

# SEAFARERS LOG



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## SIU Meets Operators May 15 On Seafarers Vacation Plan

### Living Cost Soars High Since Korea

Cost of living necessities that families buy every month cost \$185 a month now compared to \$100 in 1939.

\$14 of the increase has been added since the Korean war began, according to Mrs. Arnyess Joy Wickens, deputy commissioner of the US Bureau of Labor Statistics.

The sum of \$41 was added in the 2 years immediately after Sen. Robert A. Taft led the fight to remove World War II price controls in the summer of 1946.

"It takes \$23.74 to buy the groceries that a \$10 bill used to buy before World War II," Mrs. Wickens said.

It takes \$100.50 to buy the clothing that \$50 used to buy; \$103.50 to buy housefurnishings that \$50 used to buy.

Services, bus and street car fares, amusements, laundry, and a variety of other things that every family buys have also increased in price.

#### RENTS UP

Rents are up considerably in the cities in which rent control has been removed, but since rent control is still maintained in many of the large cities, rents have advanced on the average by about 28 percent since 1939—less than other important elements in living costs.

Utilities are among the few major items of the family budget which have increased very little since World War II.

Retail prices of goods and services bought by moderate-income urban families continued their rise between February and March.

The Bureau of Labor Statistics reported that indexes of all major groups of commodities and services increased fractionally during the month with the largest increase, 0.7 percent, reported for miscellaneous goods.

The Consumers' Price Index for March 15, 1951, was 184.5 (1935-39 equals 100). This was 8.4 percent higher than the index for June 1950 (pre-Korea) and 9.6 percent above a year ago.

### Welfare Plan Report

Beginning with this issue, the SEAFARERS LOG will publish regularly the report issued by the Seafarers Welfare Plan of the benefit payments made to all eligible claimants.

The information will contain the names of the men in the Marine Hospitals who have received hospital benefits and the amounts paid to them out of the Welfare Fund. The report will also carry the names of deceased Brothers whose beneficiaries have been paid the death benefit.

The Welfare Plan's current report appears on page 5 of this issue.

### SIU Notifies Government Of 'Policy' Withdrawal

Following out the mandate of the Seafarers International Union's fifth biennial convention, SIU President Harry Lundeberg has notified Maritime Administrator Vice-Admiral Cochrane and Secretary of Commerce Charles Sawyer that the SIU and SUP were withdrawing their signatures from the "Statement of Policy" which they, along with other maritime unions, signed early this year at the Washington conference.

In addition, the other maritime unions were notified of the SIU-SUP move and were urged to likewise cancel their pledges.

The convention stand was adopted after the National Shipping Authority—present counterpart of the War Shipping Administration of World War II—had authorized General Agency Agreements for the shipowners in which the traditional civilian

rights of merchant seamen are not protected.

The SIU had previously pointed out that unless seamen working for companies operating under a GAA contract are given definite legal protection, they can lose the rights and privileges they are now guaranteed under the Jones Act.

#### BRINGS GOVERNMENT IN

Under terms of the agency agreement, as in the case of MSTs seamen, Seafarers, would be construed as employees of the government, although they actually would be hired by the shipowners.

Through this means, the shipowners would be in a position to take advantage of the statute that says an employee of the government cannot strike. Such action could result in a seaman being barred from working on GAA ships for a two-year period.

The SIU convention charged that constant pressure by the shipowners' lobbies had been responsible for the Maritime Administration's failure to keep faith with the seagoing unions.

By convention action, the legislative aspects of the fight to preserve the civilian status of seamen was referred to President Lundeberg and Washington Representative Matthew Dushane for appropriate action. It is expected that a meeting of the vice-presidents representing the International's seagoing affiliates will be called shortly to deal further with question.

The full text of Lundeberg's letter to Admiral Cochrane and Secretary Sawyer, appears on page 3.

The SIU's Atlantic and Gulf District will put forth its proposals for an equitable plan, guaranteeing Seafarers collectible vacation pay, at a meeting with all contracted operators which has been set for May 15.

The shipowners agreed to discuss the vacation subject in response to the Union's request for the May 15 meeting. Heading the SIU Negotiating Committee will be Secretary-Treasurer Paul Hall and Assistant Secretary-Treasurer Earl Sheppard. SIU Port Agents from Branches on the East and

Gulf coasts, among them Lindsey Williams of New Orleans, Cal Tanner of Mobile and William Rentz of Baltimore, will also attend the session.

Because the Union's proposal evolved as the result of joint study and conferences with the Sailors Union of the Pacific, Morris Weisberger, SUP East Coast representative and a vice-president of SIU, will participate in the discussions in behalf of the International.

The SIU's call for a meeting with its contracted operators resulted from its growing concern over the inequities existing in the present outmoded vacation clauses common to all maritime union contracts. In place of the current clause, the Union representatives will propose a revolutionary plan which would guarantee vacation benefits to the great majority of men who are unable to qualify under the present setup.

Inasmuch as the Seafarers

Welfare Plan has proven a highly successful method of paying benefits to eligible Seafarers, the Headquarters Committee will seek the establishment of a Vacation Plan to be operated along the same lines.

#### CENTRAL FUND

Vacation payments, under the SIU's proposed plan, would be met out of a central fund sustained by contributions from the operators, based on the number of working days per man aboard each ship under contract to the Union.

To get his vacation pay under the plan to be proposed by the Union, a Seafarer would go to a Vacation Fund, where he would establish his eligibility for benefits by presenting evidence of the accumulated number of days he has worked for all operators within a given period. If his claim proves satisfactory he would collect the money he would be entitled to as a result of his vacation credit.

As the Headquarters' plan evolved for erasing the present vacation inequities, committee members studied the effectiveness of the contract provision for giving men vacations. They found that considerably less than 10 percent of the working seamen are ever able to qualify under the continuous employment clause, now standard throughout the industry.

#### NEW FOR SEAMEN

While the SIU's proposed plan is revolutionary insofar as seafaring men are concerned, the committee pointed out, a similar arrangement is in existence between the shipowners and the AFL International Longshoremen's Association.

To provide vacation benefits to longshoremen under their pres-

(Continued on Page 3)



HARRY LUNDEBERG

### Boarding Slips

By a recent membership action all unauthorized men were made liable to a fine for boarding a ship, which generally speaking would keep all except crewmembers or Union representatives off. However, in cases where men do have legitimate reason for going aboard—to pick up their gear, for example—they should first get boarding approval in writing from the A&G Hall. This rule was adopted for the protection of the men on ship, but it was not intended to work a hardship on anyone. If anyone has a valid reason for visiting a vessel, a boarding slip is easy to get.

# SEAFARERS LOG

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## Strength Through Action

The SIU believes that each trade union is an integral part of the labor community and as such, should stand ready at all times to support any legitimate labor organization in the fight to win the common objective, which is: greater security for the working men and women of this nation.

This belief has deep roots in our organization and the membership has on numerous occasions over the past several years reaffirmed the policy which is the practical application of the belief.

Lip service to the ideals and aspirations of the organized labor movement is not enough.

A defeat for any union can be marked down as a defeat for all unions, because each setback suffered by labor thickens the atmosphere of anti-labor feeling and encourages its enemies to become bolder and bolder.

Implementing a program or policy of broad and active participation in the labor movement does not mean, however, that a trade union must sacrifice any of the objectives it has laid out for its own membership. On the contrary, an organization conscious of its role in the labor movement is most likely to be a hardhitting, aggressive force in behalf of its own members.

Taking our own Union for example, we find that the period of greatest progress began coincidentally with the formulation of the policy of aiding and cooperating with other trade unions. It was back in 1946 when the interdependence of the various waterfront organizations became clear to our Union and resulted in the formation of the powerful Maritime Trades Department of the American Federation of Labor, representing seamen, longshoremen and allied maritime groups.

From that time on, the SIU has been assisting other organizations whenever and wherever they needed. And other organizations have been reciprocating whenever we have been involved in beefs in which we required assistance.

At the same time, it must be remembered, the SIU kept forging ahead, continually winning higher wages and better conditions, and, more lately, welfare benefits heretofore undreamed of by seafaring men.

Naturally, in the past few months, the SIU has devoted its full energies to the major problems involving the membership's welfare, such as the Seafarers Welfare Plan and the organizing drive among the new companies entering the maritime field. These efforts have been highly successful, as evidenced by the model functioning of the Welfare Plan today and the fact that the number of SIU-contracted operators has been increased by 52 companies in the past several months.

Despite the magnitude of these projects, our policy of cooperation with other trade unions continued to work and work both ways. We assisted, and were in turn assisted by, the AFL longshoremen of the ILA in several ports. We have participated in beefs of the AFL teamsters in Tampa, Savannah. We have marched side by side with striking laundry workers in Savannah and AFL Retail Clerks in a number of towns where we have Branches.

As a result, Seafarers can walk with pride anywhere in the organized labor community. They have demonstrated that they are responsible members of the labor movement who are ready to carry out their obligations to their fellow trade unionists. They have shown that they will not hesitate to respond to a legitimate request for aid, or to call for assistance, as the case may be.

Because of this, the SIU is a stronger organization in a stronger labor movement and better able to achieve greater gains for its membership.

# On All Fronts



# FORE 'N AFT

by Johnny Arabasz

Get a load of this: Pravda's opera critic put the blast on a new Soviet opera for being dull, unrealistic, defective, etc. One of the arias was titled "NOW I DREAM OF REALIZING MY PROJECT — GIVING ELECTRIC CURRENT TO FIELDS AND SETTING MACHINERY RUNNING. IT WILL BE EASIER FOR US TO WORK AND EASIER TO LIVE." Any comment? . . . "Red Lead" Anderson, Sr., is in retirement by somebody's request. That news has been a long time coming. . . . Tex Morton now has his Second Assistant's ticket. Congrats. As stated in a previous issue of the LOG, Tex comes from Texas. What a coincidence!

Some fellow in Milwaukee, while running for his bus, took a spill on an icy spot. He managed to hang onto the book he was carrying, which was Will Cuppy's "The Decline and Fall of Practically Everybody." Sure, I stole that out of a newspaper. . . . Mac McAuley, whose photography you enjoy periodically in the LOG, handling the Engine Delegate's job on the Hastings. . . . Let's blame Bob Adams, who recently left the Steel Surveyor and the Ship's Delegate's job, for this tid-bit: "She said she felt like a young colt, but she looked like an old 45." If you wish, I'll print a retraction.

A Senate committee will look into charges that peonage is being practiced in Georgia. Men are arrested on Monday on fake charges and are paroled to contractors who pay their fines. They have to work all week, gratis, to pay the fine back. . . . For your in-

formation and protection—always have the Delegate turn your book over to the Patrolman on day of payoff, and pick up same when you get paid. This applies even if you are paid up to date in dues and assessments, You'll save yourself a fine. . . . The Skinner Unaflo engines installed in the new ferryboats for New York harbor were reversed from 170 RPM to 170 RPM in thirty seconds on the trial run. If you are not an engine-room man, take my word for it — that's damn good time. Will help prevent crashes and collisions.

Some Russian ships carry women as ship's officers. A friend, who prefers to have his name withheld, wonders if the Mate would work out on the deck with the rest of the gang, stripped to the waist on hot days. . . . Cities Service seamen in Lake Charles satisfied with the treatment they are receiving at both the Pelican Bar in Sulphur and Jesse's. . . . Ray Arnold waiting for another Pumpman's job in Cities Service. Ray did a fine job on the Salem Maritime. When he left, relationship was good between officers and men and there were no beefs. Congrats.

If you have 12 months seetime on deck, go get your limited AB papers now. When you get the rest of your seetime for your unlimited ticket, the Coast Guard will automatically change your papers without further examination. So don't wait for the extra time to get your full ticket. Go now. . . . I'm going!

## US Notified Of Convention Action

Below is the text of President Harry Lundeberg's letter to Maritime Administrator Cochrane and Commerce Secretary Sawyer, informing them of the SIU's decision to withdraw its signatures from the "Statement of Policy" adopted by the maritime unions.

The resolution referred to in the letter was adopted unanimously by delegates at the International convention last month. It points out that the Maritime Administrator has endorsed the policy formulated by the maritime unions for the mobilization of the maritime industry in "the event of an emergency or war." The resolution goes on to say that in drafting policy for general agency ships, the National Shipping Authority had "totally disregarded" the unions' Statement of Policy, which had been offered in good faith, and that, as a result, the SIU considered its pledges to have been rendered "null and void." Therefore, the seagoing affiliates of the SIU "are withdrawing all our pledges and signatures from said document (Statement of Policy)" the resolution stated.

Dear Sirs:

Enclosed you will find resolution adopted by the Convention of the Seafarers International Union of North America, composed of all unlicensed seamen affiliated with the American Federation of Labor on the Atlantic and Gulf Coasts, on the Great Lakes, and on the Pacific Coast.

The resolution as adopted is self-explanatory, but we wish to point out to you that the American seamen, affiliated with the American Federation of Labor, feel a keen disappointment in being let down by the Maritime Administration and the Department of Commerce, which has the final say in this matter.

We met at the request of the Maritime Administrator in Washington, D.C., in the month of January. We adopted the policy which was approved by the Maritime Administrator, and that policy has been disregarded completely. In other words, what does it matter whether an agreement is signed, if it is to be broken?

We had fully intended to keep our part, which we always do when we sign an agreement, and go along, but we can't say the same for the Maritime Administration in this matter. It is very evident that the

shipowners again are in complete control of the policies dealing with the maritime affairs of this nation—they have never failed from the old Shipping Board days to the War Shipping Administration in the last war, and again now.

It is no secret that the big subsidized lines, particularly on the East Coast, received their original start from the government which furnished them with ships and with money. It may be said truthfully that they have been tapping the United States taxpayers' pockets consistently, and, more than that, they are able in every emergency to get control and determine the policies dealing with the American merchant marine.

We are sorry, but we decline to have our names associated any longer with any such document. This letter may be considered as an official withdrawal of the American Federation of Labor seamen from any and all policies adopted and approved of and signed by our organization at the request of the Maritime Administration and the Department of Commerce.

Very truly yours,  
Harry Lundeberg, President  
Seafarers International Union  
of North America

## Union, Operators Meet On SIU Vacation Plan

(Continued from Page 1)

ent contract, the operators contribute 68 cents per eight-hour day for each man employed, totalling \$176.80 per year per man, exclusive of contributions arising from overtime hours, which are paid for at the rate of seventeen and three-quarter cents per hour.

A further inconsistency between the vacation clauses granted by the operators to the seafaring and longshore workers exists in the eligibility requirements. A longshoreman must work at least 800 hours in a year to qualify, but his time is counted cumulatively whether he works for one operator or 100.

In comparison, the committee cited one of the plans existing with some of the steamship companies wherein a seaman must have at least six months of continuous employment for one shipowner in order to get 3½ days of vacation. The SIU committee pointed out in this connection that the seafaring man is aboard a ship virtually 24 hours a day during this period. In dollars and cents a Messman would collect \$26 for the continuous six months of work under some of the existing clauses, the committee explained.

