

72 SIGN VACATION PLAN



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Almost all of the 80 companies contracted to the SIU's Atlantic and Gulf District have either signed, or are in the process of signing, the Union's revolutionary, industry-wide Vacation Plan agreement, the Headquarters Negotiating Committee announced yesterday.

As of yesterday the committee had obtained the signatures of 72 operators. Negotiations are continuing and the remaining companies will be dealt with in the next few days.

First formal signing of the new Vacation Plan

agreement took place on May 15, when eight of the SIU's larger contracted companies affixed their signatures to the pact, which for the first time in the maritime industry guarantees seafaring men two weeks of vacation pay for each of 12 months of shipboard service.

The first vacation pay benefits will become payable on October 31 of this year, according to terms of the agreement. The operators' contributions to the Vacation Fund began as of June 1, with each company contributing 35 cents per hour for each man employed aboard their ships.

PRO-RATA PAYMENTS

Each Seafarer will collect 14 days' pay for each year he has worked, and may apply for pro-rata payments after he has completed 90 days of employment on any Union-contracted ships. The pay to which claimants are entitled will be based on the rate of \$115 per year, less deductions.

The manner of payment is patterned after the highly successful Welfare Plan method of benefit disbursements. Upon becoming eligible for his vacation

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Constitution Changes Go To A&G Vote

District-wide voting on the proposed constitutional amendments will get under way in all SIU Branches on June 25 and will continue for 30 days.

The ballot, which was authorized by membership action at all regular port meetings following recommendations made by the last two Quarterly Finance Committees and the Constitutional Committee, would effect several changes in the Union Constitution.

OBSOLETE PROVISIONS

The questions to be decided in the voting involve amendments to several constitutional provisions which have become obsolete as the result of the Union's success in obtaining employer-paid Welfare Benefits, and the proposed dues increase recommended by the Finance and Constitutional Committees.

The sections of the Constitution that have been rendered obsolete are those dealing with hospital, death and shipwreck benefits.

The questions appear in the form of the resolution which was submitted to the membership at all regular Branch meetings on June 6, and which was concurred in by majority vote as required by the Constitution.

Balloting will end on July 24.

Laundry Workers Union Thanks SIU

Mr. E. B. Tilley, Business Agent
Seafarers' International Union
No. 2 Abercorn Street
Savannah, Georgia

Dear Brother Tilley:

This is to advise you that your efforts and cooperation have made it possible for the Laundry Workers International Union Local 218 to sign a labor agreement with Riteway Cleaners, 2202 Phoenix Avenue, Jacksonville, Florida.

This laundry had been handling a good many of the SIU ships docking at Jacksonville and the influence of SIU members convinced Mr. Kenneth Crawford, owner, that he would be wise if he were to operate his plant under Union conditions.

I understand that Mr. Crawford wrote to you and stated that he would be willing to discuss a union contract with a representative of our organization, etc. This contact enabled me to quickly negotiate a very good labor agreement for the workers in his plant.

On May 23, 1951, the workers voted unanimously to install the labor agreement which Mr. Crawford and myself had negotiated and to join our organization.

Mr. Crawford has also informed Mr. Marty Walsh, representative for the Teamsters Union in Jacksonville, that he is ready and willing to sign an agreement with them to cover all his drivers. That will make his plant 100 percent Union.

You may notify your membership that there are now two (2) laundries in Jacksonville that operate under union conditions. They are: Riteway Cleaners and the US Laundry-Cleaners.

While I am at it I should also thank you and your organization for the assistance we have received here in Savannah. As you know, Hahne's Laundry & Dry Cleaners is now 100 percent Union and we certainly appreciate the help the Seafarers International Union rendered in bringing this about. In fact, were it not for the splendid cooperation our International Union has received from your organization it is doubtful whether we would have embarked upon an organizing drive in Savannah. But with the enthusiasm manifested by the SIU in aiding us to bring about higher wages and better working conditions for laundry workers in this city we felt justified in launching a full scale program. With the continued support of the SIU I feel confident that this organizing drive will eventually meet with complete success.

With kindest personal regards, I remain

Sincerely and fraternally,
Todd W. Allen
Intl. Organizer, LWIU

CG Waives Deck Manning Requirements

In the interest of national defense, the Coast Guard has waived manning requirements for non-subsidized ocean-going and Great Lakes ships. The waiver order, which had been sought by the Seafarers International Union to counteract the drain on manpower caused by the drafting of skilled seamen, became effective as of June 1, 1951 and will continue until September 1, 1951.

On offshore merchant cargo and tanker ships, the Coast Guard order affects the complement of able seamen in two ways:

1. By allowing seamen who have been examined and rated as blue-ticket ABs after having served 12 months on deck to compose one-half the number of ABs. The other half is to be composed of green-ticket ABs, or men who have had three years of deck experience.

This waiver previously had only affected ships on which the Master had made special application for such a ratio of ABs

on the grounds of hardship in obtaining manpower.

2. By allowing one-half of the ABs aboard non-subsidized ships to be aliens who currently hold valid United States certificates as ABs.

The waiver instituting the 50-50 ratio for blue- and green-ticket ABs waives the statutory requirement that only 25 percent of the ABs could be blue-ticket holders. Under this requirement, a ship that carried six ABs must have had five green-ticket ABs and one blue-ticket man. Now, however, three may be blue-ticket ABs and three green-ticket men.

The SIU, which had appealed to the Coast Guard for relaxation of the statutory manning requirements, greeted the waiver orders as "a realistic approach to an industry problem."

A&G District Headquarters pointed out this week that the "drafting of skilled merchant seamen without regard for the needs of an industry vital to the nation's defense requirements

made waivers almost essential.

"Had the Selective Service organization instituted a policy of draft deferment for skilled seamen many months ago, it is highly unlikely that the waivers would have been necessary."

However, the Union observed, the Coast Guard waivers will not affect the continued safe navigation of merchant ships, but will merely ease the problem of replacing ABs who have been drafted.

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SIU Petitions For Election Among Cooks

SAN FRANCISCO, June 14—The Seafarers International Union filed a petition yesterday with the National Labor Relations Board in this port for a collective bargaining election among rank and file members of the Marine Cooks and Stewards Union.

The petition was filed one day after the board had issued a ruling denying the National Maritime Union's request for a collective bargaining election.

In rejecting the NMU's petition, the NLRB announced that the CIO union had failed to obtain the 30 percent of valid pledges from members of the West Coast Cooks and Stewards union that is necessary before an election can be ordered.

The NMU had been conducting an all-out drive among the West Coast galley workers since last January. The NMU's drive was viewed as an attempt by Joe Curran to get a foothold on the West Coast by offering the operators cut-rate contracts.

Shortly after the NMU campaign got underway, rank and file members of the Marine Cooks began signing pledges for representation with West Coast District offices of the SIU.

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The Best All-Around

Men sailing aboard ships contracted to the SIU's Atlantic and Gulf District are distinguished in maritime by two facts: They are the best paid seamen in the world and they are the best seamen in the world.

In its continuing campaigns to keep Seafarers enjoying the top wages and working conditions and welfare benefits without parallel in the maritime industry, the Union has consistently maintained that the two facts cannot be kept apart.

The best seamen, says the SIU, deserve the best in compensation. And vice-versa. All this of course, brings up the question, "Which came first?"

The Union answer is that the best seamen came first. The SIU has always prided itself on possessing a membership that is capable of the best in performance of its ship-board duties. Hence, it has always fought for—and succeeded in winning—the kind of economic compensation that such a performance merits.

And if anyone should wonder why the Union constantly is emphasizing the need for strict observance of its contractual obligations the reason should be very clear. It is simply that the SIU is vitally concerned with preserving every single advance it has made in raising the standard of living and conditions of work of its membership.

Further than that, the Union bases its demands of the operators not only upon the needs and requirements of its members but also upon their proven ability. Our Union has correctly stated that Seafarers are an integral part of the shipping industry and that, as such, they rate the proper return for their contribution in the smooth and efficient functioning of this part of the nation's economy.

It should be easy to understand why the SIU has been able to come back time and again to the membership with reports of ever-increasing wage rates, improved working conditions, and expanded welfare and vacation benefits that are the envy of seamen of other affiliations throughout the shipping world.

When Seafarers can be told—without fear of contradiction—that "You are the best paid seamen in the world," it is because the SIU Negotiating Committee has been able to enforce its demands by telling the operators that "You have the best, most efficient seamen in the world on your ships."

One of the very important factors that go into making Seafarers the world's best seamen is that they are **THE BEST UNION SEAMEN** anywhere.

Seafarers have built a close-knit organization, they have made it powerful enough to continually enforce their rightful demands and they have established their right to be regarded as a responsible and militant part of a tough industry.

They have built and backed their Union in every beef and problem to the point where they can get the best representation in their fight for a better living for themselves and their families — and that, in the final analysis, is the goal of every working man.



How Democracy Differs From Communism

DEMOCRACY

COMMUNISM

BASIC CREED

Dignity and worth of each human being is supreme; society strives to afford each the greatest possible opportunity to reach his highest attainments.

Totalitarian state is supreme; each human being must serve the state as the state directs, regardless of his own welfare or judgment. Human being are expendable.

HUMAN RIGHTS

Because each individual is sacred, he has certain inalienable rights which Democracy guarantees by law.

No one has guaranteed rights or freedoms. Everyone is subservient to 14 Politburo dictators and their agents.

Freedom of religion.

Church dominated by state.

FREEDOM OF THE PERSON

No arrest without warrant; no arbitrary seizure of persons or property or search of homes; trial by an impartial jury guaranteed.

Arbitrary arrests; imprisonment without trial; secret police seize anyone, search any home; everyone watched by spies.

OTHER FREEDOMS

Freedom to seek truth and secure accurate information in schools, universities, elsewhere.

State tells everyone what to believe; information available in schools and elsewhere is distorted to serve state purposes.

Free press and radio; free speech, freedom of assembly; freedom to form voluntary organizations.

State controlled press and radio, persons criticizing government imprisoned; assembly only with government permission. No organizations free of state control.

REPRESENTATIVE GOVERNMENT

Free elections by secret ballot, several party candidates for each office, nominated in free party primary elections or conventions.

One party "elections," single slate of candidates chosen by communist party officials.

Government by laws enacted by chosen representatives of people.

Government by decrees of dictators, without consent of people.

ECONOMIC FREEDOM

Anyone is free to start and run a business, any worker is free to choose and change jobs. Workers may organize free unions, employers may form trade associations.

State controls and operates all business; no free enterprise. State dictates worker's job and freezes him in job. Free unions and trade associations are prohibited.

Right to own property. Anyone may own a home, farm or business, and choose where he will live.

No one may own property. State owns all housing facilities, farms, businesses. State officials assign people to living quarters.

Right of contract. Employers fix terms of business by contract; workers determine wages and work conditions by collective bargaining and contract with employers.

State officials dictate all prices, terms of business, wages, work conditions. No person or group is free to contract with other on such matters.

SIU Criticism Is Helpful, Says NMUer

By JOE ALGIMA

The June 1st issue of the SEAFARERS LOG carried in full an open letter to all NMU crews, written by hospitalized NMUers in the Manhattan Beach Hospital.

Signed by 16 of the 85 NMU men in that hospital (according to the letter, all of the 85 approved the letter, but lack of space prevented a full listing), it was a bitter blast against the NMU welfare plan—its method of administration, the limited benefits, its unfair eligibility rules, and its complete betrayal of the NMU's oldtimers. (The 16 signatories of the letter have been going to sea from 16 to 48 years, and the average was 29.3 years—no one-trippers there!)

The following quotations from the letter will summarize, in their own words, the major beefs of the NMU oldtimers on their welfare plan:

"This plan that Curran, Stone & Hanley call the most won-

derful in the industry is one that looks as if it was written to benefit the insurance company...

"The insurance company doesn't invest a penny, doesn't risk a penny and will collect at least \$250,000 a year, and the ones most members thought it was supposed to help do not get a cent; also with the new resolution passed at a New York meeting all the oldtimers who helped build this union, and sailed under the terrible conditions that existed before the union came into being, are now left out in the cold with nothing to look forward to but a pauper's grave; the national officers are asking you to eliminate this death benefit, too.

SMART POLICY

"...How is it that the so-called reactionary unions (That's us, the Seafarers: J.A.) can get a policy that considers the welfare of their membership first always. They have come to the conclusion long ago that ship-

owners, bankers, and insurance companies are quite capable of taking care of themselves. At one time the NMU had the same attitude but times have changed.

"...In 'The Pilot' of March 22 there is the first financial report from August 1 to February 28. \$820,271 was collected; \$110,432 was paid to the insurance company. Hedley Stone claims they get 6 percent, and those figures say they get over 13 percent. The SIU cost is figured at 3 percent with their money invested in interest-bearing bonds at 2½ percent. Therefore it costs ½ of 1 percent or \$.50 on one hundred dollars—cheaper than travelers checks.

"...when a member now goes to a hospital with any sickness that will keep him there a long time, such as TB, cancer, or heart trouble, after 13 weeks of benefits he is out of luck, and if he dies after a year he goes to a pauper's grave if someone does not take care of him."

COMPARISON HURT

This was a pretty blistering attack and, unfortunately, true. What made the charges look even worse was the comparison with the SIU Welfare Plan that the letter included. As we stated at that time, we ran this letter not for the purpose of flaunting the superiority of the SIU Plan (although we're proud as hell of it), but because we sincerely hope that the NMU will be able to change its setup and give its membership all the protection that all seamen deserve.

Our attitude is that any substandard agreements in the industry pose a potential threat to all hands, and our prime motive,

as always, is to win more and greater benefits for our membership and for all seamen.

That our attempts to bring the entire industry up to the SIU standards, and the accompanying criticism of the NMU and the other maritime unions, are well received is attested to by the letters we get from the members of the NMU.

CONGRATULATIONS

Practically all of these (with the very exceptional abusive one that is typical of the kind the commies used to send us when we first began to organize) commend us for our gains and for exposing the backwardness of the NMU, and wind up hoping that the NMU, too, would eventually get what we had won.

Sometimes, the NMU members go even a little further, and come down to our Hall and tell us personally how much they appreciate the SIU's efforts. One such paid a visit to the New York Hall a few days after the LOG had published the NMUers' letter.

First off, he showed us his NMU book, to prove his identity and the fact that he was one of the first members of that union. Then he thanked the SIU for having printed the letter, and for the comments upon it.

"You have no idea how resentful the membership is over this so-called welfare plan," he said. "The oldtimers have been sold out completely, and are left to starve to death on the beach. Who's going to take care of them?"

He went on to blast the NMU welfare setup. The men in the

hospital cannot collect their money from the visiting Patrolmen, but must send a filled-out form directly to the benefit fund office. There his name is checked against employment records furnished by the companies once every three months. If a man's name is not on the list, which is very possible in view of the time lag, the benefit fund office sends him a letter, asking him to list the voyages he made in the last 12 months, which he returns to the benefit office to be checked against the Coast Guard records.

And by this time a man may be dead, discharged or on a ship bound for the Far East. At any rate, there is delay, especially if he is in one of the distant outports, San Francisco or, perhaps, Hawaii.

THAT'S ALL, BROTHER

Once the 13 weeks are up, he added, the poor stiff is out of luck. To become eligible for 13 more weeks' benefits for the same disability, he must leave the hospital and go to work to reestablish eligibility. He praised the SIU Welfare Plan for its unlimited benefits and its extremely liberal eligibility requirements (one day worked within the previous twelve months).

"That letter from the men in the Manhattan Beach Hospital put it right," he said. "What's a man who's hospitalized for something like TB, which needs long treatment, going to do? He's left high and dry there with no cabbage for his personal expenses, and for the things that the hospital does not supply: smokes, razor blades, stamps, handker-

(Continued on Page 5)

Savannah Laundry Union Wins Strike With SIU Aid

By E. B. TILLEY

SAVANNAH, June 6—We have been informed by Todd W. Allen, Secretary-Treasurer of Local 221 and International Representative of the International Laundry Workers Union that, with the aid of the SIU, Local 218 in Jacksonville successfully negotiated a contract with Riteway Cleaners of that city. (See Brother Allen's letter on page one of this issue.) Also that the manager of Riteway has notified Marty Walsh of the Teamsters that he is willing to sign an agreement with them. This brings to two the union laundries in Jacksonville: Riteway and US Laundry-Cleaners. Keep these names in mind when you are in that port.

Allen also thanked us for our support here in Savannah, which led to the signing of Hahne's Laundry and Dry Cleaning, and said that they are so heartened by our backing and aid that they have launched an organizing drive to bring other outfits under their banner.

FULL SUPPORT

To which we can only say that whatever we can do to help them in their drive—or any other legitimate union, for that matter—will be done with all the strength we can muster.

That is just about the only good news from out of this port. Shipping for the last two weeks has been bad, although it looks much better for the next period. Hope we have something better to report.

This time all we had were ships in-transit: The Southland and Southport (South Atlantic); Monroe (Bull); and the John B. Waterman and Chickasaw (Waterman).

There was no regular meeting, because there weren't enough guys to make a quorum, but there was a special meeting in which we discussed some of the leading articles in the current SEAFARERS LOG: the Seafarers Vacation Plan, the increased Welfare benefits, the okay given the Negotiating Committee to open wage increases, the recommended dues increase and the lead editorial.

Among those who participated were oldtimers Robert Bennett, J. H. Ferguson and Joseph Booker, who are gracing the beach here and waiting for the good shipping, mentioned above, to come around.

In the Marine Hospital in this port are S. C. Turberville, R. Harris and F. J. Bruggner. Drop them a line, Brothers, and cheer them up.

Headquarters of the SIU A&G District announced this week that the case involving the group of counterfeiters, who had duped several permitmen into buying fraudulent Union books in New Orleans early this year, had been fully disposed of.

The ringleaders, who had boasted of "contacts in the Union" as a means of facilitating the phony sales, are now serving jail sentences for their counterfeiting activities.

As a result of the fraud, which was nipped by the Union before more than a few permitmen had been victimized, Headquarters has drawn up a new permitcard clearly setting forth the only conditions under which payments are to be made to the Union.

