaman will execute and forward a postal card bearing his signature and countersigned by the union, company, or Government representative. The receipt of this card will notify the board that the registrant is available for and actively seeking employment.

Upon being employed, a second card signed jointly by the registrant and the ship's master, will be mailed to local boards. Similarly, a third card will be mailed upon termination of employment. The cycle will thereafter continue: Registration for employment, acceptance of employment, and termination of employment. The responsibility for furnishing this information is placed upon the registrant.

Categories in critical short supply, and for whom deferment should be seriously considered, are licensed officers including radio officers, bar pilots; able-bodied seamen—unlimited; qualified members of the engine department with two years' maritime experience; chief stewards, chief cooks and second cooks and bakers with two years' maritime experience. Some of this experience should be of recent date. Job descriptions of the above are attached for the information of local board members.

Illustrative of the critical shortage of the radio officers group is the action taken by the Federal Communications Commission, following representations by industry and Government, to reduce the licensing requirements for radio officers by easing the provisions for renewal of such licenses.

As helpful as this is, it will not alleviate the shortage of this category unless Selective Service Boards act to defer such personnel.

Another effort to man vessels in the face of the increasing shortage of skilled personnel is the reinstatement of the Coast Guard waiver procedure allowing changes in the manning scale to permit the utilization of a greater number of seamen with lesser skills in positions which require more experience and more skill than the short manpower situation can provide.

It will be the policy of the Maritime Administration, the companies, the unions and other agencies of the Government to recruit only individuals not subject to the draft. There are thousands of men who served in the merchant marine during World War II, who still possess maritime licenses and certificates. Many of these left the maritime industry for permanent shore-side employment during the shipping recession of the last five years when our American merchant fleet declined from 4,000 ships to a little over 1,000. With the resumption of our shipping activity, efforts will be made to recruit from these groups. Nevertheless, it is absolutely essential that the existing supply of skilled seamen be not further depleted.

To insure occupational deferments will only be granted to those actually and actively engaged in sea duty, the time ashore between voyages should be limited to one day for each week at sea, but not to exceed 30 consecutive days in any one year. Exceptions to this limitation, due to extraordinary circumstances, must be justified by registrants to satisfaction of local boards.

This procedure has been developed by the Maritime Administration following consultation with the US Department of Labor, the Department of Defense, Selective Service System, and other interested groups and agencies. Its purpose is to conserve skilled manpower essential to the manning of our expanding merchant marine fleet. In developing the procedure, recognition has been given to the necessity of providing local boards with the information necessary to a proper decision on requests for deferment. Local boards must, however, recognize that the maritime labor force is a national labor pool and that merchant seamen frequently ship out of varying ports far removed from their homes. The practice of the industry is to transport seamen, generally by plane, from port to port, as their services are required. Instances are increasing where seamen are transported by plane to foreign countries in order to avoid delayed sailings. The necessity of meeting local draft quotas must, therefore, be weighed against the urgency of maintaining an adequate supply of manpower for the merchant marine.

E. L. Cochrane
Vice Admiral, USN (Ret.)
Maritime Administrator

Directive May Halt Drafting Of Seamen

(Continued from Page 1)

ed in the SEAFARERS LOG of March 9, shortly after agreement was reached.

Purpose of this procedure is to conserve skilled manpower, to establish a simple method of enabling seamen to keep their draft boards informed of their whereabouts as required by law, and thus show that the shipping industry is capable of "policing" its own jurisdiction.

The recommended method provides for a system of reports that seamen would make to draft boards on each stage of their employment in essential jobs. This will be accomplished by the use of postal cards now being printed by the Maritime Administration and which should be available for distribution at the Union Halls within a week.

Here is how the procedure will work:

1. When a seaman registers for employment at the Union Hall, he will receive a perforated card. He then fills in the requested information, signs it and gets the Dispatcher to sign it. He detaches this part of the card and mails it to his local draft board.

2. Upon getting a job, the seaman fills out the second card and he and the ship's Master sign it. He then mails it to the local board.

3. Upon termination of employment, the third card would be sent to the board giving the pertinent information.

The information which the local draft boards have been urged to seriously consider in classifying seamen contains a list of essential jobs in the maritime

industry, and the shipboard duties of each.

The unlicensed ratings named as essential are the following:

1. Able Seamen (any waters).
2. Junior Engineer (QMED).
3. Refrigerator Engineer (QMED).
4. Deck Engineer (QMED).
5. Electrician (QMED).
6. Watertender (QMED).
7. Oiler (QMED).
8. Fireman (QMED).
9. Pumpman (QMED).
10. Chief Steward
11. Chief Cook
12. Second Cook and Baker

(QMED means Qualified Member of Engine Department.)

In connection with the essential nature of the above-mentioned ratings the membership of the SIU is again advised to take immediate steps to obtain all ratings for which they qualify.

Norfolk Shipping Is Like Weather — It's Real Hot

By BEN REES

NORFOLK, May 11—This port continues to enjoy good shipping, with four payoffs, three sign-ons and three in-transit ships being responsible for the activity.

The payoffs were the Nikoklis (Dolphin), Seagarden (Peninsula Navigation) and the Southern Counties and Southern States (Southern Trading). In-transit were the Steel Surveyor (Isthmian), Alcoa Pennant (Alcoa) and the Robin Tuxford.

The Nikoklis, Seagarden and Southern States signed on again.

Three gashounds were removed from the Alaska Spruce (Ocean Towing) in line with the membership's policy on performers. The Captain of the ship told the crew that he had never before heard of men taking a firm stand against performers, such as this SIU crew did.

Our affiliate in the AFL Maritime Trades Department, the ILA, is carrying on a drive to organize the Virginia ferries and the SIU is aiding them in every way possible.

Among the oldtimers on the beach here at the moment is Brother Douglas Richardson, who has done most of his shipping out of the Port of Norfolk, including the period of World War II.

Of his war experiences, Brother Richardson says that he was "mined, bombed and torpedoed." But his greatest experience occurred while he was aboard the Mount Whitney when it was frozen in the harbor of Karlskron, Sweden, in the winter of 1946-47.

"For over three months we were frozen solid in the ice," Richardson says. "They drove



DOUGLAS RICHARDSON

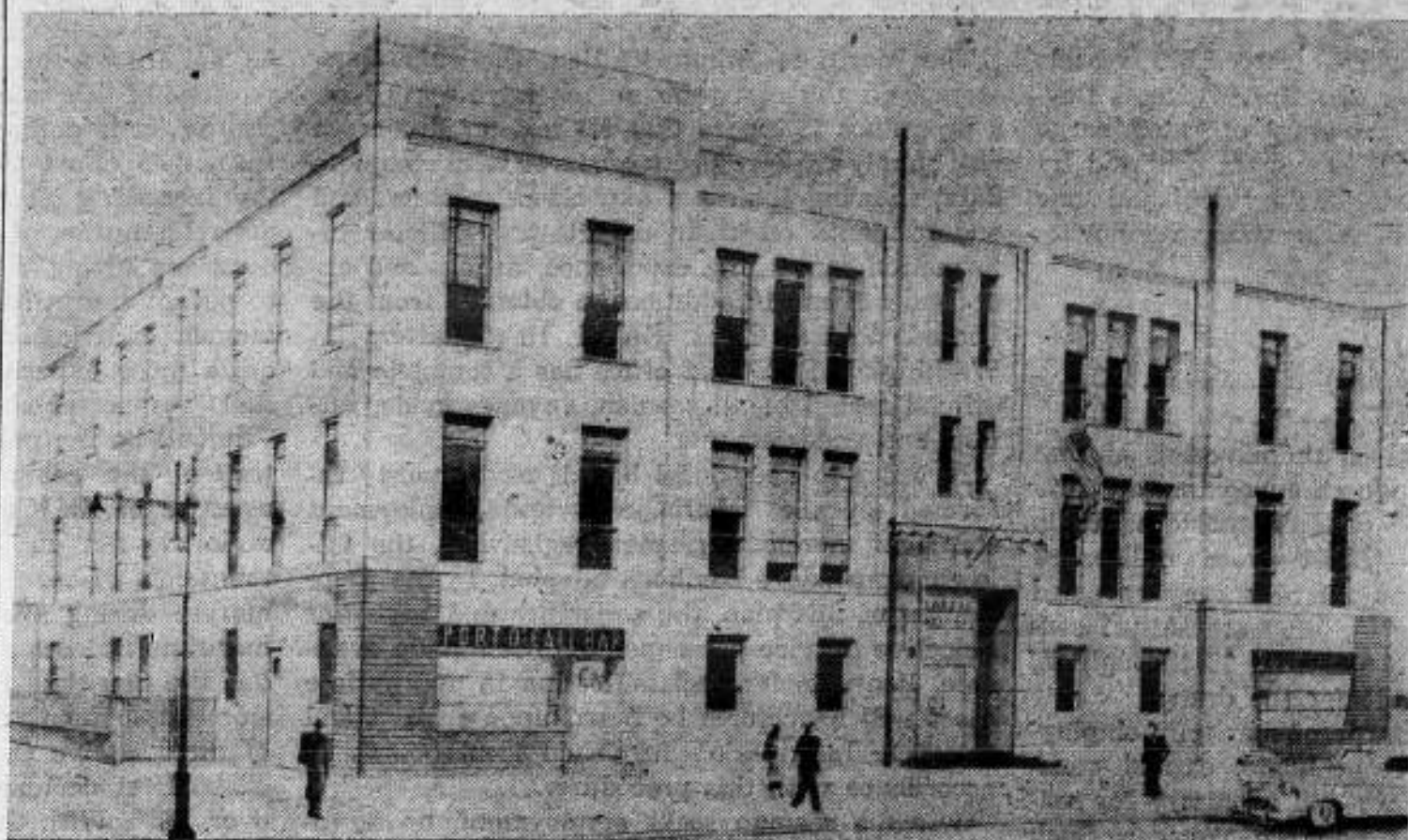
trucks with stores out on the ice to the ship. In order to go ashore we had to walk about three miles over the ice. That was about the most unusual experience I've had as a seaman."

Richardson, who holds Book No. 31670, says he wants to say hello to all of his old shipmates and that he hopes to run into them soon.

And speaking of oldtimers, this is a good time to remind those who shipped out of here during the war that shipping is good. If they'd like to ship out of here again, now's the right time to come down.

All hands in this port are wishing speedy recovery to the following Brothers in the local Marine Hospital: Daniel Boyce, Malden Hibbe and Noel E. Spencer.

HQ Building Beginning To Take Shape



Reconstruction work on the new Atlantic and Gulf District Headquarters building is proceeding according to schedule. Left is the architect's sketch of the way the new Hall will look upon completion. Seafarers who still have not visited the site are urged to do so if they want to get an idea of what's being accomplished. The structure is located on Fourth Avenue, between 20th and 21st Streets in Brooklyn, and is close to the Prospect Avenue station of the BMT-4th Avenue subway line.

NY Boom Sounds Warning — Get Your Rating

By EARL SHEPPARD

NEW YORK, May 9—Shipping in New York has been good all along and steadily gaining momentum, and, as we go to press, it is really booming. So far, thanks to our foresightedness in lining up key ratings in advance, we have had no trouble in crewing the ships, and none has been delayed or sailed shorthanded. But what happens in the future depends on what further calls are made on us.

In this connection, we are urging all men who qualify for higher ratings to go after them at once—and I do mean at the first available opportunity. For one thing, they will be helping the SIU when the pinch really comes. Entry ratings are a dime a dozen; the guys with the endorsements are the key to the whole situation. The unions which show that they cannot man their contracted ships may find new allocations of boneyard ships going to companies contracted to other outfits.

Secondly, to be more selfish, the rated jobs are the pork chop jobs, and will provide more dough where it does most good—in your pocket. So get after that endorsement and, once you've got it, ship in that rating.

23 ships paid off in the port of New York in these last two weeks. These were: the Steel Surveyor, Steel King and the Steel Seafarer (Isthmian); the Elizabeth, Suzanne, Evelyn and Katherine (Bull); the Hastings, John B. Waterman, Claiborne, and Fairport (Waterman); Catherine (Dry-Trans); Lone Jack, Archers Hope, Government Camp and Chiwawa (Cities Service); Wanda (Epiphany); Algonquin Victory (St. Lawrence Navigation); Seatiger (Colonial); Robin Sherwood and Robin Tuxford; Hattiesburg Victory (South Atlantic) and the Massmar (Calmar).

In addition to those ships on continuous articles, the following signed on and took crews: the Wanda; Catherine; Ames Victory; Steel King; Massmar; Algonquin Victory; and the Andrew Jackson (Waterman).

There were a few men on the payoff ships who were brought up on charges for performing. The gashounds and the foul-ups have been, in the main, brought under control by the member-

ship. Once in awhile, some guy who has been around and who should know better will pull a stunt, putting his shipmates on the spot and jeopardizing the future security of all the members. But these guys are promptly taken care of by the membership and, I am glad to say, they are decreasing in frequency.

Most of the offenders now are the newer permitmen, who have been reading too many phony sea stories or have been seeing too many grade Z movies; or men who have been bounced out of every maritime union in the country (including the SIU) for performing."

The oldtime gashound, weedhound and performer are most of them beyond redemption, and will be back to the Panamanian ships as soon as they pull their first stunt.

But as far as the newer men are concerned, most of their acting up stems from ignorance of the real traditions of the SIU or false ideas of what a seaman

is or should be. These guys can be set straight, that is most of them, by the old experienced Union men. I don't mean by preaching to them, because nobody likes to be sermonized. But shipboard meetings are a very good place to educate them as to their responsibilities to the Union, their shipmates and to themselves.

Every ship should have a complete collection of SIU literature, bound volumes of the SEAFARERS LOG and—very important in this situation—the new "Seafarers in World War II." Having pride in his organization has many times prevented a man from an act that he knows will hurt it. See to it that these men know the history of the SIU, what it has won for the seafaring man, and how the Union operates. It will payoff for all concerned.