However, the peculiarities of the shipping industry make it almost impossible for the man to qualify in the first place, the committee added, and referred to its estimate of less than 10 percent of eligible vacation applicants to amplify this point.

In its comparative study of the vacation costs to the operators under the longshore and seamen's contracts, the SIU committee checked the contributions paid by the shipowners to the welfare plans of both groups.

Exclusive of payments made for any overtime hours of work, the operators contribute to the ILA Welfare Plan a total of \$369 per year per man for a straight 40-hour work week. This covers all benefit payments.

To meet the costs of existing seamen's welfare plans the operators are presently contributing \$90 a year. If the operators were to contribute \$180 annually to pay for the vacations under the proposed Union Plan, the aggregate payment would be \$270 a year per man, which would be \$99 less than the contribution under the longshore contracts.

### HQ ESTIMATE

The estimate prepared by the Headquarters committee are among the figures which will be presented to the operators for study at the May 15 meeting.

The striking dissimilarity in vacation arrangements for seafaring men and those enjoyed by other workers was characterized by A&G District Secretary-Treasurer Paul Hall as "a completely lop-sided setup."

"The startling fact is that Union seamen today are the only group of workers in America's industrial life who do not get a fair shake on vacations," he said.

"Equally startling," Hall added, "is the fact that the same shipowners who have refused to give their seamen-employees an equitable vacation plan are providing decent vacations, not only to the longshoremen, but to their office workers as well."

"Seamen, however, are an integral part of the shipping industry and are as vital in its efficient operation as is any other group of its employees," he pointed out.

While the SIU contracts do not expire until July 30, the Union, in requesting the opening of negotiations on the vacation issue, pointed out that vacations will be one of the principal demands it will make at that time. The Union feels that by knuckling down to one of the larger issues in advance, the rest of the contract discussions will be greatly facilitated.

## Baltimore Invites Rated Men To Share Good Shipping

By WILLIAM RENTZ

BALTIMORE, April 26—This is a very good port for rated men, and any of you fellows who come down here will have no trouble getting out. You can consider that an invitation.

18 ships paid off during the last two-week period and included the following: the Spartensburg Victory (Bloomfield); Steel King (Isthmian); Eugenie (Oro); The Cabins (Cabins Tankers); Carrabelle (Cuba Distilling); Calmar and Yorkmar (Calmar); Shinnecock Bay (Veritas); Carolyn, Mae and Edith (Bull); and the following Ore Line ships, Steelore, Baltore, Chilore, Santore, Feltore and Oremar.

In-transit we had the Dorothy (Bull); Robin Mobra (Seas); Salem Maritime (Cities Service); Nikos (Dolphin); and the Raphael Semmes and Mobilian (Waterman).

### BEEFS SETTLED

There were a few beefs on overtime, all of which were settled aboard ship, except a few with the Ore Line, and these are being taken up with the company and should be settled shortly.

All repairs were taken care of—that is, those covered on lists given to the Patrolmen. Brothers, if you expect repairs to be made on your ship, you must have a list drawn up in advance to be given to the Patrolman as soon as you dock. Don't come up with last minute requests and expect to have them taken care of at that moment.

There was one Coast Guard beef that came up on the Eugenie, but that, too, was straight-

ened out, all the men involved coming out clear. It was very obvious that the Old Man was pretty much at fault and that he doesn't know how to run men.

To return to shipping, 12 ships took crews in this period. These were: The Cabins, Spartensburg Victory, Steel King, Eugenie, Baltore, Chilore, Santore, Oremar, Yorkmar, Edith, Mae and Carolyn.

There aren't many oldtime faces around this port, as most of them have shipped, and those still around will be leaving us very, very shortly.

### IN HOSPITAL

In the marine hospital we have the following Brothers in for repairs: Paul C. Carter, John La Foe, Joseph Torra, Joseph Schumsky, B. Klakowics, Joseph Karpinsky, B. J. Gryzeskowitz and Paige Mitchell. They're all doing okay, and expect to be out soon.

We attended the Central Trades meeting, but there wasn't much out of the ordinary going on. The body discussed the question of whom to endorse for mayor of Baltimore and some of the bills that affect unions which have been passed and put into effect, and some proposed bills that labor feels should be passed.

At the regular meeting held tonight, Bernard Snow, 46140, was elected Chairman; G. A. Masterson, 20297, Recording Secretary, and Leon Johnson, 198, Reading Clerk. The regular order of business was suspended for the reading of charges against

members and for administering the Oath of Obligation to A. A. Precious, 102627.

Baltimore minutes and financial reports read and accepted. Secretary-Treasurer's weekly financial reports also were accepted. Minutes of other Branches having New Business were read and concurred in. Headquarters report to the membership was approved. Baltimore Agent's, Dispatcher's, and Patrolmen's reports were given and accepted.

The Trial Committee reported and its recommendation that a Brother be fined \$50 for missing the Feltore was accepted. Another Brother was forbidden to sail in Stewards Department because he was unsanitary and unwilling to work.

There was no New Business, or Good and Welfare and the meeting was adjourned with 202 members in attendance.

### TAKE THOSE JOBS

Before this report adjourns, however, there are a couple of things that ought to be brought before the membership. The first is the beef that some of the Ore ships do not carry enough grub. Well, we are doing all we can on this matter, and are trying to get action from the company.

One of the things that the Brothers can do is to take those jobs when they hit the board, and not let them go to guys off the dock. All in all, the Ore ships are far from bad and having them has done a lot for this port. Letting non-members ride them is a damn good way of losing them for the SIU. So take them when they come up.

## Go After Your Rating

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

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

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

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

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

## In-Transit Vessels Take Toll, Wilmington Beach Is Swept Clean

By JEFF MORRISON

WILMINGTON, April 25 — There was only one payoff in this port during the past two weeks but shipping was strictly of the best. An even dozen ships called here in-transit to add to the available jobs caused by the sign-on of the Jean LaFitte, Waterman.

The in-transit jobs came in from the Fairport, Azalea City, Jeff Davis, and Yaka, Waterman; Steel Admiral and Steel Rover, Isthmian; Massmar, Marymar and Pennmar, Calmar; Black Eagle and Sea Comet, Orion, and the Lloyd Carlson, Bloomfield.

The LaFitte was in good shape for her payoff, with just a few minor overtime disputes to square away. Ship's Delegate Barker did an exceptionally good job in bringing this ship in in true SIU style.

The SUP is active on the waterfront here, pushing its organizing drive among the MCS members. There appears to be a good number of members in the Marine Cooks who are disgusted with the present leadership and commie line of their organization and who don't want the NMU either. The SUP, which would grant the MCS men full autonomy by granting them an SIU charter, is without a doubt the best deal for the Cooks.

A number of oldtimers were around when we last looked, among them Charles Allen, Sol Cohen and A. Delgado, who came in off a six-month trip to the Med on the SS Eugenie. Not exactly an oldtimer, but a guy who has been sailing SIU since 1945, George Midgett, has been in, too.

Midgett, by the way, has a pretty varied background as a Cook, Baker and Steward, the ratings in which he is qualified to sail. Born in Nashville, Tenn.,



GEORGE MIDGETT

in 1919, Brother Midgett went to work for the Ringling Brothers, Barnum and Bailey circus in 1935 as a Cook and Baker. He apparently kept the show folks happy because he stayed there until 1939, until the war broke out.

Then the Army began getting a taste of his cooking talent. George joined up in September, 1940 and was attached to the Field Artillery as a mess sergeant. He was discharged in November, 1945 and a couple of weeks later was sailing aboard SIU-contracted ships.

He's been sailing steady ever since, in the Cook, Baker and Stewards ratings.

Oddly enough, Midgett's hobby is travelling, so he ought to be plenty happy making his livelihood out of the thing he likes most. George says it's pretty hard to figure which of the many

voyages he's made in the past six years was the best. However, he did single out a trip made on the SS Zachary Taylor, skippered by Captain Pannan.

"We had a mighty good crew on that ship, and a right bunch of guys goes a long way in making any trip a good one," says Brother Midgett.

## The LOG Bats 1,000

Having received many complaints from irate, outraged, dues-paying members about not seeing their particular ports represented in the LOG, a letter was sent to all Branch Agents reminding them that while representation on the waterfront was excellent, it was not quite up to snuff in the LOG and —whaddya know?—all Agents came through handsomely, with promises to carry on in the future. So, being trustful, we believe them. But, being practical, henceforth all Branches and Agents thereof who do not come through with their regular reports will be duly listed in the LOG. Any future complaints about lack of port news, therefore, should be addressed to the Agents involved. We are innocent.

## SIU's Latest Publication



Just off the press is the new booklet "Seafarers in World War II" published by the SIU's Atlantic and Gulf District. The new publication, the cover of which is reproduced above, is a documentary account of some of the thrilling and heroic accomplishments of SIU members as they delivered the goods in the recent conflict, and is illustrated with dramatic action photos of war-caused death and destruction on the seas. Copies of the booklet are now being distributed at all SIU Branches.

## Norfolk Registration Falls Down, But Shipping Is High

By BEN REES

NORFOLK, April 26—It's been a long time since shipping in Norfolk has been as good as it has been these days. We here just hope that it continues. Even if the Korean thing blows over—and we all hope that it does soon—the coal and grain cargoes going to Europe and the Far East under the ECA should keep shipping booming.

Once again this Branch could hold no regular Branch meeting because of lack of a quorum. And if you look at the shipping figures for this port you will see the reason why: Norfolk, during the past two weeks, had 18 men registered—and shipped 106! You can't do much better than that.

Since our last report, the following ships paid off: the John Kukulundis (Martis); La Salle

(Waterman); Southern States (Southern Trading); Longview Victory, Louis Emery, Jr., and Heywood Broun (Victory Carriers).

In-transit were the Alcoa Puritan and the Frank E. Spencer (Bloomfield). The sign-ons were: John Kukulundis, Longview Victory, Western Traders (Western Navigation), Heywood Broun and the Louis Emery Jr.

But speaking of trouble, just a word to gashounds and would-be performers—keep out of Norfolk. This is very unhealthy climate for guys who insist on ruining things for their shipmates and for the Union. Enough said.

We had a visitor in port today, A. R. Sawyer, all set to ship. He had paid off last in Baton Rouge, Louisiana, and took a flying trip to his farm in Emfield, North Carolina, to supervise the

planting of cotton, corn and tobacco. With that chore done, Brother Sawyer can take a ship with a clear conscience, and shipping being what it is here, it shouldn't be long.



A. R. SAWYER

## Port Boston Is Thankful For SIU Organizing

By BEN LAWSON

BOSTON, April 25 — Everything is running smoothly in Port Boston. Shipping has been fair so far, but what with the Yarmouth and the summer boats crewing up by June 1, things are bound to take a jump.

Four ships paid off here during the past two-week shipping period, and they were all Cities Service tankers, which shows what organizing that company did for this port.

But not only Boston, but the other ports are benefiting from the heads-up work of our Organizers. When I pick up the LOG these days I'm hit in the eye by names of ships and companies that three-four months



ago never existed. So I, for one, say thank God for the farsighted organizing policy laid down by the Agents Conference in 1945.

The tankers that paid off were the French Creek, Paoli, Abiqua and the Lone Jack. There was some overtime and a clothing allowance beef on the Lone Jack, but these were referred to Headquarters for settlement. Of these tankers, the Abiqua signed on.

The Chickasaw, John B. Waterman, De Soto, the Gateway City (Waterman) and the Steel Director (Isthmian) were here in-transit and were contacted by the Branch.

On the beach with us we have, among others, Alec Olson, Gus Eklund and Frank McGuire.

In the marine hospital are Mal MacDonald, Lawrence Hickey and John J. Flaherty.

There was no Branch meeting this week, due to a lack of a quorum, but a special meeting was held to hear the Dispatcher's report.

Sawyer says the toughest time he ever experienced was last September on the Longview Victory, when it ran into a typhoon between Sasibo, Japan, and Korea.

The ship was loaded with trucks, weapons carriers and other military equipment, and Sawyer says the crew expected to join the submarine corps (or whatever the Navy calls that part of its service). However they worked day and night securing the gear and cargo, and managed to make it back to Sasibo without any loss.

Which proves, I suppose, that there are big winds outside of Moscow.

Among the oldtimers on the beach is Jimmy Akers, who should be known to many Seafarers. In the hospital at the present are William Hawis, Malden Hibbs and Daniel Boyce.

# REPORT OF **The Seafarers WELFARE PLAN**

## SIU Welfare Plan A Model For Other Unions

By PAUL HALL

Secretary-Treasurer, SIU, A&G District  
Chairman, SIU Welfare Plan Trustees

In the short time—ten months—that the Seafarers Welfare Plan has been in existence, from July 1, 1950, to date, it has more than fulfilled the expectations of the Negotiating Committee. During negotiations with the operators, the Committee steadfastly refused to have the Plan run by insurance companies. Examples provided by other plans then in existence showed that too much of the money went for administrative expenses, most of which was profit for the insurance company administering the plan. Since then, the experiences of the other maritime unions, which subsequently negotiated welfare plans that were run by commercial insurance companies, have proven us to be doubly right.

The Seafarers Welfare Plan is the only one which is self-administrative, which means that practically every cent that comes into the fund is available for benefits. Administrative costs of the Seafarers Plan amounts to less than 3 percent of the monies coming in, compared with upwards of 11 percent that is charged by insurance companies.

The Seafarers Plan is the only one with a steadily growing reserve. As of today, the Plan has assets of \$816,000: \$506,000 in government bonds; \$160,000 cash on hand, and approximately \$150,000 owed to it. (At any given time the Plan will have money due, which cannot be paid until the ships at sea have paid off. The more ships the SIU has, the more money it will have outstanding, payable at payoffs.)

The Seafarers Welfare Plan is the most flexible. New or increased benefits can be added any time the trustees agree that the fund is in a strong financial condition. The recent doubling of the death benefit to \$1000 is an excellent illustration of the flexibility of the Plan. At the present writing new proposed benefits are being considered. Which ones will be finally adopted will depend on the results of the careful survey being made as to possible costs, desirability of one over the other, the future state of shipping—which will affect future income, etc. But one thing is certain, nothing will be undertaken unless, one, it fulfills a need, and, two, the Plan can successfully carry the new load.

Another example of the flexibility of the Seafarers Plan was demonstrated last year. A few days before Christmas, the Union's Negotiating Committee proposed

that the Welfare Plan make a \$10 Christmas gift to the men in the hospitals. Immediately the Union and the shipowner trustees met, discussed the matter, decided that the Plan could easily afford a holiday gesture of remembrance and voted the payment. This is a small example—though very important to the men laid up in hospitals, far from their families and their friends. However, it does prove two things: the flexibility of the Plan, which allows it to act quickly, even unorthodoxly if necessary, to provide for a seaman's well-being; and that the Plan is not a cold, commercial proposition, that both sets of trustees consider a seaman as a human being, not a statistic in an insurance company ledger.