The Union took a lenient attitude in regard to the defrauded permitmen, who were milked of sums ranging from \$300 to \$500. Some of the victims pleaded that they didn't know they were entering into a fraudulent scheme.

As a safeguard to both the Union and the permitmen, Headquarters has inserted a statement on the front cover of the new permitcards, which must be read and signed by the applicant when the card is issued. The statement contains the following paragraph:

"I agree that I am to pay no monies to anyone purporting to be a representative of the Union unless I am issued an Official Receipt of the Union for monies so paid. I further agree that I shall not hold the Union respon-

sible for any monies paid by me for which I have not received an Official Receipt of the Union. I have read and understand the above."

The new procedure closes out the possibility of a permitman being duped because, as the victims of the New Orleans incident pleaded, they were "ignorant of the procedure."

The phony books were detected by the Union almost immediately after the first sales were made, despite the counter-

feiters' expensive and near-perfect method of reproduction.

One of the ruses employed by the counterfeiters was to tell the prospective buyers that "we have contacts in the Union, so you don't have to worry."

The ill-fated counterfeiting venture was the first of its kind to occur in the SIU. It is believed that those who engineered the scheme had hoped to cash in on the influx of new men into the industry caused by the increase in shipping activity.

In announcing final disposition of the case, Headquarters cautioned all hands to beware of any character who offers a book for sale, just as they would steer clear of any other type of illegal transaction.

Permitmen were warned that, if they are approached by any member offering to sell a book, they should take his name and book number and report the incident immediately to Union Headquarters or the nearest SIU Branch Hall.

SIU Books Can't Be Bought, HQ Warns Permitmen

Seafarers' International Union of North America

ATLANTIC and GULF DISTRICT

Affiliated with American Federation of Labor

WORK PERMIT

A TEMPORARY REVOCABLE WORK PERMIT

I understand and agree that the Seafarers' International Union of North America, Atlantic and Gulf District by issuing this Temporary Revocable Work Permit, in no way obligates itself to admit me to membership, probationary or otherwise.

I agree that I am to pay no monies to anyone purporting to be a representative of the Union unless I am issued an Official Receipt of the Union for monies so paid. I further agree, that I shall not hold the Union responsible for any monies paid by me for which I have not received an Official Receipt of the Union. I have read and understand the above.

DATED..... SIGNED.....

The front cover of the Union's work permitcards alerts Permitmen against sharpies who consider newcomers to the waterfront fair game.

SIU Stewards Department School Will Teach Shipboard Routine

As the Atlantic and Gulf District's new Headquarters-New York Branch building nears completion, final plans are being shaped for the operation of a training school for Cooks and Bakers that will be one of the finest of its kind anywhere.

All of the equipment which the men in training will use has already been contracted for, and delivery and installation will be made as soon as the galley section of the Union's new quarters are ready.

EXPERT INSTRUCTION

Instruction in the various aspects of cooking and baking will be handled by experts in the respective fields. Particular stress will be made on the proper butchering of meats by instructors who have been volunteered by the AFL Butchers' Union.

The Butchers Union already has donated a series of charts, showing the various cuts of meat, which will be used as visual aids in the course.

The AFL Bakers Union will supply lecturers for instruction in all phases of baking.

All instruction will be planned to conform to the requirements of shipboard routine, and the men in training will work under simulated ship's conditions wherever possible.

Much of the equipment in the bakery is very similar to that used aboard larger ships. One piece of equipment, an automatic doughnut making machine, will turn out 40 dozen doughnuts an hour. The doughnut mix will be the same as that in standard use aboard ship.

SHIP-TYPE OVENS

The ovens will also be similar to those with which vessels are equipped, except that there will be more of them, according to Frenchy Michelet, who will supervise the installation of the galley equipment.

All of the installations will be of first-grade quality and of the name-brand variety. Included are Magic Chef ovens, Frigidaire refrigerating equipment, Universal dish washing machines and

Hobart potato peelers and mixers.

The utmost attention will be given to the proper sanitary and hygienic methods of food preparation, stowage and disposal.

One of the objectives of the training school is to enable all enrollees to prepare the food aboard ships so that the crew gets the maximum out of it from the standpoint of taste and food value.

A principal purpose of the Cooks and Bakers training program is to aid Stewards department personnel in obtaining upgrading and, consequently, to increase their earning power.

Philly Seafarer



CASIMIR SZYMANSKI

Slopchest, Laundry Drop Will Be Among Services In New HQ Hall

The facilities being planned for the new Headquarters-New York Branch building will offer Seafarers the maximum in servicing of their shoreside needs.

Among the many services already in the blueprint stage, which will be made available when the Brooklyn structure is ready for occupancy, are a slopchest, laundry-drop, spacious baggage-checkroom and passport photo machine.

SORE SPOTS

In providing the slopchest and laundry services, the Union will be meeting needs that are the frequent causes of seamen's difficulties.

Because of his need for quick service and his unfamiliarity with shops offering quality merchandise and workmanship at prices within his reach, the seaman has often been victimized.

The SIU has long been aware of this situation, but lack of ample quarters necessary for handling the services on its own has prevented it from tackling the problem up until now.

For the initial period of operation, the slopchest in the new Brooklyn Hall will concentrate its inventories on the items used by Seafarers aboard ship. Complete stocks will be kept of all

gear normally found in shipboard slopchests, and the inventory will be expanded as time goes on to meet all requirements.

Members have indicated to the Union that they are sick and tired of the kind of merchandise available on ships' slopchests, and the Union is going to offer them items of good quality at reasonable prices.

The quarters set aside for the slopchest will also house a cigarette and tobacco stand.

The laundry-drop will be located in the baggage room. This arrangement will enable the Seafarer to open his bag as he is checking in and remove his soiled gear. Laundry bags will be provided, in which he will deposit his laundry and turn it over to the attendant.

READY FOR STOWING

When his laundered gear is returned, he can pick it up in the baggage room and place it in his seabag or luggage.

Passport photos will be available "while you wait" by simply stepping into a booth containing an automatic camera apparatus, which snaps the picture when a coin is inserted. In a few moments, the finished photo will emerge from a slot in the machine.

Philadelphia Waterfront Mourns 'Polly' Baker, Official Of ILA

By STEVE CARDULLO

PHILADELPHIA, June 6—This port continued to enjoy good shipping throughout the past two-week period. Seven vessels paid off with all beefs but one being settled on the spot.

A disputed overtime beef aboard the SS Winter Hill (Cities Service) was forwarded to Headquarters, which immediately went into action to get the matter squared away to the crew's satisfaction.

The death of "Polly" Baker, District vice-president of the ILA here, was a distinct loss to waterfront workers in this port. A staunch fighter for trade unions on the waterfront for most of his life, Brother Baker had been ailing for a long time.

The ILA official had been in many rough beefs to help win the gains which the ILA has scored for longshoremen over the years. Brother Baker believed in the close cooperation of waterfront unions, and there was never a single time that he did not go all-out whenever the SIU asked for the cooperation of the ILA here.

There was a large delegation of representatives from the various Philadelphia unions, including the SIU, at Brother Baker's funeral. Out of respect to his memory, all work stopped on the waterfront for 24 hours.

In addition to the Winter Hill, the other ships paying off here were the Republic (US Petroleum Carriers); Robin Gray (Seas); Ines, Rosario (Bull); Trinity (Carras) and Bradford Island (Cities Service).

At our last regular membership meeting, the Headquarters report was adopted unanimously, as was the resolution authorizing District-wide balloting on the proposed constitutional amendments, as recommended by the Constitutional Committee.

Under Good and Welfare, the SEAFARERS LOG was the subject of a lively discussion, with the membership very much in favor of the recent 24 page issue. They were enthusiastic about the various stories of the Union's gains in Welfare and Vacation benefits.

SEND WREATH

The membership also authorized the purchase of a wreath to be sent from the Union to the funeral of "Polly" Baker.

One of the Seafarers who has been shipping out of the Port of Philadelphia is Casimir Szymanski, who joined the SIU in 1946. This Brother has never failed to turn to for any Union beef.

Szymanski hails the Vacation Plan as one of the most outstanding achievements of the SIU.

He says that, with the hospital benefits having just been increased, the new Vacation Plan and the proposed reopening of the wage question, Seafarers will average a couple of hundred dollars a year more than previously, and he feels that a dues increase will carry because the membership feels the additional income will help keep our Union in a strong and powerful position.

"The reason our Union has been able to win all these benefits in the past several years without a strike is that the SIU has been strong financially," says Szymanski. "The shipowners won't be too anxious to take

us on in a strike in the future, if we stay physically and financially powerful," he added.

A few of the Seafarers in this port right now are Johnny Hetzel, just in from the Persian Gulf; "Shanghai" McCune, now beachcombing, and Francis Brown who just came off the Robin Gray.

We'd like to close with this amusing story:

A galley utility signed on a ship but hadn't showed up as sailing time approached. The company called and asked if we could send the man over, right away. We replied that we didn't know whether we could find the particular man. To which the company said: "You ought to be able to—he gave you as next of kin!"

Wish we knew who he is!

Register For Elections Is Tampa's Plea

By RAY WHITE

TAMPA, June 8—Shipping was good there past few weeks. The Fairisle (Waterman) paid off and then signed on a new crew for a Far East trip.

There were a few gashound beefs aboard the Fairisle, but these were cleared up in good SIU fashion. In-transit, the following three Waterman ships hit this port: the Chickasaw, Mobilian and the De Soto.

About the biggest thing in this town right now is the fact that books are open for registration for the coming city elections. At stake are these posts: mayor, city board representatives, one municipal judge and a couple of school board members. We are urging everyone we know to register and to vote for the pro-labor candidates running in the primaries.

The regular Branch meeting accepted Headquarters report and the Secretary-Treasurer's financial reports.

The resolution submitted by the Constitutional Committee was read and concurred in by the membership.

The Agent reported that the Mayor of Tampa was coming up for reelection and pointed out the Mayor's long anti-SIU, anti-labor record. The Agent recalled how the Mayor, with the police department, machine guns and city prisoners had walked through our picketline during the 1946 General Strike and worked struck SIU ships, the only port where ships were worked.

During his eight-year term, SIU seamen in this port had to stay off the streets, or get thrown in jail. In most cases they were given heavy fines.

Heavy registration on the part of labor and its friends will send this bird back to picking oranges, he said.

The Retail Clerks are still on strike against the largest optical company in the city, and the SIU is assisting in its usual manner.

The Central Trades and Labor Assembly, of which your Agent is president, held its regular meeting, but the business was organizational and routine.

It's Boom Times For Port Galveston

By KEITH ALSOP

GALVESTON, June 7 — The boom continues for this port, we are happy to say, and with the very welcome assistance of New Orleans and Mobile we are able to keep these ships moving on schedule and with full crews.

Eight ships paid off and signed new articles during the two-week period. These were the Strathport (Strathmore); William Page (Waterman); Battlereck Victory (Dolphin); Seapearl (Colonial); Seacloud (American MM SS Corp.); Aktion (Actium); Seastar (Mercador), and the Sunion (Kca).

IN-TRANSIT

In-transit we had the Joseph Folkes (SUP); Seatiger (Colonial); the Seatrains Havana, New York, Texas and New Jersey; Federal (Trafalgar); Southern Cities and Southern Counties (Southern Tracing); Strathport (Strathmore); E. W. Scripps (Isthmian); Joseph Pulitzer (South Atlantic),

a run job to New Orleans; Del Santos (Mississippi), and the Mae and Evelyn (Bull).

With all this activity, it should not be necessary to say that we did not have enough men on the beach to hold a regular Branch meeting. Among those members still with us at this writing are



BUSTER MILLS

E. Rydon, A. Oyehers, J. Hatch, G. Ford, W. Brabham, J. Mellestios, L. McDonnel, L. Short, L. Lopez and Buster Mills.

Mills, who started sailing SIU ships in 1945, became a book-member in 1947, and has been active in the Union since his first days. He did picket duty in the 1946 General Strike on the West Coast, and his Isthmian strike picketing in Houston.

HANDY GUY

He also was on hand when we cleaned the wobbles and other political elements out of the SIU ports in Texas. All in all, he is a good SIU man and a damned handy guy to have around when the chips are down.

Eleven of our men are in the marine hospital here in Galveston, and all of them would appreciate hearing from (or seeing, if you're around here) their old friends: E. E. Roberts, J. Arra, C. Robertson, J. O. Ashford, J. F. Lewis, J. Neubauser, E. D. Hodges, D. F. Mease, I. Beard, G. L. Saylor and R. Brault.

REPORT OF The Seafarers WELFARE PLAN

REPORT NUMBER FOUR

By PAUL HALL, Secretary-Treasurer, SIU, A&G District; Chairman, SIU Welfare Plan Trustees

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 the names of the men receiving hospital benefits, the amounts paid, the hospitals in which they are receiving treatment, 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

May 20 - June 2

Cash On Hand

\$243,457.23

US Government Bonds

\$506,137.54

Estimated Accounts Receivable

\$150,000.00

Hospital Benefits Paid In This Period

\$2,961.00

Total Hospital Benefits Paid Since July 1, 1950

\$45,195.00

Death Benefits Paid This Period

\$4,500.00

Total Death Benefits Paid Since July 1, 1950

\$42,500.00

As of June 4, hospitalized Seafarers eligible for benefits under the Seafarers Welfare Plan began receiving payments based on the \$10 weekly rate, which was instituted by action of the Plan's trustees representing both the Union and the steamship companies. The decision to raise this benefit from \$7 weekly was made after the trustees found that the Welfare Fund was financially able to sustain the higher rate, and follows out our original purpose of granting Seafarers the maximum in benefits whenever possible.

The hospital benefits increase followed by several weeks the trustees' action to double the death benefits from \$500 to \$1,000. As will be noted below, in the list showing the death benefits paid to beneficiaries of deceased Seafarers during the period covered by this report, three payments of \$1,000 each were made and three at \$500. In cases where the \$500 benefit was paid, the deaths occurred before the effective date of the increased benefit.

Cash on hand totals \$243,457.23. As the figures above indicate, there is approximately \$150,000 payable to the Fund by the operators. This sum outstanding results from the fact that the operators' payments for men currently on ships cannot be made until the ships payoff, and the slight time lag between payoffs and the actual payments.

The investment in United States bonds which the Plan purchased several months ago bear interest rates of 2 1/4 and 2 1/2 percents. The face value of these bonds as listed above are \$506,137.54 and will bring an annual return of more than \$10,000 to the Fund, which will further help to defray the already low costs of administration.

The \$2,961 in hospital benefits that were paid out in the period from May 20 to June 2, brings the total payments of this type since the Plan began paying out benefits to \$45,195.00. All of these payments were made directly to the hospitalized Seafarers by representatives of the Union's Branches throughout the District.

Upon presenting the receipts signed by the hospitalized men, the Union was reimbursed by the Welfare Fund for all of the payments. This is the procedure which the Plan employs and is, incidentally, one of the reasons for very low operating costs.

Death benefits paid out since the effective date last July 1 now total \$42,500. Of this \$4,500 was paid out in the two-week period covered by this report.

One of the exceptional virtues of the Seafarers Welfare Plan is its flexibility, which has enabled us to afford protection for many Seafarers who, under a rigid agreement, would have found themselves outside the area of eligibility.

When it became apparent that a number of oldtimers would not be eligible for benefits, because they had been hospitalized when the Plan went into effect and, therefore, unable to work the one day required for eligibility, the trustees agreed to a special list covering these men. This list granted eligibility to approximately 100 men. Six names were added to the list by subsequent action of the trustees. Many of these men have been receiving weekly benefits since the day the Plan went into effect.

The value of the Plan's flexibility in providing such a list is even more important in view of the fact that nine of the men on the special list died and death benefits were paid to their beneficiaries. Except for the fact that a special list was possible, these oldtimers would not have received hospital benefits, and in the case of those on the list who have passed away, the families would have been without the death benefit.

In looking over the list of hospitalized Seafarers appearing on this page, Union members will undoubtedly find the names of former shipmates. Time hangs heavy on these Brothers' hands and a personal visit or a letter to them would help keep up their morale. Letters should be addressed to the men at the hospital as it is listed here.

Meanwhile, all Seafarers will be kept informed, through these regular reports, of all phases of the Welfare Plan's operations. The trustees of the Plan hold regular meetings to observe the financial status of the Fund to check on all of its functions, and to explore the possibility of future increases in benefits. The trustees also maintain regular contact with the Administrator of the Plan, so they can keep abreast of every detail involved in the administration of this project for the maximum benefit of the men it covers.

SIU Criticism Very Helpful, Says NMUer

(Continued from Page 3)
chiefs, and the rest. He has to go, cap in hand, to social service.

"And those oldtimers, many of them who helped make the NMU, who are not eligible under this insurance company set-up, and who are being cut off from the NMU's hospital benefits—what about them?"

COMPANY REPRESENTATION

"The whole thing stinks, especially if you remember that the insurance company has the last word whether or not a claim will be paid under the agreement. Even if the NMU wanted to push a member's claim—and you begin to wonder about that—it can't do a damn thing. The NMU can't represent us, and sure as hell the insurance company won't.

"Keep blasting that setup. You're doing a good job for us rank and file members of the NMU, and maybe with your help we can get this lousy deal changed.

"You can print everything I say, if you want to. But I'd appreciate it if you would keep my name out of it. I still got to make my living by going to sea, and I'd much rather ship as a union man, no matter if it's a lousy union. I only wish I had come over to the SIU six years ago, when I had a chance. I know it's too late now, so I'm stuck where I am."

LIKES SIU PLAN

Before he left, he commented on the amazing flexibility of the Seafarers Welfare Plan.

"I just read about you fellows raising the death benefits and jumping the hospital payments. I imagine the insurance company increasing the benefits. Why, that would be taking our money out of their pockets!"

There wasn't much we could tell that guy. He had a legitimate beef, but one that the SIU cannot do anything about directly. All we can do is what we have been doing—point out the mistakes and bad deals made by the NMU and other outfits, and hope that they can and will do something to straighten out a mess that is potentially dangerous to all seamen.

And we shall continue to do so.

Get Your Papers

The Union is on record to the effect that all SIU men must have obtained their validated seamen's papers by August 1.