Frenchy Michelet chaired the Headquarters-New York meeting here tonight, while Bob Matthews served as Recording Sec-

retary and Al Kerr as Reading Clerk. Previous New York minutes and the financial reports of the Secretary-Treasurer were accepted by the membership.

Secretary-Treasurer Paul Hall was reported to be at a meeting in Washington with Harry Lundberg, Morris Weisberger and Duke Dushane. On the agenda are SIU attitude toward the National Shipping Authority, the civilian status of merchant seamen, and putting definite pressure on the politicians to get draft deferments for our membership, particularly for those over the entry ratings.

The Negotiating Committee, it was reported, will meet with the shipowners next week to discuss our proposed Seafarers Vacation Plan. A full report on the negotiations will be given in the next Headquarters report to the membership and will also appear in the SEAFARERS LOG.

An invitation was extended to all hands to visit the new Headquarters building in Brooklyn. Anyone who has ideas as to what the new Hall should have in the way of accommodations or furnishing was referred to Frenchy Michelet, who is overseeing the construction and furnishing.

New Business of the other Branches having meetings were read and concurred in. Minutes of ships' meetings were read and referred to SEAFARERS LOG for publication. Report of Headquarters Reinstatement Committee was read and concurred in.

Requests for excuses were referred to the Dispatcher. Patrolman and Dispatcher gave their reports, which were accepted. Carl L. Shoter, 102648 was given the Oath of Obligation. The meeting stood at silence for one minute in memory of our departed Brothers. The meeting was adjourned with 236 members present.

Before we sign off, we'd like to mention one sore point—that is, this business of missing ship, especially in foreign ports. The only excusable reason for this is serious illness, and by that we mean anything that requires hospitalization. There is no point into going into an elaborate song and dance about this. Everyone knows the Union's attitude on this. Just let it be said that anyone willfully missing ship will soon learn better.

All Hands Rooting For Him



The many Seafarers who sailed with Captain Clarence Reed during his days as a Skipper for the Waterman Steamship Corporation are wishing him a speedy recovery. He became ill last week. Now Operating Manager for Waterman, Captain Reed is regarded by all hands as a "regular guy and a square shooter." This photo of the popular Skipper appeared on the cover of the current issue of Nautica, a marine publication.

SIU Booklet Gets High Praise

Below are some of the many enthusiastic letters received by Secretary-Treasurer Paul Hall praising the SIU's latest publication, "Seafarers in World War II." Copies are available in all Branch Halls. This collection of dramatic stories depicts the heroism and devotion of the members of the SIU in the last great conflict.

Thank you very much for the copy of your publication, "The Seafarers In World War II."

It is an excellent documentation of the splendid part the members of your Union played in the war. I found myself reading in detail a booklet I had started out to scan.

RALPH N. STOHL
Director of Administration
Office of the Secretary of Defense

Thank you very much for "The Seafarers in World War II," which I read with great interest. We all hope that our merchant seamen will not be called upon to repeat their experiences of World War II but, if such should be necessary, I feel confident they will perform with the same heroism and courage that has come to be expected of them.

J. K. JAVITS
House of Representatives

I enjoyed reading the booklet, which I believe tells a very timely and dramatic story of the outstanding record of the men who make up the nation's merchant service.

OSCAR L. CHAPMAN
Secretary of the Interior

I have just read your latest Union publication, "The Seafarers in World War II," and want to compliment you on it.

Not only is it attractively designed, but it also is well edited and does a tremendous job in telling a most vital and interesting story about the important part the merchant marine plays in the nation's defense effort.

The brave men who served in the merchant marine during wartime, and who again are serving in this time of international tension, deserve full recognition. I hold that the merchant marine is our fourth arm of defense, and that the men who gave their lives to keep the sea lanes open are heroes in the fullest sense of the word.

WARREN G. MAGNUSON
United States Senator

I have looked through it with much interest and admiration for the splendid record of courage and sacrifice which it reflects.

J. HOWARD McGRATH
Attorney General

I wish to compliment you and the Seafarers for the excellent production which I have read with great interest, and with the realization that it depicts only in a limited way the heroic and valuable contributions made by the members of the Seafarers International Union, and which contributed to the final victory in World War II.

Everything about the booklet is worthy of compliments. The stories told, the format, the typography and general appearance speak well for those who are responsible for its preparation.

L. H. BAKER
Captain, US Coast Guard
Commander, Fifth Coast Guard District

I want to acknowledge and thank you for the excellent booklet you have prepared.

"The Seafarers in World War II" is indeed a dramatic story of the part the men of the Seafarers International Union played during the war.

HAROLD C. HAGEN
House of Representatives

It seems to me admirably gotten up and I am very glad indeed to have read it. Let me congratulate you on its simulating motto, "Ready Then, Ready Now."

THEODORE FRANCIS GREEN
United States Senator

(Continued on Page 15)



This is the cover page of the SIU's most recent booklet which is receiving critical acclaim from all parts of the country.

West Coast Shipping Is Still Good

By LLOYD GARDNER

SAN FRANCISCO, May 10—Shipping continues to be good out here, although it is hard to predict what the immediate future holds.

A large part of the sizeable fleet of A&G District-contracted ships that we had out here seems to have shifted operations back to the East or Gulf coasts. However, it appears that we will have enough to keep our guys moving for quite awhile.

Grain is moving out of the northwest, as is lumber. Cargo going out of Frisco is mainly general freight or military supplies, with the same being true of Wilmington.

THREE PAYOFFS

We had three payoffs in the past shipping period—the SS Seawind (Seatraders), Arizpa (Waterman) and the Lynn Victory (Dolphin). All beefs were squared away. The Lynn Victory returned the bodies of 150 soldiers who had been killed in Korea. They will be buried in the States.

The Seawind signed on again and was joined by the Simmons Victory (Bull) and the Clarksburg Victory (Mississippi).

In addition, we had a number of ships in-transit: The Portmar (Calmar), Yaka, Azalea City (Waterman), Steel Worker and Steel Admiral (Isthmian) and Seacomiet (Colonial).

These ships are all in pretty good shape. There's one thing that we'd like to remind the membership, while we're on the subject of ships: And that is that no one should quit his ship at the hour before sailing time. Notify the head of the department at least 24 hours in advance. This rule is especially important to observe in light of the scarcity of skilled ratings.

ONLY BEEF

About the only beef the membership might have around here is that they cannot come around to the Hall—the danger of being shanghaied is too great.

All is quiet on the local labor front this week. The Marine Cooks and Stewards Union just wound up its so-called convention. The only action visible to me was the usual dreary round of resolutions blasting every-

thing American and extolling the virtues of the peace-loving peoples, namely, Russia.

STILL AT IT

All of this bunkum was faithfully spouted by convention guests: Harry Bridges, head of the West Coast CIO longshoremen; Vito Marcantonio, New York's deposed, defunct, and discredited Congressman; Paul Robeson, the Moscow baritone, and of course, Hugh Bryson, the MCS's very own.

Not many guys are on the beach here, shipping being what it is. In fact, we didn't have enough men to constitute a quorum, so we had no meeting. Among the few around at present are Chick Fischer, E. Jarvis, O. Kelly, W. Glick, M. Ralph and N. Caidenhead.

See you all next issue with more from Frisco.

CS Case Settlement

Several men who were discharged by Cities Service Oil Company in 1949 and 1950 for membership in the SIU have never replied to numerous requests for information needed by the National Labor Relations Board, to determine whether they are entitled to back pay in the Cities Service case. Since such failure to reply has held up the distribution of back pay to the others who have, these men are hereby notified that unless they furnish the information which has been requested of them by May 26, 1951, they may be held to have given up any claim to back pay which they may have. The names of these men are:

Jesse Green Howard Hammons James Munro
Frank Schmiedel John Vierra

Teamsters Win Taxis In Savannah

By E. B. TILLEY

SAVANNAH, May 10—The long drive to bring the Garden City Taxi Company under AFL contract came to an end last week, as company officials signed an agreement with Local 897 of the Brotherhood of Teamsters and Chauffeurs, after eight months.

We of the SIU were deeply interested in the outcome of this hard campaign, and we worked closely with the Teamsters Union throughout the long struggle. Now that the company is 100 percent organized we'd like to congratulate the officials of the Local and its members for a job well done.

We're content in the feeling that the SIU was able to contribute something to the victory, which proves further that close cooperation among trade unions is worthwhile.

We want to call the attention of Seafarers to the fact that the Yellow Cab company is still on the unfair to organized labor list. Remember when you're in Savannah, ride a union-driven cab—ride the Garden City cabs.

LAUNDRY WORKERS

Elsewhere on the local labor front, we are still rendering all possible aid to the Laundry Workers in their strike against the E&W Laundry. We're hoping this beef can be ended quickly and successfully.

In addition, we are planning to assist the Retail Clerks as soon as it is possible for them to replace the picketline on the Bargain Corner.

The news on shipping is the same this time—it's good. Don't forget, you rated men, if you would like to make a short trip to dear old England, Scotland, Ireland, Germany, Belgium or Holland, South Atlantic has six ships in regular runs to these countries. So Savannah is your port for these trips.

ACTIVITY

The Southwave and the Southwind (South Atlantic) paid off and signed on here in the past shipping period. Several ships in-transit helped swell the job call. They were the Steel Director (Isthmian), Julesberg (Terminal Tankers), Southern Cities (Southern Trading), Chickasaw (Waterman) and the Fort Hoskins (Cities Service).

The visit of the Hoskins marked the first time a Cities Service ship called at this port since I have been serving as Agent here. The vessel was in good shape.

Shipping should be fair for the coming two weeks, and we have a bit of good news for the port of Mobile in this connection. We were informed this week that South Atlantic will crew up the SS Kyle Johnson in Mobile somewhere between June 8 and 15.

Only three of our members are in the Marine Hospital at present and all are doing well, we're happy to report. They are W. Anderson, S. C. Turberville and C. Fontenot. They hope to be out of the hospital soon.

Brother Ivy Peacock is on the beach as an out-patient, and we are hoping he can return to the shipping list in the very near future.

Discussing Laundry Strike



In line with the SIU's traditional policy, Seafarers of the Savannah Branch are active participants in the local labor movement and have been assisting several unions in beefs. In photo above, SIU Savannah Agent Ernest Tilley (right) and Bernie Schmidt, International Organizer of AFL Laundry Workers, discuss SIU-supported strike, being waged by laundry union.

Teamsters Holding Picketline In Mobile

By CAL TANNER

MOBILE, May 10—Shipping in the port of Mobile is still holding its own—which means that it's good—and from the looks of things it will continue good for some time to come.

Since the last report we furnished replacements to the following ships: the Iberville, Monarch of the Seas, Madaket, and Morning Light (Waterman); and these Alcoa vessels: Cavalier, Runner, Clipper, Pilgrim and Pointer.

Complete crews were put on the Afoundria and Maiden Creek (Waterman), and the Daniel Lowndale (Isthmian). The Lowndale was one of the last ships taken from the boneyard and one of the first of the lay-up ships that Isthmian has crewed in this port. However, we are informed that they will have another one, the SS Barnett, to crew up about the 16th of this month.

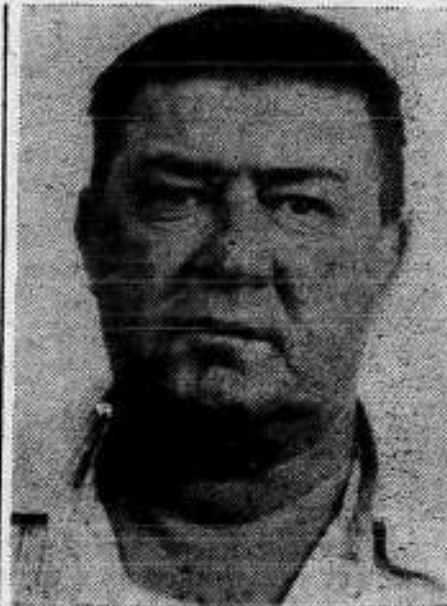
For the next two weeks we have the following vessels scheduled to payoff and take replacements: The DeSoto, Monarch of the Seas, Antinous, and Morning Light (Waterman); and these Alcoa ships: Corsair, Ranger, Roamer and Cavalier.

We'd like to say a few appreciative words about the crew of the Alcoa Cavalier. Not only do they have a swell baseball team, but they are among the staunchest supporters of the SEAFARERS LOG. They never fail to donate generously to keep our paper going—a good crew and good Union men.

SIU aid and support is still being given to the Teamsters in this port in their beef against the Dixie Dairies. Things are stalemated and it looks like they will be pounding the bricks for some time to come.

The company — which is a chain outfit—is out to beat the Union. They are running scabs in from out of town and using all the familiar anti-labor tactics. However, the Teamsters are pretty much intent on getting that contract, and they have the rest of organized labor behind them, as well as the SIU.

Our regular Branch meeting was held last night, and was



MICKEY PINER

chaired by O. Stevens. L. Neira was elected Recording Secretary and R. Jordan served as Reading Clerk. Minutes of all Branches and Mobile's previous meeting were read and accepted.

The report of the Quarterly Finance Committee was read and concurred in unanimously. Headquarters report to the membership and the Secretary-Treasurer's financial reports were accepted.

The Agent reminded all those who were eligible for endorsements to get them as soon as possible, as all the new ships coming out of the boneyard could conceivably result in a shortage of rated men. After a period of Good and Welfare, the meeting was adjourned with 125 members present.

On the beach here—as of this date—we have Andy George, R. Stanley, C. Avera, J. W. O'Berry, J. E. Hannon and J. Curtis.

The big topic of conversation these days is the Union's proposed Vacation Plan, and all the guys who have been sailing for any length of time are four-thousand percent for it.

One of its biggest boosters is Mickey Piner. Mickey has been talking about nothing else but, so we told him to put it in writing—and here is what Brother Piner thinks of the SIU's revolutionary idea:

"For the past 25 years I've been going to sea, and I have never received a vacation with pay because, like most sailors,

'The Best In The West' Is What Wilmington Calls Its Shipping

By JEFF MORRISON

WILMINGTON, May 10—The best in the West, is the way we would describe shipping of the past two weeks in this port. In-transit callers accounted for the great majority of jobs, with one vessel paying off and signing on.

