

# SIU WINS WELFARE RISE



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

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No. 23

## A&G Election Vote Brisk



Early bird voters lining up to cast their ballots in N.Y. headquarters have their books checked by the balloting committee on the first voting day, November 1. Member at left is depositing his ballot. Committee members are: Ed Barron, Alonzo M. Milefski, Malvin Collins, P. J. McCann, Dominick DiSei and William T. Atchason.

Helped along somewhat by the wildcat longshore tie-up, voting went ahead at a snappy pace for the election of 29 officers of the SIU's A&G district. Several branches reported a heavy turnout in the first two weeks of balloting which got underway on November 1 and will continue through December 31.

While no comprehensive figures of the number of members voting are yet available, samples coming in from some of the larger ports indicate a heavy early vote. New York in particular had a big turnout as large sections of the port were tied up and many members were on the beach when the balloting began.

### 29 ELECTIVE POSTS

There are 37 nominees on the ballot for the 29 elective posts open, which include one Secretary-Treasurer, one Assistant Secretary-Treasurer, three Headquarters Representatives, nine Port Agents and fifteen Port Patrolmen.

As usual, the polls will be open every day in all branch offices on the Atlantic, Gulf and Pacific Coasts from now on until the end of December.

All members are urged to cast their ballots at the earliest opportunity, so as to assure themselves a voice in the selection of their representatives for the coming year. Instructions for proper marking of the ballots and space for write-in votes are provided on each ballot.

## NY Wildcat Tie-Up Ends As Dock Workers Return

With thousands of longshoremen reporting to the piers voluntarily and the tide running fast against them the leaders of the wildcat dock strike "called off" the

walkout on Friday, November 9. The end came after 28 days of near paralysis on the New York waterfront.

The wildcatters threw in the towel when it became obvious that their flying squads were no longer able to coerce the rank and file into staying away from the docks. The "formal" action of calling off the strike at the request of the state-appointed fact-finding commission recognized the established fact that the men were going back to work in large numbers.

### OTHER PORTS OPEN

Throughout the strike, most other east coast ports with the exception of Boston continued working and sections of the New York waterfront were still active including the Army port of embarkation.

The wildcat began on October 12 when one local on the North River walked out in protest against a new contract which had gone into effect three days before. The contract had won overwhelming approval from the ILLA's 125-member wage scale committee representing all east

coast locals, and from the membership at large in a secret ballot. Roving picket squads suc-

(Continued on Page 14)

## SIU Raps MSTs 1-Yr Sign-On

The SIU lashed out this week at the newly announced articles to be used aboard MSTs-owned and operated ships as being "counter to the long-established policy in the industry" and a "raw deal" for the seamen on the ships.

The new set-up which drew the Union's fire establishes twelve-month articles on MSTs ships, wherein the crewmembers sign on for a year, rather than on a voyage basis, as is the practice on privately-owned ships. The new set-up denies a man transportation if he signs off at the end of a voyage by mutual consent before the end of 12 months.

The MSTs announced the new set-up was being instituted to "eliminate time-consuming work of preparing and executing new articles for each voyage."

A battery of government lawyers has reportedly gone over the new procedure and found

## \$2,500 Death Benefit, \$15 Weekly Hospital Effective November 5

Another in a series of steady improvements in the benefits available under the Seafarers Welfare Plan went into effect on November 5 when the SIU-sponsored increases were agreed to by the employer trustees of the plan increasing the death benefit to \$2,500 and weekly hospital payments to \$15. The increases over the old rates amount to \$1,000 in the death benefit, and \$5 a week, or 50 percent, in the weekly hospital payments. These are the greatest single increases in the Welfare Plan since its inception.

That further benefits may be in the offing for seafarers is indicated by the recent increase in the operators' daily welfare fund contribution from 25 to 50 cents per man, effective November 1. The additional funds will swell the overall totals and will undoubtedly make possible future expansion of the plan.

### FOURTH INCREASE

The latest increases were the fourth approved by the trustees in the last six months, showing the basic soundness of the union-administered plan and its potentialities for further improvement. The total of all increases thus far exceeds the original amount of benefits which were available when the plan went into effect.

In announcing the Welfare benefit boost, SIU Secretary-Treasurer Paul Hall, chairman of the SIU trustees, noted that the increased payment by the operators had made the raise possible and stated: "The plan is doing an excellent job of fulfilling its role in behalf of SIU men and their families. Every day we are coming closer to providing the security every SIU man is entitled to."

The first payments made, beginning in July, 1950, were \$500 as a death benefit and \$7 in weekly hospital benefits. On April 16, 1951, the trustees of the fund approved the doubling

of the death benefit making it \$1,000. Subsequently, on June 4, 1951 hospital payments went up from \$7 to \$10 weekly. A month later on July 1, 1951, another \$500 increase in the death benefit was voted, making the total \$1,500.

All these improvements are in good part due to the fact that

(Continued on Page 14)

## Wage Rise Held Pending WSB OK

Pending receipt of approval from the Wage Stabilization Board of the wage increases won by the SIU in the new contract, crewmembers are being signed on at the old rates of pay.

As soon as the WSB acts on the contract and notifies headquarters accordingly, the new rates will prevail, retroactive to November 1, which is the effective date of the new contract.

## New Hq. Hall Readies For Operations

Seafarers can expect to line up for jobs at the dispatchers' desk in the new Brooklyn Hall sometime next week. In addition, starting Monday, Nov. 19, the new building's modern cafeteria will open its doors for the first time, offering complete, inexpensive meals to Seafarers and the public.

All indications point to the holding of the next New York port meeting at the SIU headquarters across the river this coming Wednesday. Should a change be made, notices will be circulated in the old hall at 51 Beaver St.

### ONE WEEK MORE

Latest information on transferring the entire headquarters apparatus to Brooklyn is that, barring an unforeseen calamity, the entire Union machinery will be operating from the 675 Fourth Ave. address in Brooklyn by the end of next week.

Plans going forward at this moment call for an overnight moving caravan to enable the shiftover to be accomplished with the least interruption in Union services to the membership.

The launching of the new cafeteria has been under the guiding hand of Frenchy Michelet, who announced that tasty meals at prevailing prices will be available when the SIU-financed eatery begins to function Monday morning.

it legal, inasmuch as men are allowed to sign off at the end of a voyage under mutual consent. The men, of course, will not collect transportation.

In effect, the action by the MSTs is to deny seamen transportation to the port of engagement following the end of a voyage, a practice almost universal in private shipping.

"Because the MSTs can't be bothered in making up new articles," an SIU official stated, "hundreds of seamen have to either stay on a ship a year or make their way home the best way they can. The MSTs wonder why men don't want their ships. This raw deal should make it clear."

# SEAFARERS LOG

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## Bridges 'Reconsiders'

Harry Bridges ended his long touted showdown with the AFL Maritime unions on the west coast on the meek note that he was done in by a "neat legal double play," so reports his newspaper, "The Dispatcher." The words are somewhat weaker than threatened earlier when it became apparent that the AFL maritime unions were through mincing words and were going to see the struggle through to a finish. At that time Bridges told his Local 10 men to be ready to rally to "drive the AFL off the waterfront."