Anyone who does not have his emergency document by the deadline date will be unable to register or ship from the Union Halls.

Should any Seafarer have his application for the validated papers rejected by the Coast Guard, he should immediately notify the Union offices if he wants Union representation in an appeal.

Men who have not yet applied for these papers are again advised to do so at once.

Listed below are the Brothers who have received hospital benefits during the period covered by this two-week report, the hospitals they were in and the amounts they were paid.

US MARINE HOSPITAL MANHATTAN BEACH, NY		US MARINE HOSPITAL STATEN ISLAND, NY	
Ashurst, J. H.	28.00	Spaulding, Joseph	21.00
Atmore, Robert	28.00	Sullivan, Timothy	35.00
Blake, R. A.	28.00	Vorke, Peter	35.00
Bruno, Matthew	28.00		637.00
Driscoll, John	28.00	Davies, John	14.00
Edwards, John T.	28.00	Page, William	7.00
Espinoza, Jose	28.00	McCouston, W.	14.00
Ferrer, E.	28.00	Cardoza, Frank	24.00
Grimes, Fred	28.00	De Vito, S.	7.00
Keenan, John W.	28.00	O'Dowd, R.	14.00
Lancaster, J. M.	28.00	Gustav, F.	7.00
Landry, F.	35.00	Pilutis, J.	24.00
Larsen, Robert	28.00	Dacey, C.	7.00
Lomas, Arthur	28.00	Sanchez, C.	24.00
Lopez, E.	28.00	Jastrzebski, W.	24.00
McIlreath, David	28.00	Cuelles, J.	14.00
Makris, C.	28.00	Grant, Henry	24.00
Milazzo, Vic	28.00	Callisto, Joseph	21.00
Murphy, B.	35.00		
		Hurd, John	7.00
		Eklund, E.	24.00
		Vaughan, William	7.00
		Pron, Philip	14.00
		Vidal, W.	14.00
		McGuigan, Arch	21.00
		Lawlor, James	21.00
		Padzik, John	14.00
		Koslusky, Joseph	21.00
		Quinn, Robert	7.00
		Barron, John	21.00
		Dudley, C.	14.00
		Milanesi, Eugene	14.00
		Ames, O.	21.00
		Prescott, Jack	42.00
		Remahl, E.	21.00
		Grangaard, J.	28.00
		King, Peter	21.00
		Craig, Frank	21.00
		Passalacqua, P.	21.00
		Golden, James	28.00
		Williams, J.	7.00
		Watson, W.	14.00
		Katransky, M.	14.00
		Swienchoski, S.	21.00
		Blomgren, J.	14.00
		Bones, A.	14.00
		Kimbrell, D.	7.00
		Feliciano, A.	7.00
		Thompson, H.	7.00
		Beale, L.	14.00
		Hall, Virgil	7.00
		Rios, A.	17.00
		Downey, Cyril	28.00
		Motus, F.	24.00
		Johnson, V.	17.00
		Lopez, A.	17.00
		Bergstrom, Roy	56.00
		Dixon, Earl	21.00
		Hammer, John	7.00
		Deoul, B.	14.00

(Continued on Page 7)

No Payoffs, But The In-Transits Are Keeping Wilmington Busy

By JEFF MORRISON

WILMINGTON, June 7—There were no payoffs in this port in the past two weeks, but we maintain that our shipping slogan of "best in the West" still is valid. A flock of in-transit ships kept things moving here.

The vessels responsible for the activity were the Alamar, Calmar, and Massmar (Calmar); Fairport and Raphael Semmes (Waterman); Steel Surveyor and Steel Navigator (Isthmian); Tuskegee Victory (Coral); DePauw Victory (South Atlantic) and Seacomet (Orion).

The few beefs that existed aboard these ships involved overtime and a couple of personal differences among crewmen. While it is not Union policy to handle personality beefs, we did talk to the men involved and got them to shake hands.

Other than that we have no aches or pains out here.

FAVOR DUES RISE

The news of the increased hospital benefits, the new Vacation Plan and the plans for the new HQ building naturally is being favorably received by Seafarers out here. Sentiment favors the dues increase recommended by the two Quarterly Finance committees.

One of our very able ABs is in port at the moment. He's Merle



MERLE A. DUCETTE

A. Ducette, who has been a member of the SIU since 1945, and holds Book No. 50333.

Brother Ducette is a native of Massachusetts, where he was born 23 years ago.

Looking back over the voyages he has made since going to sea, Merle recalls those made aboard the Angelina as the best. He so enjoyed the runs this Bull Lines ship made to Puerto Rico he stayed aboard for a year.

Ducette said the crew was good, the food was good, and the run was good, so naturally the ship was good. His hobby used to be women but he gave that up recently and got married. Anyone with any ideas for a new hobby for Brother Ducette should drop him a line in care of the Wilmington Hall.

OLDTIMER ROLLCALL

There were a number of oldtimers on the beach here during the past two weeks. Among them were F. T. Smith, J. A. McKenzie, B. R. Boalter, H. C. Hill, C. J. Wilson, W. E. Ward, L. I. Wolfe, R. McCannon and Max Byers.

Byers, by the way, is still

taking things on the slow bell as he recuperates from his recent illness. Brother Wilson is back in the running after being in a serious auto accident. He's none the worse, off for the wear and tear, however.

Lack of the necessary number of men prevented us from holding the last regularly scheduled membership meeting.

Shipping's Good Way Down Yonder In NO

By LINDSEY WILLIAMS

NEW ORLEANS, June 7—Reporting from down yonder in New Orleans, the story is still the same—plenty of shipping for ABs and rated engine department men.

We have done well to keep the ships supplied and not have any sail short-handed or held up due to the shortage of men.

The biggest problem we had was to supply men to ships in the Texas area, as the Texas ports are practically bare of rated men.

Since the last meeting we have registered 221 members and shipped 272, so rated men are able to ship from here at any time—or better yet to hit the Texas ports and take their pick of jobs or ships, as there are plenty of jobs in that area.

Since the last meeting we had the following ships paying off here: Alcoa Patriot and Alcoa Polarius (Alcoa); the Del Rio, Del Santos and the Bertram Goodhue (Mississippi); Catahoula and Carrabelle (Cuba Distilling); Salem Maritime (Cities Service), and the Tuskegee Victory (Coral).

NO NOTICE

In-transit we had the following ships: the Alcoa Ranger, Cavalier, Pilgrim, Clipper and Runner (Alcoa); Del Aires, Del Rio and Del Valle (Mississippi); Steel Flyer and Steel Executive (Isthmian); Kyska, Chickasaw, Morning Light and Monarch of the Seas (Waterman); Seatrain Texas and Seatrain New Jersey; and Strathbay (Strathmore).

In the sign-on column we had the following: the Alcoa Patriot; the Bertram Goodhue; Del Aires, Del Valle and the Del Rio; and the Catahoula and Carrabelle.

For the coming two weeks we have six scheduled payoffs listed for this port, but from all indications there will be more, as the MSTs does not give the companies any advance notice on what ships are coming in to payoff or to load until the day before they are due.

In some cases they wait until the last minute to have ships crew-up and sign-on and try to get them out in a couple of hours' notice. They seem to think you can get a full crew in a few hours, but to them that is not a hard job as their crews do not need the necessary papers as in the case of private companies.

On the ships paying off we had the usual run of very minor beefs with not one major beef on any of the ships paying off or hitting here in-transit.

There are no beefs pending and all ships crews that paid off since the last meeting should be commended. The crew of the SS Tuskegee Victory (Coral) brought in a very good ship with

Watch Sailing Board

The best contract in the maritime industry must be observed in order to preserve its benefits. Included in the SIU's top agreement is the ranking clause dealing with sailing-board time. Men who miss their ships jeopardize this clause and, consequently, their shipmates' welfare.

Failure to be aboard a vessel at the appointed time makes the offender liable to a \$50 fine. In addition, he is open to charges by his shipmates and other Union Brothers.

The SIU is proud of its ability to make the operators adhere fully to all provisions of its contracts. It can do so because it is a responsible organization that upholds its end of a bargain.

Men who miss ships menace the Union's continued progress in their Union Brothers' welfare. Don't pull in the opposite direction—get to your ship on time!

no beefs among the crew or disputed overtime. This ship was in very good shape and after the needed repairs she should be in tip-top shape.

The SS Salem Maritime (Cities Service) came in for payoff, and the Patrolman said it was a pleasure to pay off such a fine ship and crew—so hats off to the Salem Maritime for a job well done.

Here in NO the Teamsters have a beef against the Holsum Bakery, the bakers of Holsum bread. The membership is on record to back them in their beef with this outfit, so all members are urged to pass the word on and not use Holsum bread while in the port of New Orleans.

Also on strike in the port is the Radio Broadcast Engineers, Local Union 1139 of the IBEW, against Radio Station WWEZ. To date these unions have not called on us for any support other than moral support, in the case of the Radio Engineers, and asking us not to use Holsum Bread in the case of the Teamsters.

However, we are on record to back these people 100 percent through the actions of the membership at the last meeting, so in the event they call on us for any support we will be ready, willing and able to help them.

At a special meeting yesterday, the membership in the port of New Orleans, with several Brothers up to the Hall from some of the ships in port, went on record to unanimously approve the 5 current issues and events that were in the last issue of the SEAFARERS LOG.

At the regular meeting the membership again went on record, with not one dissenting vote, to approve the minutes of the special meeting, and the same issues that were again brought before the membership.

At the regular meeting there was no New Business or Good and Welfare, as there was quite a bit of discussion in regards to the issues brought up under Headquarters report and resolutions from Headquarters. All re-

ports, recommendations and resolutions were accepted and concurred in, unanimously at the regular meeting last night, particularly the resolution of the Constitutional Committee.

Brother Lew Meyers is in port now after leaving the Del Valle, where he made several trips as Chief Steward.

Brother Meyers is very active in the SIU, having been a book-



LEW MEYERS

member since 1945. Lew has all Stewards department ratings and has sailed from all coasts and ports.

To those who do not know Lew as Lew Meyers, he is the well known wrestler Lew Martinelli. Lew is from New Orleans and is trying to break into the wrestling circuit in this area, so he can try to be the hometown local favorite or the villain.

Whatever it takes, Lew is trying to get back into shape and get back on top of the razzle-dazzle heap. While on the Del Valle as Steward, Lew wrestled Hombre Montana in Buenos Aires and defeated him. Hombre is one of the leading heavies in South America.

Lew holds the African title, but down here he is the self-styled French Market Champion. He laid claim to this title after downing numerous quantities of raviolis and lasagna.

Everything's Just Fine And Dandy, Says Boston

By BEN LAWSON

BOSTON, June 6 — There is not much to report from this port, outside of the fact that shipping has been good here; and from what I read from the other ports this is nothing out of the ordinary. However, we like it that way and hope that it sticks.

Seven ships paid off in Boston in this last two-week period and, with the exception of a few overtime beefs, everything went smoothly. The payoffs were: the

Petrolite (Tanker Sag Harbor); Julesburg (Terminal Tankers); The Cabins (Cabins Tanker Industries)—these three signed on again — Ames Victory (Victory Carriers); W. E. Downing (State Fuel); and the Lone Jack and Cantigny (Cities Service).

In-transit we played host to the Steel Maker, Steel Designer and Steel Apprentice (Isthmian); Federal (Trafalgar); and the Gateway City, De Soto and John B. Waterman (Waterman).

The regular Branch meeting held here accepted the resolu-

When In Doubt Or In Trouble, Just Log Crew

By BEN REES

NORFOLK, June 7—When in doubt or in trouble, log the crew—that seems to be the philosophy of some Skippers. As a case in point, listen to the story of the two Electricians on the Carroll Victory (South Atlantic), who were logged \$751.40 by the Skipper.

This figure represented the cost for subsistence for the entire crew, because there was no electricity for the galley oil burner, which was blamed on the Electricians.

What really happened was that all the fresh water and a good bit of fuel oil had been pumped over by the Engineers, none of whom had ever been on a Victory, and the plant was lost for three days.

They came into Norfolk screaming "Sabotage!" to the Coast Guard and the FBI, who looked at it the same way as the Patrolman did. The Skipper had tried to cover all this with the fantastic logging—but all the logs were removed and overtime paid.

Shipping has been good in Norfolk, with eight ships paying off in this last period.

The Western Trader, Nikos and Jacob C. Harper (Robin) signed on new crews.

In-transit visitors included the Shinnecock Bay (Veritas), Steel Architect (Isthmian) and the Alcoa Partner.

There weren't enough men to make a quorum, so the regular Branch meeting could not be held, but a special meeting was called to check the books and shipping cards and to act on the resolution submitted by the Constitutional Committee. The resolution was read and discussed thoroughly by those present and was concurred in unanimously.

Around these parts is Carl Carlson who, in one of those breeze shooting sessions, recalled the submarine-air attack he went through off Algiers, in 1944, on the SS Applegate.

They were warned by the Navy to expect an attack at 11 PM and, sure enough, right on schedule planes dropped flares and bombs and the subs let go their torpedoes.

The Applegate shot down one plane, and the other ships two more. One ship was sunk and another badly disabled.

The Applegate was almost blown out of the water by a 500-pound bomb that fell within 30 feet, but suffered no serious damage. Carlson said that no magnesia was needed—the rest of the voyage.

tion of the Constitutional Committee as read.

Also concurred in were the Secretary-Treasurer's financial reports and Headquarters report to the membership.

As was reported above, nothing of account has happened here, so after introducing Larry Campbell and Gene Cabral, who are currently on the beach (but not for long), and asking their shipmates to write to Charlie Cain and Frank Dirksmeyer in the Brighton Marine Hospital, we'll knock off for the week.

REPORT OF The Seafarers Welfare Plan

(Continued from Page 5)

Table with 2 columns: Name and Amount. Includes Granziano, J. (7.00), Cantoral, E. (7.00), Isaac, E. (10.00), Bozalewski, S. (10.00), Gardner, William (10.00).

998.00

USPHS HOSPITAL FT. WORTH, TEXAS

Table with 2 columns: Name and Amount. Includes Lyons, Jesse J. (294.00).

US MARINE HOSPITAL MEMPHIS, TENN.

Table with 2 columns: Name and Amount. Includes Hegarty, John B. (14.00), Ratchiff, R. A. (28.00).

DEERSHEAD STATE HOSP. SALISBURY, MARYLAND

Table with 2 columns: Name and Amount. Includes Lucas, Michael J. (28.00).

US MARINE HOSPITAL SAN FRANCISCO, CALIF.

Table with 2 columns: Name and Amount. Includes Thurman, Henry (28.00), Rinius, C. J. (14.00), Binnemans, C. (7.00), Rivera, R. (7.00), Doyle, James (7.00).

63.00

BRIGHTON MARINE HOSP. BOSTON, MASS.

Table with 2 columns: Name and Amount. Includes McKay, J. P. (14.00), McDonald, M. (49.00), Brennan, John (7.00), Dirkesmeyer, Frank (7.00).

77.00

US MARINE HOSPITAL BALTIMORE, MARYLAND

Table with 2 columns: Name and Amount. Includes Dalton, Jack (7.00), Mitchell, P. A. (7.00), Handley, L. (7.00), Sullivan, William (7.00), Tonnison, E. (7.00), Mills, Samuel H. (7.00), Copani, R. (28.00), Omohundro, Charles (7.00), Uusmann, O. (14.00), Gregory, Charles (7.00), King, Arthur R. (14.00), Karpinsky, John (14.00), Cox, Arthur L. (7.00), Martinez, Richard (14.00), Campiere, Peter (14.00), La Foe, John (21.00).

182.00

US MARINE HOSPITAL SAVANNAH, GEORGIA

Table with 2 columns: Name and Amount. Includes Turberville, S. C. (14.00), Peacock, Ivey (7.00), Bruggner, F. J. (7.00), Harris, R. (17.00).

45.00

VA HOSPITAL CORAL GABLES, FLORIDA

Table with 2 columns: Name and Amount. Includes Cabrera, Reino (35.00).

US MARINE HOSPITAL GALVESTON, TEXAS

Table with 2 columns: Name and Amount. Includes Hodge, E. D. (21.00), Mease, Donald F. (21.00), Beard, I. (17.00), Arras, J. (14.00), Saylor, G. L. (7.00), Robertson, C. (14.00), Lewis, Joseph F. (14.00), Neubauer, J. (7.00), Roberts, E. E. (7.00), Ashford, John O. (7.00).

119.00

US MARINE HOSPITAL NEW ORLEANS, LA.

Table with 2 columns: Name and Amount. Includes Cantrell, J. D. (14.00), Cara, Wilson O. (14.00), Chahoc, P. T. (7.00), Cruz, Rogello (14.00), Gross, E. E. (14.00), Hackett, J. J. (14.00), Kelly, Daniel D. (14.00), Lagan, Hugh F. (14.00), Lang, Leo (14.00), Long, J. C. (7.00), Mauffray, A. (7.00), Parks, K. T. (7.00), Raana, Karl (14.00), Ray, Claude (14.00).

Table with 2 columns: Name and Amount. Includes Tank, William (7.00), Thompson, R. W. (7.00), Tickle, L. (14.00), Young, C. B. (7.00), Allmon, J. B. (7.00), Beaudry, L. (7.00), Graham, M. E. (7.00), Harrell, W. B. (7.00), Hogan, R. E. (7.00), Laperouse, A. J. (7.00), McLaughlin, William (7.00).

Table with 2 columns: Name and Amount. Includes Guidish, Steven (7.00), Total 42.00.

LA GEN. HARBOR HOSP. LOS ANGELES, CALIF.

Table with 2 columns: Name and Amount. Includes Porter, James R. (7.00).

US MARINE HOSPITAL MOBILE, ALABAMA

Table with 2 columns: Name and Amount. Includes Christensen, B. (7.00), Kimbrel, George (7.00), Douglas, Horace (7.00), Beams, T. (7.00).

252.00

US MARINE HOSPITAL FT. STANTON, NEW MEXICO

Table with 2 columns: Name and Amount. Includes Woods, Gidlow (28.00), McDonald, Donald (28.00), Pritchard, E. L. (28.00), Shively, Clarence D. (28.00).