The Coral Sea paid off and signed on and the following ships called at the port in-transit: the Seacomet (Zenith); Lili-ca (Dolphin); Steel Worker (Isthmian); Clarksburg Victory (Mississippi); The Couer d'Alene and Jefferson City Victory (Victory Carriers); The Portmar and Calmar (Calmar); The Stonewall Jackson, Fairland, Raphael Semmes and Noonday (Waterman).

We're happy to report that the ships to which I have been able to get to have had all beefs handled settled to everyone's satisfaction. Some of these beefs involve food on vessels bound for the Far East. This is a tough one to get squared away fast when a ship is only in for bun-



ROBERT L. BOUCHARD

kers, a period of about six hours. But those we got to were settled.

Some guys still don't understand the need for remaining aboard ship until properly relieved. In ports where we have Halls the members should call for a relief, at least 24 hours in advance. It seems that some men are abusing this rule, in the smaller ports, especially.

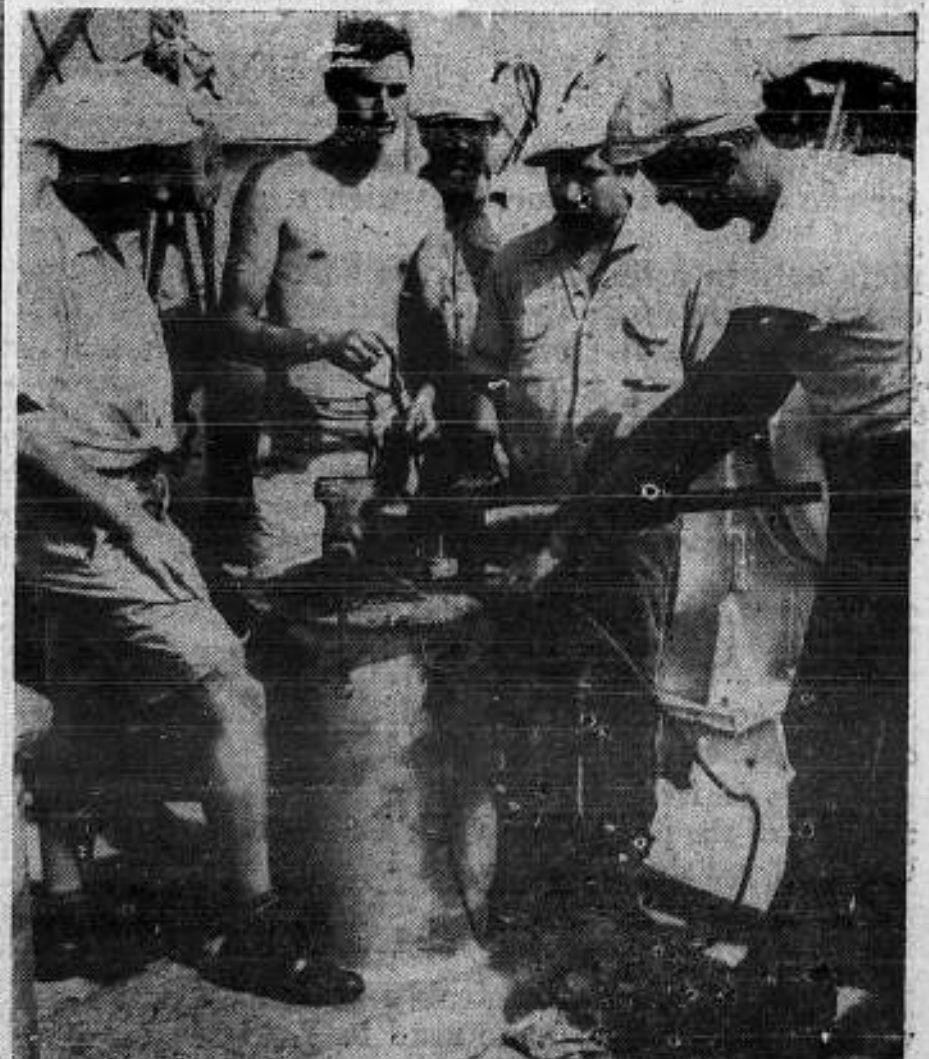
Because of the heavy shipping, we did not have enough men to make a quorum and no regular meeting was held last week.

Also in port is Robert L. Bouchard, who began sailing aboard SIU-contracted ships in 1947. Bob hails from Maine, where he was born 27 years ago. He's a graduate of John the Baptist High School in Bangor. Brother Bouchard sails in the deck department, having transferred from the galley gang some time ago.

Bob holds firmly to the belief that our Union is made up of the best men in the industry, and he's a good Union man. In fact, he's a real credit to the SIU. His hobby? Why, it's women and who could criticize him?

We'll close with the reminder that shipping is good here,

Schooltime On Del Norte



Bosun Pederson shows shipmates how to splice wire at one of the seamanship classes which are held regularly aboard the SS Del Norte at sea. Observing the technique are (left to right) Brothers Campbell, AB; Farmer, OS; Cahoon, Storekeeper, and Caldeira, AB.

Around A Canadian District Branch



Seafarers of the SIU's Canadian District make good use of their Union Hall facilities while waiting to ship. This group is passing the time in a recreation room at the Headquarters Branch in McGill Street, Montreal, where all photos on this page were taken.



Just off a ship, a Canadian Seafarer registers for a job with the Dispatcher. He'll check his gear then look around for old shipmates to exchange yarns with.



Director of the rapidly-growing SIU Canadian District is Hal Banks, shown here as he deals with some Union problems. Looking on is Lee Dillon, office secretary of the Headquarters Branch. In the three years since its expansion program started, the Canadian District has made tremendous strides.



The non-profit coffee bar is another popular hangout for Canadian seamen waiting for jobs in the Headquarters Branch.



Two Canadian Seafarers watch the shipping board intently as the Dispatcher chalks up jobs on contracted vessels that have just been called in.



Men who have just thrown in for jobs put on the board stand by as a Dispatcher checks their shipping cards in a scene familiar to SIU men everywhere.



SHIPS' MINUTES AND NEWS

Draft Takes Vet AB, Survivor Of Two Sinkings In World War

Despite the needs of the nation's rapidly-expanding merchant marine, local draft boards continue to strip ships of skilled seamen, including those with exceptional wartime sailing records. An example of the selective service officials' failure to understand the increasingly vital role being assigned to the shipping industry in the national defense program is the case of Seafarer Eugene Dore, AB.

A youthful veteran of the sea whose sailing career began in 1941, Dore had two ships shot from under him in World War II. In the current conflict in Korea he participated in the invasions of Inchon and Wontan as a crewmember of the SIU-contracted Robin Goodfellow.

Dore was drafted when his ship returned to the States last February and has been stationed at Fort Jackson, South Carolina, for most of the time since.

A member of the SIU for seven of ten seagoing years, Dore

Seafarer Dore lost his second ship during the Allied invasion of Normandy in 1944.

In 1942, Gene was a crewmember on the SS Gripsholm, when it served as an exchange ship, bringing the Japanese Ambassador from the United States to Lourenco Marques, where it picked up the US diplomatic representative to Nippon, Ambassador Joseph Grew, and members of his staff, and returned them to this country.

A native of Flushing, in Queens, New York City, Dore is assigned to the 155th Infantry Regiment of the 31st Division at Fort Jackson. The Army recognizes his wartime service in the merchant marine and he has been authorized to wear the ribbon with two silver stars, signifying the two torpedoings he survived, and ribbons denoting his sailing activity in the Atlantic, Mediterranean and Pacific waters.

Of his army assignment, Gene says: "There's a job to be done and I guess it doesn't matter where I serve. Except that I thought I could serve best in the job for which it seemed to me I'm well qualified. Especially since there is such a big demand for skilled seamen."



EUGENE DORE

is one of 23 survivors of the ill-fated SS Dorchester, which was sent to the bottom of the North Atlantic in 1943 by a torpedo from a Nazi U-boat. Among the 135 men lost in the sinking were the two ministers, priest and rabbi who have been memorialized as the Four Chaplains.

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.

Hardhitting Seafarers Eye Championship



Members of the SS Alcoa Cavalier's baseball team have gotten off to a good start for the 1951 season. Left to right, front row: Al Estrada, Harry Hastings, R. C. Bass, J. W. Holman; 2nd row: Joe Powers, Blackie Acaley, Elmer Bailey, Milton Robinson, Bing Graner, Caldonia Baugh, Mike Romalho; rear row: Manager Al Tocho, Chino Sosa, William McDonald, Captain T. H. Park, William Padgett and Coach Al Whitney. Photo by Bill Marion.

Cavalier, Del Norte Nines To Square Off For Gulf Title On New Orleans Diamond

The SS Alcoa Cavalier's fast-improving baseball team is determined to capture the Gulf championship. The Cavaliers will meet the Del Norte nine in a title match to be held when the Mississippi ship returns from its current cruise to South America.

In a contest on May 8 in New Orleans, which was billed as a "warm-up game," the hardhitting Cavalier squad downed the Del Norte 5 to 1. The return game will be played in the Crescent City's City Park, on diamond No. 5.

Under the managership of Al

Tocho and the coaching of Al Whitney, the Cavalier squad has been giving a good account of itself on a number of diamonds.

Among the opposition felled by the bats of the Cavaliers is the team representing the SIU-

manned Puerto Rico. About 200

people watched the contest, which ended in a 14 to 2 victory for the Cavaliers. The game was played in the Cerveza Presidente Brewing Company's ball park in Ciudad Trujillo on April 18.

The Cavaliers are tightening their offensive and defensive play in the hopes of avenging the 7 to 1 setback suffered at the hands of a Navy team in Trinidad.

If the Cavalier squad doesn't make the grade this season, it certainly won't be for lack of enthusiasm. Twenty-five Seafarers turned out for the pre-season tryouts and the team has been given strong support by crewmembers and the company, which supplied the uniforms.

Crew Lands Shark As Drifting Ship Awaits Aid

Crewmembers of the SS Abiqua tried their hands at fishing as the vessel drifted off the Florida keys last month awaiting another Cities Service tanker to tow her to Jacksonville for engine repairs. The lads scored with a 6-foot, 500-pound shark, landed by Stan Swienckowski, FWT.

Time was hanging heavy on the Seafarers' hands when the engine broke down as the Abiqua was en route to New York from

Houston. The stalled ship was informed that the Logans Fort was steaming to her aid.

Meanwhile, Swienckowski tossed a heavy line over the side, using a piece of beef as bait. Pretty soon he got a bite and he pulled his catch to the ship's side.

HAD HIS FILL

Crewmen looped a 3-inch line over the shark's head and hauled the 6-foot, deep sea marauder aboard. Swienckowski said that when they cut the shark open, they found he had been eating well. Parts of chickens, and turkeys were among the evidence packing his stomach.

After slicing up the catch, the Abiqua men threw the pieces over the side. Other members of what obviously was a school of sharks in the area immediately attacked the remnants of their ill-fated colleague.

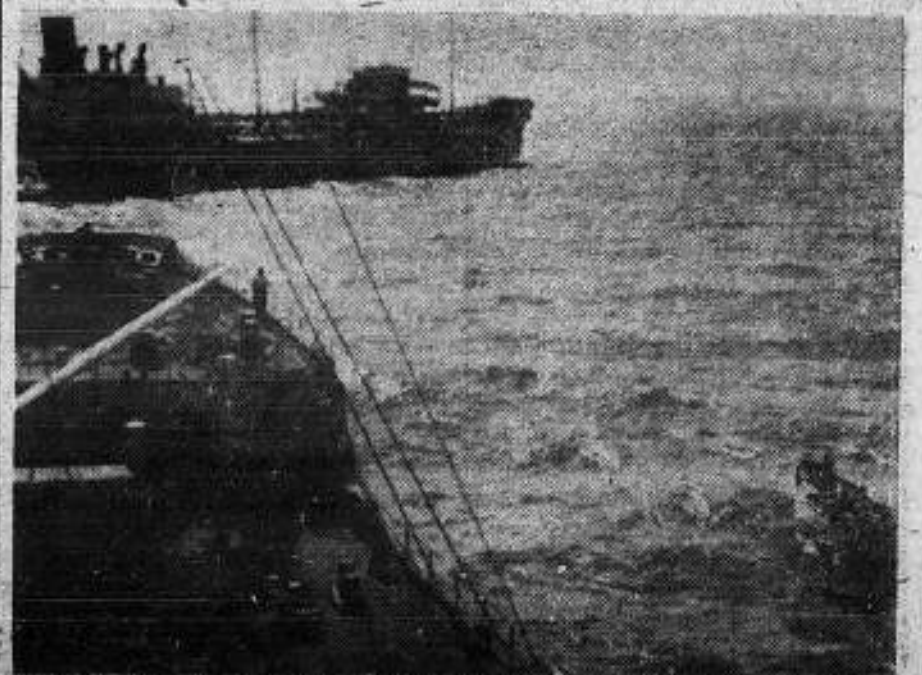
The Logans Fort arrived on the scene after the Abiqua had been adrift for three days. Repairs were made on the Abiqua in Jacksonville and after 10

days she resumed her trip to New York.

Swienckowski, by the way, is in the Staten Island Marine Hospital where he is undergoing treatment for a shoulder injury.



Frank Sortillo, Second Cook, peers down into bridgework of shark being hauled aboard the SS Abiqua.



Lifeboat at right takes off from the SS Abiqua (left) to carry line to Logans Fort, which towed her sister Cities Service ship to Jacksonville for repairs.

Digested Minutes Of SIU Ship Meetings

MICHAEL (Carras), March 10 — Chairman, B. Ruggie; Secretary, J. Mercado. Discussion on whether or not the crew would care to draw bolivars or sign chits in Carapito. Bosun asked men to take proper care of washing machine. Iced drinks suggested, but the Steward said it would be a handicap as there was no ice machine aboard. Crewmembers asked to contribute books and magazines to ship's library.