Bridges change of heart was apparently dictated by a healthy respect for the aroused forces of the SIU, SUP, BME and West Coast teamsters. His action should be a healthy lesson for those who prefer to do business with Bridges at any cost rather than incur his wrath.

The fact remains, however, that Bridges brought about a situation on the west coast that has to be challenged if the AFL maritime unions are to be able to honor their agreements and operate their contracted ships without having to do battle at every turn. The SIU has fought Bridges constantly where he has attempted to raid SIU jurisdictions, particularly the steamschooners. In every case Bridges has gone away licking his wounds. The Pacific Maritime Association, the west coast shipowners group, has not chosen to oppose Bridges. Rather than risk their sacred profits, they have given in to his every whim. Perhaps the head-on challenge given Bridges will give them heart to do the job that has long needed doing, rather than throw themselves with Bridges against the other unions.

In the recent beef with Bridges, the Marine Engineers Beneficial Association called a "strike" when the engineers on the Isthmian ship chose the AFL Brotherhood of Marine Engineers and a contract was signed.

Bridges chose to assume the direction of the MEBA's dispute and was aided to that end by Lee Pressman, counsel for the MEBA and one-time Communist braintruster. His concern for the MEBA was loudly proclaimed, though it is easier to believe that he saw a chance to battle an AFL union—one of his traditional enemies—and cause almost no inconvenience to his own organization. That Bridges controlled the MEBA dispute all the way is borne out by the sudden ending of the MEBA "strike" when Bridges was told by a California judge to work the Isthmian ships and to post a \$20,000 bond as guarantee.

Harry Bridges has been a thorn in the side to a lot of people: the shipowners, the Justice Department, the Immigration Department and trade unionists. He will not play that role with the AFL maritime unions in the future.

## New High Ground

The latest increase in our Welfare Plan benefits is another indication of the readiness of the trustees, representatives of both the Union and ship operators, to push ahead to new high ground as soon as funds were forthcoming.

Starting out modestly at first, the plan has expanded rapidly in a very short period of time, so that the death benefit has been increased five times over, and the hospital payments more than doubled.

It would be useless to speculate on what could or could not be done by the plan until the condition of the fund permits the trustees to take further action, but judging from past experiences, Seafarers have yet to hear the last word on what the Welfare Plan will provide for them in the future.

# 'And In This Corner...?'



## Among The Unions

Maritime workers in Chile who recently conducted a general strike, are again running into difficulties with the government. Despite a promise not to penalize any of the strikers, the government and private employers have been firing shipyard workers, tugboatmen and others. The Maritime Confederation of Chile has called a national conference to take appropriate action.

Unemployment is increasing in several sections of the country because of failure of the government to channel contracts into areas where cutbacks of materials are hitting private industry. New York building trades unions report more than 25,000 out of work, with conditions worsening. Several thousand textile workers are idle in New England and big automobile plants have been increasing their layoffs in the midwest.

Our Wall Street neighbor, Standard & Poor, has just completed a survey which shows that wages were a smaller part of the sales dollar in 1950 than in the year before. Or putting it another way, the costs of raw materials, freight rates and other expenses have risen faster than wages. That's no surprise to anyone who has to dig into the pay envelope to foot the grocery bill.

Argentina's "Shirtsleeves" Peron who boasts of his love for unions has been flexing his muscles at railroad workers who refused to accept a government-dictated settlement in January and went on strike instead. 27

leaders of the railroad union have been in jail without trial since last January. Reports have reached Uruguay that several of them have been tortured by police, and that lawyers have been denied the right to see the prisoners.

The Joint Legislative Committee on Labor and Industry of New York State heard pleas from labor spokesmen for a \$1.00 an hour legal wage minimum and an increase in Workmen's Compensation benefits up to two-thirds of weekly pay. The committee makes recommendations to the next legislature on proposed changes in the state's laws.

New York City's firemen are hot under the collar over the city government's inaction thus far on wage increase demands. Local 94 of the Uniformed Firemen's Association is talking of putting a picketline in

front of Board of Estimate meetings as one means of bringing pressure to bear. Question is now, what odds are offered that the city politicians cross the line?

New York City is liable to be even fuller of trash than usual since Local 813, the private sanitation drivers (AFL) is at loggerheads with the Trade Waste Trades Association over contract terms. Even before negotiations began, the association rushed in to print warning restaurants, factories, ships, piers, etc., to stock up on cartons and barrels because the association would not consider the union's demands as a basis for negotiation, but demanded arbitration of the contract. Local alley cats are probably licking their chops in anticipation of waxing fat on fish heads and other refuse if the truck drivers have to hit the bricks.

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## 'Jinxed' Western Trader Hit



The bashed-in Western Trader is examined by curious Frenchmen at her pier at Berryville, near Rouen, France.

Stateside never looked better than it did for the crew of the Western Trader when it paid off in Philadelphia on November 4 after a harrowing eight months, during which a series of accidents convinced many of the crew that they were riding a "jinx ship."

Low point of the ship's operations since it left the boneyard was a collision on the Seine River which sank the vessel into the mud. For a time it was feared that she would turn over, ending her usefulness then and there.

John A. Stout, OS, who rode the ship since she got out of the mothball fleet, told the LOG that the Western Trader was going upriver from Cherbourg at the time of the accident. The French ship Camont, coming down river, tried to pass on the right, and signaled the Western Trader accordingly.

### REVERSAL FAILS

However, the Camont saw it could not make it. It tried to turn, and reversed engines, but this maneuver only succeeded in ramming the Western Trader at an angle. The Camont backed away and proceeded to LeHavre successfully. The Western Trader wasn't so fortunate. After 20 minutes water flooded the bow and dragged her down to the mud.

Salvage ships were available, but the skipper refused assistance until he got approval from the company agent. By the time the okay came through the tide had run out grounding the Trader on the sandy bottom. At a subsequent high tide the captain tried to turn the ship but only succeeded in stranding it cross-channel. The next ebb tide sucked the sand and mud away from the bow and stern causing the ship to list dangerously at an angle of 35 degrees.



Accordion-like pleats in the Western Trader's deck, supposedly an indication of high grade steel, get the once-over from a crewman.

Signal was given to abandon ship. Life jackets were broken out and lifeboats stripped with the crew ready to go over the side. SOS calls were futile because salvage tugs could not approach the vessel in low water. Finally after two and a half days of watchful waiting, the tugs managed to hook on and drag the ship to Berryville. From there, the ship was lightened and towed to Rouen stern first, where she discharged her cargo of coal. She then went into drydock at Petite Courroun for repairs which took 28 days.

The month in drydock was one bright spot for the crew. Regular bus transportation was available to Rouen where the crewmembers had a fine time financed by generous draws. By the time the repairs were completed the Western Trader had acquired a good measure of fame in the surrounding area.

The ship finally sailed for home on October 19 arriving in

Philadelphia on November 4th after a stormy trip. There it was discovered that she was cracking between the bulwark of the No. three hatch and the main-house where the bellyband is located. That made the payoff a much more welcome occasion.

### NEAR MISSES

The collision on the Seine was only one in a long series of hits and near-misses which dogged the Western Navigation ship throughout the eight-month period, Stout said. Coming out of the boneyard on the Mississippi she hit the SS John Lykes. On another occasion she narrowly missed an Army transport. The steering mechanism locked several times and as a crowning touch the boom dropped in Philadelphia and smashed 12 feet off the end.