28.00

TOTAL HOSPITAL This Period \$2961.00

Death Benefits Paid

Table with 2 columns: Name and Amount. Includes Carr, L. R. (1000.00), Carter, James (1000.00), Menodiado, V. (500.00), Moulay, Robert (500.00), O'Connor, Daniel (500.00), Pittman, James (1000.00), Total 4500.00.

Baltimore Backs Constitutional Amendments

By EARL SHEPPARD

BALTIMORE, June 8—This is my first report since having been assigned by Headquarters to administer the Union's affairs in this port while Brother Curly Rentz is out on a leave of absence for hospital treatment. Here's wishing Curly the best of luck and a real speedy recovery.

As for the affairs in the port, shipping continues at a good pace. Much of the shipping was on the Ore Line ships, but there were other companies and other runs in the picture.

On the payoff side we had the Steelore, Cubore, Venore, Marore, Bethore and Beltore; the Mae, Marina and Edith (Bull); the Abiqua and Winter Hill (Cities Service); Robin Hood; Devils Lake Victory (Bloomfield), and the Atlantic Waters (Mar Trade).

Signing on were the Abiqua, and all the Ore ships; the Steel Age (Isthmian), and the John B. Waterman and Hurricane (Waterman).

The in-transit ships visited were the Hastings, Kyska, Mobilian and De Soto (Waterman); the Robin Wentley and Robin Gray; the Frances and William James (Bull); Seamar (Calmar); Anniston City (Isthmian); Lynn Victory (Dolphin), and the Southern Cities (Southern Trading).

It has always been the policy of the Union to get rid of gas-hounds and performers. It has also been Union policy not to allow any drunks in the Union Hall for any reason whatsoever.

In fairness to all, let it be known, that although there is a new administrator in this port there will be no new policy concerning anyone who comes into the Hall drunk or half-drunk, other than that he may be put out in a new manner.

There is too much work to be done as is, without having to put up with some member who is in his cups and wants to know what happened to some ship he missed, and why should he pay the usual fine for same when he was only in a gin mill.

If you want to drink in Baltimore (and we all do), stay the heck away from 14 N. Gay Street, 2nd and 3rd floors.

The shipping rules allow a crewmember to call into the Hall

for a relief for as long as three days without having to quit his job, providing he has cleared it with the head of his department.

Now, just because you have called the job in does not mean that you can shove off. You are supposed to wait for such relief to show up on the ship before you leave.

Furthermore, you should make proper arrangements with him to see that he gets paid when he puts in his time. The usual practice is to leave the money with the department head. The rate you pay is the stand-by rate as contained in the contract.

At the regular Branch meeting held on June 6, Brother Rentz was elected Chairman, Al Stansbury was Reading Clerk and Leon Johnson was Recording Secretary.

There was no New Business but a resolution concerning paying off in Lake Charles in emergency only was accepted unanimously.

Another resolution, submitted by the Constitutional Committee was read and after considerable discussion was accepted, with only one man opposed to it.

During the discussion it was pointed out that although SIU bookmembers have the best conditions in the industry, have the finest operating Union in maritime and have consistently been able to ship without difficulty even in slow shipping periods, they were still paying the least dues of any of the marine unions.

When the NMU membership was starving, and that's not just a phrase either, when the MFOW was calling us for jobs, SIU bookmen were shipping with relative ease.

The NMU went so far as to bar all its alien bookmembers.

One member argued that now was the "time of plenty" and he was therefore decidedly in favor of the resolution to raise the dues, so that if we ever had to fight the shipowner in tough times, someday in the future, we would be more than well prepared.

It must be remembered, also, that with a better reserve fund, the Union can venture out into new practices and ideas which will be of greater benefit to the membership in general.

Mobile Seafarers Salute Teamsters For Strike Win

By CAL TANNER

MOBILE, June 8—The three-week old strike of the AFL Teamsters, who were backed by the SIU and the rest of organized labor here, ended in a union victory over the Dixie Dairies.

We're happy to report that the Teamsters Local 991 won reinstatement of all strikers and has been recognized as exclusive bargaining agent for the workers involved.

Pickets have been withdrawn from the company's plant and Morris Alpert, business agent of 991, said that all details of an agreement would be worked out with the company within the next 15 days.

The Seafarers salute their fellow unionists in Local 991 for their successful strike, which we regard as a victory for all organized labor. The beef was fought to win union recognition.

The second piece of good news Mobile has to report is that ship-

ping is very good and that there is a continuing need for all rated deck and engine men.

We paid off the Iberville, Monarch of the Seas, Warrior, Morning Light and Fairhope (Waterman) and the Alcoa ships, Pilgrim, Runner, Clipper and Corsair.

The Warrior, Pilgrim and Runner signed on again, as did the Edward Scripps (Isthmian) and the James B. Duke (Mississippi).

One ship called here in-transit during the past two-week period. She was the Chickasaw (Waterman).

IMPROVEMENT

The Union succeeded in getting new mattresses placed aboard the Alcoa passenger ships for the use of the unlicensed personnel.

The SIU is continuing to meet all manpower demands made by its contracted ships, through a system of close cooperation with the other Branches in this area. The NMU, however, is not able to man its ships in the Gulf area.

At our last regular membership meeting, the membership adopted the motion to put the question of proposed constitutional amendments to balloting on a District-wide basis. They also concurred in the Headquarters report to the membership, and the Secretary-Treasurer's financial reports.

Among those who expressed great satisfaction with the new Vacation Plan was oldtimer W. A. Young. Young pointed out that the SIU has accomplished a great deal in the past five years, and has taken the lead in winning top wages, working conditions and welfare benefits.



W. A. YOUNG

"This is due to the steady hand on the wheel," says Young. This latest victory, according to the oldtimer, "is a far cry from the old way where a man had to go to the company office and take a lot of guff from a paymaster and then end up by not getting anything."

"Now a guy will be able to go to the Hall and pick up his vacation pay. That's the way to do it," Young concluded.

In addition to Brother Young, other oldtimers on the Mobile beach at present are the following: F. E. Hobin, S. Piner, K. Huller, W. Werneth, M. Costello, A. R. Velasco, A. Langevin and A. DiNicola.

Four Seafarers are in the local Marine Hospital. They are J. Jones, H. Pittman, Tim Burke and R. D. Sullivan.



SHIPS' MINUTES AND NEWS

Robin Trent Nine Slugs Mowbray Men, 12 To 7

In a bruising Memorial Day contest, the SS Robin Trent baseball team downed the highly regarded Robin Mowbray squad in Lourenco Marques. The final score was 17 to 5.

Seastar Crewmen Thank Magnuson For Fight On T-H

Passage of the Magnuson bill, which would legalize hiring halls of the seafaring unions, is essential to the welfare of seamen, crewmembers of the SS Seastar declared in a letter to the measure's sponsor.

In behalf of his shipmates, Ship's Delegate Rocky Milton told Senator Magnuson that the Seafarers aboard the Triton Steamship Company vessel were grateful for his part in trying to legalize the hiring hall and for arranging the hearings, scheduled for this month, on the proposed amendment to the Taft-Hartley law.

Signing the letter with Milton were Deck Delegate E. Pagazzi, Engine Delegate E. P. Burke and Steward Delegate H. E. Fossett.

The Seastar letter said that legalization of the hiring hall would knock out the "red-tape" that the T-H law has bound around the maritime unions. Without the present hiring methods, seamen could not continue to improve their welfare or hold on to their present gains, the Seastar Seafarers said.

"The working conditions and the security which labor is striving for are jeopardized by the existing T-H provisions," Milton informed Senator Magnuson.

The Trent nine racked up their 17 markers with 21 hits, while their pitchers, Don Ephraim and Bob (Speedy) Reid, limited the Mowbray batters to seven hits. The losers made four errors with their opponents playing errorless ball.

The holiday meeting between two of the Robin Line ships on the South African run took place on the diamond of the Lourenco Sporting Club and, according to D. Jones of the Trent crew, the game was the "talk of the town."

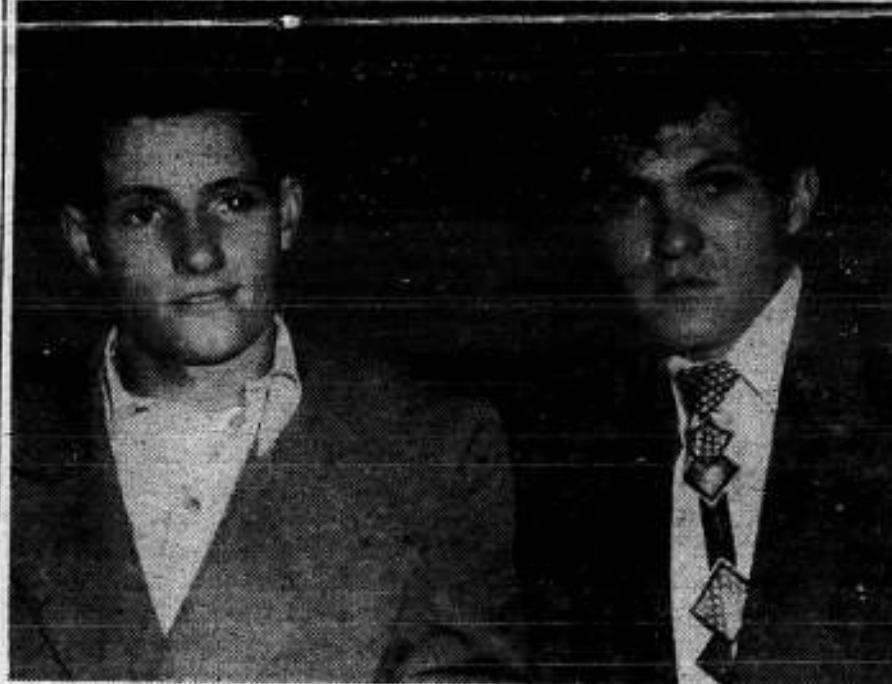
Extending the traditional gesture, the winners invited the downfallen Mowbray men to a celebration at one of the port's inns, where the umpires declared they would "rather referee ten wrestling matches than one ball game between two Robin Line teams," Jones reported.

Trent pitcher Bob Reid was the first casualty of the game. He twisted his ankle while taking a vicious cut at a slider. He was relieved in the second inning by Don Ephraim.

The Mowbray's first-sacker bruised both his ankles and was followed to the first-aid station by Hunky Gretski, Raviolo Pinaccio, Chop-Chop Korsu and T. V. Muntz, all of the Trent squad.

Jones expressed thanks to Gretski for arranging the game, to Purser O'Neill for seeing that all gear was available and in shape, and to Captain Simpson of the Trent for obtaining a launch to bring his team to the game from anchorage.

The Army Stepped Between Them



The Rowe brothers, Bill (left) and Harry, as they appeared during a meeting in the New York Hall recently. Bill, who had sailed SIU as FWT for 7½ years was on furlough from the Army, which he entered five months ago. Harry sails as AB and has been a Seafarer for the past four years.

TV Sets Donated By SIU Men Are Sight For Sore Eyes

The large screen television sets donated by Baltimore Seafarers for the use of patients in the Marine Hospital were a sight for sore eyes. The gifts replaced small screen table models.

SIU member Dick Martinez, who was a patient in the Baltimore hospital when the first set was put in his ward, said that he and the rest of the lads "were very happy" over the presentation. Martinez said that three more sets were to follow for other wards.

Speaking for the hospitalized seamen in Baltimore, Martinez said that "the Brothers of the Baltimore SIU Branch rate a round of applause for making life more pleasant at the hospital."

The medical staff also found the sets contributed by the SIU men a boon. Nobody leaves the ward anymore while there's a program on the air and the doctors can make their rounds without missing a patient.

Martinez said that the doctors were faced with one problem

however. When time arrived for one of the patients to be operated on he refused to leave the ward for the operating room until the TV program he had been watching was completed.

Repeating what so many Seafarers have stated before him, Martinez said that he found the Baltimore Marine Hospital staffed throughout by cooperative and friendly personnel. "It rates among the best," he said.

"Everyone does his best to make you comfortable and to help you get well as quickly as possible."

Pron Sees His Way Out Of Hospital

The sight of his left eye restored through the generosity of a Union Brother, Seafarer Phil Pron left the Staten Island Marine Hospital last week, navigating the steps without guidance.

Accompanied by his mother, Anna, and a brother, John, Brother Pron went to his Jersey City home "to rest up" and then decide what he will do in the future.

First on Pron's program was a big home dinner. Later the same evening he attended a party with Seafarer Eric Joseph, who donated the cornea which doctors transplanted to Phil's eye.

When Phil left the Marine Hospital doctors and nurses were on hand for the big farewell. The story of Joseph's generous contribution to a fellow Seafarer, whose sight had been despaired of, had been made known nationally by the newspapers.

Pron and Joseph met in the Marine Hospital when the latter was admitted last January for treatment to his damaged right eye. When he learned that Pron's sight was failing as the result of a shipboard injury, Joseph offered to give the cornea, which was still undamaged, "so that both of us can see when we get out of here."

According to the surgeons who performed the operation, the transfer was successful. Although Pron's vision is somewhat blurred at present, doctors have predicted that it will improve with time and that he will be able to support himself.

Brother Joseph, who has been fitted with a plastic eye, intends to continue sailing.

Painting Up And Down

The Alamar's Rocky Crasso (on deck) and Benny Wilson (on ladder) are caught by the camera as they proceed to spruce up the Calmar ship.

The photo was submitted along with the copy of the minutes of the latest shipboard meeting held aboard the Alamar. The minutes indicated that the Alamar crew is on the ball, particularly with respect to educational discussions. The lads heartily endorsed the program by which Headquarters forwards to all ships suggested topics for shipboard educational meetings.



Taddei Seafarers Blank Reds, 4-0

Seafarers hitting Rotterdam's Chinatown should steer clear of a grog shop called the Old Lucky Star, advises Sal (Blackie) Candela of the SS Taddei.

"It seems that they might be commies, since they don't like Americans and are always having trouble," says Candela.

"Five of us were in this joint, including yours truly, when one of the local barflies threw a drink at the Bosun — for no reason. When this happened all hell broke loose for about five minutes.

"When everything was quiet again, the score was SIU — 4, local commies — 0," according to Candela.

On The Gold Coast



"Whitey" Alsobrook (left) and Jean Latapie pause for a street photo during a stopover at Takonadi, British West Africa. Photo was submitted by their shipmate G. B. Gillespie of the MV Del Sol.

Digested Minutes Of SIU Ship Meetings

STEEL AGE (Isthmian), April 30 — Chairman, Robert Cantor; Secretary, Oscar Blain. The crew is on record supporting the Union's position on the "March of Dimes" and each man will contribute as much as he can. The Steward requested that all linen that isn't being used be turned over to him so as to help him with his inventory. Literature from Headquarters on the unloading of cargo by crewmembers in foreign ports was read and accepted.

SALEM MARITIME (Cities Service), April 26—Chairman, Joseph Scramuzza; Secretary, C. Middleton. Delegates reported on number of books and permits in each department. Ship's Delegate read a report on the "March of Dimes" and urged all members to donate as much as they can. The guys were asked to take better care of the ship's washing machine. Various suggestions made on keeping the ship cleaner.

ROBIN GRAY (Robin Line), March 21 — Chairman, Nick Swokla; Secretary, Peter Gardner. Under Good and Welfare it was agreed that the laundry room would be cleaned by each department on a weekly basis. It was suggested that in the Suez Canal toilets and showers should be kept locked as a sanitary measure. Also that port holes be kept clamped as the natives there have sticky fingers. Cots which are to be issued by the Steward are to be brought in and not be left on deck during working hours.

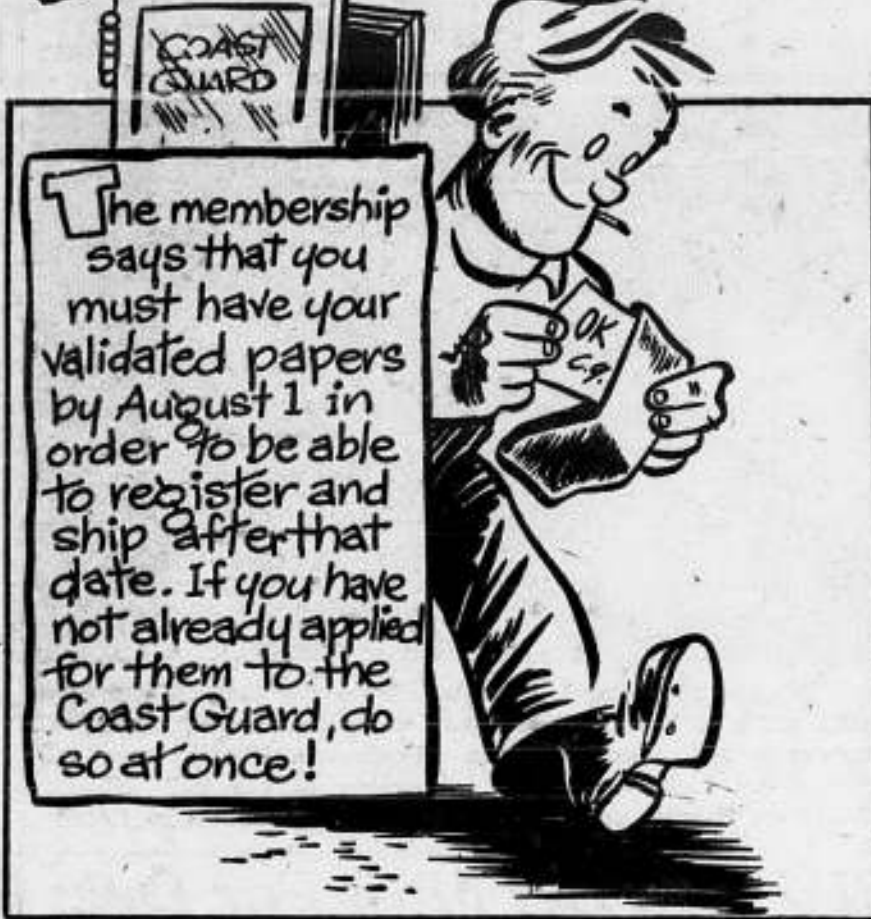
STEEL DESIGNER (Isthmian), March 9 — Chairman, A. G. Brown; Secretary, Hector Conrad. Delegates reported no beefs outstanding. Suggestion that each man using washing machine to clean it after use. Ship's Delegate to see the Captain about having crew quarters painted before arrival in the States.