COUNCIL GROVE (Cities Service), April 1—Chairman, George Schmidt; Secretary, R. Roberts. Delegates reported the number of books and permits in their departments. Deck and Engine Delegates reported large amounts of disputed overtime. Discussion on meals. Deck Delegate asked to check with Patrolman to see exactly what duties the Bosun is allowed. For education, two Union films were shown. Ship's Delegate gave a talk on the duties of his job.

SOUTHLAND (South Atlantic), March 11 — Chairman, C. Mosley; Secretary, C. Taylor. Delegates reported number of books and permits in their departments. Discussion on men going after higher ratings.

ROBIN KIRK (Seas Shipping), Feb. 12—Chairman, T. Richburg; Secretary, E. Giza. Delegates reported all smooth. Ship's Delegate asked the crew's cooperation in making trip smooth. Carpenter promised to build a ping pong table.

MOTHER ML (Eagle Ocean), March 25— Chairman, L. Hodges; Secretary, C. Baird. Delegates reported number of books and permits in their departments; no beefs, except one hour of disputed overtime in Deck Department. Discussion on fact that only two lifeboats are in serviceable condition. Vote of thanks given Stewards Department.

COE VICTORY (Victory Carriers), March 3 — Chairman, Vincent Meehan; Secretary, Sir Charles. Delegates reported no beefs. Reading of communications on unloading cargo and time ashore. Ship's Delegate to contact Captain on details of ship's crew.

MOBILIAN (Waterman), March 25—Chairman, R. Nelson; Secretary, L. Wing. Delegates reported all okay. Laundry to be kept clean by each department in rotation. Decision made to have all watches wash their clothes during the week and leave Saturday and Sunday for day workers' use.

W. E. DOWNING (Mathiasen), March 18 — Chairman, Bob Murphy; Secretary, Dan Sheehan. Delegates reported some disputed overtime. V. J. Maffucci elected Ship's Delegate. Discussion on repair lists and the rotating of time of meetings.

STEEL ADVOCATE (Isthmian), March 25 — Chairman, Samuel Parker; Secretary, George Zidik. Delegates reported all okay. Bulletin concerning "Membership and Policy" read

SEAFARER SAYS

HAVE YOU READ THE SIU'S NEW PUBLICATION, "THE SEAFARERS IN WORLD WAR II"? COPIES ARE AVAILABLE AT ALL HALLS AND ARE YOURS FOR THE ASKING.



and discussed. Ship's Delegate reported all beefs should be brought on deck of meetings and not around the ship at other hours. Warning given concerning performing aboard ship.

SEATHUNDER (Colonial), March 4 — Chairman, Lee Gurganus; Secretary, M. Vierapiano. Delegates reported a few minor beefs had been taken care of. Discussion on the proper way of handling meat. More cooperation asked among men in Stewards Department.



CHIWAHA (Cities Service), March 11—Chairman, D. Robinson; Secretary, James Corcoran. Delegates reported no beefs. Discussion on washing machine, which is on the fritz. Messman asked cooperation in keeping messroom clean. Larger bulletin board to be put up in messroom.

PETROLITE (Mathiasen), March 18—Chairman, C. Forest; Secretary, S. Schuyler. Delegates reported all in order, with repairs being taken care of. Motion to buy a washing machine tabled until inspection shows the old machine is beyond repair. Ship's Delegate spoke on the cleanliness of the Stewards Department personnel.

SEA COMET (Colonial), April 11 — Chairman, S. Zygarowski; Secretary, Pedersen. Delegates reported all okay. Doors to be fixed and bed springs to be repaired. Stewards Delegate asked if it was all right to paint, as the Steward had gotten the green light from the Captain. Captain reported fully in agreement on repairs to be made and assured all hands they will share in the overtime work.

SALEM MARITIME (Cities Service), April 13—Chairman, E. Braille; Secretary, Frank Savoie. Delegates voiced appreciation for the improvement in the food. Delegates reported number of

books and permits in their departments. Ship's fund reported as containing \$115. Discussion on time ashore and unloading cargo. Article from "Food for Thought" read and discussed.

DEPAUW VICTORY (South Atlantic), April 4—Chairman, J. Graum; Secretary, P. Lusk. Delegates reported a few overtime beefs. Ship's Delegate elected. Discussion on disputed overtime concerning shift of ship in Okinawa.

BIENVILLE (Waterman), April 15—Chairman, W. Wallace; Secretary, C. Andrews. Motion carried to accept report on March of Dimes. Delegates reported no beefs. Motion carried to paint out recreation room and decks. Clapper valves to be repaired.

AZALEA CITY (Waterman), April 15—Chairman, M. Olsen; Secretary, J. Connors. Delegates reported no beefs. Suggestion made that slopchest items and price list be posted for crew's convenience. Blackie Connors elected Ship's Delegate.

WILLIAM CARRUTH (Trans-Fuel), March 13—Chairman, F. Guerin; Secretary, E. Seeley. Delegates' reports accepted.

Ship's Delegate to see Captain about painting of the Stewards Department facilities.

SEATRAN NEW JERSEY (Seatrain), April 16 — Chairman, M. Muzio; Secretary, E. Hill. Secretary-Treasurer's letter in connection with March of Dimes read and accepted. Donations to be taken up among crew and turned over to the New Orleans Hall. Article in "Fortune" magazine concerning SIU and Cities Service read to members and discussed.

BEAUREGARD (Waterman), April 11—Chairman, Dave Nunn; Secretary, James Tarrant. Delegates reported no beefs. Members warned that men selling stores will face severe penalty. Discussion on men in Deck Department taking orders directly from Mate.

FORT HOSKINS (Cities Service), April 14 — Chairman, Ed Sims; Secretary, John Fee. Delegates reported no beefs. Ship's fund reported to contain \$41. Motion carried that Patrolman straighten out AB standing 4-hour wheel watches. Motion carried that a minimum of five men be turned to for preparations when arriving in port. Discussion on contribution to March of Dimes. Motion carried to donate \$50.

ANDREW JACKSON (Waterman), April 15—Chairman, A. Ferrara; Secretary, H. Pitkofsky. Engine Delegate reported 30 hours of disputed overtime. Motion carried to call a meeting when ship hits New York concerning the beefs in the Stewards Department. Motion carried to have Patrolman notify health authorities to have ship fumigated. Motion carried to have Union notify crews to demand their draws in foreign ports in American currency.



SALEM MARITIME (Cities Service), April 26 — Chairman, Joe Scramuzza; Secretary, C. Middleton. Delegates reported everything going smoothly. Ship's Delegate read report on March of Dimes collection. A vote of thanks given the Stewards Department for fine work they are doing. Various subjects discussed, such as why the Union should

engage in politics. Suggestions made on ways to keep the messroom cleaner for the benefit of the crew.

NIKOS (Dolphin), February 11—Chairman, A. Maselek; Secretary, Frank Reeves. Delegates reported no beefs of any size. All Delegates reported on the number of books and permits in each department. One man was censured for taking his beef top-side. It was pointed out to him that the reason Delegates were elected was to represent the crew in beefs with the officers. The Ship's Delegate reported that, as there was no AC current on the ship, it was impossible to get a washing machine.

GREENSTAR (Traders), February 12 — Chairman, W. H. Sibley; Secretary, J. J. Dorry. Departmental Delegates reported no beefs and no disputed overtime in their departments. They also reported on the number of books and permits in each department. It was suggested that, if any of the new men wanted information about the Union and how it functions, they should see the department Delegates. Suggestions made on keeping the laundry, messroom and recreation room cleaner for all hands.



ANDREW JACKSON (Waterman) March 4 — Chairman, Bob Barrett; Secretary, Hyman Pitkofsky. Departmental Delegates reported no overtime beefs in their departments. Stewards Delegate reported on a beef in the Stewards Department where the Skipper ordered the Steward to knock off the Passengers' Utility on Sundays while on day work. Everything else running smoothly.

SEATHUNDER (Colonial), March 4 — Chairman, Lee Gurganus; Secretary, M. Vierapiano. Stewards Delegate reported that there had been a few minor beefs in his department which had been straightened out satisfactorily. Other Delegates reported no beefs in their departments. It was suggested that there should be a better spirit of cooperation between individual members of the Stewards department. This would make it easier for all concerned.

STEEL ADVOCATE (Isthmian), March 25—Chairman, Samuel Parker; Secretary, George Zidik. Delegates reported on the number of books and permits in each department. The message sent from Headquarters, reprinted from "Food For Thought," concerning membership and policy was read to the meeting and it was accepted unanimously. The Ship's Delegate suggested to all the crew that any time a man has a beef which might affect the crew he should bring it to the attention of the crew through the meeting, and not beef around the passageways, on deck or in the foc'sles. If an item is good enough to beef about, it should be shared with all hands and that is the way to solve a problem. It was suggested that better care should be given to the washing machine so that it will last longer.

Go After Your Rating

With the nation tightening its defense preparations, the role of the merchant marine is daily becoming more vital. For this reason it is imperative that every Seafarer stand ready to ship in the rating for which he is qualified and in which he can be of the greatest service.

In this connection, Headquarters continues to point out that many men qualified by experience and skill have not applied for endorsements for high ratings.

Men who do not seek higher ratings for which they are qualified are, in effect, causing a waste of needed skill.

The Maritime Administrator is seeking draft-deferment for rated men only. Consequently, men, who are drafted because they have not obtained the ratings for which they are qualified, will not be serving in jobs in which they can be of greatest service to our nation.

If you have the qualifications, apply for upgrading. Do it today!

THE MEMBERSHIP SPEAKS



SIU's Boycott Of NSA Held 'Militant Stand' For Rights

To the Editor:

I see by the last issue of the SEAFARERS LOG that the SIU has officially notified the Maritime Administrator and the Secretary of Commerce that we have withdrawn our pledges from the Statement of Policy signed by us and other maritime unions in Washington.

I hope some of the other maritime unions will follow in the footsteps of the SIU, and withdraw their signatures and pledges in the same way. When the delegates to the SIU convention adopted the resolution to withdraw the SIU signatures, it took a militant stand and it was entirely justified because it acted to protect the rights of its members.

NOT BLIND

If the Maritime Administration is going to talk out of both sides of its mouth, at least we're wise to what's going on. According to the stories on this situation that I've been following up in the LOG, the government representatives in Washington assured the maritime unions that they endorsed the program that was drawn up. One of the things in that program was that the civilian status of merchant seamen should be protected.

BACK-TRACKED

A few months later we find out that the Maritime Administration was allowing general agency agreements in which the rights of merchants as civilians are jeopardized. That didn't exactly sound like what we had been promised, and I'm very

glad that our Union jumped up and said what it thought and took the action to withdraw.

If these people are going to deal with us on the level they should make their statements and actions jibe. If they don't, then I guess they can't count on our Union to support them.

We won certain rights under the Jones Act and that's what the SIU was out to protect. From the way I look at it, it would be very easy to allow things like this to pass. But later on there'd be something else, and still later, another thing would crop up. Little by little, we'd suddenly realize we didn't have a lot of the rights we've fought so hard to get.

WHERE ARE THE REST?

So far none of the other maritime unions have joined us in withdrawing their signatures from the policy statement, at least none that I know of. They're probably so anxious to show the bureaucrats that they are regular guys they'll even stand for a double-cross and not say anything in protest.

Maybe our Union didn't take the easy way, but its action shows that it was looking out for the rights of its members, and that it wasn't going to be a party to any scuttling of our civilian status.

Some of these outfits apparently haven't learned that unless a firm stand is made, even with a government agency, seamen can get the short end of the stick.

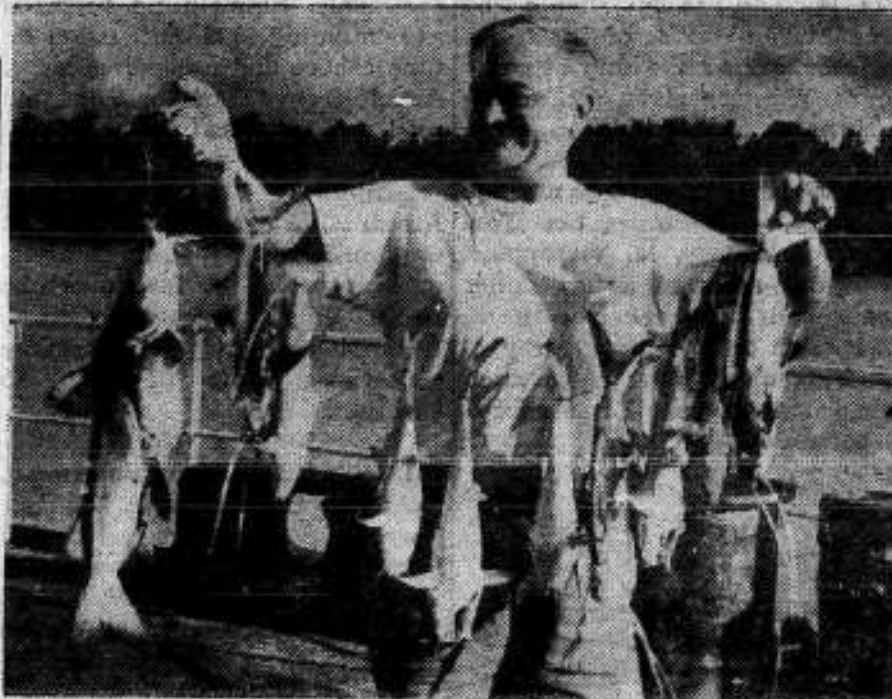
Anyway, there's one thing I'm glad to see—and that is that our Union has lost none of its militancy and will go in there and raise hell if it has to.

Artie Ferrell

Celebrating Their 'Umpteenth'



Ship's Delegate Bruce Ruggie of the SS Michael gets set to cut first slice of birthday cake baked in his honor by galley men. Helping to celebrate Ruggie's "umpteenth" anniversary are (standing, left to right): Ely Bradley, OS; Ed Leitch, FWT; W. L. Schmidt, Wiper; J. E. Packard, OS; Jack Brest, MM; H. E. Ricker, 2nd Cook, and Nick Lygnos, MM. Seated alongside of Ruggie is Andy Anderson, Bosun.