The Seafarers Welfare Plan is the only one that has such liberal eligibility requirements: to come under the Welfare Plan, a man need only to have worked one day for a contracted company during the previous 12 months. (Compare this with the NMU's plan, where one must have worked 20 days within the previous six-month period.) Under the Seafarers Welfare Plan benefits are indefinite: a man is paid as long as he is hospitalized. (Under the NMU Plan payments are limited to 13 weeks, after which a man must work another 20 days within six months to become eligible again.)

In addition, the SIU Negotiating Committee succeeded in making eligible for all benefits, present and future, a group of 120 oldtimers who were so sick or so disabled that they had been unable to work for years, and who could not meet the one day a year requirement. Seamen all know that the most pitiful cases of them all are those oldtimers who, after having given their lives to the sea are not any longer, through illness or accident, able to work and are left high and dry. The SIU was the only Union to remember these oldtimers, although all unions have them, and get for them benefits equal to those received by men who can meet the work-eligibility requirement. Four of these men, incidentally, have died since then, and the death benefits were paid to their designated beneficiaries. Under the NMU plan no oldtimer, sick and disabled, and unable to work, is eligible for either benefit. The insure-for-profit plan of the insurance companies are not interested in the seaman's welfare. The Seafarers are.

We believe that the Seafarers Welfare Plan has made history in the maritime industry. We believe, also, that as the superiority of our Plan is better known to labor, it will serve as a model for other unions.

## Galveston Keeps High Place In Shipping League

By KEITH ALSOP

GALVESTON, April 26—There is not much doing in this port outside of routine Branch business, but that was far from being dull. Shipping continues to be good here, and we sent out 143 men in this past two-week period.

Shipping has been so good that we were again unable to muster a quorum. However, a special meeting was held to elect a delegate to the forthcoming Texas State Federation of Labor's annual convention, on June 25, right here in Galveston. Keith Alsop was elected delegate, and R. Wilburn was elected alternate.

Coming back to shipping, the payoffs included the Seacloud (American Merchant Marine SS Co.); Aktion (Actium); and George Kulukundis. The Seacloud and the Aktion were the only sign-ons, but we had a flock of in-transit visitors to take care of. These were:

The Alcoa Puritan; Seatiger (Colonial); Western Rancher (Western Navigation); James H. Price (South Atlantic); Bull Run (Petrol Tankers); Trinity (Caras); Southern District (Southern Trading); Seatrain Havana and Seatrain New York; Mae (Bull); W. Dowling (State Fuel); Steel King (Isthmian); Bradford Island and Council Grove (Cities Service); St. Johns Victory (Bloomfield); Martin McCarver, Warrior and Fairhope (Waterman)—which is quite a load for any port.

There are a few oldtimers cavorting on the beach at the present, some of whom you may know. Among them are W. Lawton, W. Hall, R. Hauptfleisch, J. McCollom and Fred Aderhold.

Brother Aderhold, to my way of thinking, is a typical Seafarer. Although he joined the SIU in 1941, he had been a member in



FRED ADERHOLD

good standing of the old ISU for seven years, when for some of those years the ISU couldn't get you aboard a ferry if you offered to pay the fare. But he was union, and definitely did not believe in the commie-controlled unions that were beginning to flourish.

Fred has been as active as he could have been since he has been in the SIU. He missed the 1946 General Strike and the Isthmian Strike only because he was at sea at those times, but there is very little else he missed, beginning with his first day in the SIU. Brother Aderhold has been sailing as Bosun out of Galveston since 1945, which is something that I am in favor of. He's a good man to have around.

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. Although the following report encompasses a three-week period, future issues of the LOG will cover a two-week period. Also included in the report will be the names of the men who have died and the amounts paid their beneficiaries.

### Period Covered By This Report

April 1 - April 21

### Hospital Benefits Paid In This Period

\$3,293

### Total Hospital Benefits Paid Since July 1, 1950

\$38,206

### Total Number Paid Hospital Benefits

972

#### MARINE HOSPITAL GALVESTON, TEXAS

Hodge, E. D.	21.00
Lewis, Joseph	28.00
Ulinski, T.	7.00
Wheaton, Alex.	7.00
Cop, A. P.	7.00
Zelack, M.	7.00
Cahill, Willard T.	35.00
<b>Total</b>	<b>112.00</b>

Carter, Paul	7.00
La Foe, John	35.00
Torra, Joseph	14.00
Karpinsky, J.	70.00
Grzeskowiak, B.	14.00
Mitchell, Paige	14.00
Harris, Raymond	7.00
Long, J. J.	21.00
Dalton, Jack M.	14.00
Laakso, Michael	35.00
Faust, W. B.	7.00
<b>Total</b>	<b>343.00</b>

#### MARINE HOSPITAL BALTIMORE, MARYLAND

Cole, Robert	7.00
Wyrick, Hugh	14.00
Bissett, Daniel	7.00
Cutler, M. M.	14.00
Schumsky, J.	21.00
Kladowics, B.	21.00
Mungo, Thomas	7.00
Wright, A.	14.00

#### MARINE HOSPITAL SAN FRANCISCO, CALIF.

Walker, Silvester	28.00
Moats, C. L.	21.00
Hill, Harvey	21.00
Lewis, James	21.00
McGrath, Harold	7.00
Nangle, Charles	21.00

Bentley, Jesse J.	14.00
Porter, James R.	7.00
McNulty, Joseph	14.00
Okoonan, Frank	7.00
Greenhaw, Jacques	21.00
L'Esperance, M.	7.00
<b>Total</b>	<b>189.00</b>

#### BRIGHTON MARINE HOSP. BOSTON, MASS.

Melanson, L.	28.00
Menor, M. P.	7.00
Ferrie, A.	21.00
<b>Total</b>	<b>56.00</b>

#### MARINE HOSPITAL SEATTLE, WASHINGTON

Duffy, William	7.00
Hanson, Roy	14.00
<b>Total</b>	<b>21.00</b>

#### MARINE HOSPITAL MOBILE, ALABAMA

Christensen, B.	7.00
Jones, J. H.	7.00
Burke, Tim	7.00
<b>Total</b>	<b>21.00</b>

#### ST. JOSEPH'S HOSPITAL ABERDEEN, WASHINGTON

Hillman, Richard	7.00
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#### MARINE HOSPITAL NORFOLK, VIRGINIA

Boyce, Daniel	21.00
Huffman, Fred	21.00
Rehm, Arnold F.	7.00
<b>Total</b>	<b>49.00</b>

#### COUNTY HOSPITAL LOS ANGELES, CALIFORNIA

Byers, Max	7.00
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(Continued on Page 6)



# Progress Views Of New SIU Building

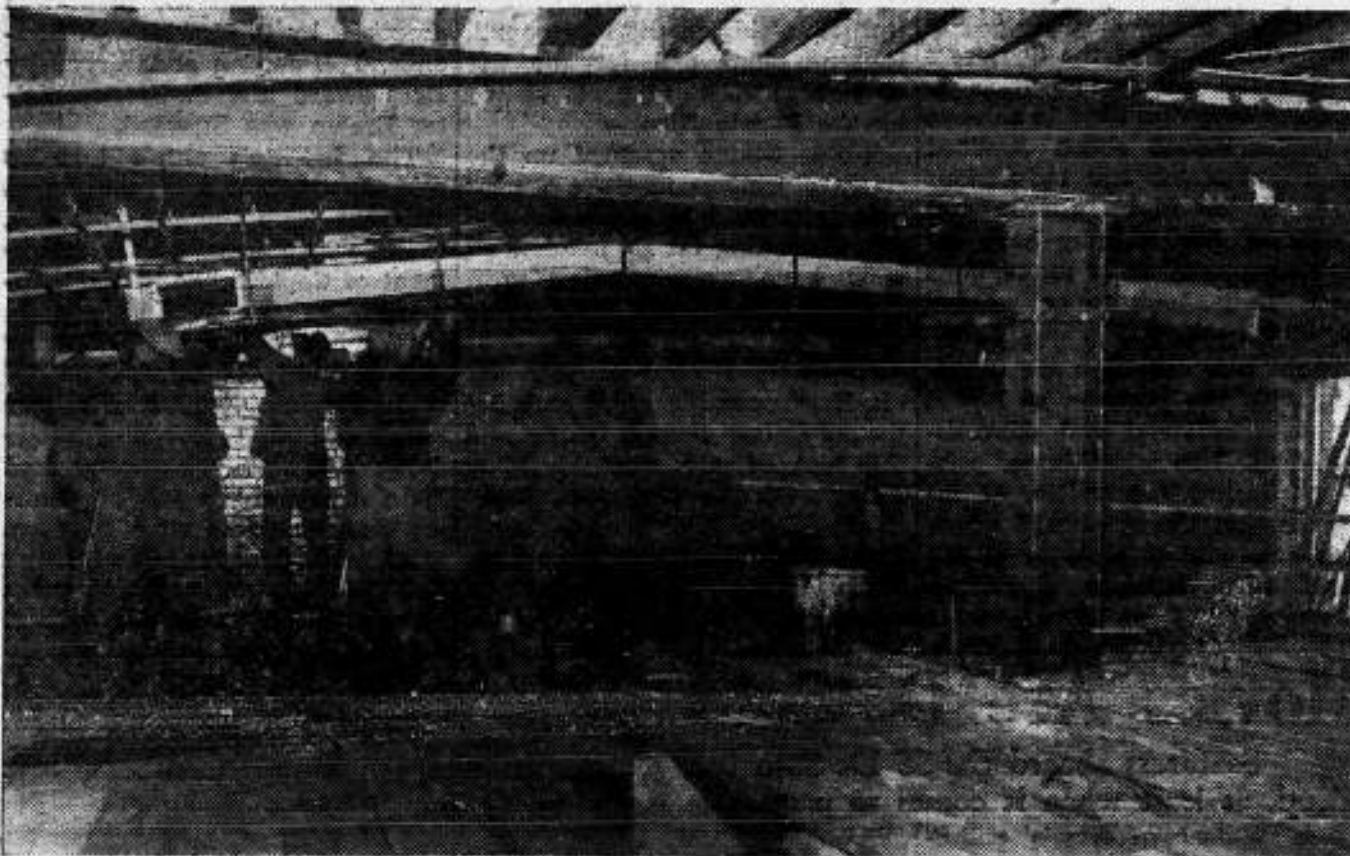


Union plasterers are shown at work on the second floor corridor of the A&G District's new Headquarters-New York building. As work continues on the structure, Seafarers are looking forward to its official opening, tentatively scheduled for some time in the summer. The new building is located on 4th Avenue, between 20th and 21st Streets in Brooklyn and is two blocks from the Prospect Avenue station of the BMT-4th Avenue local subway line.



This is a view of one corner of the new building's auditorium, which will have accommodations for 1,500 persons, more than enough to seat every man attending the regular membership meetings. The auditorium will also house the Dispatching counter, which can be concealed from view when the room is used for other purposes. With exposures on all sides, the auditorium will be light and airy at all times.

The entire property on which the building is situated measures 200 feet wide by 175 feet deep, and offers considerable space for parking of cars and outdoor recreation areas.



Cement mixing continues all day in the building's rear yard.

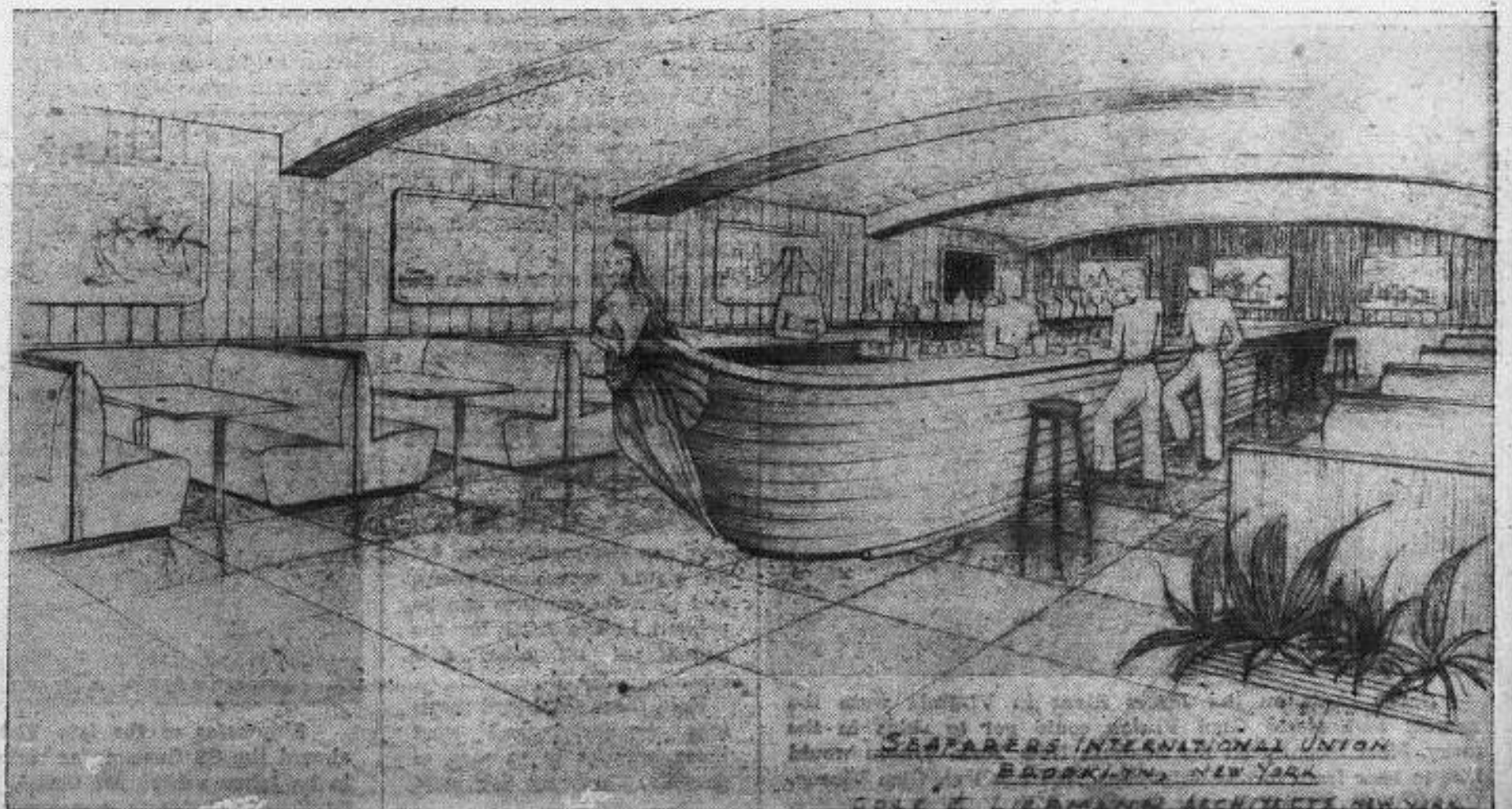
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ABOVE—A construction crew works on the arched overhead of the bar room, which is located in the 20th Street corner of the building's street level. The bar can be entered from the adjoining cafeteria, or directly from the street.