Incidentally, the skipper of the Western Trader is E. W. Meyers, who was captain of the ill-fated Robin Moor which went to a watery grave in 1941.

## SIU-ITF Bring Justice To Abused Panama Crew

The victimized crew of a Panamanian ship, the SS Taboga, received quick action on their beefs thanks to the International Transportworkers Federation and particularly its member unions in North America—the SIU Canadian District, and the International Longshoremen's Association.

The captain of the Taboga, an Estonian, had been "running wild," fining the crewmembers, refusing to allow medical attention for an injured seaman, failing to pay them money due, withholding personal effects, and making life generally miserable.

### TELEGRAMS SENT

The case came to the attention of the ITF's New York office when the desperate seamen sent telegrams outlining their beefs. The ILA and the Canadian District of the SIU, were notified immediately, and dispatched representatives to the scene to take care of matters. At the same time London headquarters of the ITF were notified, and information was requested on the contract and the owners. The London office got hold of a copy of the agreement under which the men were working, making it easier for North American representatives to take action in behalf of the seamen's legal and contractual rights.

The captain, faced with this kind of representation, changed his tack and became perfectly agreeable. The net result was that SIU and ILA representatives were able to straighten out all difficulties to the complete satisfaction of the crew. Several crewmembers, including the bosun, the cook, the assistant steward and others received substantial sums of money due them. AB de Hooge, whom the captain had arrested for "desertion" when he went ashore for medical treatment, received \$235 for lawyer's fees, false arrest and other expenses. The crew received

a draw of \$42 while in port as against the \$3 a week received formerly. Altogether, \$1,487 was paid out to straighten all accounts.

### LOCKERS BOUGHT

Besides all this, the captain agreed to purchase wash basins and lockers for crew quarters, and laid off an alleged Communist, a native of Spain, whom he had asked to spy on the crew.

The Taboga incident was the second recent instance of the way in which the ITF's International setup works to protect maritime workers everywhere. In the October 19th issue of the LOG a story was carried which reported the cooperation between the crew of the SIU-contracted Greenstar and the ITF-affiliated Maritime Federation of Chile in the victorious strike in San Antonio, Chile.

## SIU Cannery Workers Reelect Waugh, Gomez

LOS ANGELES — Balloting among members of the Cannery Workers Union, SIU affiliate on the West Coast, has returned all business agents to office. Elections at the various fish canneries in the harbor area also named a group of officers led by Jimmie Waugh, president.

Voting over a three-day period covered Terminal Island, Long Beach and Wilmington canneries. In addition to Waugh, the official slate was headed by Andrea Gomez, vice president; Harry Carlstrom, treasurer, and Lupe Hernandez, financial secretary.

Plans were reported going forward, meanwhile, for the SIU convention set for Spring, 1953, in San Diego, home of one of the SIU's affiliated fishery workers unions.

## US Ships Lifted 85 Percent Of Year's ECA Cargo

Proof that the SIU campaign to have US flag vessels carry at least half of ECA-procured strategic materials back to the States has paid off is pointed up in a report issued by ECA for the year ending June, 1951.

In the dry bulk category, 85.3 percent of more than a quarter million long tons was moved on US flag vessels. American liners carried 52 percent of the total in that department. Full figures were not available on tanker tonnage.

Seafarers will remember the fight sparked by the SIU after former ECA chief Paul Hoffman made no provision against low-cost foreign flag ships carrying all of the ECA cargoes.

The Union rallied national support from many sectors and finally won the agreement guaranteeing that at least half this tonnage would be carried by US flag ships.

## Safety Shortcut Costs Life Of Seafarer

Disregard of accepted safety practices in apparent violation of the SIU contract cost the life of a young seafarer, 22 year-old John Molnar, in a shipboard accident on the SS Seagarden, October 24.

Molnar died of a fractured skull suffered when he fell through an open hatch section into the hold.

According to statements by Bosun Pete Walsh and other crewmembers, the fatal accident took place while the vessel was still 200 miles from the outer sea

buoy which marks the start of the Hampton Roads channel.

The crew had been ordered to remove the hatch covers in order to save a couple of hours' time in port. Molnar was working with other crewmembers removing sections when the accident took place.

Footing was insecure inasmuch as the Seagarden had been carrying coal on previous trips and a lot of coal dust was underfoot. In addition, fuel oil had been used on deck and the ship was pitching from moderately heavy swells.

Consequently Molnar slipped on the coal dust while standing on a closed section of the hatch. The motion of the vessel pitched him down into the open hold.

Provisions of the SIU contract state that all vessels must be safely secured before leaving harbor limits. This would rule out opening of hatches while at sea. The contract also provides that no one is to be required to work under unsafe conditions, and it has long been accepted practice not to open hatches ex-



JOHN MOLNAR

cept when within harbor limits.

"This looks like another one of those cases," the SIU stated, "where a man's life was lost unnecessarily because of short-cutting of safety practices in an attempt to boost the profit totals on the balance sheet."

Molnar, a navy veteran, is survived by his parents, Mr. and Mrs. Michael J. Molnar, of 292 Stanton Street, New York, and a younger brother and sister.

# Bridges' Defeat Cheers Frisco; Shipping Slack

By LLOYD GARDNER

SAN FRANCISCO, Nov. 9—Shipping may be down in the dumps here, but our SIU boys are still riding high over the way Harry Bridges backed down when the AFL Unions showed him they meant business in backing the BME.

To get the bad news over with first, we have had no payoff in this port for the past eight weeks, as for some reason, all payoffs have been in Seattle and Portland, or down south in Wilmington or Long Beach. We did have five ships in-transit in the past couple of weeks, which took a few of our boys off the beach. They were the Raphael Semmes, Young America, Madaket, Fairport (Waterman) and the Alamar (Calmar).

### JOB WELL DONE

All of us are taking a breather after mixing it up with the MEBA and their new-found savior, Harry Bridges. Only in this case, their savior did not do much of a job of saving. Our affiliated brothers, the Brotherhood of Marine Engineers, fought a damn good fight, and with the willing assistance of their brothers in the SIU, SUP, International Longshoremen's Association, Teamsters and other AFL-ers, succeeded in protecting their contract with Isthmian. The BME won this fight in spite of all the dirty work cooked up by the corrupt and defunct MEBA and their fellow-traveling attorney, Lee Pressman; with the assistance, of course, of Harry Bridges and the CP machine, to say nothing of the powerful Pacific Maritime Association, the dog that wags when Bridges pulls the tail. The BME can well be proud of its success. When the day comes that Bridges, Bryson and all other assorted CP sell-out artists are kicked off the waterfront the BME can claim a good share of the credit because of the part it played in KOing the MEBA at Isthmian.

### SPECIAL MEETING

We had no regular meeting this week due to lack of quorum. However, a special meeting was held to check cards and elect a balloting and trial committee. I made an informal report about the wage raise, vacation plan and other items of importance, including the BME beef and the ILA situation on the East coast. Several members took the floor and expressed their praise of the officers and negotiating committee for a job well done.

# Philadelphia Has Berths Waiting For Rated Men

By A. S. CARDULLO

PHILADELPHIA, Nov. 9—The rush is on in Philly with the port buzzing from one end to the other in an effort to make up for the time lost during the longshoremen's wildcat tie-up up and down the east coast.