Celebrating his "umpteenth" catch of catfish is M. E. Watson, the Michael's Electrician. Photo was taken in San Juan River as ship was leaving Carapito, Venezuela. Watson says "I have fished everywhere on the East Coast of the USA and in South America, and still nothing but catfish."

Grits Shortage, Exchange Rate Irk Spencer Men

To the Editor:

A few lines to let you know how we're making out on this Bloomfield scow, the Frank E. Spencer.

We took her out of the shipyard in Mobile and made a coastwise trip to Tampa, Searsport and Norfolk. Had a little trouble up in Searsport, but old reliable Rees got everything squared away before we left Norfolk.

RIO-BOUND

At present we are headed for Rio, but we aren't too happy as we found out today that we will probably have to accept local money there. As a lot of you know there is quite a difference between the official exchange and the free market. So we all stand to lose half of the money we draw.

GRIT GRIPE

Some of the fellows are contemplating hanging the Steward. He didn't get enough grits, and the boys from Mobile are mighty mad about it. The Chief Engineer is so tight, he squeaks when he walks. He's so afraid someone will make some overtime he can't sleep nights. He makes the Second Engineer blow tubes on holidays and Sundays so the Wipers won't make any overtime. Even the First Assistant tried to quit in Norfolk, but he couldn't get a relief.

Well, that's about all for now. I'll write you again at the end of the trip and let you know how we make out. We're going to take some pictures this trip and if they come out okay, we'll send in a few.

M. L. McCarty
Ship's Delegate
SS Frank E. Spencer

He's Ready



Pvt. Orain J. Ready, now stationed in Korea, writes that he looks forward to a return to sailing on SIU ships. He sends "best regards to all his Union Brothers" and asks that they write to him. Address: Pvt. Orain J. Ready, US51093-522; Co. C., 21st Inf. Regt., APO 24, c/o PM, San Francisco, Calif.

Complete Coverage Of Agents' Port Reports Makes Hit; 'Keep Them Coming,' Member Says

To the Editor:

Now we're getting somewhere. I don't want to sound like a wise guy, but for the first time in a long time I got the full score on what's going on with our Union in all the ports where we have Branches. I hope the kind of port reports that appeared in the last issue of the LOG are going to continue.

In the past few months I found it pretty hard to find out what was going on. It was darned seldom that you could find all-of the ports reporting in one issue, and most of the time the accounts were very sketchy. But in the last issue, the Branch Agents were all represented and they told just about everything of interest.

ONLY MEDIUM

My feeling is that the LOG is about the only means through which we can keep up-to-date on shipping, the activities of our Union in every port and news of general labor interest to Seafarers.

A lot of times, our Union is engaged in helping out other organizations, or is taking part in some kind of activity that is of benefit to our members, and unless the Port Agent tell about these things in their reports, there is no way of us knowing about it.

If our Union is going to be doing good things, I think we ought to be told them. After all, we're making news.

Another thing I liked about the last issue was that the port reports told us something about Brother Union members—some of them even had their pictures published.

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.

It's nice to be able to pick up the paper and see the picture of a former shipmate who you haven't seen for quite a while and be able to find out what he's doing.

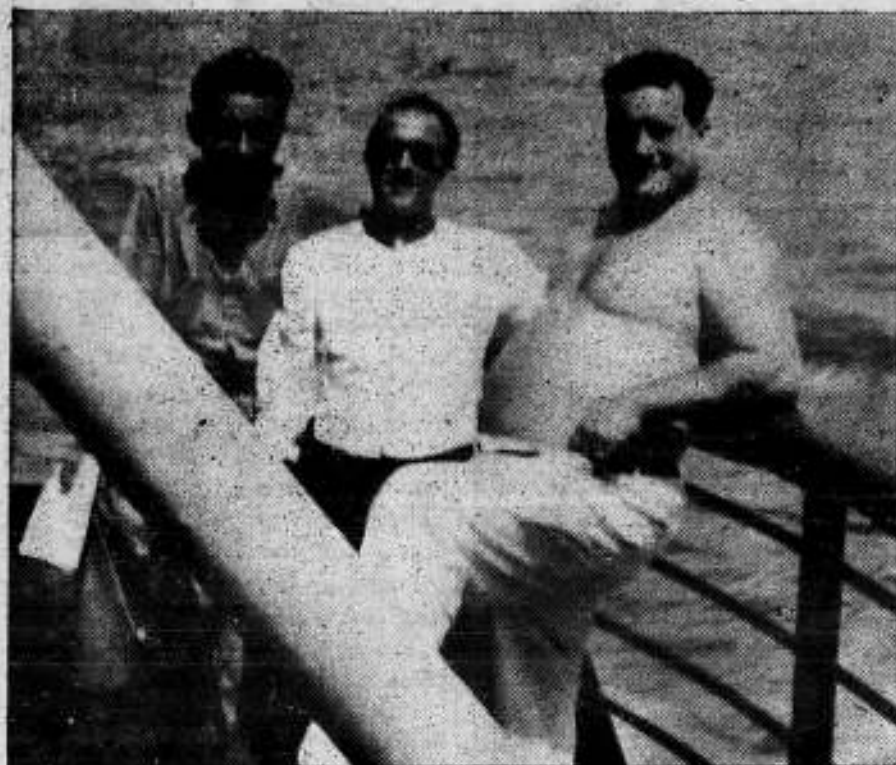
In this way, I think we can keep these friendships alive, even if we don't get a chance to run into each other personally very often.

I generally ship out of one or two ports, so I never get a chance to know what's doing with my buddies and the Union in the other ports, unless I read about them in the LOG. That's why I appreciated the accounts we got in the last issue of the paper.

I think the Agents made a good start in getting the score to us. After all, we depend on them to keep us informed, as they are the guys in a position to do so, at least as far as their own Branch activities are concerned. Let's hope they'll keep the news coming our way.

Frank G. Buser

In There Pitching



Data accompanying this photo from the SS Puerto Rico says "Three good Union men who are keeping up the high standards set by the SIU." Left to right, Bill Royce, black gang; Celm Hospidales, Bellhop, and Ted Lawson, Chief Butcher.

Member, Impressed By Welfare Report, Likes Idea Of Taking Care Of Oldtimers

To the Editor:

That was quite a list of Brothers who have been receiving hospital benefits from the Seafarers Welfare Plan. The way the Welfare Plan report was published in the May 4 issue of the LOG a Brother can get a darn good idea of how the money is being paid out of the Fund and to whom it is going.

At the same time, we get a chance to find out which of our friends or former shipmates are in the hospital and where.

Brother Paul Hall's summary of how the Welfare Plan works certainly shows the advantages of the plan we have over the others in the maritime industry that are run by insurance companies.

SIU COVERS EVERYONE

The thing that was most interesting to me was the comparison of the eligibility rules

for men in the SIU and those in the NMU.

Practically everybody in our Union is eligible for the Welfare Plan's benefits. Anybody can make it, because as Brother Hall said, you only have to work one day during the previous 12 months. And the benefits continue as long as you're in the hospital. I imagine a lot of guys in the NMU are always going to find they just missed the boat when it comes to getting the hospital payments. They have to work 20 days in a six-month period. And then they only get benefits for 13 weeks, then they have to work another 20 days. Kind of tough, when a guy's sick.

You can get a pretty good idea of what the Seafarers are trying to do by that special group of 120 oldtimers who were in the hospital when the Plan

started and who were made eligible for all the benefits. It looks to me like our Union had one idea and that was to make every man eligible, without forgetting anybody.

That's one of the swellest things about the Plan. Most guys know that when something new is started, there are always a bunch of people who are left out in the cold, because a start has to be made somewhere. But the oldtimers weren't forgotten, the plan brought them right in.

GOOD PROSPECT

And one of the reasons I'm interested in that way of doing things is that I expect to be an oldtimer myself some day and I like to know I'm being looked out for. That could be pretty important when some new kind of benefit is being put into effect.

By the way I noticed in the Welfare Plan report that the two Seafarers who have been written up in so many papers lately have been receiving hospital benefits over at the Staten Island Marine Hospital. Eric Joseph, who gave up an eye to save the sight of Phil Pron. They're both on the list.

Our Welfare Plan may be a model for other Unions but the thing that interests me the most is that it is working to suit us Seafarers.

Larry (Red) Hatton

Farmer Brothers Are Licensed As Engineers

To the Editor:

I read the LOG regularly and notice some interesting reading concerning Coast Guard doings.

I see where you say not to turn in your old seaman's papers when receiving seaman's documents, etc. A few weeks ago, my brother, Ray F., and myself, sat for our engineer's licenses and got them but the Coast Guard here (Tampa) kept our discharges and all letters of recommendation, etc., saying they would keep them, and, if we needed them, they would have them.

We would like to get them back, as they are our only way to show our jobs aboard SIU vessels. Also some companies require that you give them the time of your discharges, the name of the vessels, etc. Please check up for us to find out if we can get them back.

Give our best regards to the SIU boys.

James and Roy Farmer
Tampa, Fla.

(Ed. Note: The discharges and the letters of recommendation are your evidences of employment and you should be able to get them merely by going to the Coast Guard and asking for them.)

Likes LOG Mail System

To the Editor:

Please accept my little donation for the LOG. We look forward to receiving the LOG in every port we touch.

Keep up the good mailing system.

Fred Blichert
SS Clarksburg Victory

Union Men Must Accept Responsibilities With Benefits Of Membership, He Says

To the Editor:

Perhaps many of us who have had Unionism born and bred into our being do not realize the importance of teaching to others the reasons for organization and the vital necessity of holding on to the gains which we now have.

Those of us who have grown up in Union homes know the importance of Unity and Solidarity but we often do not realize that another Brother may have grown up in a home where the parents, due to the nature of their work were against unions or, not needing the protection which unionism affords the average worker, were disinterested.

I know of a retired railroad worker who used to work 16 hours a day, shoveling coal without the payment of overtime. When the workers got together to demand better wages and conditions he was right in the forefront encouraging the brothers to stand up for their rights, and when a convention was organized to work out working rules for the men and the company to sign, he was sent to help in making out these rules. These rules were later adopted and signed by both the company and the organization of men who called themselves the Brotherhood of Locomotive Firemen and Enginemen. This has since become a strong union and has fostered the organization of many more unions patterned after itself.

When this man's son later expressed a desire to go to sea, the seamen were on a strike, and no ships were sailing unless they had scab and finky crews. The veteran union man told his son, whom he dearly loved, "Son, if you go down to the sea, and get a job on a boat as a scab, you will never put another foot under my table!" That was how strongly this worker felt about unions.

Many of us come to work on ships and we think that these conditions we now have were handed to us by the companies or the government. But that is entirely wrong. Men fought and died, some in jail, that we might enjoy the conditions and wages that we have today.

When I first went to sea I

made \$21 a month, now my base pay is nearly \$250 a month. I have the union to thank for it.

Once during a strike, my grandfather went down to his train where his job was to ice the passenger coaches. He found a scab that the company had brought to work in his place. He picked up a bucket of ice, threw it in the scab's face and then jammed the bucket over his head so hard that they had to take the man to the hospital to remove it. My grandfather was taken to jail. The union soon got him out, however, and no scab offered to take my grandfather's job away from him again.

The companies have given over to unions certain concessions because unions demanded it. Not because they loved the workers. Government bureaus have been abolished because the laboring man demanded it and had sense enough to stick together and refuse to work until the government did as he wanted.

These working agreements that we have signed are contracts be-

tween the company and the workers. It is as important for us to uphold our end of the contract as it is for the company to do so. When a man fouls up and does not do his work he is not hurting the company nearly as much as he is hurting his own shipmate and brothers. When a man destroys company gear and property he does not hurt the company, he hurts himself.

If you think that your working rules are unfair, study your agreement. List the changes that you would like to have made and pass them on to your delegate. He will turn them over to the negotiating committee and when the contract is up for renewal, your suggestions may be inculcated into the new agreement. If you just sit back and squawk you are not helping yourself nor anybody else.

If we do not have enough self-respect to stay out of trouble for our own sakes let's do it for our Union's sake and our brothers and shipmates.

Joe the Grinder (Zimmer)
SS Del Norte

Sign On For Life



Seafarer Julien Markham and his wife, the former Vilma Gorton, pose in their home in Southeast Portland, Ore. They were married on April 17. The crew of the SS Sea Comet, on which Markham is Ship's Delegate, extended best wishes to the newlyweds. Photo submitted by S. Zygis, Steward.

In Army Medics, Tabarini Asks Buddies To Write

To the Editor:

I would appreciate it if you could put me on the LOG mailing list again. I was getting the LOG while I was at Fort Dix and I missed it a lot since I've been down here. I would appreciate it too, if you could put my address in the LOG so that my old shipmates could write to me, if they wanted to.

My brother, Victor John, was a permitman for a few years. We were on two ships together in 1947. He went back into the Army and has been reported missing in action in Korea. His last ship was the Nathaniel B. Palmer on the coastwise oil run.

My last ship was the Hastings. I was Oiler on there when I was drafted. I'm in a medical company now, which means I'm going to be Para-Medic. I'll be going to school for quite awhile, so I'd like to write my old buddies while I got the time.

Pfc. Lewis Tabarini
US-51048338
Medical Co., 503 A.I.R.
Fort Campbell, Ky.

Non-Union Ships Show Him What SIU Means To Seamen

To the Editor:

I am a former member of the SIU who was—and deserved to be—suspended from the Union, and who has since been sailing on non-Union ships. Believe me, when I say I have come to appreciate what it means to be a Union man.

If you have ever worked on the Great Lakes for the slave-driving Lakes Carriers Association, you will know what I mean.

My first trip was out of Buffalo. They signed me up, and then took me in a taxi to the ship as it was getting ready to shove off. Well, that was as far as their generosity lasted.

The Mate met me at the gangway and said, "Stow your gear and turn to in 15 minutes." That was about 7 PM. They cast off about 7:30, and then the deck crew was put to closing hatches.

PAYLESS WORK

Well, Brother, that job lasted till about 10:30 that night, when I was told to knock off, but to be on deck at 8 the next morning. Here's the rub: I later found out my time didn't start that night but my pay started at 8 the next day.