STEEL MARINER (Isthmian), April 8 — Chairman, R. F. Kennedy; Secretary, Gordon Hayes. John Bowdon elected Ship's Delegate. Departmental Delegates reported on books and permits in their departments, and also reported everything ship-shape insofar as beefs are concerned. Observed one minute silence for departed Brothers.

SOUTHPORT (South Atlantic), April 22 — Chairman, Johnny Bragg; Secretary, J. H. Tullmer. John W. Parker was elected Ship's Delegate. The crew reports that this is a good feeding ship. It was suggested that the repair list be got in plenty of time to send in from the last port of discharge. Various suggestions made on keeping the washrooms clean.

MANKATO VICTORY (Victory Carriers), March 15—Chairman, W. Baylor; Secretary, A. C. Mitchell. Delegates reported no beefs in their departments. Deck Delegate reported that overtime was being split as evenly as possible among members of the department. Members asked to be a little quieter at meal time, so the Messman would have less trouble in getting the orders. It was suggested that anyone having a beef should take it to his Departmental Delegate before taking it further.

SEAFARER SAM SAYS:



DEL VALLE (Mississippi), April 8—Chairman, Bob Creel; Secretary, Lew Meyers. Delegates all reported disputed overtime. Educational matter from Headquarters of the Union read and accepted. Crew takes the position that disrupters and anyone trying to create dissension have no place in the Union. It was agreed to see if it were not possible to buy better stores in Buenos Aires.

FORT BRIDGER (US Petroleum), April 22—Chairman, Paul Arthofer; Secretary, R. Beale. It was moved to have Patrolman investigate profit percentage on the slopchest. Pamphlet on "Divided Responsibilities" from Headquarters read and accepted. A vote of thanks was given the Stewards department for an excellent job.

KYSKA (Waterman), April 29 — Chairman, C. L. White; Secretary, Roy Poole. Delegates reported no beefs in their departments. Communication from Headquarters read concerning "March of Dimes," and it was agreed that each man donate as much as he can. Frenchy Michel's article on improvement of the Stewards department was read with great interest and it was well received.

DEL CAMPO (Mississippi), April 29 — Chairman, D. A. Ramsey; Secretary, W. A. Perry. Communication read and accepted on the "March of Dimes." Bosun spoke on the need for cooperation between all departments. He said that it takes cooperation on the part of all to have a good ship. Ship's Delegate asked the guys not to hoard the books from the library in their rooms, but to bring them back so others can read them.

SWEETWATER (Mar-Trade), April 29 — Chairman, Raymond Ruppert; Secretary, Tim McCarthy. Ship's Delegate reported he asked the Captain to have the radio repaired for the crew and the Skipper assured him it would be done. Steward promised to try to pur-

chase a larger supply of stores in England and also to try to furnish ice cream twice weekly. Crew was asked not to leave clothes hanging in messroom.

GREEN STAR (Trades), April 29 — Chairman, Walter Sibley; Secretary, Raffael Martini. Delegates reported on books and permits in each department. Crew on record to request Union to try to have all Second Cooks changed to Night Cooks and Bakers. The Ship's Delegate made a short talk on how the crewmembers should

conduct themselves on board ship and also in foreign ports.

HURRICANE (Waterman), April 22 — Chairman, F. Peskuric; Secretary, P. Whilow. Delegates report no beefs other than repairs and slopchest. Motion to take up with Patrolman the inadequacy of the slopchest. This was done in New York and the company was told exactly what the crew wanted, but it was not put aboard. Messrooms to be locked at nights in port, both foreign and stateside, and the keys to be given to the Watchmen. P. Whilow elected both Deck Delegate and Ship's Delegate.

ROBIN TUXFORD (Robin), April 22 — Chairman, D. McKeel; Secretary, John Logan. Departmental Delegates reported there were no beefs other than some disputed overtime, which mostly concerns a delayed sailing. It was requested that the deck department secure the washing machine to the bulkhead as a safety measure.

SPARTANBURG VICTORY (Bloomfield), April 29 — Chairman, Tony Kaviska; Secretary, Walter J. Walsh. Delegates report no beefs. Chief Engineer promised to take care of the cold water for showers and basins. It was moved that no one will be permitted to work over ship's side while the ship is in motion. If the job is too difficult to handle from the ship's deck it can wait until the ship is in port. It was decided to buy a washing machine in South America if they are available.

ALAMAR (Calmar), April 29 — Chairman, E. Hogge. Ship's Delegate reported that he saw the Mate about ordering

port hole screens as they were only ordered for the deck department. This will be taken care of. A discussion was held concerning educational literature sent out from Headquarters in New York. This literature was well received and the crew is of the opinion that this practice on the part of Headquarters should be continued by all means.

EILEEN (Mar Trade), April 29 — Chairman, R. Godwin; Secretary, N. W. Kirk. Delegates report that everything is shipshape in their departments, with no beefs so far. A. Smith elected Ship's Delegate by acclaim. It was decided that the Skipper be requested to put out the draw in Japan in US currency instead of yens or scrip. It was suggested to the Steward that he put out shower curtains and also that he should try to get fresh vegetables and fruit in Japan.

ROBIN KETTERING (Robin), April 15—Chairman, J. Tilley; Secretary, George Leidemann. Departmental Delegates reported on number of books and permits in each department and also reported no beefs in their departments. Bob Gushue elected Ship's Delegate. It was suggested that a suitable place be found for the ship's library and the Ship's Delegate is to see the Mate about this matter. It was suggested that the stewards and deck departments clean the laundry inasmuch as the engine department uses the machine below.

CAPE MOHICAN (Mar-Ancha), April 29—Chairman, Joseph W. Stephen; Secretary, Bernard Toner. Engine Delegate reported eight hours' disputed overtime in his department. Crew wants Patrolman to speak to Skipper about full draw allowances in foreign ports and it was suggested that the draw list should be prepared 24 hours in advance. It was moved to have the Ship's Delegate collect contributions for the "March of Dimes." He is to have contributions listed on a scroll and get official receipt from the Patrolman for the contributions. A vote of thanks to the Cooks for the fine food was given by the entire crew.

TRINITY (J. M. Carras Inc.), April 14—Chairman, McDonald; Secretary, Pete Piascik. Delegates reported on number of books and permits in their departments and reported no beefs. Chermesino elected Ship's Delegate and McDonald was given a vote of thanks for a good job done as past Ship's Delegate. An extra forecastle for the watch in the black gang was discussed. It was voted to purchase additional recreational equipment out of the ship's fund.

LONE JACK (Cities Service), April 29—Chairman, Bill Champlin; Secretary, Bernard Kimberly. Delegates reported there were a number of different kinds of beefs that would have to be straightened out by the Patrolman at the payoff. It was moved to make a voluntary contribution to the "March of Dimes." Different suggestions were made on keeping the ship cleaner for the benefit of all hands. A lengthy discussion was had on the cooking, inasmuch as there had been some rancid bacon served.

(Continued on Page 14)

Directory Of SIU Halls

SIU, A&G District

BALTIMORE.....	14 North Gay St.	William Rentz, Agent	Mulberry 4540
BOSTON.....	276 State St.	Ben Lawson, Agent	Richmond 2-0140
		Dispatcher	Richmond 2-0141
GALVESTON.....	308 1/2—23rd St.	Keith Alsop, Agent	Phone 2-8446
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 2399

SAN FRANCISCO.....	450 Harrison St.	Douglas 2-8363
SEATTLE.....	86 Seneca St.	Main 0290
WILMINGTON.....	440 Avalon Blvd.	Terminal 4-2131
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 6857
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 5-2410

Canadian District

MONTREAL.....	463 McGill St.	Marquette 5909
HALIFAX, N.S.....	128 1/2 Hollis St.	Phone 3-8911
FORT WILLIAM.....	118 1/2 Syndicate Ave.	Ontario Phone 3-3221
PORT COLBORNE.....	103 Durham St.	Ontario Phone 5591
TORONTO, Ontario.....	86 Colborne St.	Elgin 5719
VICTORIA, B.C.....	617 1/2 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 2-7078
SAINT JOHN, N.B.....	177 Prince William St.	Phone 2-3049

THE MEMBERSHIP SPEAKS



NMU Welfare Plan's Freeze Of Oldtimers Stuns Member

To the Editor:

That letter that a bunch of NMU oldtimers are sending around to all the Marine Hospitals and which was printed in the LOG sure tells a rough story. Those NMU oldtimers are really out in the cold.

Since reading the letter I've talked about the NMU Welfare Plan and the SIU's plan to some of the fellows I know who carry a book in the NMU and I learned that nobody in that union feels like they've got a good deal.

TOO MUCH

Most of them say there are too many restrictions. Like you've got to work 20 days before you can get any benefits. And then you can only get benefits for 13 weeks. And what bothers most of them is the fact that all the oldtimers who were in the hospital when the NMU Welfare Plan went into effect are out of luck altogether.

I was really amazed to hear all these things. I realized that the SIU's Welfare Plan is regarded as the best in the industry, but when you hear the NMU guys themselves tell you that,

then you really know you've got something that is tops.

What a difference in the feelings of the SIU oldtimers and the oldtimers in the NMU. Our Union didn't forget our guys, or the part they helped to play in building the Union and paving the way to better conditions.

NOT FORGOTTEN

When we won a Welfare Plan, the SIU made sure that they were the first to get benefits, even though they weren't eligible under the agreement.

Now we hear a bunch of NMUers who were among the first to join that union tell how they were completely left out of their Welfare Plan. No wonder they're hot—and they've got the sympathy of every American seaman, no matter what union he belongs to.

It makes the rest of the NMU guys wonder just how far their outfit will go in protecting their interests. Right now they don't seem to have much faith.

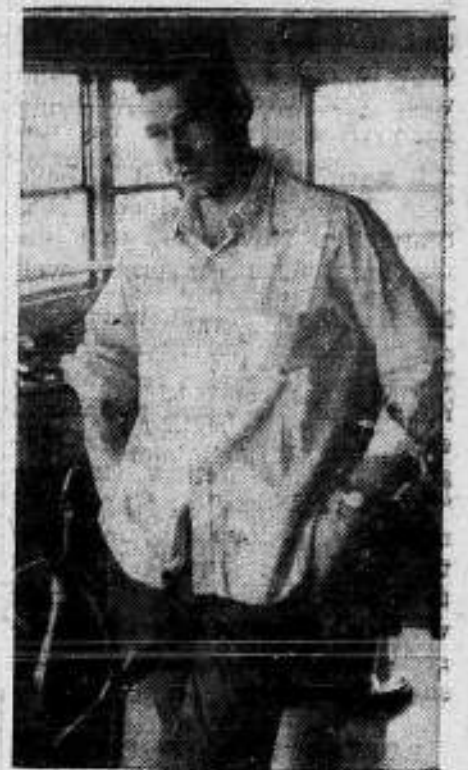
As a member of a Union that protects my interests all the way, I can't say that I don't blame them.

J. R. (Scotty) Heath

Kirk Men Keep In Trim



Brother McConnell, AB, aboard the SS Robin Kirk, holds still while a barber clips away carefully. In photo RIGHT, Edwards, AB, relaxes in the wheelhouse. Photos were submitted by Lawrence Price, a member of the SIU affiliated Seafarers Guards and Watchmen's Union of the West Coast.



SIU Men Get Most For Dues Dollar, He Says; Favors Increase To Strengthen Security

To the Editor:

It's a funny thing but there was a time, and not too long ago, when I couldn't figure how people could spend a buck on something for which they didn't get an immediate package in return.

Buying food, entertainment and drink was something I could understand because I'd see what I was getting and it made me feel and live better.

Almost just the opposite was my brother-in-law who was always trying to show me how he was being smart by investing a few bucks in insurance. He used to say he was investing in his own security.

I didn't get to understand what he was talking about until I became a Union man, and found out what security meant. I saw how the dues I was pay-

ing to the Union was an insurance for me, and a protection. The Union kept getting me higher wages and improving my working conditions and I was enjoying a higher standard of living all the time.

Gradually I found that the Union was winning new kinds of security for me, like the Welfare Plan benefits in case I had to go to the hospital and the \$1,000 insurance for my beneficiaries in case something happened to me. And now the new Vacation Plan, guaranteeing me two weeks vacation pay every year. So now I'm sold on this business of investing in my own security.

The reason I'm writing this to you, Brother Editor, is because I hope you'll find space in the LOG so I can tell my Union Brothers why I'm in fa-

vor of the dues increase recommended by the Finance Committees. In fact, I would have favored it long ago.

The way I look at it, our Union is no different than a business or a person. It has to meet prices that have been going up continually, and our dues haven't changed since 1946. We've been getting more and more for every buck we invest as dues. We are getting a bigger return for our dues dollar than ever before.

If we want this to continue, and I think all of us do, we should make sure we fortify our organization so that it will be sure of being able to continue the job it has been doing so well for all of us.

If you ask me, I don't even think a thing like this should have to be voted on. I can't see how any guy in his right mind could vote against it. When I go into a store to buy a suit, or a drink, or go to a movie, I notice that the prices are way up over what they were only a couple of months ago. Yet I pay it and don't beef.

I figure that my dues dollar is my way of protecting myself against this stuff. The Union sees that my wages are kept in line with prices and wins me extra benefits to boot.

Old man Winston Churchill made a lot of smart remarks during the last war about the British people. If you (and Churchill) will allow me, I'd like to sum up the advantages of membership in our Union this way:

Never did so many get so much for so little.

I'm referring, of course, to the dues we pay as compared to the benefits we draw. Let's vote this increase 100 percent. We're dealing with our own security.

Johnny Wesse!

(Ed. note: Your views well put, Brother, except when you say "I don't even think a thing like this should have to be voted on." All such matters are decided by the membership in accordance with the Union constitution.)

The SS Burden Is Anything But That To Her Hep Crew

To the Editor:

Well, it has been a couple of months since we of the SS William Burden set sail from Norfolk. We have a swell gang aboard this old T-2 and as things are going along pretty good so far we cannot complain. We have signed 18 months articles so we do not know how long we will be out.

We have a lot of oldtimers on the ship and of course a lot of new boys, who are trying to learn the ropes. We have with us an oldtimer who in the early thirties, was a fighter, and a good boy. His name is George Jones and he's from Norfolk.

Jones' fighting name was Frank Conway. He is somewhat of a hero on the ship. He was working with his partner when the other fellow slipped and good old George saved him from a possibly bad injury.

George has just returned to sea and is trying to make a good SIU man, in which we all wish him luck.

Most of the gang came on in Boston and Baltimore, and we are all getting along swell. All send regards to Ben and Jim, also Gene in Boston.

All hands want to thank the



One of the hands helping to make the SS William Burden a smooth-running SIU ship is George Jones, shown here as he appeared when he fought in the ring under the name of Frank Conway.

SEAFARERS LOG, for the way we have been receiving the paper. Keep it up.

We received a letter with a banner from the March of Dimes. We will try to send in our share this trip. Let's hope all ships do the same.

Well, that will be all for this time. Will let you all know how things go later on.

Charlie Murphy
SS William Burden
Shell-haven, England

Ships Delegates

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

Log-A-Rhythm

Why Cry For You?

By FRANK (I'll-Get-Over-It) BOYNE

Each night before I go to bed
Upon your picture tears I'll shed,
Instead of crying in my beer
I'll just stay home and shed a tear.

The tears will course on down my cheek
Each time I take a little peek;
The face that once I held so dear
Will fade with each ensuing tear.

And so as times go by I guess
Your picture'll be a soggy mess,
Then I'll realize life is vain
To think this mess could bring me pain.

How this photostatic, pulpy heap
Could make me lose a good night's sleep?
Just as with tears your picture faded
So with the years you'll become jaded.

As your red locks with grey are blended,
I'll offer thanks for services rendered;
Even as my thanks fall due
I'll go get me another you:

A you that's not strictly from hunger
One at least, say, ten years younger.

Army Units Well Stocked With SIU Men

To the Editor:

I am anxious to read the book, "Seafarers in World War II," and would like to know if you would send me one?

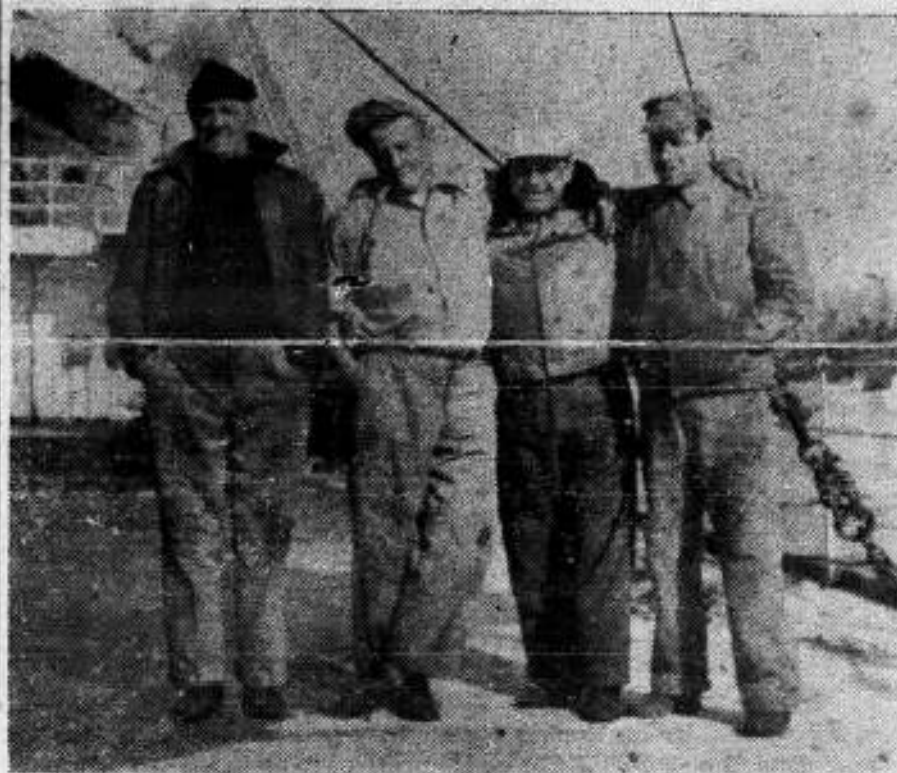
I am going to radio repair school here at Camp Gordon, and I am not the only one who looks forward to my receiving the LOG.