We have just about succeeded in getting the shipping situation here back to normal, although it took a few days of hard work to catch up on our knitting. Shipping has been running good, so good in fact that we have pretty

much swept the beach clean of rated men. Right now we can use all the ratings we can get our hands on. If there are any brothers in the vicinity who are anxious to ship out in a great big hurry, let them come down to the City of Brotherly Love and we can take care of them without delay.

With all the boys shipping out of here, we were unable to hold our regularly-scheduled membership meeting due to lack of a quorum.

Voting for SIU A&G officers

ran pretty well last week while the port was still tied up, but now that we are cleaned out it has slowed down quite a bit. We are hopeful that Philly will make a real good showing in this election so that we can prove ourselves to be a wide-awake membership.

Sorry that this report doesn't have too many details in it but the pressure has been hot and heavy here and we have been hard put to find the time. We expect to have better luck for the next issue.

# REPORT OF The Seafarers WELFARE PLAN

## REPORT NUMBER FIFTEEN

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

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

### Period Covered By This Report

October 21 - November 3

### Cash On Hand

\$236,350.97

### US Government Bonds

\$754,023.44

### Estimated Accounts Receivable

\$150,000.00

### Hospital Benefits Paid In This Period

\$2,680.00

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

\$79,441.00

### Death Benefits Paid This Period

\$6,166.66

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

\$103,166.66

### USPHS HOSPITAL STATEN ISLAND, N.Y.

Becker, Vincent	20.00
Burnstine, Maurice	20.00
Callaza, Juan	10.00
Camacho, Domingo	20.00
Champlin, George W.	10.00
Dalton, Jack M.	30.00
Devine, John J.	20.00
Dixon, Earl R.	30.00
Dongen, Isadore C.	40.00
Drummer, Harry J.	20.00
Ezell, Thomas D.	20.00
Francis, Cedric V.	10.00
Frenkler, John	60.00
Grierson, Ithama	20.00
Grimsland, John	20.00
Gordon, John E.	10.00

Johnson, H. C.	10.00
Katrasuky, Michael	20.00
Kustas, Thomas	20.00
McGuigan, A.	20.00
Mojica, Tomas	20.00
Moravec, Charles	10.00
Morgan, Robert L.	10.00
O'Brien, Eugene P.	20.00
Osinski, C.	30.00
Phillips, Robert	20.00
Pokki, Toivo	10.00
Preussler, Otto	20.00
Raiford, Abner	10.00
Riversa, Eustaquio	30.00
Salgado, Jose	20.00
Sanchez, Charles	20.00
Stickney, James	10.00
Virgin, C.	10.00

Wallander, C.	30.00
Watson, Henry	20.00
	720.00

### USPHS HOSPITAL SEATTLE, WASH.

Caton, M. H.	20.00
Driscoll, William P.	10.00
Strickland, Roy D.	10.00
	40.00

### USPHS HOSPITAL NEW ORLEANS, LA.

Antill, Allen P.	10.00
Arch, J. L.	10.00
Burke, R. J. P.	20.00
Cara, Wilson O.	20.00
Celestine, Oliver	20.00

Conrad, J. J.	10.00
Cook, Lawrence D.	20.00
Cruz, Rogelio	20.00
Everett, Jesse T.	30.00
Gross, E. E.	20.00
Jessup, Darwin E.	20.00
Kelly, D. D.	20.00
Kiiski, Tovo	10.00
Lang, Leo H.	20.00
Maurmoto, R.	20.00
Mayrbat, John	20.00
McDonald, Sam	20.00
Mueller, Walter F.	10.00
Powe, E. L.	10.00
Raana, K.	20.00
Ray, Claude A.	20.00
Tostet, Horace H.	10.00
Tickle, Lomie R.	20.00
Willis, Louis J.	20.00
Young, John W.	20.00

440.00

### USPHS HOSPITAL SAN JUAN, PUERTO RICO

Young, Charles B.	10.00
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### USPHS HOSPITAL GALVESTON, TEXAS

Drake, John C.	20.00
Hill, Edward C.	10.00
McCune, L. E.	20.00
Mitchell, John E.	10.00
Smith, Walter S.	20.00

80.00

### USPHS HOSPITAL MOBILE, ALABAMA

Buckelew, J. L.	20.00
Burke, Tim	20.00
Hankee, Harry M.	10.00
Jones, J. H.	20.00
Nichols, Harry E.	10.00
Peek, Harry G. Jr.	20.00
Saxon, J.	10.00
Vandersall, W. C.	10.00

120.00

### USPHS HOSPITAL BOSTON, MASS.

Crevier, C. G.	10.00
Flaherty, John J.	10.00
Olson, E. A.	10.00
Vourloumis, George	20.00

50.00

### USPHS HOSPITAL SAVANNAH, GEORGIA

Cohen, A. F.	20.00
Daugherty, Pat G.	20.00
Harvey, Harry	10.00
Lowery, Carl D.	20.00
Robbs, Joseph S.	10.00
Sharpe, R. A.	20.00
Webbs, Bruce E.	20.00

120.00

### USPHS HOSPITAL NORFOLK, VIRGINIA

Robertson, James W.	20.00
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### BELLEVUE HOSPITAL NEW YORK, N.Y.

Balchus, Anthony	50.00
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(Continued on Page 14)

# Lake Charles Ship Rush Scuttles Duck Hunting

By LEROY CLARKE

LAKE CHARLES, Nov. 10 — The joys of fishing and duck hunting in this wildlife paradise have been set aside by the rush of shipping here in the last couple of weeks. There have been a lot of visits to make and quite a few jobs to fill in all departments so that we had to call on New Orleans, who responded in their usual fine manner and supplied us with the necessary men.

The Cities Service fleet was responsible for most of the action with six ships stopping here; the Winter Hill, Bents Fort, Lone Jack, Government Camp, Cantigny and Royal Oak, in addition to the W. E. Downing (Mathaisen). We also had the good ship Wacosta (Waterman) stop in and who did we find aboard but that well-known man, Buster Wells, as serang on her. The Wacosta is bound for the Far East, by way of Texas. We also found out that she had plenty of grits on board

together with a few "furriners" (not from Mobile) but the boys thought that they could struggle through the trip and all would be well, as she has a regular gang.

### FISH STORY?

The ducks in this community have been so plentiful recently that all one has to do is open the door, reach out and catch not one, not two, but five or six of said fowl. As for fish, just walk or ride along one of the beautiful streams in the vicinity. When you mention the word "bait," the fish jump out of the water into your hand.

Maybe there will be more time for some of the above in the next few weeks as shipping looks just fair. At present we have several rated men on the beach here and a house full of non-rated men.

Among the oldtimers who called here during the past two weeks was Brother W. R. Walker who joined the SIU back in 1942. He sailed all through the

war to all zones and holds the full list of ratings in the stewards department. Right now he is sailing as chief cook on a Cities Service Tanker. He finds that the SIU has secured so many good things for the members that it is hard to put a finger on just one item, but feels that the Welfare Plan and Va-



W. R. WALKER

cation Fund are outstanding. He likes the new halls that are opening up and is anxious to see the New York headquarters.