The Captain signed the men on ship's articles, but he was indisposed, or so he said, till the day after I came aboard. I bet the SIU never had a case like that—work a man for nothing.

Well, the rest of the trip was nothing but work and more work. Why, for one stretch the deck crew worked 16 hours straight, except for half-hour meals.

We turned to about three hours outside of Detroit, opening hatches—ready for them to unload the coal from Buffalo. We tied up; then, as soon as a hatch was unloaded, we closed it. There are about 34 or 35 hatches—steel ones. Then we cast off and started washing down, etc.

ONLY ANSWER

Well, anyway I could go on and on about unfair conditions that disgruntled seamen like

Bill Nachtigall Serves With 3rd Armored Outfit

To the Editor:

I would appreciate your continuing to send the LOG to our home, as we all enjoy reading it. I will pass it on to my son, Bill Nachtigall, who was inducted into the Army on April 2, 1951.

If any of his many friends would care to have his address, it is: Pvt. William J. Nachtigall, US-52114390, Co. C, 36th Arm'd. Inf. B'n, C.C.A., 3rd Arm'd Div., Fort Knox, Ky.

Bill was well known to all he sailed with. He started as a Messman and went on to Night Cook and Baker. Hoping you will continue sending the LOG.

Mrs. Margaret Nachtigall
Alden, Pa.

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.

myself can do nothing about. The only remedies are to either quit the sea or join a seamen's union.

The SIU will probably not even consider my request to re-join, but I will try anyway. It is the only chance I'll ever have to better my lot. If the Union will reopen my suspension—I now hold AB papers—I would do anything to again be a member of the SIU.

Now knowing what a boon a union can be for seamen, I would work to keep it strong to the best of my ability. There is more that I can say, but you are probably tired of reading this letter from a jerk who didn't realize a good deal when he had it.

Ralph W. Hill

(Editor's Note: As far as your suspension is concerned, it still stands. But as an AB you should have no trouble getting out on an SIU ship under a work permit. Go to the nearest A&G Hall, and you will be taken care of.)

On 'A-1 Feeder And Clean Ship'



Chuck Garriz, of the SS Warrior, submitted this shot of some shipmates on deck. From left to right are Brothers Smith, Green, Bolinger, Bankston, Knowles, Palowick, Burham and Sharpe.



One of this Union's permit holders has "Seafarers International Union" for a middle name. If you don't believe me, ask Chau Siu Ki what his middle name means. For those who have cleaned up enough at sea to own automobiles, comes some free advice. Buy your gasoline in the coolest part of the day and you will get more for your money. The gas is contracted and you get more weight per gallon. If you want to go joy-riding in the afternoon and your gas is low, you can't go because you won't get your money's worth. Sometimes it pays to be ignorant of facts like these, doesn't it? . . . Bill "Why Bosun's Go Grey" Champlin is back in this end of the country after a full year on the Del Mar, part of which time he spent in editing the MAR-LOG, a fine ship's newspaper.

Zyggie Wydra told the doctor not to frighten him half to death by using a long scientific name if anything was wrong. Zyg said he'd prefer to be told in plain English. The doctor, in plain English, said Zyggie was plain lazy. Brother Wydra said, "Thanks. Now will you give me the scientific name for it so I can tell them at home?"—The Editor of the LOG gave me that. I had to print it.

The author of "Living Without Liquor," was fined twenty dollars and placed on two years probation after pleading guilty to three drunk-charges. The world is full of phonies, in case you didn't know. . . . Electrician Eddie Edginton recovering from a year's illness. All Electricians undoubtedly wishing him good luck, especially since shipping is good. I don't have to say those things, do I? . . . Wonder why Ziggy Rothschild got off the Del Sud? He was only on her a year. Come to think of it, Mississippi Steamship got two plugs already in this column.

One-fifth of Barcelona's 1,500,000 people struck last month as a protest against lousy working conditions and high prices (low wages). You can't peddle pride in your country if your country is nothing to be proud of. Long and lousy hours can be taken

for the country's sake when necessary, but some people have a habit of twisting everything into a national emergency. There are people in this country, who under the guise of patriotism (national emergency), attempt to place needless restrictions on labor so that their profits will be larger. These laws are passed by politicians who are elected by the people of this country. To protect seamen who are transients, it is my belief that the SIU should continue its present policy of participating unofficially in campaigning for and electing those men who are qualified to fill the job and who are friendly to our aims and principles. Otherwise we will have to buck labor laws which would be comparable to those "enjoyed" by the subjects of Stalin, Peron and Franco.

After a short lull, shipping is on the upswing again. You know, that's what I like about this column. Tells you things you'd never know otherwise. . . . If you've read more than one of these columns, you undoubtedly realize that it is composed of "steals." This is stolen from the "London Prison Farmer." A batch of recruits were being drilled and one of them was out of step. The sergeant sarcastically said to him, "Do you know, Bud, that they're all out of step except you?" "Well," was the reply, "you're in charge, you tell 'em."

If you want to know how to get your name in the LOG, just drop me a note and you'll wonder no more. If you have some short news to go with it, we'll give you credit for it. Especially if it stinks.

George Hubner making like a Bosun on the Gateway City with Johnny Hunt, who sailed several Cities Service ships and helped line them up. Hunt is from Boston. All Bostonians cheer—all others give him the business. . . . If you are a permit man transferring into the new system, don't worry about losing credit for the time you had on your old permit. Both your new permit and the ID card, kept on file, are marked to show when you originally were issued a permit.

Neighbors Besiege Schmidt Home For Each LOG Edition

To the Editor:

I neglected to inform you of my desire to continue receiving the LOG, when the inquiries were sent about a year ago, and I've been hearing about it ever since.

Everyone at home seems so interested that I'm sending that information now. It got so bad around home that even the neighbors were running in and borrowing the LOG.

I think the husbands in the neighborhood have it in for me because the wives are all complaining that Schmidt has better conditions than they have, and no babies to change.

Only one request I have to make. Will you please publish in several issues of the LOG, the date when the new Hall in Brooklyn will open, as everyone is more than interested.

George-H. Schmidt
SS Hurricane

(Ed. note: As has been noted in several issues, the new Hall should be completed in the summer. As soon as the date is set, it will be made known. All hands share Brother Schmidt's anxiety.)

Bremerhaven Club Gives Lift To Sea Thunder Crew

To the Editor:

This crew wishes to make public its thanks to Mr. Paul Schmidt, manager of the USS club at Bremerhaven, Germany. Mr. Schmidt came all the way to Einswarden to meet our ship, answered hundreds of questions of interest to all, and otherwise gave us the lowdown on what to do and not to do in this area.

He brought with him a large box of books and other literature badly needed after a six-month Persian Gulf shuttle run, and otherwise succeeded in spreading cheer among our entire ship's complement.

Our sincere gratitude for this wonderful attention and for the fine service rendered by Mr. Schmidt.

Dusan de Duisan
Ship's Delegate
SS Sea Thunder

Aboard Tanker



Lamar Pickett is sailing on the SS Camas Meadows, US Petroleum Carriers. According to word just received, his dad is in a Veterans Hospital and all hands are wishing the elder Pickett a speedy recovery.

Nothing's Wrong With Shipping In Galveston

By KEITH ALSOP

GALVESTON, May 11—Shipping in this port is still good, and just thinking about it leaves everybody here absolutely feeling no pain. We had to send a hurry-up-rush call to New Orleans for some ABs, so that we could supply all the replacements necessary.

We paid off four ships: the Oceanstar (Dolphin), Skystar (Mercador), Fisk Victory (Bloomfield) and the Highpoint Victory. Most SIU ships come in in fine shape, but the Fisk Victory was something special, and the Port Captain for Bloomfield went out of his way to compliment Bosun Charlie Tannehill.

We had no sign-ons, but 16 ships came in here in-transit and took replacements, which accounts for the good shipping. These vessels were Bull Run (Petrol Tankers); Evelyn and Wanda (Bull); Julesburg (Terminal Tankers); St. John's Victory (Bloomfield); Federal, and Republic (Trafalgar); Southern Isles (Southern Trading); Sealtiger (Colonial); Seatrains Havana and New York; Bradford Island and Paoli (Cities Service); Steel Director (Isthmian); and two SUP ships, the Frank Morgan and Mission Salerno.

Among those on the beach these days—and they are few to begin with—are J. Allen, N. Whipple, C. Fowler, E. Puntillo, J. Alves and D. McNeil.

In the hospital here are E. D. Hodge, J. F. Lewis, A. P. Copa and C. R. Robertson.

Brother Robertson got his foot caught in some gears on the Warrior. He is doing well at the present time, but he would like to hear from his old shipmates. And the same goes for the other Brothers there, too.

No regular meeting could be held this week due to a lack of a quorum. There just aren't enough members around here long enough.

A&G Shipping From April 25 To May 9

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	30	17	19	66	29	22	22	73
New York.....	160	113	93	366	174	131	110	415
Philadelphia.....	44	26	35	105	33	26	26	85
Baltimore.....	89	85	49	223	83	83	37	203
Norfolk.....	18	9	11	38	25	24	14	63
Savannah.....	16	13	7	36	14	14	17	45
Tampa.....	4	7	12	23	16	12	17	45
Mobile.....	39	38	29	106	91	75	84	250
New Orleans.....	102	90	100	292	102	84	79	265
Galveston.....	47	36	35	118	44	42	30	116
West Coast.....	36	27	28	91	50	62	35	147
GRAND TOTAL.....	585	461	418	1,464	661	575	471	1,707

Seafarers Aid Retail Clerks In Tampa Beef

By RAY WHITE

TAMPA, May 9—The SIU in this port is active in two struggles of concern to the labor community. One of these is the drive to repeal the Watson Law, one of the most repressive pieces of anti-labor legislation in the country. The other is the strike being waged by the AFL Retail Clerks against a local company.

With the State Legislature now in session, the SIU is extremely active in doing what it can to have the Watson law thrown out, in order to enable organized labor to get a fairer shake in striving to improve the wages and conditions of working people throughout the state.

AID STRIKE EFFORT

The Retail Clerks, with whom we have a close working relationship, are receiving our support in their strike against the largest optical company in the city.

In connection with these labor activities, it should be reported that representatives of the SIU attended each meeting of the Tampa AFL Central Trades and Labor Assembly, of which your Agent is President.

Our relations with all of the other unions in the area are excellent. The SIU takes an active part in all functions and activities of the CTLA and the body is now a closer-knit organization than at any other time in its history.

Shipping has been fair in the port, although we had no pay-offs. Several ships called in-transit. They were the John B. Waterman, Chickasaw, Iberville, Hastings and DeSoto, all of Waterman, and the Bull Line's Edith and Hilton, which called at Boca Grande.

ALL RATINGS CALLED

We shipped men in all ratings to these ships. We also visited the SS Florida and settled some beefs aboard that ship.

There was a minor beef on the Chickasaw, resulting from the instructions issued to the Steward by the Master. No linen was to be issued unless the Mate was present, the Master ordered. He (Morgan Hiles) changed his mind.

Diversions Slow Baltimore Temporarily

By WILLIAM RENTZ

BALTIMORE, May 10—Shipping in Baltimore has only been fair for the past two weeks, what with some ships which usually payoff here being diverted to other ports for payoff and sign-on. However, we have hopes that things will pick up shortly.

On the payoff side we had the Venore and Cubore (Ore); Hastings (Waterman); Edith, Carolyn and Inez (Bull); Bents Fort (Cities Service); and the Alcoa Puritan.

In-transit we had the Bienville, Andrew Jackson, DeSoto and Beauregard (Waterman); Portrero Hills (Philadelphia Marine); Steel Surveyor (Isthmian), and the Robin Sherwood. But there were very few replacements on these vessels.

Signing on were four Ore ships, the Marore, Stealore, Venore and Cubore; two Bull Line ships, the Carolyn and Edith, and the Bienville.

There were very few beefs on these vessels, and these were all squared away. We would like (again) to remind all crews to have their repair lists ready when they hit this port, so that we can make sure that the work will be done. Too many times the repair lists are drawn up as an afterthought, when it is too late to get anything done.

The membership's action



DON M. ROVOSA

Among the oldtimers on the beach here are Charlie Kellog, Lawrence Schroder, George Nuttingham and George Wolf.

Don Rovosa, oldtime Chief Cook and Steward, who has seen the Union come up the hard way, was in the other day. Don thinks that more emphasis ought to be put on the history of the Union at the shipboard meetings, so that some of those newer men could get an idea of what conditions were like before the SIU got going, and the struggles we went through to change them.

Then maybe, he says, they'd think twice before they take off without permission, putting an extra burden on their shipmates, and their Union on the spot. It's easy enough to go to the department head and fix things up. But, no, they take off on their own and then when they get logged, they cry on the Patrolman's shoulder and expect the Union to go to bat for them.

"The sooner they learn that every man has a job to do," says Don, "the better it will be for everyone concerned."

Which is my sentiment as well.

All in all, things are all right in the Port of Baltimore, if you except the horseplayers. There are a couple of them here that still think they can beat the nags—or the bookies, rather—but so far they haven't proved it. They say that, well, you can't win all the time. Which is true enough, but do they ever win?

I know one thing: no bookie ever came here and asked to be shipped because he was broke. And I never saw a horse bet on a race, not even on himself.

against gashounds and performers seems to have worked out okay, at least as far as Port Baltimore is concerned. In the past we kept them away from the ships and the Hall, and now they don't even come here for anything—and good riddance to them!

Talking about the Hall, the members appreciate the paint job we are having done. It is really remarkable what a little paint will do to dress up a place and make it look like new. This Hall will be a much more pleasant place to be in while waiting for a ship—what little time that is, these days.

Incidentally, we are visited from time to time by members of the NMU and MCS. They wanted to get out, and came down to see if we could use them. Looks like those unions still have many more members than jobs available, despite the boom, and can't get their people out fast enough.

We attended the Central Trades meeting, which was devoted to the local political situation. The Body's support went to the incumbent Mayor, who was subsequently reelected.