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RIGHT—The architect's sketch of the bar as it will look upon completion. Picture panels in bulkheads will depict three-dimensional color views of harbor scenes throughout the world familiar to seafaring men. The bar itself will be a reproduction of the hull of a sailing vessel, with a carved wooden figure of a mermaid gracing the prow.

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SEAFARERS INTERNATIONAL UNION  
 BROOKLYN, NEW YORK  
 COLE & LIEBMAN ARCHITECTS, NEW YORK



# SHIPS' MINUTES AND NEWS

## Put 'Two-Bit' Whistle In Mothballs: Miller

A "two-bit" whistle as a means of communication between the bridge and a man on-standby isn't worth the human steam it takes to blow it, especially in a raging storm, says a Seafarer aboard the SS Steel Seafarer. He proposes installation of a two-way intercommunication system between the bridge and messroom as the more modern, efficient method.

In a letter sent from Suez, Fred Miller discloses what he calls "an anomalous situation existing aboard most ships."

### CAN'T HEAR IT

"There is no communication between the bridge and the man on standby, except a two-bit mouth whistle, which can scarcely be heard even on a clear day," Miller explains.

According to Brother Miller, the Mate will blow until he's blue in the face, but he might as well be on the other side of the globe for all the chance a standby has of hearing his whistle.

"When the standby, who is only equipped with a normal sense of hearing, fails to make an appearance, all watches are ordered to stand by on the bridge for the remainder of the voyage," Fred says.

### NO OBJECTIONS SEEN

His suggestion for the two-way intercom should be studied by the negotiating committee, Miller writes, adding that he can't see any reason why the operators should object.

He says that some ships already have this system and that it works very satisfactorily.

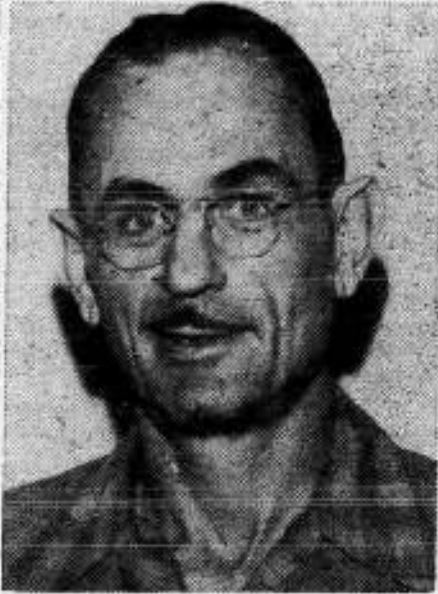
"This may seem to be a small issue, but it has created disharmony and will continue as a nuisance as long as it exists," Miller says.

## Seafarer Wins License As 2nd Ass't Engineer

His friends and former shipmates are pumping the mitt of Seafarer J. T. (Tex) Morton in congratulations. Brother Morton was informed the other day that he had passed the examination for his original Second Assistant Engineer's license.

A member of the SIU since 1943, Morton had been sailing as an Oiler. His most recent ship was the SS Robin Locksley.

When Tex decided to sit for his ticket, he went right after



J. T. (Tex) MORTON

the Second's license, which is indicated by the designation "original second."

Morton says his SIU book, which is numbered 27732, will be kept active, even when he's sailing as a Second Assistant Engineer.

## At Helm Of Ship's Paper



JIM MURPHY



MYLES STERNE

## PR Staff Burns Midnight Oil To Streamline The Advocate

With competition among the shipboard papers published by SIU crews getting stronger every day, the new management of the Advocate, organ of the Seafarers aboard the SS Puerto Rico, is working long and hard to achieve a well-balanced sheet. Assisted by a competent and industrious staff, Editor Myles Sterne and Publisher Jim Murphy have instituted a number of innovations since they took over several voyages back.

Right now the boys are wrestling with the problem of layout for both editorial and advertising copy. The latest issue, published during Voyage No. 43, indicates that the shipboard newsmen are making headway as the result of a number of experiments.

The front page of the current Advocate features photo of a night scene in the brightly-lighted San Juan harbor, with a Bull Line ship in the foreground. Present plans call for the use of various views of ports visited by the Puerto Rico.

Editor Sterne summed up the staff's objectives in these words: "We just want to make the paper interesting for all hands, and we'll keep experimenting until we're satisfied that's what we're doing."

He praised Jim Murphy for his "indispensable aid," and Assistant Editor George Boney and the rest of the staff — Mike Amato, Charlie Hampson, Early Punch, John Fitzsimmons, Steve Carr, Frank Douglas, Grace Corbett, Hild Revesz, Bill Royes and F. Keenan.

## Happy Dinner Caps LaFitte's Far East Trip

A "happy trip dinner," arranged as a fitting climax to a first-rate 45-day voyage to Yokohama and Okinawa, was served up to the crewmembers aboard the SS Jean LaFitte as the vessel neared her home port recently.

The galley gang put out a regal meal that would have put the average holiday fare to shame. There was fresh shrimp cocktail and choice of soups, baked ham and roast beef au jus. Fish lovers had broiled fresh flounder with a lemon butter sauce.

Salads, vegetables of every variety, two kinds of pie, cake, fruits, coffee, cocoa and tea graced every inch of the table. And for after-dinner sweets there were chocolates and assorted nuts.

### ACKNOWLEDGMENT

The menu said the meal was prepared by C. Hawkins, J. Simon and J. Jordan and served by Ed Howard and E. Ferris. Walter Brown was Steward.

The LaFitte's ship's minutes said the trip was a pip and much different from the previous one, which was marked by the retirement of Captain "Red Lead" Andersen.

"We had a darned good crew and a bunch of swell fellows," said the minutes, which also mentioned that Bosun Antonio Bilyk and the deck gang had done a ship-shape job of painting the ship from stem to stern. For cleaning up the vessel, Bilyk and the boys rated "a bow from all Seafarers aboard."

## Movies Are De Soto Crew's Best Friend

Seafarers aboard the SS De Soto believe that movies are a crewmember's best friend, at least when it comes to passing leisure time at sea.

The Waterman crew's enthusiasm for seagoing motion picture entertainment was touched off by the generosity of Electrician Larsen, who owns a sound projector. He offered to donate his services and equipment as a means of breaking the monotony. His offer was accepted and the curtain went up on two feature-length pictures: "Strange Voyage," and "Rainbow on the River."

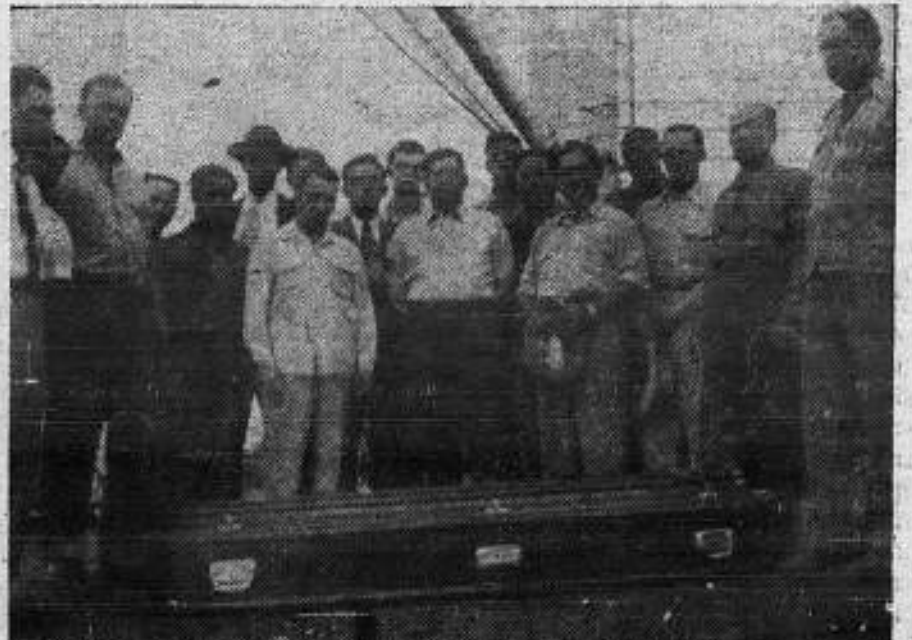
To meet the costs of film rentals, the crew voted to chip in two dollars a month. The movies having proven so successful a

form of entertainment, Phil Reyes took steps to insure its continuation. At a shipboard meeting he announced that if Electrician Larsen should get off the ship, Reyes would purchase

another projector, if the crew approved.

In line with a suggestion made at the meeting, the pictures will be shown twice to enable all hands to see them.

## Silent Tribute



Shipmates of the late Victor Meniodido stand in silence aboard the SS Suzanne as casket containing his body is about to be taken ashore for burial. Meniodido died in the Port of Sanchez, P.R. Photo submitted by Harold Slitts.

## Not Quite At Sea



Small boats on the James River in Virginia were the nearest ex-Seafarer Glen Vinson could get to ships in the army. Most recently on the Seafarin New York, Vinson would like to hear from former shipmates. Address: Pvt. Glen Vinson, US 51031206, 110th T Harbor Craft Co., 25th B'n, Fort Eustis, Va.

## Send Those Minutes

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

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



# Digested Minutes Of SIU Ship Meetings

**W. E. DOWLING (Mathiasen),** March 3—Chairman, Bob Murphy; Secretary, Eddie Chante. Delegates reported all okay, except for some disputed overtime in the deck department. Ship's Delegate reported on time ashore and cargo unloading. Ship's Delegate given a vote of confidence. Cards given out for Welfare Plan.

**LOGANS FORT (Cities Service),** March 24—Chairman, Joe Dunn; Secretary, John P. Schilling. Ship's Delegate reported \$43.15 in the ship's fund. Delegates reported all in order in their departments. Ship's Delegate read article from "Food for Thought" as part of ship's educational program.

**SEA CLOUD (Seatraders),** April 8—Chairman, Joseph Barron; Secretary, Robert McCulloch. Ship's Delegate read communication from Headquarters concerning performers and super militants. Deck and Engine Delegates reported several hours of disputed overtime. Motion carried to prepare a repair list. Agreement made for crew not to interfere with Delegates when they are trying to settle beefs with the Patrolmen.

**CANTIGNY (Cities Service),** March 31 — Chairman, George Morley; Secretary, A. DaCosta. Beef about firing of 2nd Cook. Delegates reported number of books in their departments. Discussion on making a contribution for a floral wreath and trip home for member whose father died. Ship's Delegate gave a talk on letter from Headquarters on Membership and Policy.

**SEAWIND (Seatraders),** March 11—Chairman, Cal Wilson; Secretary, E. Boyd. Delegates' reports accepted. Suggestion made that food be prepared with less grease and the standard be raised. Further suggested that Steward and Chief Cook get together and prepare better menus. Clarification requested on linen issue. Suggestion made that each member contribute \$1 toward purchase of washing machine motor.

**YAKA (Waterman),** March 11—Chairman, Daniel Butts; Secretary, J. Osborne. Special meeting called to take action on Headquarters communication concerning time ashore and unloading of cargo in foreign ports. Each crewmember to donate 25 cents to the ship's fund. Stewards Department given a vote of confidence for the fine work. Discussion on men not holding up their end of the work. Question raised as to who should clean up at the end of the watch in the engine room.

**COUNCIL GROVE (Cities Service),** April 8 — Chairman, D. Roberts; Secretary, C. Sullivan. Delegates reported small beefs, number of books and permits in their departments. Committee elected to explore purchasing of washing machine. Chairman urged all men to attend the showing of union films aboard ship.

**HEYWOOD BROUN (Victory Carriers),** April 1—Chairman, T. Dawes; Secretary, C. Hellem. Discussion on the setting of watches while ship was in Antwerp. Discussion on the men who missed the ship in Antwerp. Dis-



ussion on the wetness of the rooms, which is damaging the crew's clothing. Discussion on the turning to on overtime under orders of the Chief Mate. Motion carried to ask the Chief Mate to point out to the Patrolman the three informers aboard the ship.

**ROBIN KETTERING (Robin),** Feb. 25—Chairman, John Tilley; Secretary, Kirby Digman. Ship's Delegate read correspondence from Headquarters concerning working of cargo in foreign ports. Also discussion held on Stewards Department guide.

**GADSDEN (American Eastern),** March 18 — Chairman, J. Nelson; Secretary, G. Marcin. Discussion on repairs not made while ship was in Frisco. Resolutions on time ashore and unloading cargo read and adopted. Discussion on purchasing of a washing machine and the establishing of a ship's fund put off until next meeting.

**STRATHBAY (Strathmore),** March 22—Chairman, Strickland; Secretary, Davis. Discussion on donation for the Savannah Hall's coffee and donuts setup. Decision made not to favor any one hall. Discussion on disputed overtime, which it was agreed was not good overtime. Delegates to get literature from Union Hall in Mobile so as to acquaint the new men with the set-up.

March 10—Chairman, E. Nottingham; Secretary, Grant Tarbell. Discussion on the cleaning of drains and other repairs requested. Delegates reported no beefs. Discussion on not being relieved in time for coffee. New library to be brought aboard and cots to be supplied for run to hotter climate.

**DEL RIO (Mississippi),** March 25—Chairman, William H. Fahm; Secretary, H. Karlson. Delegates reported all okay. Discussion and favorable vote given on Headquarters letter on time ashore and the unloading of cargo.

**WILLIAM A. M. BURDEN (Pacific Tankers),** March 25 — J. Hausc

agh. Delegates reported number of books and permits in their departments. Motion carried for all men to donate \$1 to the ship's fund. Discussion on Chief Pumpman who joined the ship in Norfolk. Discussion on Messman and Wiper exchanging jobs.

**FISK VICTORY (Bloomfield),** April 3—Chairman, C. Tannehill; Secretary, Tiny Mease. Delegates reported number of books and permits in their departments. Motion carried to accept Headquarters communications on time ashore and working cargo in foreign ports. Motion carried that

last stand-by on each watch keep messroom and pantry clean. Steward asked crew to cooperate with him as there is a shortage of cleaning gear.

**ROBIN KIRK (Robin),** Feb. 12—Chairman, T. Richburg; Secretary, E. Giza. Delegates reported all in order. C. Clarke elected Ship's Delegate. Clarke asked for the cooperation of the crew and promised full representation. Discussion on the shipping rules. Carpenter promised to build a ping pong table.

**DESOTO (Waterman),** March 25 — Chairman, Al Driver; Secretary, Philip Reyes. Delegates reported no beefs. Motion carried to compensate Electrician for the money paid for movie rentals. Discussion on safety circulars being put out by Waterman. Report made that there is \$31.70 in ship's fund.

April 8—Chairman, John Anderson; Secretary, Philip Reyes. Delegates reported no beefs. Motion carried to keep ship's fund separate from movie fund. Discussion on method of collecting money for the films rented.

**SEACOMET (Zenith),** March 5—Chairman, Lyons; Secretary, Anderson. Delegates reported number of books and permits in their departments. Discussion on keeping recreation room clean. Each man to give \$5 toward purchase of washing machine; money left over to go to ship's fund.

March 15—Chairman, H. Kelly; Secretary, R. Anderson. Ship's Delegate reported he had complained to Captain about his shaking down the crew's lockers while the men were absent, and was told that the Captain had that right by law. Deck and Engine Delegates reported over-

time beefs. Discussion on the lack of light bulbs and the poor washing of the dishes.