It seems, from what I have seen of the Army since I was drafted in November, that the merchant marine is pretty well represented here.

I saw some service during the latter part of the last (?) war, so if things come to the point that they will begin to release experienced, rated men, please let me know.

Vernon L. Whitney,
Camp Gordon, Georgia

On The Run To Rio



Four Del Monte shipmates pose on deck for the camera of shipmate Ed Sepulveda. Left to right: Mauterstock, AB; Walker, Engine Utility; Benson, AB, and Beverly, AB.

Log Is Like Furlough To Corp. Marchitto

To the Editor:

I received the latest edition of the SEAFARERS LOG the other day, and would like to take this opportunity to thank you, your staff, and all those responsible for the fine, prompt, and efficient manner that I have been receiving it.

As a rule, mail call here in the service, is an everyday routine affair. But once every two weeks I am treated to a very special occasion when the SEAFARERS LOG arrives.

PUTS EVERYTHING ASIDE

All other matters are immediately set aside at that time, so that I may devote every ounce of interest to reading and enjoying each and every article and story. Each edition is, to me, the equivalent of a thirty-day furlough, for, as I relax and read the various stories of my Brothers at sea and in foreign ports, I am carried away and envision myself as being with them once more and enjoying myself to the fullest as they travel to the four winds.

Further, each edition is in itself a milestone, as it records the passing of another two weeks, which means that the days and weeks are rapidly fleeting by and soon I will be among the countless numbers of GIs who will some day return to the sea under the banner of the SIU.

In your recent editions, I couldn't help noticing the write-ups about the new publication of the SIU, "The Seafarers in World War II."

WANTS COPY

I do not know if you have established the policy of sending these booklets through the mails, but if so, I would greatly appreciate one, having sailed on SIU ships for 17 months during World War II.

Also, I am almost daily asked numerous questions by various members of this and other squadrons about the merchant marine.

There seems to be so many of them who have a million different ideas of what the merchant marine is like, and how it operates.

There are also quite a few who have asked me how they could go about obtaining jobs on ships and what their chances would be. A lot of them are young fellows, who have never worked a day in their lives, hav-

ing entered the Armed Forces after graduating school. Most of them have no idea of what a trade union is, what its benefits are, or how it operates.

I wonder if it would be at all possible if you could send me some of the various literature that the SIU has written on these matters, and also a copy of the present-day agreement.

There are a few fellows who, I'm sure, if given a fairly good idea of what it is like, would like to go to work aboard the ships of the US merchant marine, and I think they would in time become honest-to-goodness militant Union men.

A lot of married men with family responsibilities have approached me on this matter and I am sure that they, in all earnestness, would make good Union members, being of sound and mature natures.

In closing, I would also appreciate it if you could print a notation in the LOG, asking if any of my former shipmates would care to write to me, as I would greatly appreciate hearing from them.

My last voyages before entering the Air Force, were aboard the SS Robin Tuxford, and the SS Robin Kirk.

Cpl. John D. Marchitto,
AF 12342848, 4111th
Armament & Electronics
Squadron, 9th Bombardment
Wing (M), Travis Air
Force Base, California

(Editor's note: A copy of the "Seafarers in World War II" and the educational material you requested are on their way to you. The contract is in the process of being reprinted and will be forwarded as soon as it is off the press. We hope you are successful in getting the meaning of unionism across to the men in your outfit. Whether or not any of them become seamen, whatever they do they will be better off as members of trade unions.

(Now, as to the chances of shipping through the SIU, that will depend on conditions in the industry when they are discharged from the Air Force. The only advice is to check at the SIU Branch nearest their homes when they get out.)

Liberal Pact Seen Assuring Success Of Vacation Plan

To the Editor:

In the June 1 issue of the SEAFARERS LOG Brothers Vic Miorana and Dick Keene wrote of the Welfare Plan and the Vacation Plan. Miorana said the Welfare Plan's increased benefits were a great morale booster, and Keene said the Vacation Plan was won because we have a strong Union. I agree with both of them.

But in the Vacation Plan, which is the newest thing I have to get used to enjoying, I think we have something that ought show that they were set up to and Vacation Plan agreements, to work out fine. After reading

the agreement in last week's LOG I felt that here was something that had been written down very clearly and that was not intended to get people fouled up.

WRITTEN FOR SEAMEN

Since the Vacation Plan is modeled after the Welfare Plan, we've got an agreement that looks like it will be liberally administered. When our agreements are written, they certainly are written with seamen in mind. The SIU agreements, Welfare and Vacation Plans were set up to get all the men in on benefits and not keep anyone out.

The trustees who worked out the Vacation Plan agreement rate a word of appreciation for putting down something that everyone can follow without the help of a lawyer.

Agreements like that have a helluva lot better chance of working smoothly to the satisfaction of all concerned than the cute ones loaded with double-meanings. You know the kind, "the party of the first part agrees that the party of the second part," and so on.

The way our Welfare Plan is working out proves what I'm trying to say about the Vacation Plan.

Joe Dembrowski
Baltimore, Md.

Baltimore Mourns 'Whitey' Slifker, Seafarers' Friend

To the Editor:

The SIU members of the Baltimore port have lost a good friend in "Whitey" Slifker of 108 N. Ellwood Avenue, who died suddenly on April 14. He was buried April 18 in Parkwood cemetery, Baltimore.

Whitey was morning bartender at the Lorraine Tavern under the Hall at 14 North Gay Street.

Bernard Snow and several others of the members went around to make a collection for flowers, which were some of the best we have seen. An anchor about 5 feet tall by 3 feet wide was of carnations and lilies in red, white and blue. There was also a huge wreath with flowers spelling SIU.

Four SIU members served among the six pallbearers. These were B. Snow, "Popeye" McCracken, Frick and George Rieler.

A separate floral display was sent by Betty, Jimmie, Bill Barrett and "Streamline." All floral pieces were placed at Whitey's grave.

B. Snow
Baltimore, Md.

Seafarer In Army Wants LOG, Shipmates' Letters

To the Editor:

I am a bookmember of the SIU who was drafted into the Army on October 11, 1950, and I would like to have the SEAFARERS LOG sent to me.

I would also like to get a few letters from some of my old shipmates; so please put this in the LOG so that they all can see it and drop me a few lines.

It sure would be good to get some news about what is going on in and on our Union ships.

Frank F. Reese,
US 54022994
Co. C 160 Inf. Regt.
40 Inf. Division
APO 6, c/o Postmaster
San Francisco, Calif.

Quartette Crew's Softball Victory Over 'Billie-Boys' Is Highlight Of Colorful Voyage To Far Eastern Ports

To the Editor:

This vessel, the SS Quartette, is a Mobile-boneyard Liberty and we sailed from there to New Orleans in February, then loaded soybean for Japan.

Enclosed are some pictures of our trip, on which Bedroom Steward Tom Willis and I collaborated. The pictures of "Tony," her club for seamen and the others that were taken in Nagoya will be looked for in the LOG by our crew.

Tony treated us fine (she paid a \$1.50 cab bill for me one night, let me have cigarettes and a drink on the cuff). We feel she rates a little publicity among seamen for things aren't too good at present. The few remaining GIs in the area swear by her, for her prices are well below the jacked-up ones that prevail in the harbor. She has four or five girls who wait on tables and also sing and dance native style, entertainment that is well worth the price of the refreshments alone.

A beat-up phonograph helps

out, too, but Tony's needs American recordings for it. The address is Tony, Manager, Nagoya Seamen's Club, Nagoya, Japan.

One of the photos shows a volunteer guard in Masinloc, Luzon, P.I. where the Hukbalahaps are doing a job of killing, kidnapping, robbing and every other crime in the book. These islands are infested with these pro-commie bands. They're a leftover group of the guerrillas who sniped at Jap-occupation forces until the islands were liberated by the US Army. After General MacArthur turned over the reigns of government to the newly-created Philippine Republic, the Huks (would you please explain this name) promptly started their reign of terror. We Americans who only know of them through very brief mention in our papers, on the radio, would find these small communities like Masinloc armed camps with guards protecting them against Huks.

(Editor's note: According to our expert, Seafarer Ed Bender, who led a guerrilla group

against the Japanese during the Philippine occupation, the Huks were originally known as BUDC, meaning Barrio (town) Unit Defense Corps. When the Japs discovered the BUDC, which had been slaying Jap invaders by the hundreds, the name was changed to Hukbalahap, the derivation of which is as follows: Hukbong — a group; laban — against; hapon — Japanese. The first letters of each word were strung together to make Hukbalahap, or a group against the Japanese. Since the end of the war, Huks have fallen more and more under the influence of the communists who are seeking to exploit conditions on the island under the guise of nationalism.)

The Huks are a desperate, well-disciplined, armed group. What arms they lack are acquired by the raiding of isolated police stations and even federal armories—even in the suburbs of Manila itself.

While we were taking on cargo

in Masinloc, the Huks pulled a night ambush and killed five American GIs and others in an automobile party. It seems that bagging an American is equivalent to a promotion for them. Needless to say, I hope that any SIU seamen going down that way will walk gently and speak softly while there.

To counteract the Huks, each Philippine community has created a force of home guards and many of the men who loaded our ship hurried home at the end of the day to stand guard. It was nice to know these guys were around. At any rumor of Huks in the vicinity, they'd gladly escort you to your ship. They'd use a bottle torch—a small bottle containing kerosene, illuminated by a wick. This proved your mission was a friendly one, for the Huks carry flashlights. If you had no bottle torch, you fashioned a substitute out of bamboo cane, the tip of which had been dipped in oil, then lighted, or out of sugarcane, which will burn by itself.

(Continued on Page 12)

California Charity Hospital Rapped For Foul Conditions

To the Editor:

On May 12, 1951, I was taken off the SS Amerocean at San Pedro, California, with pneumonia, and sent to the Seaside Hospital at Long Beach, California. After I was examined I was transferred to the "Charity Hospital," Harbor General Hospital at Torrance, California.

I was admitted about noon and put on a table and had to lay there about two hours without lunch or treatment. This place had the atmosphere of a typical poor-house. Dirty, poor food, and complete lack of prompt medical attention.

The ward I was taken to was C-10. In this ward about 12 men had defecated in bed and had laid in it for some time. Also they had some mental cases in the same ward strapped down to their beds, and to top this off they had an active tuberculosis case brought in and then gave instructions for every one to walk on the opposite side of the ward.

Another patient with a contagious disease was also brought in and was transferred a few days later to a Veterans Hospital. There were some men who had not had a bath for several weeks. Most of the patients were up in the seventies, and one man was ninety-six years old. At night the place was closed up tight as a drum with no ventilation and the odor was terrific.

The food was served on paper plates and was usually cold by the time it was served. The gravy soaked into the paper plates so fast you had to soak some into a piece of bread in order to get any. Toast was usually cold and soggy with something like butter or oleo on it but was unrecognizable. The coffee was served once a day black and no cream, and had all the earmarks of being nothing but chicory. At the other meals they served something called "juice." I think they took one can of juice and added about five gallons of water to it.

The interne was always running around with a hypo needle and syringe the size of a grease-gun wanting to give you a "spinal" or punch a hole in your stern-end just to see if your blood was okay, or still running.

They didn't even take out anyone who died in the ward immediately, as they do in most any decent hospital. In this "joint" they throw a couple of

half-hitches around his running-gear and bring in a basket and throw the stiff in the basket for the morgue.

It has never been intended for this hospital of the "living-dead" to be used for medical treatment for American merchant seamen. The attitude of the Port Medical Director seems to be that all merchant seamen are "charity cases." A man of this type should be removed from office as he has no respect for the simple human decencies that would be accorded a dog. They usually alibi that there is no empty beds. For my part I hope they never have an empty one for me, but I sincerely hope that some steps will be taken to secure a decent hospital for merchant seamen to receive decent treatment.

James R. Porter
Wilmington, Calif.

Seafarers Now Soldiering



Among the khaki-clad Seafarers who have paid recent visits to the Union during furloughs are Blackie Coiro (left), and Rudolph Bibow. Coiro is presently assigned to Headquarters Detachment at Camp Kilmer, N.J. and Bibow, who sailed as FWT for 5½ years, was en route to a West Coast port of embarkation.

'Lest We Forget,' Brother Urges More On Old Days

To the Editor:

Lest we oldtimers forget, or the newer men don't know, I hope the LOG will run, from time to time, articles describing the "old days" at sea.

I'm always interested in articles like those written by Louis Goffin in which he tells of some of the conditions aboard ship before the SIU came into existence—of the days when seamen were shown less consideration than cattle.

GOOD REMINDER

All I have to do when I find that I'm taking conditions at sea today too much for granted is to read of the old days. They offer a damned good comparison between what seamen had to contend with in the pre-Union days and what they're like today under Union contract.

Stuff like that should be required reading for every new man sailing aboard Union ships. And it wouldn't hurt the old-timer to read them seriously, too, just as a refresher, although there are few oldtimers who have to be reminded of the achievements made by the SIU. I hope that the younger seamen are thankful that the Union has brought sailing up to the high standards they are able to enjoy today.

Paddy Farrell

Red Samson

It Seems Some Guys Will Do It Every Time

To the Editor:

It is not too unusual, when you go to the Union Hall to ship out, that you run into the kind of Brother who will tell you of his last trip and inform you in detail of all the errors he made in port and at sea.

However, he is now determined to turn over a new page in his career, as soon as he ships out again. He tells you of his intention to get an old Liberty going to Korea or thereabouts. He visualizes an eight or nine months' trip and figures that after a thrifty trip and skimping on draws in foreign ports he will come ashore with enough savings to start a little farm.

ALIBIS

He catches his ship and it steams out, bound for the briny deep on a long trip. When the voyage terminates and the greatest landmark of all—the Statue of Liberty—is sighted, he sighs sadly because he did not fulfill the ardent promise he made in the Union Hall to his former shipmates, but makes all kinds of alibis as to his weaknesses in the various foreign ports they docked at.

He tells you how someone induced him to go ashore and have a few and that was the beginning of his downfall.

So he decides that he will definitely make another attempt to master the situation and the next trip will be different. He then may go into a ginmill with

some "pals" he meets at the place he flops. These guys are not union men, just the kind of renegades who prey on active seamen. And the chances are they'll take him for what pay he has left.

The next day he wakes up a sad and sorry man. He thinks of the long and arduous trip he made to accomplish an end that

turned out to be only a rainbow.

Therefore, Brothers, when the SIU, at meetings and through the Union paper, issues warnings to help you avoid such situations, pay heed. Accept these lessons as you did when young at school and believe me, Brothers, your campaign toward success shall be obtained. That's all.

Quartette Softballers Beat 'Billie-Boys'



Team of "Billie-Boys" pose for photo taken before they were beaten 12-7 in hard-fought softball game by crewmen of the SS Quartette in Masinloc, P.I. Accepted by their fellow-townsmen and active in community life, "Billie-Boys," are members of a "mystical-religious" cult.

(Continued from Page 9)

However, it's a poor seaman who cannot find some way of breaking the monotony and we naturally found two taverns where you could hoist a long, cool one. To get to these places you had to traverse a water-buffalo pasture with your torch if you went at night.

These taverns were something. One place you had to kick a pig in the fanny once in awhile to have foot room. The other place, the Star Bar, was a fine place. It is operated by Constantine Balbos and his wife, who proved to be a blessing in disguise in between draws.

As dusk fell, the Star acquired a bit of gaiety and which drew some of the local "gels." Music was supplied by a guitar or phonograph and in honor of our first night ashore, a "gel" gave out with some vocalizing, later to be joined by two other "gels."

Later, it turned out they were not "gels" at all, but a sect of

men of about 15 in number who were accepted by the community. They took a very active part in local affairs and most of them had businesses, such as a laundry, and small stores and shops.

We didn't know what to make of things, until it was explained to us that theirs was a mystical-religious belief that has existed a long time: that as women gave them birth, this fact dictated their mode of life and they practiced celibacy. They all wore women's clothing, some wore ribbons in their hair, and others had it braided and coiled atop their heads.

CHALLENGE CREW

As we became better acquainted in this village, these "Billie-Boys," as we learned they were termed locally, issued a challenge at softball to our crew. The game was played in the water-buffalo pasture and we used dung piles for bases and home plate.

The "Billie-Boys" supplied the bats, balls and gloves, all of

which were of top-shelf quality. I played third base but not too well, for this sort of shape-up was beyond anything I ever thought I'd be up against.

Their pitcher was ironed out in a long gray dress, with his hair piled atop his head, and was barefooted (as they all were). He struck me out (I'm in cut-down dungarees, shoes and a 20-centavo straw k'ly) twice.

Their catcher had on a flowered dress and could hit and play like hell and was their best all-around man. The field was quite a riot of color, for these birds showed up in canary slacks, red blouses and all colors of dresses.

We didn't have enough men to make up a full team and some of the natives helped us win, 12 to 7, but it was tough. All hands then adjourned for a cold one. To me it was one of the damndest experiences I've ever had.

Paul T. Cassidy
SS Quartette

Shipping Figures Favorite Feature Of Log For Him

To the Editor:

Shipping sure looks good for Seafarers. The shipping figure hit close to the 2,000-mark in the last issue of the LOG.

If the LOG doesn't mind me telling it what it already knows, that box of shipping figures, showing how many men are registered and shipped from each port for the two-week period, is darned good. It's one of the first things I turn to when I get my copy of the paper.

SHIPPING AT A GLANCE

Reason I find it so interesting, is that it gives the picture of shipping right at a glance, and shows how the activity is spread over the Branches during the period covered.

Just from the figures of guys shipped you can see how conditions vary from port to port. A month or so ago, for example, the West Coast was way up there. In the past issue of the paper, I noticed that things leveled off a bit there but picked up in a number of other places.