At the regular Branch meeting here yesterday, William Rentz was elected Chairman, G. A. Masterson, Recording Secretary, and Leon Johnson, Reading Clerk.

The meeting accepted the Secretary-Treasurer's financial report and the Headquarters report to the membership. The report of the Quarterly Finance Committee was accepted without a dissenting vote. Minutes of the previous Baltimore meeting and those of other Branches were read and accepted. Charges against two members were referred to a trial committee.

The Agent, Patrolmen and Dispatcher gave their reports, which were concurred in by the members. The meeting was adjourned with 210 Brothers present.

Singing Gashound Is Awarded Shoreside Booking In Seattle

By RAY OATES

SEATTLE, May 11—Shipping in Seattle continues to hold a pretty fair pace, with one payoff and three in-transits responsible for the activity.

Waterman's Topa Topa paid off and the callers were the Yaka, also Waterman, and the Calmar ships Marymar and Portmar.

There were a few minor beefs on the Marymar. They were settled here, as this ship is in on the intercoastal run and hits here in-transit regularly.

The Marymar had a gashound aboard who would get his fill and think he was Caruso. He'd hit the messroom early in the AM and exercise his vocal cords, thereby keeping the rest of the crew from getting any sleep. We corrected this situation at once and the "singer" is now doing his vocalizing ashore.

The Marine Cooks and Stewards, which recently concluded its convention, sold the membership out again by withdrawing a request for a reopening of its agreement. This means that the MCS is ready to ride piggy-back on the other maritime unions to

secure gains for their coming contracts.

Seattle had a huge parade last week for the returning GIs from Korea. These guys were sure glad to be home and the whole city turned out to give them a rousing welcome. They were the first batch of soldiers to be returned to the States under the new rotation plan. We hope that we can welcome many more home in the near future.

The ILA's Pacific District opened its convention here in Seattle on May 14. I regret being unable to attend, but I have to be in Portland for a few days on business.

No meeting was held in this port last week as there were insufficient men on the beach to make the quorum. However, we do have a few men on the beach, among them some oldtimers: Dick Kavanaugh, Tex Sorensen, Johnny Ski, Junior Zimmerman and Tony Branconi.

Only one of our Brothers is in the Marine Hospital. He's oldtimer Al Gordon and all of us are wishing him a speedy return to shipping.

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.

Seafarers Vacation Plan Another 'First' For SIU

(Continued from Page 1)

that the SUP will shortly demand of its operators a plan similar to that just won by the A&G District.

In addition to Hall and Tanner, members of the A&G District Negotiating Committee were Earl Sheppard, Assistant Secretary-Treasurer; Lindsey Williams, New Orleans Agent; Lloyd Gardner, West Coast Representative; William Rentz, Baltimore Port Agent; Steve Cardullo, Philadelphia Port Agent, and Ben Lawson, Boston Port Agent.

Signing for the companies were John Boughman of the Isthmian Steamship Company, W. E. Anthony of the Waterman Steamship Company, R. Chapdelaine of Seatrain Lines, Charles Logan of the Mississippi Shipping Company, M. Williams of A. H. Bull Steamship Lines, and G. B. Lesh of US Petroleum Carriers Corporation.

Companies that were not represented at the meeting which resulted in the agreement will be contacted by the Union immediately. Although the Cities Service Oil Company has not yet signed the agreement, its representatives were present at the negotiations as observers.

The new vacation plan will replace the vacation clause common to all seagoing unions' contracts, under which a seaman is required to work continuously for at least six months for one company before he can become eligible for vacation.

Since most seamen work for several operators in the course of a year, about 90 percent of them are never in a position to cash in on vacations, Secretary-Treasurer Hall pointed out.

Referring to the present standard vacation setup in maritime, Hall said that "It is a swindle as far as seamen are concerned. A man would work practically a full year and never collect a dime. There are men with more

than 30 years of seafaring who have never had a single paid vacation.

"It doesn't make any difference whom a seaman works for. He puts in his time and he deserves to collect on that basis. It's not his fault that the nature of maritime employment differs from that in shoreside industries."

The SIU official added that "the new vacation plan will change the existing inequities and as a result SIU men will collect the money they're entitled to. This is a very popular issue with seamen and it won't

be long before other maritime unions ask their contracted operators to give them this pioneering plan."

Under terms of the memorandum agreement establishing the vacation plan, working rules of the agreement were extended for one year, but the Union retained the right to reopen the contract to discuss wages and other monetary issues at any time.

Headquarters will make a full report on all developments on the new vacation plan to date at the next regular membership meetings.

Lake Charles Shipping Is Top Drawer Stuff

By KEITH TERPE

LAKE CHARLES, May 11 — This sunny Southern Louisiana port has been experiencing, in vest-pocket size, its share of the current boom in shipping.

During the last two-week period 41 jobs were called in for ships in the Lake Charles area, and an additional 12 men were shipped to ships in the nearby Texas ports of Beaumont, Port Arthur and Port Natchez.

The sad commentary on this spectacular (for these 'hyar parts, anyway) rush in shipping is that, during these same two weeks, only 11 book and permit members were registered here, and the balance of the jobs were filled by the port of New Orleans.

Only because of the cooperation of the New Orleans membership was it possible to provide SIU men for all ships and get them out in good shape.

All of the ships responsible for making this port a "Permit Man's Paradise" were in-transit. The Government Camp, Cantigny, Salem Maritime, Winter Hill, Lone Jack, Royal Oak, Paoli and French Creek (Cities Service) all showed up right on schedule.

These all have been hitting this port regularly for months, but this trip we lost the French Creek and the Government Camp, which are by now headed for Europe.

The Camp was on the Lake Charles milk run for so long I wonder if they will be able to hold her on a course to England, or if she will just do "what comes naturally" and head for Lake Charles out of habit.

Also taking in the local scenery during the same period were the crews of the W. E. Downing (State Fuel), Petrolite (Tanker Sag Harbor) and Wanda (Epiphany). The Republic (Trafalgar) and the F. A. Morgan, an SUP ship, showed up in Texas ports.

LITTLE BEEF

All the beefs were little ones, except on the Wanda where we found little enough beef. Linen and other stores also fell in this category, but after some discussion the Captain agreed to okay requisitions for a sufficient amount of everything for the trip to Sweden—and the Wanda sailed for Gothenburg with a happy and less hungry crew.

Some of the other things that came up on some of the ships were in many instances quite funny — except that they all would have hurt someone economically if they had not been straightened out.

On one ship the Captain, when asked why the Mate thought it proper to refer the deck department disputed overtime to the comode (yes, it means what you think!), replied that the Mate had been under such a strain lately that he "was out of his head" when he did this.

This is the first time that I have ever heard of a case where a man copped a plea of "temporary insanity" to cover a violation of the contract.

While waiting for the Wanda to tie up the other day, I suddenly heard some one bellow, "Get your blank-blank butt back up on the bridge where it belongs and leave this gang alone. Either I'm Bosun here, or you can pay me off after we secure this scow!"

The Captain made a hurried departure for the bridge with ears glowing a bright red and, presently, after the gangway had been smoothly landed and secured, I saw the familiar face of oldtimer Joe Burns, still glowering with righteous indignation.

To hear Joe tell it that day, the column "Why Bosuns Get Gray" should be changed to read, "Why Bosuns Get White!"

And after 26 years as a Bosun on all types of ships, Joe is plenty qualified to speak. Incidentally his hair is just as white as snow, the acid proof of the truth of his statements.

GREAT GAINS

In Joe's opinion, the \$1000 death benefit made possible by the Welfare Plan and the new proposed vacation plan are among the greatest gains ever made for seamen in all the years he has been sailing.

And, strangely enough, Joe's big beef these days is caused indirectly by these and other tremendous gains that he has recognized and sweated blood for over the years.

He feels that not enough of the new permitmen realize the significance of the top conditions and wages that they are sailing

Union Wreckers Warned

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

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

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

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

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

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

Philly Enjoying Job Boom

By STEVE CARDULLO

PHILADELPHIA, May 12—The record shipping enjoyed by this port in the latter part of last month did not slacken and the job situation remains very good as of this moment.

The principal topic of conversation around here in the past week has been the ramming of the Waterman ship Antinous by the freighter Transamerica in the Delaware River, about 12 miles below here.

The Antinous was darn near split in half. Both ships were locked so tight that after four days of trying to part them exactly no progress was made.

Luckily, no one was hurt. It looks as though the Antinous will be out of commission for some time.

PAYOFFS

Four ships paid off in this port during the past two-week shipping period: The Cabins (Cabins Tankers), Louis Emery, Jr. (Victory Carriers), Bradford Island (Cities Service) and the Arlyn (Bull). All of these ships signed on again.

Also in port, on in-transit status, were the Robin Sherwood (Seas Shipping), Massmar (Calmar), John B. Waterman (Wa-

terman) and Rosario (Bull). There were no beefs on these vessels.

One of the veterans of the Cities Service organizing drive is presently in this port. He's H. K. Pierce, who has been sailing since 1947. Brother Pierce sails in the Stewards Department and he's about as firm a believer in the Union as you'll find anywhere. His favorite shipping port is Philadelphia.

GEORGE RETURNS

Also in Philly is George Seeburger, who returned after an absence of eight months. After the last write-up on the "vanishing American" we haven't seen him. Question, Johnny: Do you know where he is?

We're wondering where Johnny Arabasz gets those corny jokes.

He sounds like Milton Berle. We'd pass along some good ones to you, Johnny, but we're afraid the censors wouldn't let them through.

There were 52 Seafarers present at the May 9 regular membership meeting of this Branch. D. Hall was chairman, with W. Culp and W. Gardner serving as recording secretary and reading clerk, respectively.

Come And See Us About A Ship, Says Boston

By BEN LAWSON

BOSTON, May 9 — Shipping was very good during the last two weeks. About the only beef we have is that those guys who were screaming the loudest when shipping was on the slow bell

are the same ones who quit or get themselves fired now that shipping is hot.

In addition to the ships regularly hitting this port, we have a couple of new ones coming out of lay-up, taking full crews, in a week or so. However, we haven't failed to carry our part of the contract yet, and we won't this time either.

Six ships paid off here since the last report. These were the W. E. Downing (State Fuel); Trinity (Carras); Bull Run Pet-

rol Tankers); French Creek and Cantigny (Cities Service), and the Frank A. Morgan, which is contracted to the SUP.

Of these the French Creek, Frank A. Morgan and the Bull Run signed on again.

In-transit visitors were the Steel Seafarer (Isthmian); Antinous, John B. Waterman, and Gateway City (Waterman), and the Robin Sherwood.

There were some overtime beefs on the Downing and the Bull Run, but these were settled favorably at the payoff.

We have only one man in the marine hospital, we are glad to say, and he is Mal McDonald. Mal would appreciate hearing from his old shipmates.

T. Fleming was elected Chair-

man for our Branch meeting tonight. B. Lawson served as Recording Secretary and S. Cieslak was Reading Clerk. Minutes of previous Boston meeting and those of other Branches were read and accepted.

The Quarterly Finance Committee's report was concurred in by the membership, as were the Secretary-Treasurer's financial reports and Headquarters report to the membership. The Agent and Patrolmen gave their reports, which were accepted. There being no New Business, the meeting adjourned.

UNION PLACES

Although no Branch meeting could be held due to the lack of a quorum, the bi-monthly meeting of the Central Labor body, with which this Branch is affiliated, was attended.

Principal business concerned the forthcoming publication of a directory of 100 percent union concerns in the Lake Charles and Sulphur, Louisiana, area.

This directory contains the names of shops, stores, services, and concerns which are considered good union establishments.

It is noteworthy that over 90 percent of all local business places are included in this directory. If such a percentage were duplicated in every American city, things like the T-H Law, the NAM and the bureaucratic controls of federal agencies would soon become just an unpleasant memory.

Incidentally, we have requested a sufficient number of these directories so that each ship hitting Lake Charles may be supplied with copies, and the wholehearted support of the crews in patronizing only those union shops listed will be requested.

Shipboard Session On Winter Hill



The shipboard meeting is an integral part of SIU democracy. Photo shows crewmember "Sleepy" Mayhew as he has his say at session aboard the Cities Service tanker Winter Hill. Keith Terpe, Lake Charles, La., representative of the SIU, reports that the Winter Hill crew offers a first-rate example of shipboard efficiency and cooperation. Photo by Nick Blackton.

New Booklet Is Praised

(Continued from Page 5)

Many thanks for sending me your very fine publication, "The Seafarers in World War II." It is excellently done and I have looked it over with tremendous interest.

RUSSELL B. LONG
United States Senator

I have read the booklet with interest and feel you have every right to be proud of the teamwork and patriotism displayed by the members of your Union during the last war.

MILLARD CASS
Special Assistant to the Secretary
US Department of Labor

Your publication, "The Seafarers in World War II," is a splendid job. I remember well the fallacious stories that were spread to discredit American seamen during the last war.

I am sure that publishing this document at this time will do much to forestall such slanderous propaganda campaigns during this present conflict.

GLEN SLAUGHTER
Research Director
Labor's League for Political Education

I find this to be an excellent booklet, and I do appreciate your sending the same to me for my perusal.

THOMAS J. LANE
House of Representatives

In looking through the pages of this publication I am sure that any reader will be further impressed with the important and heroic role played by the merchant marine and members of the Seafarers International Union during World War II. I am bringing the publication to the attention of responsible officers at Headquarters.

A. C. RICHMOND
Rear Admiral, USCG
Assistant Commandant

I have read this booklet with keen interest and found it most informative. I appreciate your kindness in forwarding it to me.

DONALD L. JACKSON
House of Representatives

Your kindness in sending me a copy of your booklet, "The Seafarers in World War II," is deeply appreciated. I am grateful for your courtesy.

The heroism displayed during World War II deserves this fine tribute.

FRANCIS P. MATTHEWS
Secretary of the Navy

Security Passes Will Be Needed Soon By Seamen In New Orleans

By LINDSEY WILLIAMS

NEW ORLEANS, May 10—All Seafarers who ship out of this port—or who expect to hit it—should make sure that they get their security passes as soon as possible. The Coast Guard has warned all parties concerned that in the very near future certain areas will be declared restricted and that no one will be allowed in these areas without an official okay.