**STRATHBAY (Strathmore),** April 8—Chairman, Danzey; Secretary, J. Davis. Delegates reported all running smooth; some disputed overtime in Engine and Stewards Departments. Suggestion made that a greater variety of food be put out.

**BRADFORD ISLAND (Cities Service),** April 14 — Chairman, Roy Leo; Secretary, Gerald Marsh. Ship's Delegate read article on "Divided Responsibilities." Delegates reported no beefs. Refrigerator reported in need of repair. Galley crew thanked for fine food during trip.

**LAKE GEORGE (US Petroleum),** March 18 — Chairman, John Brady; Secretary, Charles Hemsley. Delegates reported number of books and permits in their departments. Motion carried to notify Patrolman about rusty water. Beef on food to be referred to Patrolman.

**CATAHOULA (Cuba Distilling),** Feb. 18—Chairman, Adolph Capote; Secretary, Phillip Barron. Delegates reported number of books and permits in their departments. Motion carried to appoint a committee of three to find out what decision was on innerspring mattresses. Question raised as to why sea watches for black gang were not broken in port.

**AMES VICTORY (Victory Carriers),** March 25 — Chairman, Willis Thompson; Secretary, E. Spear. Delegates reported no beefs. Galley stove to be overhauled. Ship's Delegate to draw up a schedule for keeping laundry and recreation room clean.

**STEEL KING (Isthmian),** April 8—Chairman, M. Raffio; Secretary, P. Aery. Delegates reported all in order. Motion carried that a copy of repair list be given new crew so they'll know what has been repaired.

**AKTION (Actium),** March 4—Chairman, L. Sasoya; Secretary, P. Fox. Delegates reported the number of books and permits in their departments. Suggestion made to use canned fruit at supper.

**INEZ (Bull),** April 1—Chairman, S. Gonzar; Secretary, H. Orlando. Delegates reported all in order. Motion carried to have Chief Mate make more keys for showers and heads.

**CALMAR (Calmar),** April 3—Chairman, R. Arleque; Secretary, C. Bairstow. Delegates reported number of books and permits in their departments. Discussion on new Hall, with no new improvements suggested. Repair list to be made up by each department.

**WACOSTA (Waterman),** March 18—Chairman, Bobby Lynn; Secretary, R. Whitley. Delegates reported all in order. Motion carried for entire crew to abide by bulletins mailed from Headquarters. Discussion on Steward, who asked if anyone had any beefs against him. None were raised.

## Directory Of SIU Halls

### SIU, A&G District

BALTIMORE.....14 North Gay St.  
William Rentz, Agent Mulberry 4540  
BOSTON.....276 State St.  
Ben Lawson, Agent Richmond 2-0140  
Dispatcher Richmond 2-0141  
GALVESTON.....308 1/2-23rd St.  
Keith Alsop, Agent Phone 2-8448  
LAKE CHARLES, La.....1419 Ryan St.  
Keith Terpe, Agent  
MOBILE.....1 South Lawrence St.  
Cal Tanner, Agent Phone 2-1754  
NEW ORLEANS.....523 Bienville St.  
Lindsay Williams, Agent  
Magnolia 6112-6113  
NEW YORK.....51 Beaver St.  
HAnover 2-2784  
NORFOLK.....127-129 Bank St.  
Ben Rees, Agent Phone 4-1083  
PHILADELPHIA.....337 Market St.  
S. Cardullo, Agent Market 7-1635  
SAN FRANCISCO.....450 Harrison St.  
Lloyd Gardner, Agent Douglas 2-5475  
SAN JUAN, PR.....252 Ponce de Leon  
Sal 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 Volplan

### S U P

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

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

### Great Lakes District

ASHTABULA.....1036 W. 5th St.  
Phone 4-8831  
BUFFALO, N.Y.....10 Exchange St.  
Phone Cleveland 7391  
CLEVELAND.....2602 Carroll St.  
Phone Main 0147  
DETROIT.....1038 3rd St.  
Headquarters Phone Cadillac 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.....177 Prince William St.  
N.B. Phone 2-3049

# THE MEMBERSHIP SPEAKS



## Doubled Benefits Show Him Welfare Plan Moves Fast

To the Editor:

I was sold on the idea of the Welfare Plan—and who wouldn't be—as soon as I heard the Union was going after it. I got to admit now, though, that I never thought it would get working as quick as it did. I changed my mind when I read in last week's LOG that in the space of about nine months from the start of the Plan, the death benefits had been doubled.

When the Union's Welfare Plan began operating I remember that it was stated that as soon as the trustees could see the way clear they would increase the amount of payments wherever possible. That sounded like a mighty fine idea to me, but I figured for sure it would be quite awhile before an increase could be made.

### FAST ACTION

As these things go (and I've been reading up on a lot of the welfare plans in operation today) it takes a little time to make changes. But it didn't take our plan long to make good on the promise it made.

I guess the answer is that the best way to run a welfare setup for the benefit of the membership is to set it up by yourself. I used to think insurance companies couldn't be beat, but there's no question in my mind

that the system used to administer our welfare plan has got any other system beat all hollow.

The increase in the death benefits from \$500 to \$1,000 is going to be a big help to the families who may have the misfortune to lose their breadwinner. I hope no one ever finds it necessary to have to claim the benefit. But life has cold reality about it and there are some unpleasant things we can't avoid. The Seafarer who knows his beneficiaries—his loved ones—aren't being forgotten is going to be a lot happier guy, easier to live with and better to work with as a shipmate.

### ON THE BALL

From the looks of things the Union just didn't go out and negotiate a Welfare Plan and then go to sleep and rest on its accomplishment. It is staying right on the ball and keeping its eyes open right around the clock in watching out for the welfare of the guys on the ships.

I'd like to say that our Union is doing a good job, and that I would like those responsible to know that what's being done is appreciated by the members, especially those of us with families. If they can keep up the pace, I'll be more than satisfied.

Charlie Stouffer

## Skipper Lauds SIU Deck Men For Savvy In Refloating Ship; 'Routine,' They Reply

To the Editor:

It was early morning on the 4-8 watch, April 10, when the Deck Gang was called, as is the usual procedure, as the SS Sea Beaver, one of the Union's proud steamships was due to arrive at Port Somosa at 0730.

Port Somosa, by the way, is a small port on the Pacific coast of Nicaragua. As a matter of fact, so small that the Skipper had to use an old blueprint and proceed under directions given him by natives of our last port, which was San Jose, Guatemala, as there were no charts available.

As we moved in closer and closer, the Sea Beaver, half loaded, made a dragging sound, and the next thing we all knew, we were aground in very shallow water surrounded by reefs.

### Retiring Books

Members who forward their membership books to the New York Hall for retirement are urged to mark the envelope with the notation "Attention: 6th floor," in order to insure quicker handling of the matter.

Marking of the envelope in the manner advised above will save time and will result in prompt return of the book to the sender.

The Seafarers aboard, as usual, took everything very calmly and immediately started what proved later to be a very successful task.

Under the excellent leadership of Bosun Blanco Williams, who got everything organized, rigged and ready to go, the gang patiently waited for high tide at 1500.

Come 1500 and the high tide and with the aid of three anchors it wasn't long afterwards that the Sea Beaver slowly started to slip out into deeper water. Soon she was once again under her own power, steaming out to moor at an open roadstead.

In this article, it all sounds very simple, but it is a hard task made simple by an experienced, qualified group of SIU seamen who knew and did their job well, thus saving the company the thousands of dollars it would have cost to hire a salvage tug.

Captain John Johansen, master of the Sea Beaver, said that the Deck Department again proved their seamanship and deserved all possible credit. He added that conditions of several ports on this coast of western Central America are tough. Mostly you have to tie up to buoys in open roadsteads, which is very difficult at times, especially in rough weather.

After the job was completed,

## 'Living Off The Land' — And Liking It



Bill Van Son rustles up some chow in camp he pitched somewhere in Port Everglades. He's about ready to give up roughing it to return to the sea after reading of the need for rated men.



Here's Bill as he tells his camping companion how they'll find turtle eggs in Collier City, Fla.

## BME Man Suggests Blankets As Fire Room Safety Gear

To the Editor:

I am a retired bookmember of the Seafarers, retired since last December, at which time I joined the Brotherhood of Marine Engineers. I am now a Third Assistant on an Isbrandtsen ship and I would like to bring to the attention of the membership of

the SIU that a terrible accident occurred on one of our ships, the Flying Arrow.

One of the Wipers was so severely burned that he died two days later.

I am taking this opportunity to respectfully suggest that on all SIU-contracted ships a request be made to make or provide a container holding a blanket. This container to be placed in the fire room or engine room, wherever convenient, and to be clearly marked: **BLANKET! FOR FIRE ONLY!**

I am not saying that it would, but it might have turned out different for that poor Wiper, if a blanket had been available. As a matter of fact, I don't think it would be a bad idea to suggest this to the Coast Guard, but I am leaving that part to your discretion.

Jack Nagels

## LOG-A-RHYTHM

### Evening Watch

By FRANK BOYNE

Silence reigned over the mighty deep,  
It seemed the world had gone to sleep,  
The sun dropped down over the ocean's rim,  
Daylight waned and the sky grew dim,  
With never a cloud in the somber blue  
Of the western sky, as the evening drew  
To a close over the emerald, placid sea,  
Leaving the world to God and me.

Along the surface of the stream,  
With the soft effulgence of her gleam,  
The moon a lambent kiss bestowed,  
As silently the waters flowed

On to eternity...

## Retired Brother To Close Camp, Return To Sea

To the Editor:

Since retiring my book in 1947, I've been having a time—fishing and hunting in the woods on the lower West Coast of Florida. I ran a shrimp boat for awhile and then just quit, and went hunting and fishing.

Primarily, I've been living "off the land," going to town every two weeks for a square meal, coffee, cigarettes, et cetera. There is plenty of game—coons, possum, wild pigs, rabbits, quail, and of course, fish anytime. I sell my catch at the fish-house for a "cash crop."

My dog was caught by a 'gator last month while running a coon, so it's not all sunshine and roses with me.

I see by the LOG that rated men are getting scarce again, so I guess I'll reactivate my book and store my gear. I surely haven't made much money lately, but I am surely having fun.

Bill Van Son  
St. Petersburg, Fla.

## Kin Of Deceased Member Calls Crew Gift 'Godsend'

To the Editor:

I want to thank the members of the crew of the SS Eugenie for the check for one hundred and fifty dollars, which was sent to me through the Baltimore Port Agent after the death of my nephew, Harlan Veasey.

This gift was the most wonderful thing that could have happened to me under the circumstances.

It is a consolation to know that Harlan had such good friends.

I am a retired school teacher, living on a small pension and the crew's gift was really a godsend.

Mildred Dougherty

## Union Paper Keeps Memories Alive For GI Seafarer

To the Editor:

I would appreciate it very much if you would publish this short note in the next edition of the LOG.

I am an ex-SIU man now in the Army. My last ship was the Cities Service tanker Salem Maritime, from which I was drafted in New York. I have been here in Camp Stewart for three months.

I just received the LOG from New York, and I enjoy it very much, especially the story by my ex-shipmate and pal, Al Scroggin. I did make a couple of good trips with him to Holland and Denmark aboard the SS Abiqua.

I was on the tankers Bull Run, W. E. Downing and Salem Maritime on the oil run to Lake Charles, La.

### HIM, TOO

I want to tell Private Albert Hubeny, whose letter in the April 6th LOG was headlined "Half Soldier, Half Civvy . . ." not to worry much about living in tents and having lousy chows.

Here in Camp Stewart, which is not far from where he is, we live in tents, too, and I wish we had the same chow we used to eat aboard any SIU ship. About pay, we are always broke. More than 10 days until my next pay-off and I have four pennies in my pocket.

But there's a job to be done and we will have to do it.

I hope to hear from Gerow, Scroggin and other Brothers. Hoping I'll be able to sail another SIU ship soon. Send my regards to all my Union Brothers.

Pvt. Efrain S. Rivera  
Btry C, 703 AAA Bun B'n.,  
Camp Stewart, Georgia

### 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!

## Their Ship Got A Busted Beezer



Crewmembers inspect damage caused to the SS Del Mar's gunwale in collision with the SS Mormacstar off the Brazilian coast last January.

## Rio Harbor Scene Suggested For New Hall's Mural

To the Editor:

Enclosed find a two-dollar donation for the LOG. I have been in the Army now for 5½ months and have been receiving the LOG regularly and I have really enjoyed reading it.

I am on leave now and found that the LOG was still coming to my home, so I was glad to receive the latest edition today.

I was reading the suggestions in the LOG on what ports to depict on the walls of the bar in the new Hall. I was surprised that no one mentioned putting a picture of Rio harbor among them. Rio is very familiar to many Seafarers and is the most beautiful harbor I have ever entered.

I hope to be around New York sometime in the near future and if so will get around to see the new Hall. I have been keeping up with its developments.

I would like to hear from any of my old friends in the SIU who find the time to drop me a few lines. My address is PFC. James D. Allen, 53020160, 4th Plat., 518th Engrs. Cmbt Co., Ft. Benning, Ga.

James (Crow) Allen



A view of the damage as photographed by a Del Mar crewman when the vessel was tied up in Rio de Janeiro. B. Mengano, Oiler, submitted the photos.

## Reactivated Ship An Old Drip On 1st Trip But Crack SIU Crew Brought Her Through

To the Editor:

On March 14 we signed on the SS Sea Garden in Houston, Texas. This ship was inspected and passed by the US Coast Guard as seaworthy after a four-year lay-up.

We sailed from Houston March 15, and the first day out the signal mast erected on the flying bridge fell down, hitting the smokestack. That same night we lost water in both boilers four times; both feed pumps were unable to pick up water. Water service for main engine guide let go between H.P. and L.P. The radio operator demanded repairs for the radio before putting to sea.

### PISTON TROUBLE

Arrived at Port Sulphur and loaded 10,000 tons for England. Repair gang for water service and radio shack. Sailed March 21 for Port Everglades to take on bunkers. En route the main circulator let go her piston rings and by the time we secured this pump, the piston had cut the cylinder wall oval shaped.

Arrived in Port Everglades on March 23 and the repair gang rebored the cylinder wall cutting a half-inch from same. They worked all night to make a new piston for the circulator. March 24 we sailed for England. Three days out the Second Engineer found 80 grains of salt to the gallon and we were unable to

drink the water. Started the evaporator, which ran four days then broke down. We got it back in shape and good working condition. It seemed this ship would only travel five days at a stretch, then go on strike.

The wash water pump went haywire and taking a bath became a hit and run affair. The radiators were leaking, wash bowels broke and the steam system in the galley broke down. The Deck Engineer was talking to himself trying to catch up with repairs.

### WATER, WATER . . .

North of Cape Hatteras, we started getting bad weather, and the water-tight door on the port side was leaking like a sieve. A seam in the bulkhead outside of the messboys room started leaking causing water to flood the quarters. Drinking tanks were fouled up from continuous roll of ship and the water was muddy and rusty.