### ELECTION PROMISES

The political pot is boiling down in these parts with all candidates for state and parish (county) office really putting out the air night and day (all hot air of course). What a paradise this state would be if they could all get elected and all carried out their promises. With one exception there isn't anyone who has a good labor record. All the others will bear a lot of watching.

## Final Once-Over On SS Florida



Crewmembers of SS Florida have their books checked by Ray White, Tampa port agent (seated left, facing camera). Check up took place during payoff when the ship docked in Miami in the course of her sunshine shuttle between the Florida vacation resort and Havana, Cuba. Photo by Hector Reyes, submitted by E. Reyes.

## Wilmington Fine Except For Jap Cargo-Grabbing

By SAM COHEN

WILMINGTON, Nov. 8—Shipping is just dandy out here, with two ships paid off and whisked right out again.

The one black cloud hanging over things is that while shipping is good right now, as we see it, for American ships, a lot of Japanese merchants are sneaking in to steal cargoes with their cheap labor and bum conditions.

You don't see any tramp freighters coming into port to pick up bulk ore cargoes, but every day another Japanese hulk picks up a load for the home country.

Seaclipper (Nat'l Cargo) and Madaket (Waterman) were the two payoffs and we've got 11 in-transit, including: Massmar, Calmar, Marymar, Yorkmar (Calmar); Raphael Semmes, Fairport (Waterman); Holystar (Zenith), and Clearwater Victory, Steel Rover, Steel Traveler (Isthmian).

Did a little straightening out with the chief engineer on the Seaclipper. He tried to fire an FWT on a personal beef, and it took the company agent, the port engineer and myself quite awhile before I brought him around to realize that the Union has no truck with personalities as long as the man involved is competent.

### HAPPY NOTE

Here's a happy note. For a change I heard the skipper, engineers and crew praise the steward's department to the last man. Good food, good work and never a beef.

There's been little gassing up on ships as of late. However, men missing ships are on the increase. If only the crewmen would watch the sailing time more carefully and check back with the company instead of listening to some guy in a gin mill.

Harry Bridges' boys finally went back to work on Isthmian ships. I guess when he realized the AFL was serious and was going all the way to help the BME, he had to back down and send his men back to work. Result: Nothing but lost time.

No meeting again this shot due to the lack of a quorum, but Babe Aulicino, M. Gaddy, Max Myers, Cal Wilson and Ted Thompson were a few of the boys who showed up.

Thompson, who joined with us in 1944, has seen a lot of changes in the maritime game since he's been sailing for about half a century. He was a cook on some of those model T sailing vessels



TED THOMPSON

and on some of the worst tubs that sailed before the Union stepped in.

Too bad a lot of men today never sailed in those days, Ted says, because they don't appreciate enough what the SIU has meant in conditions won, top wages and good shipmates.

Amen to that. The benefits some men take for granted have been won by a Union determined to give its members a chance for freedom from worry and overall conditions unequalled by any union anywhere.

## New Orleans Hums With Ship Activity

By LINDSEY WILLIAMS

NEW ORLEANS, Nov. 9 — Since the last report things have been rocking along smoothly in the deep south port of New Orleans. There have been a very few minor beefs on payoffs and in-transit ships stopping here. We have had a lot of ships laying over down here marking time until the East Coast longshore strike was settled and they came up with a handful of minor beefs.

Among the layovers was the Seatrain Georgia which was here for two weeks with all hands taking things in stride while they sweated out the strike down here in the land of red beans. We know they would have been happier in New York, but then they would have had to plow through cold weather for two weeks.

Now that the longshoremen are back, all ships are beginning to move and all crewmembers satisfied to get back on regular runs and schedules.

We have had four payoffs,

eight sign-ons and sixteen in-transits so you can see there has been no lack of activity. Although the in-transits were less than usual, the crewing up of four more ships fresh out of the boneyard helped quite a bit.

The outlook for the next two weeks is pleasant with several payoffs coming up in addition to more boneyard vessels which should crew up around November 13. The last four have sailed for India with grain, with the new ones scheduled to load coal for Europe. ABs are needed here, and FOWs will find that they will not have to hang around the Crescent City very long before they will be on their way again.

### BENEFITS HAILED

The new increase in vacation and welfare benefits has been quite a topic of conversation in the port. Practically every bull session is on these two topics and in regards to future benefits that may be gotten as we go along. None of the oldtimers had ever expected that they would be getting the benefits we

now receive. Nor had they ever thought that a system would be worked out whereby all members could collect vacation pay.

At our last membership meeting new business from all ports was accepted as well as the headquarters report, financial report and quarterly financial committee's reports. The communication from Brother Paul Hall, Secretary-Treasurer, with respect to issuance of work permits was read and concurred in unanimously. Under good and welfare we had a discussion on a possible investigation of shipboard health conditions in order to see if conditions could be improved to minimize the danger of TB and other illnesses.

### VOTING PROCEDURE

Voting is now going on here and in all ports for the election of 1952 officials. It is the duty of all bookmembers to vote as a large vote signifies the interest of the membership in the Union. Regardless of how one votes, all members should do their best to see to it that they cast a ballot. At our last meeting the balloting committee reported a total of 394 votes cast here in the first six days of balloting.

On the beach here and helping the ballot committee while waiting for a ship is one of our well-known brothers from around the French Market, Sam Marnello. Sam joined the SIU in 1942 and holds book No. 21870. He was bosun on the SS Ocean Star the last time out and is now waiting for another Liberty.

Sam is happy with the new Vacation Plan, for as he put it, "It gives a fellow a chance to put a few bucks away when you don't need 'em" and have it ready whenever you are in a pinch. He says it is like money in the bank and not in the shipowners' account, as it used to be. Sam is very active in all beefs in port and willing and able at all times to act on various committees. He smiles broadly when he thinks of a run to Italy, land of ravioli and spaghetti, but when the dough gets low, Sam is ready for any run. It looks like the coal run to Europe for Sam on one of the next liberties going out.

## Galveston Can Use Shot In Arm

By KEITH ALSOP

GALVESTON, Nov. 8 — This port is operating at a crawl right now, with no ships signing on or paid off and shipping generally just plain slow.

We've got 22 ships in-transit, so the action will probably pick up right soon, we hope.

In-transit vessels include: Royal Oak, Council Grove, Bradford Island (Cities Service), Wanda (Epiphany), Mae, Evelyn (Bull), Seatrains Havana, Texas, New York (Seatrain), Richard Gatling, Beauregard, Wacosta (Waterman), Mary Adams, James Walker, Anne Butler (Bloomfield), Catahoula (National Nav.), Southern Districts (Southern Trading), Del Ore (Mississippi), Petrolite (Tanker Sag). Also the Henry Mugs, R. Squibb and Angus MacDonald.

Among the brothers on the beach is James M. Foster, who's been shipping since 1942.

Foster, who joined SIU ranks in 1944, was at sea during the



JAMES M. FOSTER

Isthmian strike. He ships as bosun, AB, wiper and messman. He says he's itching for a chance to come around to New York to see the new Brooklyn Hall that everyone's raving about. No other news from here.