I guess in the next issue it might show that the West Coast ports will be doing a bangup business again. Anyway, the totals show that shipping has been getting better and better for SIU guys all the time and as long as it stays in the family, regardless of what port is tops for the week I'm satisfied.

Ray (Whitey) Wilson

Vacation Plan Is Signed By 72 Operators

(Continued from Page 1)
 pay, a Seafarer simply goes to any SIU Branch Hall, where he will present his discharges as proof of employment for the required period.

Vacation payments will then be made by a Union Patrolman, or some authorized Union representative, and the claimant will sign a receipt for the amount he has received. The Union will be reimbursed for these payments upon submitting the receipts to the Vacation Plan office.

One of the features of the Vacation Plan agreement is a stipulation that, if a Seafarer dies after becoming eligible for vacation pay, his benefits will be paid to his widow or designated beneficiary.

MUST SAVE DISCHARGES

In connection with collection of vacation benefits, the Union stressed the importance of saving all discharges. Men who are prepared to present their discharges as evidence of employment for the period to which they are entitled to vacation pay will get their benefits immediately, the Union pointed out.

Those lacking their discharges will have to wait until proof of their eligibility has been established.

The SIU's achievements in establishing a guaranteed plan of vacation payments for its membership is regarded throughout the maritime industry as one of the most significant advances made in the seamen's behalf, and a mark of the SIU's strength.

Already there are signs that the Seafarers Vacation Plan means the beginning of the end for the obsolete continuous employment vacation clause prevailing throughout the maritime industry. Under this clause a seaman is required to work at least six months for one company before he can become eligible for vacation.

The Seafarers Vacation Plan puts employment on a cumulative basis, regardless of the number of companies for which a SIU man works during the year.

The other seagoing unions are expected to follow the SIU's pattern in demanding the industry-wide vacation plan setup. One of the first organizations to follow the SIU's lead was the National Maritime Union, which added a similar demand to its contract proposals, shortly after news of the SIU victory was announced.

Shipboard Promotions

From time to time word comes to Headquarters that a crewmember has been promoted to a higher rating or transferred to another department aboard ship. This is in definite violation of the Union's shipping rules, which say very specifically (Rule number 29):

"No man may be promoted or allowed to transfer from one job to another on board ship, except in case of extreme emergency. This is to apply where there isn't sufficient time to dispatch a man from the Union Hall before a ship is scheduled to leave, or the Hall cannot furnish replacements as required. Any member guilty of breaking this rule shall lose the job immediately and shall be fined no less than \$25.00 for such offense."

In port, notify the Hall immediately if a man is needed, and one will be dispatched. If an emergency occurs, too far away to be handled by a nearby Hall, and a man must be promoted or transferred, a full report should be made to Headquarters, stating the circumstances and the man involved.

A Seafarer's Sketch Of Furuseth



John Straha, crewmember aboard the SS Steel Designer, submitted this sketch of the late Andrew Furuseth, who fought successfully for protective seamen's legislation in the first quarter of the century.

SIU Supports Bering Sea Fish Workers In Strike For Contract

By RAY OATES

SEATTLE, June 8—The Bering Sea Fishermen's Union, supported by the Seafarers International Union and the Sailors Union of the Pacific, has struck against the Alaska Salmon Industry, Inc.

The Bering Sea union broke away from the Alaska Fishermen's Union last January when it petitioned for an election among the workers involved. Last April it filed unfair labor practice charges against the industry because it negotiated a contract with the AFU.

FLOATING PICKETLINE

The strike was called to enforce the Bering Sea Union's demand for a contract, and its members put a floating picketline around ships coming to Alaskan waters.

The SUP-manned Sailor's Splice recognized the picketline and refused to unload the cannery cargo at Naknek. The ship was strikebound for five days and has since been ordered returned to this port.

On the Seattle side, shipping

is first-rate and the vessels paying off here have been in good shape. Among these were the St. Augustine Victory (Mississippi) and the Green Star (Triton). Both signed on again.

In-transit were the Bienville (Waterman), Yorkmar (Calmar), Seacomet (Colonial) and Brightstar (Triton).

Quite a bit of painting was needed around the crew's quarters on the St. Augustine Victory and the Captain was authorized by the company representative to turn the crew to on this job and everyone was happy. There were also a few minor repairs needed which we had taken care of at this port.

I attended the last meeting of the Maritime Trades Department of this port, which was called to elect a delegate to the State Federation convention to be held here next month. George Miller of the Tacoma ILA was designated to represent the MTD.

ACTIVE SEAFARER

John S. Asavicuis has done his share in a number of beefs. Born in New York in 1903, John has been sailing since 1922, and in between found time to operate a bar in Antwerp, an enterprise which ended when the Germans entered the port in 1942 and interned him for three years. He resumed operation of the bar in 1946 and kept it going until 1948, when he sailed as a Wiper aboard the SIU-contracted Algonquin Victory.

As an SIU man, John participated in the AFL Garment Workers beef and the AFL Retail Clerks beef against Macy's when



JOHN S. ASAVICUIS

the Seafarers was asked for assistance by these two unions. In Seattle during the past two weeks, John said he's never been happier than he has been since sailing on SIU ships.

Others in the port at this writing are Guy Whitehurst, Dick Kavanaugh, Leo Oval, Boud Buzbee and Walt Sibley. Al Gordon and C. Shivers are in the Marine Hospital.

No regular membership meeting was held because of the lack of a quorum.

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.

Welfare, Vacation Gains Hailed In Frisco

By LLOYD GARDNER

SAN FRANCISCO, June 8 — Shipping on the West Coast continues to be good in all ports and the prospect for some time to come is that the picture will remain bright.

As a matter of fact, we would like to see more of the A&G District men make the West Coast their shipping headquarters. Jobs are plentiful with good and varied runs. Also, the beaches are good in all the ports, the weather is fine (never too hot), good fishing and plenty of beautiful women. What are you guys waiting for?

Here are the ships we paid off in the past two weeks: Citrus Packer, Young America (Waterman); Greece Victory (South Atlantic); Lawrence Victory (Mississippi), and Jefferson City Victory (Victory Carriers).

CLEAN PAYOFFS

All were good payoffs, with a minimum of beefs which were settled aboard ship.

The Packer, Lawrence Victory and Jean LaFitte (Waterman) were the sign-ons for the period covered. All needed repairs were taken care of on these outbound ships.

In addition, we had several vessels calling at the port: Alamar, Yorkmar (Calmar); Fairport, Bienville, Andrew Jackson,



NILS LARSON

Raphael Semmes (Waterman); Steel Navigator, Steel Surveyor (Isthmian); Mother M. L. (Eagle-Ocean).

All hands are wishing the best of luck to Captain Evan Evansen, Skipper of the Lawrence Victory, who is scheduled to retire. He brought in a good ship, manned by a good crew. A former member of the SUP, Captain Evansen is regarded by his crew as a fine Old Man and real sailor. The Captain says it's going to be tough to keep away from the sea after all these years.

REPLACEMENT RULE

Once again, we want to remind our members not to quit any ship until they are sure of replacements. Nor should they announce that they want to quit when there's only a short time left until the vessel is to sail.

Another thing, unrated men with the necessary time for endorsements should go after their ratings without delay. You should sail in the rating for which you're qualified.

There are no beefs in this port, but the AFL Farm Labor Union is still on strike against the big fruit and vegetable growers in the Imperial Valley. Some progress is being made in the fight to halt use of "wetbacks"—unskilled Mexican laborers, who are illegal entries into the coun-

try, and who are used by the growers as a scab labor force.

The Marine Cooks and Stewards and its pro-commie friend, the Harry Bridges longshore union, is still in contract negotiations.

The gains made by our Union in the past few years was the subject of much discussion by many Brothers at our last regular membership meeting. Most of these men spoke in behalf of a dues increase to assure the continued success of our organization in fighting for greater security of Seafarers.

The meeting acted to unanimously adopt the recommendations of the Constitutional Committee, as well as the Headquarters report to the membership and the Secretary-Treasurer's financial report.

WELFARE SUGGESTION

Some members expressed the hope that the Welfare benefits could be expanded to cover men in out-patient treatment and to help widows and children of deceased members.

One of the Seafarers paying off the Young America was Nils Larson, an oldtimer who holds Book No. 58. Nils has been in the USA for 30 years, coming here from Sweden. He's an American citizen and sails as Bosun or AB.

A real sailor, Larson is one of the Union's firmest supporters and is loud in his praise of the organization for its accomplishments in behalf of the men who go to sea for a living.

"Let's all do our job to hold on to these gains, and go on to even greater gains," says Nils, who is enjoying the Frisco beach for awhile.

Also in port are "Wild Bill" Thornton, F. Drozak, W. Norris, Ray Queen, "Hoss" Groseclose and Charlie Nangle.

Needless to say, the increase in hospital benefits went over big with the following Brothers in the Marine Hospital: Emil Gomez, L. F. Johnson, L. E. Jarvis, C. F. Hahn, Ruperto Rivera, C. L. Moats, D. M. McKinnie and G. M. Smira.

Digested Minutes Of SIU Ship Meetings

(Continued from Page 9)

COUNCIL GROVE (Cities Service), April 15—Chairman, Pete Jomides; Secretary, C. J. Sullivan. Quite a discussion was had on men wanting to get paid off on the Southern end of the run. It was decided to get a clarification from the Patrolman on this matter. Departmental Delegates reported a number of beefs in their respective departments, such as disputed overtime, etc. Ship's Delegate mentioned several new educational pamphlets aboard for the guys to read. It was moved to see the Patrolman about getting a washing machine.

§ § §
SALEM MARITIME (Cities Service), May 2—Chairman, N. J. Benenate; Secretary, Jack Scurlock. Ship's Delegate suggested that all hands should read the new pamphlets so as to be familiar with the proper manner as which to conduct ourselves as SIU men. Ship's Delegate to attempt to get the fan tail washed down with hose at least once each week.

§ § §
SOUTHERN DISTRICTS (Southern Trading Corp.), April 7—Chairman, Herbert Kreutz. Ship's Delegate stated that he had received complaints about the food and the cleanliness of the galley and refrigerators, also that the menus were not varied enough. Repairs will have to be deferred until ship gets to Norfolk, and each Delegate is to get up repair list for his department.

§ § §
DEL MONTE (Mississippi Shipping Company), February 12—Chairman, V. B. Burger. Delegates all reported no beefs in their departments and everything running smoothly. A vote of thanks was given to the stewards department for the excellent food that has been served. Much discussion had on the cleanliness of the ship's laundry and the slop sink.

§ § §
N. B. PALMER (Palmer), May 13—Chairman, C. Chandler; Secretary, M. Hauf. No beefs on this ship. J. Doris elected Ship's Delegate by acclaim. Doris gave a talk on the benefits of the Hiring Hall and the struggle the oldtimers had to win it, and he also talked on political action. After pro and con opinions from the crew the meeting went on record to go down the line 100 percent behind our representatives in these matters.

§ § §
EVELYN (Bull Line), May 20—Chairman, N. D. Henson; Secretary, Edward C. Dacey. Delegates reported no beefs in any department. Ship in very good shape. Henson made suggestion that every one help keep pantry clean at night. He also suggested that all seamen who have filed application for validated papers in last three months should pick them up as soon as possible.

§ § §
COEUR D'ALENE VICTORY (Victory Carriers), March 25—Chairman, Antonio Branconi; Secretary, Wm. J. Nicholson. No beefs in any department. A vote of thanks was given to the Steward and his department for the fine Easter dinner. A discussion was had on keeping unauthorized people out of crew's quarters in port, and it was decided to keep all screen doors locked with exception of one by the gangway.

A&G Shipping From May 23 To June 6

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	28	29	20	77	27	25	10	62
New York.....	105	164	119	388	198	179	109	486
Philadelphia.....	65	52	47	164	72	61	51	184
Baltimore.....	106	89	52	247	89	72	40	201
Norfolk.....	24	14	16	54	42	50	48	140
Savannah.....	8	5	8	21	1	2	1	4
Tampa.....	14	7	12	33	7	3	6	16
Mobile.....	53	55	54	162	59	50	50	159
New Orleans.....	134	93	98	325	115	95	81	291
Galveston.....	51	44	41	136	57	60	42	159
West Coast.....	54	52	45	151	70	60	56	186
GRAND TOTAL.....	642	604	512	1,758	737	657	494	1,888

§ § §
ARCHERS HOPE (Cities Service), April 21—Chairman, John Coulter; Secretary, Sidney Lipschitz. Ship's Delegate reported that matter of first aid kit was taken up with Skipper but with no satisfaction. Delegates reported number of books and permits in their departments. Patrolman to be asked whether or not black gang can paint out Engineers' quarters. Patrolman to be asked if ship can be shifted without notice, leaving part of crew stranded.

§ § §
COEUR D'ALENE VICTORY (Victory Carriers), May 20—Chairman, M. Burnstine; Secretary, T. V. Garcia. Delegates reported on books and permits in each department and also reported no beefs. The Ship's Delegate was given a vote of thanks for the work he did last trip, and was requested to handle this job on this trip. The crew went on record to give the stewards department a vote of thanks for the good food they are putting out. One minute of silence for the Brothers who have been lost at sea.

§ § §
PORTMAR (Calmar), May 19—Chairman, J. C. Mitchell; Secretary, D. Gilbert. T. Dickenson elected Ship's Delegate. No departmental beefs. It was moved to have Union get clarification on company instruction sheet with regard to allotment of milk. Steward notified crew about shortage of stores, and it was suggested that the Union be notified of this shortage.

§ § §
DEL ORO (Mississippi), May 20—Chairman, Ramon Ferrera; Secretary, Arthur Tarbell. Everything running smoothly on this ship. The Ship's Delegate made a report as to conditions on board last voyage. Cooperation was requested by the Steward of the crew in helping to conserve coffee this voyage, as the consumption last trip was way over normal. The crew is going to help the Messman in keeping the messroom deck in a cleaner condition.

§ § §
YOUNG AMERICA (Waterman), (no date given)—Chairman, W. O'Connor; Secretary, John J. Burke. Ship's Delegate stressed the importance of maintaining a proper gangway watch. Other Delegates discussed the importance of not taking excessive time off. Discussion on West Coast transportation. Suggestions made that ship receive a meat slicer, new or reconditioned mattresses and certain needed repairs. Motion that each man donate \$2 to ship's fund was voted down.

§ § §
BRADFORD ISLAND (Cities Service), May 20—Chairman, Thomas McCann; Secretary, Wallace Frank. No beefs reported by the Delegates. The crew in the meeting went on record to endorse the Vacation Plan the Union is working on. All the guys feel that it is an excellent idea, and one of the most progressive moves made by any union. A complaint was made that some of the crew are not taking proper care of the washing machine, and the men were asked to rectify this condition. Chief Cook and crew Messman thanked for doing a good job.

§ § §
WINTER HILL (Cities Service), May 12—Chairman, Charles Greer; Secretary, M. J. Ochmanowicz. Deck and Engine Delegates reported on disputed overtime in their departments. Suggested that Union negotiators be asked to see if possible to get company to put motorized lifeboats aboard, due to nature of cargo. J. Halpin resigned as Ship's Delegate and M. J. Ochmanowicz elected to replace him. All hands warned about smoking on deck and in the passageways near the doors, because of the high test gas being carried.

§ § §
WINTER HILL (Cities Service), May 23—Chairman, Tom Brennan; Secretary, Joe Mullin. Delegates reported on nature of disputed overtime in their respective departments. Various suggestions and ideas discussed which affect the safety of the ship. The Ship's Delegate will

contact the Captain about having the vise and work bench removed from the pumproom, as it creates a hazard. The Engine Delegate to see the Chief Engineer about getting a blanket in fire room for emergencies. Suggestion made that cranks on lifeboat davits should be replaced or repaired.

§ § §
WANDA (Epiphany Tankers), May 14—Chairman, Bernard Chason; Secretary, Edward Robinson. Delegates reported no overtime beefs. Deck Delegate reported Captain and Chief Mate working on deck. Steward discussed ship stores and use of coffee. Ship's Delegate to see Captain to straighten out officers who demand special favors.

§ § §
STRATHBAY (Strathmore), June 1—Chairman, J. C. Davis; Secretary, F. Hartshorn. Delegates reported no beefs. Steward requested that ship be stored for a four months' trip. Ship's Delegate to confer with Captain to set a convenient hour for issuing draws. Vote of thanks given stewards department for fine work during trip. Rated men in the stewards department were asked to give the inexperienced men instruction in their work.

§ § §
May 9—Chairman, M. Danzey; Secretary, J. Smigelski. Delegates reported number of books and permits in their departments. Discussion on washing machine and facilities offered for washing clothes. Patrolman to be consulted on transportation and clothing allowance beef.

§ § §
STEEL KING (Isthmian), May 6—Chairman, E. Werda; Secretary, P. Harayo. Delegates reported no beefs. Ship's Delegate to contact Master and have meal hours in port set from 12 to 1 because of day workers. Each department to rotate a week at a time the sanitary work in their departments. Deck Delegate suggested that all men clear their beefs through their Delegates instead of using other methods.

§ § §
BRADFORD ISLAND (Cities Service), June 2—Chairman, T. McCann; Secretary, W. Frank. Delegates reported number of books and permits in their departments. Collection box to be set up at payoff for donations to ship's fund. Request made for more fruit juices at breakfast. Educational bulletin read and discussed.

§ § §
ARCHERS HOPE (Cities Service), May 30—Chairman, S. Lipschitz; Secretary, M. Boyd Davis. Ship's Delegate reported \$103.46 in ship's fund. Motion carried that all lifeboat gear be checked for seaworthiness. Suggestions made that Ship's Delegate go ashore in next port and buy a washing machine for crew. A new library to be obtained in next port. Discussed and accepted as good policy that of labor unions cooperating with one another. The importance of taking more interest in all elections stressed.

§ § §
STEEL MAKER (Isthmian), April 8—Chairman, H. Thomas; Secretary, T. Concepcion. Delegates reported number of books and permits in their departments. Ship's fund reported as containing \$51. Crew asked to keep the library clean.