The Second Engineer was unable to blow down the starboard boiler, with the bottom blow valve cracked and leaking. The master steam valve soot blowers jammed on the starboard boiler. Bilge pumps let go but we made repairs and got pump in working order again. Sanitary pump broke down and we used fire pumps until repairs were made. Fan engine piston warped so bad the packing was blowing steam and causing oil in the crank to

emulsify. This necessitated a change every three days. We finally arrived in England April 13, 28 days after leaving Houston and it was with a sigh of relief to know that we could get ashore for a few days of drinking that good old ale and 'arf and 'arf.

With all the hard luck, we have a good crew and the gang took everything in stride.

Joseph S. Buckley

attitude when they go on watch. The first thing this type of individual may do is to broadcast the fact that he carries a book. Oftimes while attending a ship's meeting, he jumps up and starts heckling and keeps making new motion after motion and holds up the progress of the session with an unnecessary lot of clap-trap.

### BIG HEADED

Generally speaking, the type of new book man that fits into the categories mentioned above, is a guy with a swelled head. Although these guys will often make themselves liable to charges they generally get more than the break they deserve because the good Union men don't like to make it tough on a new guy.

These new book men have a responsibility and obligation to themselves, the Union and their Brothers. They enjoy everything that the Union has fought hard to attain and is trying desperately to preserve.

It is to be hoped that the new book men will think ever carefully what has been written here so that they may join with the oldtimers in keeping the Brotherhood of the Sea just that.

Paddy (Deep Six) Farrell

## Ain't This A Beaut?



This photo shows the SS French Creek's First Assistant, Charles L. Engstrom, who decided to turn to on a plate welding job as the Cities Service tanker was plowing along some 200 miles out at sea. Crewmembers who submitted the pretty picture made no comment other than to say "it speaks for itself."

## SEEK SOLUTION TO PASSAGEWAY LOITERING PROBLEM

To the Editor:

It would be of great benefit to some crewmembers, as well as some shore workers, if you would include under the heading "Here Is What I Think," something in regards to people loafing in halls and alleyways aboard vessels.

In different ports crewmembers come across orders given by officers and when they are enforced people misunderstand them, thus threatening with corporal damage. Other people, not concerned with the argument take sides also, creating an even worse argument.

What would the membership suggest to correct this?

Rafael Ortiz D. L. McCracken  
Joseph Olive Marion Kaminiski  
Del Valle Juan Rodriguez

## Industry-Wide Pattern Seen If SIU's Vacations Click

To the Editor:

Seamen now are entitled to a vacation, but the guys who cash in on it are few and far between according to my experience. Now the SIU is going after a vacation setup that will practically guarantee us vacation pay. I was very glad to read in the SEAFARERS LOG about the plan the Union had worked out.

If the Headquarters Negotiating Committee can sell the idea to the shipowners, we will have made a gain that to me is far more important at the moment than any other type of benefit.

### ONLY THING LACKING

We've got our hospital and death benefit plans, we get good wages and have good working conditions. About the only thing that we haven't got is a real vacation provision. Actually, we have vacations coming to us because of the provisions negotiated by the Union several years ago. At that time I considered the vacation clause in our contract a big step forward, because up to that time we had none at all.

The fact that the Union got the shipowners to agree to give seamen vacations was a big deal for us. Unfortunately, the way the shipping industry works it's darn hard for a guy to remain aboard any one company's ships long enough to rate his vacation.

### ANSWERS PROBLEM

The Union's idea, from what I read in the LOG, just about wraps up the matter. A man who spends several months on a chartered ship, for example, and then finds that the vessel is being put into layup would see all his time washed down the drain like it is under the present way. I'm glad to know that I won't be penalized any more because I'm forced to sail on the ships of several companies during any year.

Gradually, SIU Headquarters seems to be shaping the conditions in the maritime business to fit the needs of the seamen and we're getting some first-class improvements and benefits.

Of course, the Union still has to succeed in convincing the shipowner that we rate the proposed vacation plan. When they do, you can mark my words—you'll see every other maritime

union in the business trying to follow the SIU's lead and get the same thing for their members.

Thomas Bolling  
Baltimore, Md.

## 'Big Deals' Mark Pastimes On The Salem Maritime

To the Editor:

Future bankers of America are welcome aboard the good ship Salem Maritime, where a session gets under way every evening from 30 minutes after chow until the wee hours, with most of the crew participating.

Each evening thousands of dollars change hands, along with some of the most valuable land in the country. It all started when:

### BOUGHT "MONOPOLY"

From our ship's fund, the crew purchased a monopoly game, along with checkers, dominoes and cards. We were also supposed to have purchased a canasta set, but due to the condition of the one of the purchasing agents, we ended up with some three-year-old game called "Hopalong Canasta."

The games are booked about two days in advance now and it looks as if we will have to buy another set.

So to those of our Brothers who intend to study high financing in the future, we extend a hearty welcome.

George J. Smith  
SS Salem Maritime

### On Overtime

To insure payment, all claims for overtime must be turned in to the heads of departments no later than 72 hours following the completion of the overtime work.

As soon as the penalty work is done, a record should be given to the Department head, and one copy held by the man doing the job.

In addition the departmental delegates should check on all overtime sheets 72 hours before the ship makes port.

## As Seafarers Evacuated Korean Refugees



With 5,000 men, women and children who were fleeing the on-rushing communist armies already aboard, the SS John H. Marion's Second Mate (on ladder) informs a group of unfortunates that the vessel cannot hold anymore. The Marion was one of many SIU ships that removed army personnel and civilians in the now-famed Inchon evacuation operation. Richard B. Waters, Deck Engineer on the Marion, who took the photo, said the scene was the most tragic he's witnessed.

## Brother Hails Union's Aggressive Role In Defense Of Seamen's Civilian Status

To the Editor:

It made me feel damn good to read about the action of the SIU convention to tell the National Shipping Authority that it can't push seamen around and expect us to go along with them.

I think that the delegates made a smart decision when they agreed to withdraw the SIU and SUP signatures from the policies worked out in Washington.

Through our Union, we Seafarers have been proving that we are responsible people and that if we make an agreement we know how to live up to it. When we work out something in good faith we expect the other guy to live up to it in the same way.

### RIGHT COURSE

Either the Maritime Commission takes us for a bunch of first-class suckers or the shipowners are telling them how to run its affairs. Anyway when the commission worked out a deal to take away our civilian status, our Union took a hard course and said to hell with it.

I notice no union outside of the SIU and SUP made any squawk about their member's civilian status being threatened. Some of the guys in the NMU with whom I have been talking about this situation agreed that if we didn't make a fight of it we'd be taken for a sleigh ride. And they didn't hesitate to say that they admired the SIU for going to bat on the issue for the seamen. After all, this thing would affect all seamen, regardless of what union they're in. If any part of our seamen lose their civilian status, all of us

will. So it should be a fight with all unions doing what the SIU did.

Our union could have taken the easy way out and cooperated with the bureaucrats, but I'm glad it didn't. At least if we ever suffer a defeat, the guys we are bucking we'll know we put up a fight to defend our rights. Myself, I respect guys who do things that way and I would think a lot of other people figure the same way.

Anyway, the fight is a lot tougher when we have to buck the shipowners and the government guys all by ourselves. As usual, if we win you'll hear a lot of guys in other places on the waterfront hollering "me too." Maybe I've missed something, but so far I haven't heard anyone up on 17th Street say "count me in this fight."

I don't guess I'd want to belong to any union but the SIU.

Mike (Chips) Casilio

## Seafarer Gives Classmates Union Pitch At U. Of Miami

To the Editor:

I am an SIU man in semi-retirement. By this I mean that I have stopped sailing temporarily and am keeping my book paid up until the future clears up. In attending the Electrical Engineering School at the University of Miami, and except for an occasional trip down to the Waterman docks, I am in virtual isolation from things nautical!

Any advice you may have as to keeping my book in good standing as far as strikes, new assessments, etc. are concerned would be greatly appreciated. Too, I would appreciate receiving the LOG to keep me posted on the Union's developments.

If there is anything I can do for the SIU in this port in any way you may deem me capable, I am at your service. I feel a great kinship for the sea and all my former Union buddies and am carrying on the principles of good unionism here at the University in a silent role.

As you know there are a great many kids here who have never worked a day in their lives and have many distorted views on unionism. Rather than jump on a soap box or cram it down their throats I explain the great many things I have learned in the SIU since 1945, and before that in the Brotherhood of Electrical Workers.

### Delaney's Widow Thanks All For Condolences

To the Editor:

It was gratifying to receive the letter sent by San Francisco Agent Lloyd Gardner with its very sincere thoughts and expression of sorrow over the recent death of my husband, Jack Delaney.

At this time please accept and extend my most heartfelt thanks to all the men of the SS Raphael Semmes.

I regret my inability to thank each man personally.

Mrs. E. J. Delaney

It gives me great satisfaction to see a prejudiced opinion change after a few soft words of experience from me.

Vincent O'Reilly

(Ed. Note: You should begin receiving the LOG shortly. Good luck.)

## German Seaman Calls LOG A 'Liberty Torch'

To the Editor:

I consider your paper, the SEAFARERS LOG, something like a torch of liberty for seamen around the world. Your paper is enlightening us, especially in these trying days of freedom versus slavery.

More than ever, you fellows from the SIU and SUP are obligated to spread the doctrine of real, free trade unionism to all seamen and dockworkers in the interest of all of us.

As one of the most outstanding union papers for seafaring men, let your paper shine around the German waterfront and elsewhere. I should like to have the paper sent to the people connected with the German seamen's movement, whose names I have attached.

Every SEAFARERS LOG means more than a bullet against Joe Stalin. Therefore, send them over. It will bring us closer together toward our goal, a Brotherhood of the Sea for all free seamen.

Frank Pietzak  
Bremen, Germany

### 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.

## Illness Strikes Havana's Engine Delegate

To the Editor:

On April 22, 1951 Anthony Seay, a crewmember aboard the SS Seatrain Havana took sick while the vessel was at sea. He didn't seem to be very bad off until noon, when his condition began to get worse and he turned in to the ship's hospital.

Seay was unable to work Sunday evening and Monday and when the ship arrived Tuesday morning in Edgewater, N. J., he was removed to the hospital.

### SERVED AS DELEGATE

Seay had been on the Seatrain Havana for quite awhile. He had served as Ship's Delegate on the vessel and was Engine Delegate at the time he became ill.

The crew disliked losing him as he was a good worker and was well-liked by both the crew and the officers. We all hope that he gets well quickly.

Lester Moore



Anthony Seay, as he was photographed on the job before becoming ill. Photo by Lester Moore.

# Digested Minutes Of SIU Ship Meetings

(Continued from Page 9)

**SEA CLOUD (Seatraders),**  
 March 4 — Chairman, Joseph Barron; Secretary, Robert McCulloch. Delegates reported number of books and permits in their departments. Motion carried to have Ship's Delegate contact Mate to have mushroom vents covered. Motion carried to have Carpenter repair laundry scrub board. Agreement made to have Stewards Department keep laundry clean.

**CATHERINE (Dry-Trans),**  
 March 18—Chairman, C. Doroba; Secretary, A. Rummel. Delegates reported some disputed overtime for delayed sailing. Discussion on Steward missing ship in Houston. Stewards Delegate asked that some minor repairs in his department get proper attention.

**MARORE (Ore), April 1 —**  
 Chairman, William L. Glaze; Secretary, D. Shumaker. Delegates reported no beefs. Suggestion made that a collection be made to be sent to Brother Kelly's nearest kin.

**STONY CREEK (Mar-Trade),**  
 March 4—Chairman, A. Felts; Secretary, R. Bauer. Delegates reported no beefs. Ship's Delegate reported that he had seen the consul in Marseilles but the Captain had hired no men. Motion carried to send a letter to Headquarters reporting that Captain hires non-American seamen in Port Said, but refuses to hire Americans in Marseilles. Crew had no suggestions to offer for new building.

**SOUTHERN DISTRICTS (Southern Trading),** March 18—Chairman, Grant Tarbell; Secretary, Earl H. Terry. Delegates reported all in order. Chairman read communication on unloading cargo and time ashore. Discussion on the lack of galley gear and the need for three electric percolators in crew's mess.

**TRANSATLANTIC (Pacific Waterways),** March 18—Chairman, C. Oakley; Secretary, D. Hall. Delegates reported number of books and permits in their

## Notices

**SS JOHN DICKINSON MV GREAT ISACC**  
 The following men still have unpaid claims resulting from the salvage case in which the above named vessels were involved: Clifford Benedict, Freddie Creef, Earl Critchfield, Albert McCabe, Charles Moravec, Leo Walczak. They are urged to get in touch with Ben Sterling, 42 Broadway, New York City, so they can get their money.

The following men have baggage at the Robin Line office, 39 Cortlandt Street, New York. The company will hold them for 60 days (from April 27), when it will dispose of them.

R. Allison, Chas. Albury, Geo. Allison, J. Dougherty, Wm. Delaney, Richard Fredkin, John Gill, R. Hach, Harry Harper, Henry Hernandez, Don Lusby, John Larsen, Paul Mack, Arthur Nordahl, Nicola Richie.

# Personals



**JACK WINLEY**  
 Get in touch with your local draft board immediately.

**JOSE Z. DEHEZA**  
 Write to your brothers at 1594 3rd Avenue, New York City.

**DANNY KAMINISKI**  
 William Bruhse asks that you send the check to him at 2048 Nostrand Avenue, Brooklyn, New York.

**RICHARD RAWLINGS**  
 Important that you communicate with Freedman, Landy and Lorry, 1415 Walnut Street, Philadelphia 2, Pa., as soon as possible. Phone: RI 6-9900.

**WALTER HENRY HOFFMANN**  
 "Please come home. We have very important matters to talk over with you. We are very much worried about you."  
 "Mother and Dad,"  
 Anyone who knows the whereabouts of the above named man is asked to communicate with his parents, Mr. and Mrs. Henry Hoffmann, 1499 East 54 Street, Brooklyn 34, N. Y.

**HERMAN WHISNANT**  
 Get in touch with your brother, Larry Whisnant, West 15th Street, Newton, North Carolina.

departments. Discussion on transportation set-up. List of minor repairs drawn up. Decision made to have departments take turns in keeping recreation room clean.

**YOUNG AMERICA (Waterman),** March 4—Chairman, W. O'Connor; Secretary, P. O'Neil. Delegates reported all in order. Discussion on how often to have milk put out. Ship's meeting to be held once weekly. Discussion on article regarding unloading of cargo and denial of time ashore.

**SEABEAVER (Colonial),** March 18—Chairman, Emerson Spaulding; Secretary, James Boykin. Delegates reported no beefs. Motion carried to contact Union in reference to performers. Motion carried that in future ship is not to sail without full complement.  
 March 28 — Chairman, Bob Brown; Secretary, James Boykin. Delegates reported number of books and permits in their departments. Discussion on having ample time for coffee after being ordered to turn to. Motion carried that all men stand their watches in port, unless properly relieved.  
 April 16 — Chairman, Bob Brown; Secretary, James Boykin. Motion carried to present in writing a list of needed repairs to be attended to while ship is in drydock in Panama. Delegates reported the number of books and permits in their departments. Library to be obtained in Panama.