## Boston Shipping Remains Good

By JIMMY SHEEHAN

BOSTON, Nov. 7—The run of good shipping which we have had for the past several weeks continued to hold up, with three sign-ons and six payoffs in the last week. Paying off were: Potrero Hills (Phila. Marine), Abiqua and Government Camp (Cities Service), W. E. Downing (State Fuel), McKettrick Hills (Western Tankers) and Julesberg (Terminal Tankers). There were a couple of beefs straightened out to the crew's satisfaction; an

area beef on the Abiqua and a port time beef on the Government Camp.

We signed on the Abiqua, McKettrick Hills and Potrero Hills. On the last two, we found that the fresh water supply for the crew was dirty. The ships had to discharge the water overboard and clean tanks before leaving port. However, there was no delay in sailing and all got away on schedule.

We regret to report the death of Brother Ronald Shortell who got off the W. E. Downing in New Orleans about three weeks ago. All of his friends are going to miss him badly.

Quite a few of our SIU brothers have been in port recently. Just to mention a handful, we have seen Gus Eklund, Ben Gordy, Ed Riley, D. Oman, C. Karas, E. Olson and several others.

As far as the longshore situation goes here, it is still in an indefinite state despite the settlement in New York. We are hopeful that things will clear up here shortly. The wildcatters tried to get the towboatsmen to go out with them last week, but they refused to go along with them.

## 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.

# SHIPS' MINUTES AND NEWS



## Speedy Ship-Shore Liaison Saves Injured SIU Member



Royal Oak crewmembers prepare to lower the injured pumpman over the side to the waiting Coast Guard vessel.

Fast ship-to-shore contact from the SIU-managed SS Royal Oak (Cities Service) plus a dramatic air-sea rescue operation by the Coast Guard was credited with saving the life of James Thomas, pumpman, as the ship headed for port just eight hours out of Lake Charles.

Removed to Memorial Hospital in New Orleans, Thomas was reported to be on the mend despite serious injuries from a ship-

board fall. He suffered a near skull fracture and shock and was in a coma for several hours.

First to arrive on the scene after the report was flashed to CG headquarters was the Coast Guard boat Little Moe, which carried the injured pumpman to New Orleans.

A CG plane came over soon after to stand by while the bosun carefully lowered Thomas to the deck of the boat on a stretcher.

The Royal Oak, one of the Cities Service fleet of T-2 tankers, is on the oil run from Lake Charles, La., to cities along the North Atlantic seaboard.

Hospital authorities hinted that Thomas would be in sick bay for some time. He was signed off at New Orleans, company officials in New York revealed.

Seafarer William Calefato sent in the on-the-spot picture of the rescue operation.

## No Baby Food, More Meat, Ask Kettering Men

Although fathers and granddads among the crew of the SS Robin Kettering have no gripe about the merits of cereal as feed for their offspring, they take it a little hard when their own chow starts tasting like watered-down farina and pabulum, which has been the case with sausage and frankfurters served them.

Strong union men that they are, they know that a contract calling for three "squares" a day means just that, and not morning chow masquerading as lunch and dinner.

Robin Line ships, according to delegates, have generally been passing off some pretty poor feed of this type and the men are up in arms. The coffee, for example, has been received as anything from a weak tea to toxic iodine because of an inconsistent flavor running from weak to strong.

The large link pork sausage is a messy cereal composition, say crewmembers, who request a changeover to the smaller baby link sausage, and the frankfurters are no better, containing too much cereal and are dry and generally unappetizing.

## SIU Servicemen

SIU Headquarters has received numerous queries from men in the armed forces as to the procedure they should follow to have their papers validated.

The procedure is this: Secure an application by writing the Union or the Coast Guard. Fill out the form, noting the port where you wish the report on your screening to be sent (not your home address). Once you are screened your papers will be held at the port of your choice for six months. If not picked up by that time they will then be returned to Washington, where they will be held indefinitely.

By going through the screening process now, a Seafarer soldier saves about 30 to 60 days of waiting when discharged.

## Voice Of The Sea

By SALTY DICK

The reason Pete Lolaes doesn't take a Far East run is because it's too long. He prefers to make short trips and be near his wife.

Before the movies begin in the Dog House (Seaman's Church Institute in N.Y.), the Star Spangled Banner is always played and the whole audience, consisting only of seamen, always stands at attention and sings the song. They do a pretty good job of it, too. . . . The other day a huge package arrived in the New York Hall containing shampoo and cream. The ingredients are a mixture of lanolin and hormones to be used on the scalp. The addressee was Baby Miller.

Henry Cordes is still registered in group 1 in the steward's department and is ready to ship. As soon as snow starts

falling he'll probably head for the Crescent City. . . . The new contract just signed by the shipowners and the SIU stipulates a washing machine on every ship. It's up to the crew now to take care of this equipment.

Thurston Lewis who stayed ashore for a short while at Hotel St. George is now on a tanker. He has to be near salt-water in order to be happy. . . . Why is it that E. Reyes, the creator of Sailor Rags, always returns to the SS Florida? Does Havana Cuba have anything to do with this decision? Quite a few of the gang have been asking about Earley Punch. A couple of weeks ago he took a scow headed for Europe. He is very interested in going to Germany because he has a very dear friend there.

The oldtimer you see around the Hall these days smiling all the time is John Cook, AB. He's been going to sea 36 years, but has been married only nine months. From now on he'll be on short trips only.

Al Brindly, a former BR on the Del Norte, is now sailing on a Victory Carrier ship on deck. His buddy, Beck, is on another vessel.

## Death Calls Two Seafarers



JACK McCARTHY



CLAUDIUS BLANCHARD

News of the deaths of two Seafarers aboard ship has been received at SIU Headquarters.

Word has come from the SS Bertram G. Goodhue that Jack McCarthy, Book No. G-95 passed away in his sleep on October 15, 1951. Brother McCarthy, a veteran of more than 25 years' service was buried at sea while his

shipmates stood at attention.

The SS Alcoa Planter has reported that Brother Claudius H. Blanchard, Permit No. W-2839, died in Guanta, Venezuela, on October 2, 1951 while the ship was docked there. Burial was held in a local cemetery, with six crewmembers acting as pallbearers. A cross made by the Bosun and other crewmen was erected at the grave. A wreath was purchased out of the ship's fund plus donations by the Captain and Chief Mate.

Brother Blanchard's home was in Portsmouth, Va.

## Former Seafarer Louis Hedin Killed In Korea

Word has been sent to the LOG office that Brother Louis Hedin, No. 41791, a retired book-member, was killed in action in Korea on March 15, 1951.

Brother Hedin, who held a messman's rating, was initiated in New York on November 17, 1944. He retired his book on September 8, 1950 in Seattle before going into the army.

He is survived by his mother, Mrs. A. L. Hedin, of Route 3, Enumclaw, Washington.

## 'Cocktail, Anyone?'



Seafarer Allan Lake, who has watched the mixing of fine drinks from afar aboard the SS Puerto Rico, takes shaker in hand at his home bar. No mickeys served here.