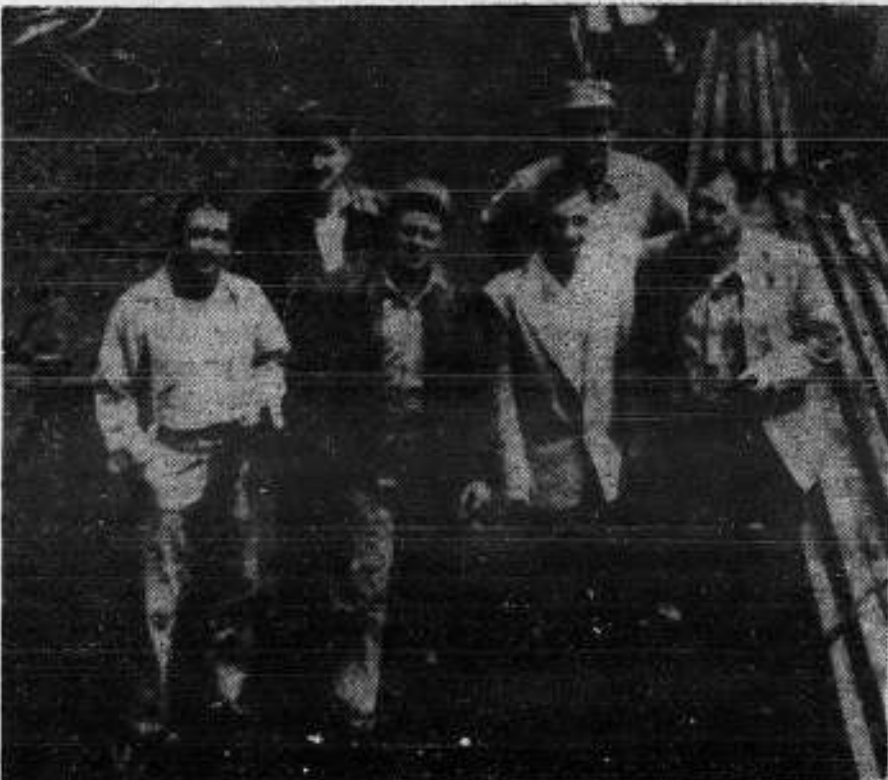
§ § §
May 13—Chairman, F. Pagos; Secretary, T. Concepcion. Ship's Delegate reported that when securing for sea all sailors must turn to and none can refuse to do the work. Ship's Delegate to see Mate about painting the rooms. Patrolman to be asked if everybody in engine department must wear shirts when working below. Vote of thanks given the stewards department.

§ § §
CLARKSBURG VICTORY (Mississippi), May 12—Chairman, Carl Lawson; Secretary, M. Kikun. Delegates reported number of books and permits in their departments. Men qualified for a higher rating were urged to go up for their tests. Reading of educational bulletin and discussion. Steward asked crew to keep food waste as low as possible. Work-permitmen were urged to digest the bulletins being sent out to the ships and learn the background and history of the SIU.

§ § §
LAKE GEORGE (US Petroleum), April 21—Chairman, William Smith; Secretary, Norman Kramer. Ship's Delegate discussed the conservation of water made necessary during the long voyage. Delegates reported all running smoothly. More night lunch to be put out.

§ § §
May 13—Chairman, William Smith; Secretary, Norman Kramer. Discussion on having letters mailed at various ports. Motion carried to keep unauthorized persons out of passageways. Discussion on needed fans aboard ship. Crew requested that copy of Union constitution be air-mailed to ship.

Pennmar Host To Visitor



Five crewmembers of Calmar's SS Pennmar pause for the camera with West Coast Representative Lloyd Gardner (left) in San Francisco. Gardner visited the ship recently to deliver the crew a bundle of LOGs and check on conditions.

ROUND UP OF

MARITIME NEWS

Up to the middle of March, the shipping upsurge had taken 63 Victory and Liberty vessels from the laid-up fleet in Mobile. . . . According to a report of the Chief of Transportation of the US Army, 72 percent of all ship losses in World War II were by submarine, 9 percent by aircraft, 5 percent by other enemy action, such as mine fields, and shore batteries, 3 percent by surface raiders, and the remaining 11 percent were marine casualties due to traveling in convoy, congested harbors and traveling without lights.

Trade between the United States and Latin America this year will overshadow last year's figures. During the first quarter of this year, imports into the US was 45 percent higher than last year, and US exports were 30 percent higher. Latin America is now second only to Europe as a market for American exports. . . . Congress has agreed to lend India \$190,000,000 for famine relief. The money will be used to buy 2 million tons of grain and other basic foodstuffs in this country. . . . The movement of grain through New Orleans continues to grow. The exports in April from that port topped the March figures by almost 2 million bushels. The India aid bill should boost the total still higher. . . . Philadelphia, too, is enjoying a boom in grain shipments. Grain exports during May more than trebled the same month last year.

A House sub-committee, headed by Congressman Porter Hardy (Dem., Virginia), is trying to find out why and how does the MSTs operate the largest fleet of commercial merchant ships under the US flag. . . . Although more than 125 shipping companies have applied, the National Shipping Authority has decided to limit GAA operators to about 30 operators. . . . One of the still unanswered questions in Washington is aimed at the stupidity of assigning Navy personnel to the expanding, over-manned MSTs merchant fleet, while highly skilled merchant seamen are being drafted.

The only bid submitted for the chartering of the three-ship "Good Neighbor Fleet" was that of the Moore-McCormack Lines, present operators of the ships, which offered \$22,000 per vessel per month. . . . The privately-owned ocean-going merchant fleet flying the American flag totals 1,310 ships—more than 15.5 millions deadweight tons, an all-time record—and is 50 percent larger than it was in 1939.

The Senate Labor subcommittee opens hearings today (June 15) on S 1044, a bill to legalize maritime union hiring halls, introduced by Senator Warren Magnuson. . . . Magnuson, incidentally, blasted the great quantity of "misinformation" that has been spread about the American merchant marine. For example, the Senator pointed out that in one year the subsidies paid merchant shipping was less than that paid the cheddar cheese industry in this country, and that in no year were shipping subsidies as much as those paid the tobacco industry.

The Wage Stabilization Board agreed to okay a 15 percent wage increase for Bethlehem shipyard workers, in Baltimore, many of whom were going into other industries where wages were higher. This was the first general increase for shipyard workers since 1948. Bethlehem states that the tight labor situation has begun to ease off. Other yards are expected to file for permission to pay the same higher rates of Bethlehem, and getting the WSB approval should be a routine matter. . . . The British government has asked the National Shipping Authority for the use of government-owned ships to move iron ore from North Africa to the United Kingdom.

When the ship sales provisions of the Merchant Ship Sales Act of 1946 expired on January 15,

1,056 ships had been approved for sale. 843 of these were for American flag operation, and 1,113 for foreign flag operation. . . . The new prototype freighter, the Schuyler Otis Bland, has been awarded to the American President Lines under bareboat charter for \$28,110 a month. Only two other companies bid, the Pacific Transport Lines and the Pacific Far East Line. The Bland will be operated on a service, route or line determined to be essential, and is barred from carrying cargo, passengers or mail in the domestic trade of the US.

The NSA and its general agents have been unable to come to terms on compensation. NSA has made a tentative offer of \$75 a day (over and above all costs), but the operators are asking about twice as much. The WSA paid \$60 a day during World War II. The NSA is expected to make a final offer on a take-it-or-leave basis. Those operators rejecting that figure will be free to return the ship to the government for reassignment to another company. . . . The British are hoping that the current retail price war will not affect their merchandise here.

Great Lakes shippers expect carloadings to run ahead of that of last year. They urged the Defense Production Administration to reconsider its reduction of steel allocations for construction and repair of railroad freight cars. There is no point in going all-out in manufacturing, if the goods can't move, they say. . . . Freight revenue of domestic water carriers, including coastwise and intercoastal steamship lines, increased 21.5 percent last year, says the Interstate Commerce Commission. Only two lines showed a loss, Isthmian and the Weyerhaeuser SS Co. Among the SIU-contracted companies which showed gains were Calmar, Waterman and Seatrain.

On June 1, five more Liberty ships were withdrawn from the boneyard and allocated to general agents; one vessel was allocated to an SIU company, the Robin Line. . . . Four more companies were appointed general agents during the end of May, bringing the total to 36. Among the new companies were Alcoa and Eastern. . . . By

membership action, all Seafarers must have their validated papers by August 1. No papers, no registration, no sail.

The NMU, whose contracts expires tonight, still has not come to agreement with its contracted operators. Joe Curran says that the NMU "has never worked when it had no contract," which has slight overtones of strike action. For the answer to this, see the next issue of the LOG. . . . Japanese shippers have been given the okay to begin their Japan-North America run. Four companies, each with five ships, are in the group. . . . South Atlantic is seeking permission from the Federal Maritime Board to use its government-chartered ships to pick up grain and military cargo from the ports of Philadelphia and Baltimore. Their request is being bucked by Waterman, which insists that service from these ports is being adequately taken care of.

The strike of almost 1,500 cargo checkers in London was ended on June 13, after 11 days. 102 ships were made idle, when the checkers went out in protest against the hiring of 28 additional men they claimed weren't needed. . . . In a paper read at a London engineering conference, it was reported that the use of atomic energy for ship propulsion was not likely to get beyond the discussion stage for some years to come. So you black gang guys don't have to worry—just now, that is—about changing departments.

The Baltimore & Ohio Railroad announced plans to proceed immediately with a "substantial" improvement program at its Locust Point piers and terminal. They will probably be completed before the end of the year. The RR hopes that it will bring additional tonnage to that port. . . . The Commerce and Industry Association of New York asked the House Committee on Public Works to reject the proposed St. Lawrence Seaway. It says the hearings already held "abundantly shows" that the project should be abandoned.

BEEFS and BEEFERS

(Continued from Page 16)

to handle his own problems himself. The offices of every Union official in Headquarters and every Union Branch are open to him for legitimate reasons. No Union member need depend on any character with so-called connections to get help on any matter from his representatives.

About all these middle-men can do is get someone fouled up, so the smart thing is to avoid them all.

PULLING IN OPPOSITE DIRECTION

It doesn't end there, however. These lads with the loose tongues are only warming up. "Why the hell do we need a new Hall," and "Why should we build up the Strike Fund?" and "What's the matter with the Shipping Rules as they are?" they invariably ask. You can always answer these cold. The answer is: We don't need new Halls—if we want to jam all the Brothers in dirty, dark Halls without lounging, toilet and recreational facilities. Strikes never were necessary—IF we never cared about getting more than \$45 per month, IF we had been willing to continue to sleep on blue linen. We never need make changes in shipping rules or other regulations—if we don't want to make things easier and more efficient for all concerned. But, then, what would the gripers have to talk about if there were no progress? You're right, they'd probably start beefing about why we didn't have new Halls, why we didn't strike for better conditions, and why we didn't improve our shipping rules.

We could go on forever on the subject of beefs. Fortunately it isn't necessary. Aside from the trivial small beefs that are an outlet for steam, and which are very much in order, all beefs affecting the individual and collective welfare of



the Union and the membership should be brought out in the open.

To allow beefs to fester in the dark until they become smelly cannot be considered healthful. If we have a gripe involving our shipmates, Union Brothers or our Union, we should state our cause before the membership, where action to improve or correct a situation can be taken.

Let's exchange our views and ideas, get closer together and thereby build a more tightly-knit organization. Beefs are okay, if they have a sound purpose. If we bear this in mind, we can all move ahead more swiftly and surely.

BEefs and BEEFERS

You can't dispose of a subject like beefs in an article of this type. The guy that can clear up all the beefs around us doesn't exist. But this article might help to get a clearer picture of which beefs are worthwhile, and which ones ought to be tossed over the side.

First of all, let's get clear on what we mean by beefs. This article is not referring to the kind we get aboard ship that involves contract violations or infractions of Union Shipping Rules and regulations, or any of the things covered in writing that our Union enforces for our protection.

The beefs in this article probably could more correctly be called gripes—those little dissatisfactions, dislikes, rumors and whatnot that are always making the rounds and most of which are never straightened out because they're never brought out in the open.

All of us gripe. We wouldn't be human if we didn't. There's absolutely nothing wrong with a guy blowing off steam. For one thing it makes him feel better. For another thing, it sometimes leads to improvements, if his purpose is constructive. Gripes of this type have many times been the forerunner of Union policy, because the member who blew his lid did it where it could do some good. He either wrote a letter to the LOG



and got his point across by having the majority of the membership read it, or he spoke up at a membership meeting where action could be taken.

Not all gripes or beefs of this type are important enough to be aired at a meeting. Plenty of times we have something on our chests that we spill to one another over a drink and we're finished with it. But any gripe or beef that is big enough to get a guy all hot and bothered about, and which he keeps repeating to everybody he comes in contact with, ought to be aired in front of the men whom it affects—the membership. To let a beef take the dark, winding course that leads to confusion can ultimately be harmful. If that's a guy's intention, then he means no good and should be straightened out by anyone within earshot who's interested in his own well-being as reflected by the welfare of his organization.

LOADED WITH HARM

Guys have passed along to Union officials beefs told them in a ginmill that are really childish stuff. But they are always loaded with harm because they might be taken seriously by the easy-to-convince type of listener.

Once a certain member was sore because a guy he once sailed with, now a piecard, didn't spend a couple of hours talking over the old days with him. The disgruntled Brother was yammering in a ginmill that the piecard was now a "bureaucratic so and so," and that "he's too big to remember his pals, now," and "I knew him when." You know the stuff.

But when you look at this gripe coldly, you see how foolish it is. The membership, including the griper, elected the man in question to a Union job because they expected him to do the job—and do it right. Maybe the official was just itch-

The series of articles which appeared originally in the Seafarers LOG and later in a booklet called "Food for Thought" drew much favorable comment from SIU men, trade union organizations and individual trade union members throughout the country.

Requests for reprints of articles, which deal with problems faced in many labor unions in general and in the SIU particularly, continue to come into Headquarters from SIU ships as well as from various sections of the trade union movement. Particular interest has been expressed in the article dealing with "Beefs—and Beefers," which has been rewritten for publication in this issue.

After reading "Beefs—and Beefers," Seafarers aboard ships and in the various Union Halls will very likely find it an interesting subject for general discussions. Comments on the article are welcomed from all hands by the LOG.

ing to get down to talk of the old days but his job wouldn't allow it. Remember, the piecard is not available for social life during the working day. The membership pays his wages; the membership chose him because it had confidence in his ability and reliability. The official is responsible to the membership for delivering the goods. He can't deliver the goods and spend the day sloughing off his duties, while he goes around being a good social guy. If he does, he's not on the ball.

CHRONIC GRIPERS

That little incident is just a case of misunderstanding. Any guy worth his salt with a gripe like that will get the pitch if it is put to him clearly and in the proper light. On the other hand, there are chronic gripers to whom nothing can ever be explained because they're never happy unless they are knocking something or someone. Nothing constructive ever comes from these guys. They generally are fascinated by the sound of their own voices, and the more they drink, the more they pump their speech boxes, and the more destructive become their little stories.

A close relative to these guys are the "aginers." They're "agin" everything. They've got a thousand and one arguments why the Union shouldn't do a thing when it means spending a little time and money.

An example of this type is the fellow who in recent weeks was lamenting loud and long to his shipmates and all who would listen, that the Union was so busy chasing new companies that the older contracted outfits and crews were being ignored. This guy was "agin" the Union spending time chasing these "dinky one-ship companies." He argued that it was a waste of time and money that should be devoted to the SIU regulars.

This guy, whether he knew it or not, was doing a sabotage job on the Union. He certainly wasn't helping to build the Union's strength. He hadn't stopped to consider that if these one-ship outfits remained non-union they'd menace all SIU conditions and contracts, including the SIU regulars. His argument to ignore these small outfits sounded like a company line of reasoning, hardly that of a man who calls himself a Union member.

Incidentally, these one-ship outfits are hardly a curse on us. Two of these one-ship firms a year ago had one ship each; today they have twelve ships apiece. Another has grown from one to ten; another from seven to eighteen. These four one ship firms alone now provide the Union with close to 2,000 jobs and all ships are company owned.

STUMBLING BLOCK

It appears that what the "aginner" really opposes is the healthy expansion of the Union and the betterment of conditions for the Union's membership.

But the gripers don't confine their barbs to piecards, either. "The Bosun is a bum, doesn't know a damned thing," and this "Steward we got is a phony," and "where the hell did they get that

lousy Messman," and on and on and on. Monotonous, isn't it? Pretty sorry conversation when you get that for a daily diet.

There's another chronic beeper who is a familiar type in many walks of life. They're they guys who are opposed in principal to anyone in a position of responsibility. Even the most diligent and conscientious piecard in the world is a target of this kind of beeper's gripes. There may be some psychological reason for such a peculiar attitude, but the thing that concerns Seafarers is that it is harmful to the Union's progress. If representatives are the subject of unwarranted and unfair attacks by left-footers in the seamen's society then they cannot get the kind of cooperation that is essential to the welfare of all concerned.

In fact, these gripers are the kind who prevented the Unions from becoming strong in the old days. Because they couldn't submerge their personal feelings, they always attacked any effort to muster seamen into the strong force that was necessary to improve their lot.

THE "SWELL GUY"

Less easy to detect as a torpedo artist is the seemingly well-intentioned guy, who always appears to be going out of his way to help a shipmate square his troubles. He generally gets by with his shipmates as "a swell guy," or one who "wouldn't hurt a fly."

When this guy goes into action, many of his shipmates are apt to be fooled and they'll remark, "Gee, if everyone in the world was like him, what a great place it would be." Yeah, a great place for guys like him. Actually, he'd have you going around in circles to satisfy his ambitions,



which is to be known as "a swell guy" or perhaps a very important person.

This kind of a do-gooder will invariably try to impress his shipmates with his "contacts" among union officials, a line that might be laughed off as a joke if it weren't for the fact that it is often swallowed by a lot of people.

While this type of operator may honestly mean well, he's a meddler and it is wise to avoid him in the solution of any problem. The correct course to take is through the regular Union channels, without falling for a lot of mystical malarkey about "contacts," "connections" or "my friend, the Patrolman."

Every Seafarer has all the contacts he needs

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