**STEEL MAKER (Isthmian),** March 17—Chairman, A. Langley; Secretary, T. Concepcion. Delegates reported all okay, listed the number of books and

permits in their departments. Delegates to get from each man his qualifications for a higher rating. Discussion on unloading cargo and time ashore issues. Vote of thanks given Stewards Department for the job they did during trip.

**GOLDEN CITY (Waterman),** March 18 — Chairman, Joseph Carroll; Secretary, Otto Hoepner. Delegates reported no beefs. Washing machine not to be run for longer than 20 minutes. Crewmembers to donate to ship's fund at payoff.

**STEEL ADMIRAL (Isthmian),** March 24 — Chairman, Henry Croke; Secretary, S. Chavez. Delegates reported no beefs. Ship's Delegate read report on beefs and gripers. Motion carried to have member write an article to LOG on why it is necessary to have a Night Cook and Baker on Isthmian ships. Motion carried to record each legitimate beef in ship's minutes instead of bending everyone's ear.

**KATHRYN (Bull),** March 11—Chairman, Frank Cornier; Secretary, Alan MacDonald. Delegates' reports accepted. Vote of thanks given Carpenter for bookshelves built in messroom. Discussion on color for painting of rooms. Donation to be given Brother who is traveling with crew as a passenger.

**ALCOA PARTNER (Alcoa),** March 25—Chairman, Mike Zelonka; Secretary, Carl Jackson. Ship's Delegate reported he had no news for men who wanted to payoff in Canada. Deck Delegate reported a few hours of disputed overtime; other depart-

**BENJAMIN F. BOND**  
 Friends and former shipmates are asked to write to the above man, now in the Army. Address him as follows: Benjamin F. Bond, US-53053677, 315th Signal Constr. B'n, Co. 13, Fort Jackson, South Carolina.

**MIKE BOALO**  
 (Ex-SS Dominican Victory)  
 Get in touch with Gordy Shamanski, c/o SIU Hall, 463 McGill Street, Montreal, Canada.

**GEORGE WHITTLESEY**  
 Get in touch with Peter S. Gernavage, 105 East Bay Street, Savannah, Ga.

**VINCENT CELLINI**  
 "Mother is in hospital, undergoing operation. Come home as soon as possible."  
 "Mrs. John Schmidt"

**JOHAN ARNT ELIASSEN**  
 Your parents in Norway are very anxious to hear from you and ask that you write to them immediately.

**HARRY A. JURGENSON**  
 Robert F. Reynolds is holding funds for you in San Francisco and will forward them if you will give him your address.

ments okay. Motion carried to put a notice in the LOG about man who absconded with ship's fund. Discussion on article from Food for Thought.

**YORKMAR (Calmar),** Feb. 25 — Chairman, A. Melandez; Secretary, H. Wilson. Delegates reported number of books and permits in their departments. Discussion on repair list from last trip that was not taken care of properly.

**SEADREAM (Colonial),** March 11—Chairman, C. Szakacs; Secretary, G. Spivey. Delegates reported all okay. Discussion on the type of overtime sheets to be used. Ship's Delegate reported that Chief Engineer had demanded that overtime be written down in navy form or he would not accept it. Discussion on meetings. Decision made to hold membership meetings bi-weekly, delegates to meet whenever a problem arises.

**ST. AUGUSTINE VICTORY (Mississippi),** Feb. 25 — Chairman, R. Abbey; Secretary, George Frank. Delegates reported number of books and permits in their departments. Crew asked to familiarize themselves with fire and boat drill stations. Crew was cautioned not to throw cigarette butts out of portholes until cargo is completely discharged.

**STEEL ARCHITECT (Isthmian),** March 26—Chairman, J. Touart; Secretary, A. Aragones. Delegates reported no beefs. Stewards Delegate reported Chief Engineer was not able to repair galley blower as it was burned out. Better cooperation asked of

**RALPH RUFF**  
 Get in touch with Kneland C. Tanner, Pacific Building, Portland 4, Oregon, as soon as possible.

**CLYDE T. CLARK**  
 Communicate with Daniel R. Millington, Purser on the SS Robin Kirk, as soon as possible.

**LOUIS W. ROSAN**  
 Get in touch with your sister, Mrs. Mary R. Kerecman, 449 Wellington, Akron 5, Ohio, right away. Important.

**BILL OSWINKLE**  
 "Please get in touch with Leader and Echouse, 51 Chambers Street, New York City, regarding my case: Jimmy."

**VARGUESO**  
 (Ex-SS Steel Fabricator)  
 Personal gear which you left on ship is being held by H. J. Wasmer. Communicate with him at 721 14th Avenue, Paterson, N. J.

**ROBERT C. NEBLETT**  
 Your mother is anxious to hear from you. Address: Mrs. Lucille Neblett, 332 East Street, Georgetown, Demerara, British Guiana.

crew Messmen. Steward to supply DDT to crew and spray messroom before mealtime.

**FRANCES (Bull),** March 25—Chairman, Predeux; Secretary, Don Herlihy. Delegates reported no beefs. Repair list made up by all departments. Jesus Hernandez elected as Ship's Delegate.

**STEEL WORKER (Isthmian),** March 24—Chairman, E. Anderson; Secretary, A. Gasper. Delegates reported no beefs. Discussion on unloading cargo and time ashore. Discussion on the foul drinking water aboard. Vote of thanks given Stewards Department for good service and food during trip.

**STEEL KING (Isthmian),** March 27 — Chairman, Martin Rubio; Secretary, P. Harayo. Delegates reported all okay, except for two deck men who were logged. Ship's Delegate to see Chief Mate about spare room to be closed while ship is in port.

**MANKATO VICTORY (Victory Carriers),** March 27—Chairman, Walter Beyeler; Secretary, A. Mitchell. Deck Delegate suggested that no men take time off without permission of Bosun. Delegates reported number of books and permits in their departments.

**ALCOA PLANTER (Alcoa),** April 15 — Chairman, J. Shaughnessy; Secretary, H. Gauntlett. Delegates reported all in order. Motion carried that every man who joined the ship in Galveston put \$3 in the ship's fund for the purchase of a new washing machine. Deck Delegate to see about having head fixed.

## Men In The Hospitals

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

- MARINE HOSPITAL BALTIMORE, MD.**  
 Williams, R. H.
- BRIGHTON MARINE HOSP. BOSTON, MASS.**  
 MacDonald, Mal  
 Hickey, Lawrence  
 Flaherty, John J.
- MARINE HOSPITAL NORFOLK, VA.**  
 Rawls, William  
 Hibbs, Malden
- MARINE HOSPITAL SAVANNAH, GA.**  
 Dennis, S.  
 Fontenot, C.
- MARINE HOSPITAL NEW ORLEANS, LA.**  
 Munci, Sam
- MARINE HOSPITAL SEATTLE, WASH.**  
 Judd, Ed  
 McNulty, Joe
- MARINE HOSPITAL SAN FRANCISCO, CALIF.**  
 Kell, Joseph  
 Nedeloff, J.  
 Stidham, George  
 Rivera, R.  
 Movall, Leo

# Tampa Branch Pledges Support To AFL Teamsters In Taxi Strike

By RAY WHITE

TAMPA, April 28—There is nothing wrong with shipping in Tampa these days, although it is not as spectacular as in some other ports. There is a steady turnover of the guys on the beach and nobody is kicking. Of course, if any more ships should make this their home port they will be more than welcome, and we can handle anything that comes our way.

During this last two-week period, we paid off the Ocean C (Ocean Transportation) and the Florida (P&O), and handled the following in-transit Waterman vessels: the Iberville, Antinous and De Soto. The Ocean C signed on a new crew.

There are no beefs pending on any of these ships. The food is good on all of them, and the men have no other complaints. There is an occasional gashound that comes this way, but the membership here takes care of him.

Performing is one thing that the Tampa Branch will not tolerate, and the great majority of the men coming here know it and act accordingly. The few others are acted on accordingly.

The Yellow Cabs here are being struck by the AFL Teamsters, and the SIU is giving all the support it can to the strikers. Our Union has a record of giving all-out aid to all legitimate unions with a just beef, but we are extra-special in our help to those organizations which have proven themselves our friends—and the Teamsters certainly come under this heading. Anything we can do in this situation will be done—you can depend on that.

In addition, in line with SIU policy, this Branch has been and is extending a helping hand to all the organizing drives that the various AFL unions put on in this area.

I attended the local Central Trades body meeting, of which your Agent has been honored with the presidency, but nothing of importance took place. The meeting dealt with local organizational matters which would have no meaning for anyone not of this city.

With so few men on the beach, no SIU meeting could be held

by Port Tampa. It's a choice here: have good shipping and no quorum, or men on the beach and no jobs.

The weather is fine here and so is the fishing, but there are very few men on the beach to enjoy it. Incidentally, it's an awful job getting some of these local boys to go foreign. It's not because they have any preferences, but their wives are squawking. But so far we've been able to get them to give their okay.

# A&G Shipping From April 11 To April 25

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston	29	17	15	61	21	14	4	39
New York	141	114	100	355	122	102	63	287
Philadelphia	41	21	34	96	36	31	34	101
Baltimore	111	102	65	278	82	94	46	225
Norfolk	5	5	8	18	52	29	25	106
Savannah	11	15	15	41	20	16	18	54
Tampa				(NO FIGURES RECEIVED)				
Mobile	41	41	26	108	71	68	61	200
New Orleans	106	86	75	267	76	70	66	212
Galveston	55	53	34	142	41	52	50	143
West Coast	45	66	71	182	35	59	63	157
GRAND TOTAL	585	520	443	1,548	556	535	433	1,524

# Shipping High, But Mobile Finds Time To Aid Teamsters

By CAL TANNER

MOBILE, April 26—As long as we keep shipping just about twice the number of men who register, we'll have to admit that shipping is a little better than okay. In the last two-week period a total of 108 men registered, while an even 200 went out.

During this time we paid off ten ships: the Maiden Creek, De Soto, Monarch of the Seas, Fairhope, Antinous and Morning Light (Waterman); and the following Alcoa vessels; Alcoa Pointer, Clipper, Ranger and Corsair. In addition the Strathbay (Strathmore) and the Alexandra (Carras) hit this port in-transit and were contacted. There were only a few minor beefs on all these ships, which were squared away to the satisfaction of the crews.

Signing on we had Edward L. Grant (Bloomfield); North Platt Victory (Mississippi); Fairhope (Waterman); and the Alcoa Pointer, Ranger and Corsair.

The Union here is trying to organize the Bay Towing and the Jackson Towing companies, and more news will be given later when things begin to shape up.

The AFL Teamsters in this city have started a drive to organize the men in the Dixie Dairy, who are sadly in need of it. As usual, when our friends are in a beef, we are giving them all the help we can. The Teamsters have a very good picketline going—it's really very effective—and they stand an excellent chance to win. And if there is anything we can do to

swing the victory—well, we'll be in there pitching.

On the beach are the following oldtimers: Oscar Stevens, F. Widgren, R. Ulmer, Paul Chattey and M. Cuitat. These poor guys are feeling pretty lonesome for, even though the trout are really biting frying pan size, there are not many more Brothers around to shoot the breeze with. The beach ain't what it used to be.

Our Brothers in the marine hospital, Tim Burke, J. Jones and F. Christensen, would appreciate visits or letters from their shipmates. It gets mighty monotonous there, and a few words from their friends go a long way.

The proposed Seafarers Vacation Plan really hit the spot out here. All of the Brothers, especially the oldtimers who have been through so much, are for it 100 percent. Listen to what Oscar Stevens has to say:

"This is one thing that all seamen go for. The old phony vacation clause that all maritime contracts have benefitted only



OSCAR STEVENS

about ten percent of seamen. The rest of them never collected and the money stayed in the shipowners' pockets.

"Changing to our proposed plan will put an end to this abuse, and put the money where it belongs, in our pockets. Incidentally, this money would more than pay our yearly dues and assessments.

"When we get this, the other

maritime unions will coast in in our wake, and the SIU will once again have established a standard for the industry."

That just about covers that point, Brothers.

Mobile held its regular Branch meeting last night, which was chaired by O. Stevens, 115. J. Carroll, 14, was Recording Secretary, and the Reading Clerk was R. Jordan, 71.

Minutes of Mobile and other Branches were read and accepted, as were Headquarters report to the membership and Secretary-Treasurer's financial reports. The Agent's and Patrolmen's reports were concurred in. Under New Business, the meeting voted to back up the Teamsters in their strike against the Dixie Dairy, and authorized the Branch to contribute to the men on strike an amount equal to that given by other unions. There was no Good and Welfare and the meeting adjourned with 150 members present.

# Million Dollars A Day Profit

NEW YORK—Standard Oil of New Jersey made more than \$1 million in profits every day last year.

That's net, after taxes. The figure, reported April 20, was \$408,223,223, or \$1,114,000 a day. The 1949 profit was \$268,869,501.

Standard of New Jersey with its affiliates is the world's largest oil company, and this country's third largest private enterprise.

Its tremendous 1950 profits were exceeded only by those of General Motors, which in 1950 rolled up profits of \$834,044,039, greatest profits ever recorded for any corporation in American history.

American Telephone & Telegraph was third highest money-maker in 1950, with net profits of \$346,962,051.

# Clerks And Laundry Workers Get SIU Aid In Savannah

By E. B. TILLEY

SAVANNAH, April 25—Savannah Seafarers continued to play an active part in the labor community this week by participating in the beefs of several trade unions. SIU men are on the picket line set up by the AFL Retail Clerks in front of the Bargain Corner, a grocery. All possible aid is also being extended to the laundry workers striking the E & W Laundry here.

Several of our Brothers have made themselves available as observers to see that the election among the clerks in Belk's Department Store is conducted fairly.

Our men are aiding their fellow trade unionists in this port despite the good shipping which marked the past two-week period. Job calls continued to pull men off the beach and for the second time in a row there were not sufficient men around to

make a quorum for the Branch meeting.

Only one ship paid off but there were seven vessels in port as in-transits. The payoff was the SS Southland (South Atlantic). In-transit were the Southport and Rice Victory (South Atlantic), Iberville, Raphael Semmes (Waterman), Monroe (Bull), Steel King (Isthmian) and Bull Run (Petrol Tankers). The Southland and the Rice Victory signed on in this port.

There are very few gashounds around this port. The Agent has posted signs as per the resolution adopted by the membership telling all hands that fines will be imposed. This was done to avoid beefs and is apparently having good effect.

At the last meeting of the AFL Central Labor Union, with which the SIU here is affiliated, organized labor voiced its opposition to the distribution of the comic books put out by the National Association of Manufac-

turers in the local schools. This move to slickly indoctrinate unsuspecting youngsters with the NAM's anti-labor philosophy was advocated in this town by the local Junior Chamber of Commerce. Labor's opposition failed to halt the distribution, however.