## Where The Libertys Get Their Names

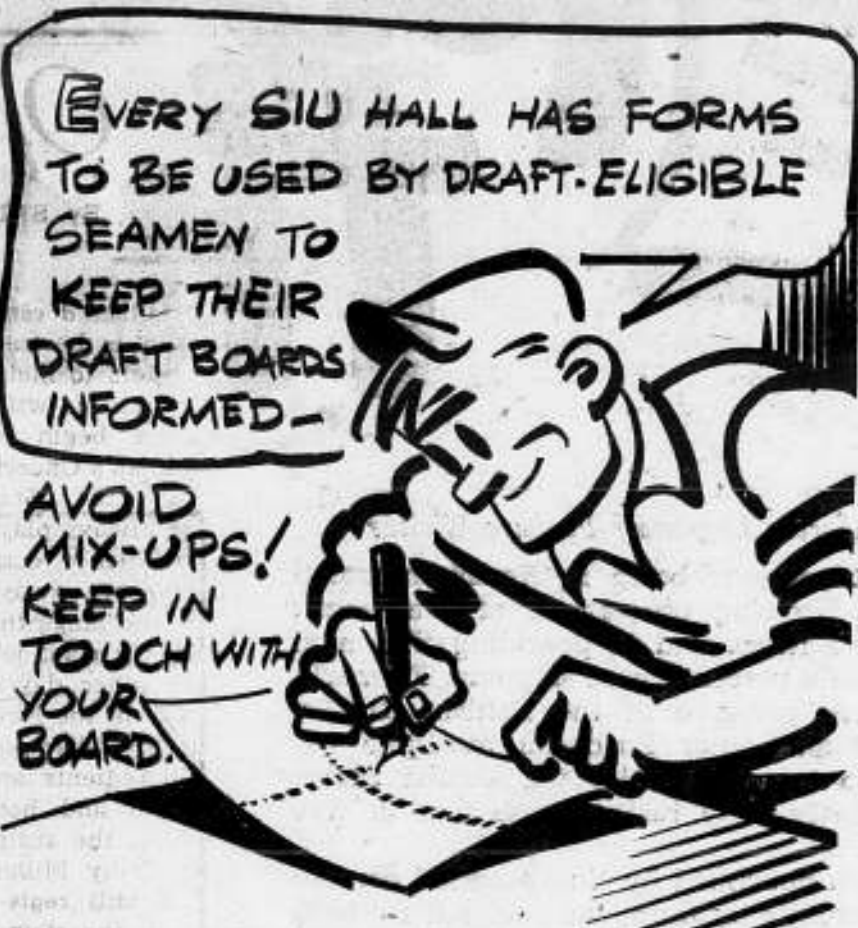
The government, when it undertook the tremendous shipbuilding program of World War II, named its Liberty ships after famous Americans. Many of these war-built ships are in service again. Below are the names of a few SIU-contracted Libertys and thumbnail sketches of the persons whose names they bear.

**Heywood Broun** (Victory Carriers). American journalist (1868-1939). Born in Brooklyn, he was a writer on the staff of the New York Morning Telegraph 1908-1912; New York Tribune, 1912-1921; New York World, 1921-1928. After 1928 he wrote the column "It Seems To Me," the first column of opinion to appear in the American press. Organized the American Newspaper Guild, the union to which most newspapermen belong today.

**James B. Duke** (Mississippi). Founder of the American Tobacco Company (1856-1925). Born in Durham, N.C., established the first tobacco factory. Engaged in cigarette war which brought rivals together under American Tobacco Company. Imperial Tobacco Company of England was formed to fight him, later becoming part of his British-American Tobacco Company. In 1911 the U.S. Government broke it up as a trust. Duke University bears his name.

# Digested Minutes Of SIU Ship Meetings

## Seafarer Sam Says:



**CHRISTINE (Carras), Oct. 6—**Chairman, J. Sullivan; Secretary, L. Pentecost. Delegates reported a few minor beefs. Food situation has fallen far below the standard feeding called for on the forecastle card. Suggestion was made to see the Provost Marshall of Naha, Okinawa, to have him send a health officer down to this ship for an inspection of the food we are eating and compare it to what the ship is supposed to get on the forecastle card.

**WANDA (Epiphany), Oct. 31—**Chairman, T. D. York; Secretary, T. Gradjelick. Beef from all departments on water supply. Motion made and carried to place radio speaker in messroom at company's expense.

**JOSHUA B. LIPPINCOTT (Alcoa), Oct. 7—**Chairman, Wesley Young; Secretary, Charles Goetter. Delegates reported no beefs. Discussion on sick men having to wait 36 hours before medical attention was given.

**Oct. 14—**Chairman, Leonard Needle; Secretary, C. Goetter. Delegates reported no beefs. Motion made that a plan be made to give a man credit for port-time on the vacation plan when he doesn't have a port discharge.

**WILLIAM JAMES (Bull), Oct. 14—**Chairman, C. Saunders; Secretary, C. A. Newman. Delegates reported everything okay. Motion made and carried that a voluntary donation of \$5 be taken up at the payoff and that a washing machine be bought for this vessel.

**ANN MARIE (Bull), Oct. 21—**Chairman, Higgins; Secretary, F. Johnson. Delegates reported some disputed overtime. Discussion on Union for benefit of white card men in regard to their work and attitude. Suggestion that poop deck be kept clean.

**ANNISTON CITY (Isthmian), Oct. 19—**Chairman, E. E. Best; Secretary, C. A. Howell. Motion made that any member of the crew caught taking news of the meeting to the officers of the ship should be brought up on charges. Bunks back aft should be repaired or replaced by new ones. Suggestion to have a water fountain placed back aft for the crew.

**ROBIN GOODFELLOW (Seas Shipping), no date—**Chairman, Pete Lanno; Secretary, Red Leonard. Delegates reported no beefs. Motion made that only one man be allowed to do the crew's laundry and that man to be selected by the Bosun. Request made that all hands cooperate and keep the messhall clean.

**SEATRAN TEXAS (Seatrains), Oct. 21—**Chairman, P. Serano; Secretary, E. Jones. Ship's Delegate reported that all repairs were taken care of. Motion made and carried that steward's store-room be chipped, scaled and painted.

**MOBILIAN (Waterman), Oct. 14—**Chairman, G. Siut; Secretary, A. W. Vicisa. Delegates reported no beefs. Motion made to have steward see about new blankets. Request by chief electrician to have open sugar bowls replaced with sugar dispensers.

**LEWIS EMERY, JR. (Victory Carriers), Oct. 15—**Chairman, Willis; Secretary, J. Osborne. Ship's delegates reported that the unlicensed personnel quarters were not painted last trip and would be painted the beginning of this trip. Motion made and carried that the crew cooperate in keeping the natives out of the midship house.

**GREELEY VICTORY (South Atl.), Oct. 6—**Chairman, James Mitchell; Secretary, Cornelius Sprano. Delegates reported everything okay. Motion made and carried to hold meeting every two weeks. Motion made and passed to put locks on screen doors.

**LIBERTY BELL (Tramp Cargo), Oct. 21—**Chairman, J. Miller; Secretary, C. Irving. Delegates reported no beefs. Some disputed overtime to be settled by the patrolman. The steward came in for some heavy criticism concerning the running of his department. The steward announced that he did not interfere in the workings of the galley.

**EVELYN (Bull), Oct. 14—**Chairman, N. D. Henson; Secretary, E. C. Dacey. Delegates reported no beefs. A suggestion was made to have crew on watch close bulkhead doors at night so the sea won't come into the passageway. The operation of the ship's fund was reported to the crew.