All members are urged to get their validated papers without delay, as these will be needed by seamen who are on board vessels in these areas. The validated papers will serve as passes in and out of all docks under the jurisdiction of the Coast Guard when the new restrictions go into effect.

But, remember now, to make clear to the Coast Guard that you want your old papers returned. They are yours under the law, and you are entitled to hold on to them. You must, however, tell them when you file your application. It won't do you any good if you come around a week later, asking for your old papers—or later that same day, for that matter.

Everything down here in the Crescent City is in very good shape, and shipping is good. We still can use extra ABs and all ratings in the engine department. To date, no ship has been held up, and all ships—with the exception of one or two where a couple of characters didn't turn up at sailing time—left with full crews.

Since we last reported, the following ships paid off: the Del Norte (Mississippi); Royal Oak (Cities Service); Catahoula and Carrabelle (Cuba Distilling); and these Alcoa ships—Alcoa Polaris, Pennant, and Roamer.

All the beefs we had aboard these ships—and they were few—were settled at the payoffs. We must state that the Del Norte, and the Alcoa Roamer and Pennant were exceptionally fine payoffs. The Patrolmen report that they could definitely stand a few more of payoffs like these each week, as they were as easy as taking candy away from a baby.

Signing on were the Alcoa Polaris and Pennant, the Del Norte and Del Monte, Catahoula and Carrabelle, and the William Harper (Waterman).

The Catahoula and Carrabelle are back on their regular molasses run, and anyone who lives in New Orleans can have a good thing on these scows—they make a regular two-week run to Puerto Rico or Cuba and stay in here from two to four days each trip. Also on regular runs in here are the Waterman Puerto Rico run ships, the coastwise ships and the Seatrains.

Speaking of Seatrains, from the latest reports the Seatrain New Orleans has been placed in the "Old Soldier" class—she will never die but will lay down at Belle Chasse, in the willows, and just fade away.

Incidentally, if you see a change of pace in the tempo of things down in the Islands, don't be too surprised, as the Monarch of the Seas sailed from here last week with over 1,000 cases of Hadacol for Puerto Rico.

Sixteen ships called here in-transit in this period. These were: five Alcoa ships, the Ranger, Corsair, Pilgrim, Cavalier



THURSTON LEWIS

and Runner; two Isthmian vessels, the Steel Scientist and Steel Director; the Seatrains Texas and New Jersey; Archers Hope (Cities Service), and six Waterman ships, the Iberville, Chickasaw, Monarch of the Seas, Maiden Creek, De Soto and the Morning Light.

At this writing there are about twenty Brothers in the Marine Hospital (Editor's note: Their names appear elsewhere in this issue) who would appreciate hearing from their old shipmates, either in person or via the US mails.

On the beach we have with us Red Griffith, Jack (Gater Mouth) Bates, Jimmy (Loud Mouth) King, Johnny (One Leg) Long, Tony (The Duke of Bourbon Street) Pisani, Al Mauffrey, Chris Gundersen, Carl Johnson, Fred Klein and Sloppy Creel.

They're here now, but nobody is guaranteeing how long they'll remain here.

The crews of the SS Del Norte and the Alcoa Pennant swelled the beach for a brief time, but both ships are gone

now. But while the Del Norte was in, it was a pleasure to say hello again to Thurston Lewis, who is AB Maintenance on the ship and presently Editor of the "Del Norte Navigator" and one of those responsible for making it one of the best—if not the best—shipboard paper in the SIU or any other maritime union.

Lewis joined the SIU in 1942, but he got his start in sea-going as a "night lunch raider" in the armed guard.

In this period he was cited for conduct under action when his ship was torpedoed. He spent 19 hours in a lifeboat until he was picked up—only to have the relief ship shot from under him a few hours later. This experience gave him a medical discharge—and his citation—and he then came into the SIU, being anxious to do what he could for the war effort.

Thurston has been very active in all Union affairs since then—as his extra-curricular work on the "Navigator" proves.

At the meeting last night—which was chaired by Lindsey Williams, and of which Leroy Clarke was Recording Secretary and Buck Stephens, Reading Clerk—the financial reports of the Secretary-Treasurer and Headquarters reports were read and concurred in. New Orleans and other Branch minutes were accepted by the membership.

The Agent's report—which covered the points given in this article—was accepted, as were the Patrolmen's and Dispatcher's report. The Quarterly Finance Committee's report was read and concurred in. Under Good and Welfare, the state of the Union was discussed. The meeting adjourned with 219 members present.

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.....308½—23rd St.
Keith Alsop, Agent Phone 2-8448
LAKE CHARLES, La.....1419 Ryan St.
Keith Terpe, Agent
MOBILE.....1 South Lawrence St.
Cal Tanner, Agent Phone 2-1754
NEW ORLEANS.....523 Bienville St.
Lindsey Williams, Agent
Magnolia 6112-6113
NEW YORK.....51 Beaver St.
HAnover 2-2784
NORFOLK.....127-129 Bank St.
Ben Rees, Agent Phone 4-1083
PHILADELPHIA.....337 Market St.
S. Cardullo, Agent Market 7-1635
SAN FRANCISCO.....450 Harrison St.
Lloyd Gardner, Agent Douglas 2-5475
SAN JUAN, 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 4570
TAMPA.....1809-1811 N. Franklin St.
Ray White, Agent Phone 2-1323
WILMINGTON, Calif.....440 Avalon Blvd.
Jeff Morrison, Agent Terminal 4-2874
HEADQUARTERS, 51 Beaver St., N.Y.C.
SECRETARY-TREASURER
Paul Hall
ASST. SECRETARY-TREASURER
Earl Sheppard
HEADQUARTERS REPRESENTATIVES
Joe Algina Robert Matthews
Joseph Volpian

S U P

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

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

Great Lakes District

ASHTABULA.....1036 W. 5th St.
Phone 4-8831
BUFFALO, N.Y.....10 Exchange St.
Phone Cleveland-7391
CLEVELAND.....2602 Carroll St.
Phone Main 0147
DETROIT.....1038 3rd St.
Headquarters Phone Cadillac 6657
DULUTH.....531 W. Michigan St.
Phone Melrose 4110
MILWAUKEE.....683 S. 2nd St.
Phone Broadway 2-5017
SOUTH CHICAGO.....3261 E. 92nd St.
Phone Essex 5-2419

Canadian District

MONTREAL.....463 McGill St.
MARquette 5909
HALIFAX, N.S.....128½ Hollis St.
Phone 3-8911
FORT WILLIAM.....118½ Syndicate Ave.
Ontario Phone 3-3221
PORT COLBORNE.....103 Durham St.
Ontario Phone 5591
TORONTO, Ontario.....86 Colborne St.
Elgin 5719
VICTORIA, B.C.....617½ Cormorant St.
Empire 4531
VANCOUVER, B.C.....565 Hamilton St.
Pacific 7824
SYDNEY, N.S.....304 Charlotte St.
Phone 6346
BAGOTVILLE, Quebec.....20 Elgin St.
Phone 545
THOROLD, Ontario.....37 Ormont St.
Phone 3-3202
QUEBEC.....113 Cote De La Montague
Quebec Phone 2-2078
SAINT JOHN.....177 Prince William St.
N.B. Phone 2-3049

ROUND UP OF MARITIME NEWS

The Maritime Administration has asked for bids for the charter of the new prototype cargo vessel, the Schuyler Otis Bland. The bids will be opened on May 18, in Washington, and the ship will be ready for service about June 18. No operating subsidy will be paid, and the operator will be required to maintain her on a regular schedule. The Bland was launched on January 30, 1951, and is 478 feet long, with a beam of 66 feet and a draft of 28 feet. Its engines develop 12,500 HP to give the ship a designed speed of 18½ knots. It has a deadweight capacity of 10,300 tons.

31 boneyard ships have been allocated to operators for carrying grain and coal to countries having ECA programs. Isthmian will get two, and Robin, Bull one each.... ILA longshoremen on Mississippi and South Atlantic continued to embargo cargoes of Russian origin. Members of Local 791, New York, refused to handle 275 bales of silk waste. The dockers removed the silk from the hold of the SS Washington (US Lines) so they could handle other cargo laying under the bales, but they refused to permit the silk to be moved off the pier. After a week it was placed aboard the American Clipper—destination unknown.

Russia has placed orders for at least 97 ships with Western European shipyards, most of them for delivery this year. The vessels range from trawlers of a few hundred tons to a 13-ton tanker. Ships and cargoes were moving again in New Zealand, as striking longshoremen returned to work. Members joined a new union of dockmen after the government took away the registration of the old Waterside Workers Union.

US Court of Appeals upheld a judgment of \$750,000 against Bridges' ILWU and its Local 16, at Juneau, Alaska, under the Taft-Hartley Act. The Juneau Spruce Company had asked \$1,025,000 as damages, claiming that the ILWU had used coercive tactics to force a stoppage at the company's mill. The action had grown out of a

jurisdictional dispute between Bridges' outfit and the International Woodworkers of America (CIO). The ILWU is asking for rehearing.

The superliner United States, the largest and fastest passenger ship ever built in this country, will be launched on Saturday, June 23, at Newport News, Virginia. Intended for the US Lines' North Atlantic Service, the 51,000 gross-ton passenger ship is 980 feet long and can make more than 30 knots. She will have accommodations for 2,000 passengers and will carry a crew of 1,000.

A proposed amendment to the immigration laws provides that the owner, charterer, agent, consignee or Master of any vessel, who fails to detain on-board any alien stowaway until he has been inspected by the immigrant inspector, or who fails to detain him after inspection if ordered to, or fails to deport such stowaway, shall be fined \$1,000 for each stowaway. The same fine goes, under another amendment, for each alien stowaway aboard ship, unless proof is presented that knowledge of the stowaway being aboard was not known to the responsible parties. In that case the fine can be lowered to \$200.

The MSTS has asked for bids from qualified tanker operators for the operation of 57 Navy-owned tankers. Since 1947, the Navy tankers have been operated by four companies, who are currently receiving \$60 per day per ship, over and above all expenses involved. The four companies which have acted as agents for the past four years are Marine Transport Lines, American-Pacific Steamship Company, Tankers Company and Pacific Tankers. Contracts are for a one-year period with additional yearly renewals. Because of the relatively low per diem compensation, no fewer than seven vessels would be assigned each operator.

Both maritime labor and shipowners are protesting the action of America and Britain in removing all restrictions on German shipping

and shipbuilding, other than military. Although Germany should be allowed to establish itself as a self-sustaining nation, they said, no foreign policy should be permitted that would handicap or prevent the maintenance of a healthy US merchant marine. They pointed out that West Germany's shipping was transporting about 45 percent of her overseas commerce, while US shipping only handled 35 percent of this country's.

The House Public Works Committee has wound up its hearings on the proposed St. Lawrence Seaway. Opposition to creating a route from the Great Lakes to the Atlantic Ocean was based mainly on two factors. The first was that the cost estimated by the proponents was unrealistic and that further maintenance would run into ten billion dollars a year. Then, they said, the only ones who would benefit—at the expense of American operators and the Atlantic and Gulf ports—would be foreign-flag vessels, since the proposed 27-foot depth would reduce allowable draft to 24 feet—and of the privately-owned American merchant fleet only about 4 percent has a draft of 24 feet or less. The committee has not yet made its recommendation. If Congress does not okay the St. Lawrence Seaway this year, Canada may go ahead by herself in this \$800,000,000 project.

American deficiency in passenger ships is revealed in a recent study, which shows that whereas England has 92 percent of her prewar passenger tonnage, the Netherlands 78 percent, and France 76 percent, the United States has only 62 percent.

The Maritime Administration has opened bids for the chartering of the Good Neighbor fleet—the SS Argentina, SS Brasil and the SS Uruguay—for operation on Trade Route 1. Bids will be opened publicly and read on June 1. One of the provisions is that each bidder, when requested by the MA, must submit plans for replacement of the present ships with new ones, constructed with or without subsidy aid.

Here's What I Think

QUESTION: What impressed you about the Welfare Plan report that appeared in the last issue of the SEAFARERS LOG?



PHIL LEVINE, 2nd Ck.-Bk.:

What impresses me about the Welfare Plan is the feeling of security that it gives the men. For that reason I think it's the most wonderful thing that could have been won for seamen. It gives a guy something to count on if he's hit. The \$1,000 benefit is a protection for his dear ones. The important thing is that now a Seafarer out on the job knows that someone—his Union—is looking out for his welfare and his family's as well.



ERIC KLINGBALL, Cook:

One feature of the Welfare Plan that I think is very important is the provision that a man only has to be employed one day in a 12-month period to qualify for benefits. When you compare this provision with the NMU's, which says a man has to work at least 20 days in a 6-month period, you realize how liberal our Plan is. Another impressive feature is the provision that was made to give benefits to the oldtimers who were unable to meet the one-day requirement.



BENJAMIN BAILEY, Steward:

I think the Welfare Plan is a grand thing and shows the progress that has been made by the Union in improving economic conditions. With the Vacation Plan coming up, these things will even still be better for Seafarers. In my 40 years of going to sea no benefits of these types were ever thought of until the SIU lead the way. As a man with dependents, I feel that the Welfare Plan is a great beginning in building security.



A. BIN-ALLY, Electrician:

One of the things that I consider important in our Welfare Plan is that it gives a \$1,000 benefit to the beneficiaries of a deceased Brother. This amounts to an insurance policy, which many men could not afford to have on their own. From the list of names and the benefits paid to them that were shown in the last report, it really looks like the Plan is paying off for the membership.



ROBERT O'ROURKE, AB:

I'd say that the Welfare Plan report speaks pretty much for itself. Although I haven't yet had to apply for benefits I know many guys who have, and they've been helped out a lot. The Welfare Plan is a big step forward for all seamen and a helluva good deal. I was pleased to read in the report that the trustees are not sitting still but that they are studying ways to expand the benefits, as they did in the recent \$500 increase in death benefits.