Through the Central Labor group we have been requested by the United Community Services in Savannah to name one of our members to serve in an advisory capacity to the top committee. We expect to be able to present the name to the group at the next Central Labor meeting.

Among the Brothers you'd meet if you were in Savannah at the present time are R. Carter, T. E. Foster, G. C. Truesdell, J. Booker, Ivy Peacock, G. Adams, T. Smith and A. A. Turlington.

If you should happen to be in this port, you might pay a visit to any of the following Sea-

farers who are in the Savannah Marine Hospital: W. Anderson, S. C. Turberville, L. E. Wilson, S. Dennis and C. Fontenot.

We have noted that many of the vessels coming out of the boneyard after a lengthy layup have faulty stoves aboard. We have had to have stoves checked thoroughly, and have found that it is almost always advisable to have them pulled out and checked completely and faulty parts renewed. Some of these defects are hard to detect, so we urge all Agents and Patrolmen to check this matter carefully.

We expect several ships in on in-transit calls during the next few weeks, and we have reason to expect that others coming out of the boneyard soon will be needing crews. It appears that shipping will remain good, for the immediate future, anyway.

Not enough members were available tonight, so no regular meeting of the Branch could be held in this port.

# CS Case Settlement

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

- Jesse Green
- Howard Hammons
- James Monroe
- Frank Schmiedel
- John Vierra

# Log Subscribers

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

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

## Canasta Is IT On The Warrior



On her recent voyage to Europe, the SS Warrior was a "canasta-crazy ship," according to Chuck Garriz, the ship's Electrician. Games were played every night, he said, with poker, pinochle and other conventional card games being practically forgotten. Above are some of the canasta enthusiasts. Left to right: O'Brien, Garriz, Bankston and Knowles. The obscured player alongside of Knowles is Bolinger.

## Shipping Good In New Orleans; Crewing Two New Ships Helps

By LINDSEY WILLIAMS

NEW ORLEANS, April 27 — Since the previous report, shipping in this area has been good, except for the past few days when a lull was noted.

However, the demand for manpower in Lake Charles and Texas ports eased the situation. Approximately 52 men were dispatched from this port to jobs in those areas.

Shipping of our affiliate, the SUP, in this port was also good, with Brother Monssen, the Agent, reporting that he shipped 162 men in the past two weeks.

The scorecard of shipping would look like this:

Payoffs—Alcoa Patriot (Alcoa), George A. Lawson (Pacific Range), Catahoula (Cuba Distilling), and Del Mar, Del Campo, Del Oro and Del Monte (Mississippi).

Sign-ons—Alcoa Patriot, Del Mundo, Del Mar, Del Campo, George A. Lawson and Catahoula.

In-transits—Alcoa Puritan, Alcoa Runner (Alcoa); Steel King, Steel Maker (Isthmian); DeSoto, Antinous, Morning Light, Warrior, Fairhope, Monarch of the Seas (Waterman); Texas, New Jersey (Seatrail); Southern Isles (Southern Trading); Frederic Collin (Dry-Trans); French Creek (Cities Service); Evelyn and Edith (Bull).

In addition, we paid off the SS Islandside, a Canadian District contracted ship. There was fine cooperation from the crew and Skipper.

### BLOOMFIELD JOBS

We recently crewed up the SS Devils Lake Victory, a ship belonging to the newly-contracted Bloomfield outfit, and she is on the way to England. The St. Johns Victory, another Bloomfield job, has sailed for Galveston for grain in preparation for the voyage to Italy. She was also crewed up here.

Two vessels, the John Evans (Mississippi) and the William Harper (Waterman) are now undergoing repairs and will be crewing up in the next two or three weeks.

There were 197 members present at the Branch meeting on April 25. Port Agent Williams chaired the meeting, with Herman Troxclair and Buck Stephens serving as recording secretary and reading clerk, respectively.

All minutes of other Branches were read and approved, along with the Headquarters report to the membership and the Secretary-Treasurer's financial report. Charges preferred against a member by the crew of the Alcoa Clipper were read and referred to a trial committee. Under Good and Welfare there was discussion on the need for more cooperation between Stewards and Bosuns, and between these men and the crews. In this way the Stewards and Bosuns would be able to do a better job for the best interests of all in the organization. The discussion was well taken.

Things are very quiet in this port. Normally there is always a great deal to report on the local labor front and elsewhere but this is one of those lull periods.

## Seattle Hits Record Job High, All Vessels Sail On Schedule

By RAY OATES

SEATTLE, April 27 — The number of Seafarers shipped out from this port soared to new heights in the past two weeks. In men dispatched we surpassed every other two-week period since the Branch was opened.

When the boom started about 50 men were registered, a pretty good registration for this port. Ships began coming in unannounced and the rush was on. It wasn't long before all the available men had been shipped.

Then SIU inter-branch cooperation and efficiency went into action. I got in touch with Frisco at once and in no time men were leaving there for this port. Before the week was over, nearly 100 men had come in from Frisco and shipped out on the same day of their arrival.

The Waterman Steamship Company changed two of its inter-coastal ships to the offshore trade and both of them ordered almost full crews. Both sailed on time and were fully manned.

When the dust settled and we had time to count up, we found that 230 men had been shipped out in 10 days.

The activity of the past two weeks centered around the following ships: Payoffs — Lilica, Dolphin; Couer D'Alene Victory, Victory Carriers, and Fairisle, Waterman. In-transit — Sea Comet, Zenith; Azalea City, Jean LaFitte, Waterman, and Seamar, Calmar. The three ships that paid off signed on again.

The only beefs of any account were on the Lilica. One involved about 90 hours of disputed overtime, which was collected at the payoff. The ship also needed lockers repaired and new mattresses. We were able to have the repairs made and new mattresses put aboard.

We'd like to take this opportunity to thank the SIU A&G District officials in San Francisco for the excellent cooperation they gave us during the boom in shipping. Lloyd Gardner, the A&G District's West Coast representative, who is stationed in Frisco, is keeping in touch with all West Coast ports and is fully

aware of their manpower needs from day to day.

As a result of this procedure, the men do not have to stay on the beach in any port too long. As a need develops in a particular spot, they are immediately advised of the fact and they take off in a hurry. In this connection, it is wise for the men in this area, especially, to be on the spot to fill the jobs. In this way they will be doing their bit to uphold our Union's reputation for fulfilling its contracts, no matter how tight the pinch for manpower.

Only two of our Brothers are in the Marine Hospital, Ed Judd and Joe McNulty. We're wishing them both a speedy recovery and quick return to shipping.



Coming up for a breath of air and a view of the camera are Brothers Bolinger (left) and Bankston. "Catching up on overtime in the bilges," is the way Garriz captioned the shot.

## Philly Shipping Hits Jackpot

By STEVE CARDULLO

PHILADELPHIA, April 28—Philly shipping hit the jackpot in the last two weeks, with a total of 168 men being dispatched to SIU-contracted vessels.

A breakdown of the figure recalls the Branch meeting before last, when the membership gave a vote of thanks to the organizers and the negotiating committee for the fine work they have been doing. The membership meant that vote of thanks and confidence sincerely because of the benefits that have been noted in this port.

Out of the 168 men shipped in the past two weeks, 148 went to vessels of companies contracted in the past several months. The effects of a good, alert organizing program and staff can clearly be seen from the situation in this port.

### ALL NEW OUTFITS

The 148 men referred to as being shipped to the more recently-contracted outfits went to the following ships: Bradford Island, Chiwawa, Fort Bridger, Winter Hill, Archers Hope (Cities Service); Lake George (US Petroleum); Nathaniel B. Palmer (Palmer); Federal and Republic (Tralfgar).

The rest of the men went to the following, all in-transit ships: Raphael Semmes, John B. Waterman, Mobilian (Waterman); Dorothy, Angelina (Bull); and Robin Mowbray (Seas).

### UNVANISHED

We're also looking forward to another good shipping period in the next two weeks. Just about everyone has been shipped out of port, including Red Healey. By the way, the whereabouts of the Vanishing American has definitely been established. He's residing in the City of Brotherly Love. Question, to Gardner. Do you know a man named Crane?

George Everett, our lover boy, who has just reported in from the West Coast, has all the girls swooning when he flashes those C-notes. However, they are due to come out of the swoon very shortly, as Everett is now down to five-dollar bills. With Everett, there are only two things for his money—baseball and women.

Speaking of baseball, all you Giant fans take a look at the record. Durocher's Dandies would be better named the Daisies, for our Fighting Phils really made daisies out of them. So all you Giant fans get your money up for the Phils, for we are taking all bets.

## Notice To All SIU Members

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

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

### PLEASE PRINT INFORMATION

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Book No. ....

# ROUND UP OF MARITIME NEWS

Since August of last year, when the US government cleared all Japanese vessels for entry into US ports, five Japanese companies have applied for permission to open a regular run between Japan and New York. One outfit will assign four 9,000-ton freighters, if the application is approved.

The NMU is preparing a list of demands to its contracted operators for revision of their agreements which expire on June 15. Among their proposals are the following: a 40-hour work week at sea; hiring of all unlicensed personnel through the NMU Hall (which the SIU has always had in all its contracts, with the exception of Cities Service, where Stewards and Bosuns were declared "supervisory" personnel by the NLRB); increase of vacations to four weeks; a 25 percent increase in base pay and overtime; and a two-year agreement.

Harry Bridges' longshore union came out with a \$142,680 deficit last year. \$75,337 of it went to defend Bridges and his co-defendants, Robertson and Schmidt, in their recent conviction for perjury. This money evidently was advanced by the union's executive board, without rank and file vote. . . . Waterman has applied to the ICC for permission to install weekly service from Houston to North Atlantic ports. The application is being opposed by Newtex SS Corp. and Seatrain Lines, which contend they would be affected financially by this new competition, which they called unnecessary.

39 seamen were killed or lost (and never found) when the Esso Suez rammed the Esso Greensboro some 200 miles south of Morgan City,

Louisiana, on April 20. 37 men were lost from the Greensboro, leaving only five survivors. A Coast Guard hearing found the Captain and Third Mate of the Suez guilty of negligence and suspended the latter's license for three months, and permanently revoked the Skipper's license.

According to Senator John J. Williams (Rep., Delaware) the government has lost over 2.8 billion dollars in selling war-built merchant ships, under the 1946 Ship Sales Act. He said 1,956 ships had been sold for a fraction of their worth. The Senator called particular attention to 22 ships, costing over 90 million to construct, which were sold for less than 5 million. Two, the Del Argentina and the Del Brasil—built in 1940 at the cost of \$6,292,266—were sold in 1948 to the American South African Lines for the grand total of \$34,000. Williams also called attention to the fact that, after the Korean War began, legislation was passed authorizing the sale of C-4s, at discounts as high as 97 percent of the original cost, to Great Lakes carriers. . . . Figures on sales loss were disputed by the operators, who said that sales brought 37.7 return.

The ILA is fighting what it calls a phony "political" investigation of "gambling and crime" on the Staten Island, New York, waterfront. It demands a full airing of the charges so that it will be able to answer them. Spokesmen of the ILA pointed out that waterfront workers had been the target of ambitious politicians since 1916, but that they had always drawn a clean bill of health. They pointed out that ILA President Ryan had asked the Kefauver Committee to permit him to testify, but that he had never been called.

The Marine Firemen too have opened contract negotiations with their operators. According to their paper they intend to ask for a 25 percent increase; an increase in welfare fund payments; a pension plan; an increase in meal money, room rent, overtime rates and numerous clarifications of the agreement. The MFOW also kind of coyly hints that it wouldn't mind being part of the AFL, within the framework of the Seafarers International Union. . . . The MEBA also opened negotiations asking for a "substantial" increase and a 40-hour week.

The Marine Cooks and Stewards, last bulwark of the commies on the high seas, opened its 50th convention on April 30. Highlights of the first day were: 1. an attack against the security screening. "Screening is union-busting," said a convention pamphlet. If any of the delegates were barred from their ships, they would be tied up, it said; 2. Called for negotiations with Russia and commie China; 3. called for immediate trade and recognition of red China; 4. came out unequivocally for peace.

Somebody swiped nearly 1,000 pounds of tin from a Hoboken, New Jersey, pier. Since the tin-gots weighed between 80 and 100 pounds each, and the pier is watched by the Customs Inspectors and private guards, it adds up to quite a mystery. . . . The 150,000 vessels (over 300 net tons) has passed through the Panama Canal since it opened 37 years ago. . . . The CIO American Radio Association, representing ships' radio operators has asked for raises ranging from \$50 to \$65 a month.

## Here's What I Think

QUESTION: What is your opinion of the Seafarers Vacation Plan, which the Union is submitting to the operators?



N. GREENHAW, Carpenter:

Since 1942, that's almost 10 years, I've collected for a vacation just one time. And I've sailed continuously. We certainly need the kind of change in the vacation arrangement that the Union is going to try to get for us. Anyone who has been going to sea as long as I have or longer, will no doubt find my case typical. We're certainly losing on that deal. If a man has the time, he should get the time off or pay he is entitled to. Under the plan, the Union is going to present to the operators, it will be a different story. We won't have to jockey around trying to wait for particular ships.



H. MCCLERNON, 2nd Cook:

The SIU's plan is the only way we seamen will ever get anything in the way of a real vacation setup. And the plan won't work a hardship on anybody, as the Union has pointed out. I feel a guy should get a vacation on the basis of his accumulated time. Everyone in a shoreside industry gets his vacation that way. Maritime operates differently and unless the SIU plan is adopted the chances are that a seaman would never actually get a vacation. I've been sailing since 1940 and never have been able to make a vacation. I just never could get on the same company's ships in succession.



FRANK ROSSI, Steward:

I feel that it is a wonderful idea. If the Union is able to win the plan it will prove one of the greatest improvements in seamen's conditions in years. I started sailing in 1912 and in the 35 years since that time I never collected vacation pay or received a vacation except for one year when I had the good fortune to sail on three Alcoa ships—the Pilot, Cutter and Trader—in succession within one year. That was the only time I actually realized any benefits from a vacation provision. I will be one guy who will really be in a position to appreciate the SIU's vacation plan.



JOHN BILINSKI, AB:

I've been going to sea for nearly 18 years now and on the basis of my experience I'm strongly in favor of the new idea our Union has worked out for guaranteeing seamen a chance to get the vacation to which they're entitled. I've always felt that as long as a man puts in time he should get credit toward a vacation, regardless of which companies he's worked for. When a man gets off a ship it's not always easy to get back on one belonging to the same outfit. I've shipped steadily, but I've never been able to get a vacation, never having been able to accumulate more than five months service in one company.



DANIEL ALVINO, AB:

It's time that seamen got recognition for the services they render based on the amount of time they put in at sea, and the Union's idea seems to be the answer to this. I think it's a great idea. I've never gotten any vacation pay in 15 years at sea. Seldom have I been able to make more than two or three trips on one ship. Some of those I sailed on, for example, were chartered ships, which would make a voyage or two and then go into layup. That would end the chance of accumulating enough time for a vacation. Illness, too, will prevent a guy from getting a vacation if he has to get off a ship to be hospitalized.