**PONCE DELEON (Waterman), Oct. 15—**Chairman, P. Huggins; Secretary, J. Rogers. Delegates reported everything in order. Treasurer reported \$64.01 in the ship's fund. The washing machine is getting old and worn out; therefore, it should be taken care of by the crew.

**DEL MUNDO (Mississippi), Oct. 30—**Chairman, Charlie Muree; Secretary, Don Collins. Delegates reported no beefs. Suggestion made to keep messroom and pantry clean at all times, also to keep the whole ship clean. Linen will be issued on Fridays but if any linen is needed the steward will issue it before that time.

**October 12—**Chairman, Whitey Pereone; Secretary, Don Collins. Delegates reported that everything is okay. Suggestion to buy books and ball gear from ship's fund for voyage.

**BRIGHTSTAR (Traders), Oct. 21—**Chairman, J. L. Allen; Secretary, Frank Nigro. Delegates reported no beefs. Under good and welfare it was suggested that the doors be shut quietly. All members were cautioned against performing.

**WESTERN FARMER (Western Nav.), Oct. 21—**Chairman, S. J. Evanchuck; Secretary, J. A. Castellon. Discussion about Captain's refusal to get milk and onions in Rotterdam. Request for new mattresses and pillows.

**FRANCES (Bull), Oct. 14—**Chairman, A. Kerterburry; Secretary, I. Bernard. Delegates reported everything in good order. Motion made and carried to start a ship's fund. A vote of thanks was given to the steward's department for good work performed.

**CATHERINE (Trans-fuel), Oct. 8—**Chairman, A. Gall; Secretary, W. J. Reidy. Delegates reported all in good shape. The ship's delegate said that the previous trip was a very clean trip and hopes that this one will be the same. It was suggested that everybody come to the table in proper attire.

**STEEL NAVIGATOR (Isthmian), Sept. 18—**Chairman, Earl H. Poe; Secretary, Arthur Winfert. Delegates reported no beefs. Motion made to have a ship's fund. There should be closer cooperation in keeping crew's messhall clean.

**FAIRPORT (Waterman), Oct. 8—**Chairman, Harry Pitt; Secretary, B. Bishop. Delegates reported no beefs other than a few disputed hours overtime. Three of the crewmembers were fined as they were unable to stand their watch.

**EVELYN (Bull), Oct. 21—**Chairman, N. D. Henson; Secretary, E. C. Dacey. Delegates reported everything in good order. A repair list is to be made out and turned in to the ship's delegate. Teddy, the ship's dog, was taken to the vet and expenses were paid out of the ship's fund.

**GREENSTAR (Triton), Oct. 14—**Chairman, John Pearson; Secretary, William J. Clogg. Ship's delegate reported that satisfactory settlement has been reached between the government of Chile and the striking longshoremen at San Antonia and that the longshoremen's union had commended the crew for their action and sympathy with their beefs. A vote of thanks was given to the steward for all the trouble he went through to get what stores he could obtain.

**YOUNG AMERICA (Waterman), Oct. 20—**Chairman, E. B. McAuley; Secretary, Ralph Tindell. Delegates reported a few disputed hours in the deck department, otherwise everything smooth. Motion made that men performing in the engine department during the voyage be reported to the boarding patrolman. Suggestion made that inasmuch as the present washing machine is just about on its last legs, that the men all chip in \$2 for a new one.

**AMES VICTORY (Victory Carriers), Oct. 23—**Chairman, Louie Holliday; Secretary, Whitney Girouard. Delegates reported no beefs. A motion was made that ship's delegate investigate the reason why the 2nd cook was made to work while sick, and if situation warrants, that he take up the matter with the patrolman.

**TOPA TOPA (Waterman), Oct. 14—**Chairman, A. M. Branconi; Secretary, Lewis. Delegates reported no disputed overtime. All the crew is to donate \$1 to ship's fund at payoff. The chief engineer has failed to work with delegates on repairs time and time again.

**MARIE HAMIL (Bloomfield), Oct. 7—**Chairman, Cass Peddie; Secretary, William F. Barth. Delegates reported that disputes are to be taken up with patrolman in Mobile. All department delegates are to turn in repair lists to ship's delegate. Discussion about cleanliness of crew pantry.

**ALCOA PEGASUS (Alcoa), Oct. 28—**Chairman, Swyane; Secretary, R. Elliott. Delegates reported everything running smooth with no beefs. Suggestion made to check on new mattresses and try to find out about washing machine.



**STONEWALL JACKSON (Waterman), Oct. 21—**Chairman, Richard Galicki; Secretary, Roy Poole. Needed repairs and maintenance to be checked. The crew was requested to read educational literature that was posted, and a motion was made and carried to hold educational meetings more often.

**COUNCIL GROVE (Cities Service), Oct. 22—**Chairman, Peterson; Secretary, Prego. Delegates reported beefs about not allowing crew to go ashore in Cumaribo. Crewmembers desiring records for the victrola are to write down the names on the board. The crew messman is to handle the library situation and is to get a different selection of books.

**LOGANS FORT (Cities Service), Oct. 20—**Chairman, Ben Martin; Secretary, Kenneth P. Goldman. Delegates reported some disputed overtime. Beef between machinist and chief engineer but nothing developed from it yet. Two pipes in lower passageways need repairs.

**BENTS FORT (Cities Service), no date—**Chairman, Allison Herbert; Secretary, Patrick Burke. Delegates reported no beefs. Motion made and carried for milk to be increased from 120 to 160 quarts in each port. Treasurer's report: \$76 in cash and \$15 outstanding.

**CHILORE (Ore), Oct. 5—**Chairman, C. Ashcraft; Secretary, none given. Delegates reported everything okay. Request posting of slopchest prices. Discussion about serving cold cuts in hot weather. Some of the crewmembers want more overtime.

(More Ships Minutes on Page 15)

## A&G Shipping From Oct. 24 To Nov. 7

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston	42	20	19	81	29	32	16	77
New York	173	133	129	435	129	100	68	297
Philadelphia	43	32	36	111	45	23	22	90
Baltimore	140	117	87	344	106	89	68	263
Norfolk	9	9	17	35	181	132	141	454
Savannah	17	14	21	52	20	19	14	53
Tampa								
Mobile	45	44	33	122	77	62	40	179
New Orleans	102	74	85	261	120	109	95	324
Galveston	52	42	34	128	33	30	21	84
West Coast	42	31	36	109	51	28	26	105
<b>TOTAL</b>	<b>665</b>	<b>516</b>	<b>497</b>	<b>1,678</b>	<b>791</b>	<b>624</b>	<b>511</b>	<b>1,926</b>

NO FIGURES RECEIVED

Far from being swept from the seas, tramp vessels today make up almost thirty percent of SIU shipping and play a major role in American maritime and national defense

# Taxical The Se

By Seafarers Log Staff Feature Writer

A modest post-war boom in American tramp shipping is showing up as one of the recent trends in maritime, and is providing SIU men with a sizeable percentage of shipping. Formerly the exclusive preserve of the British, Greeks, Norwegians and other European maritime nations, tramp shipping under the United States flag is a pretty lusty infant, some four or five years old.

It has been nourished by European aid cargoes and more recently by European demands for bulk raw materials needed in rearmament. The chief factor in the growth of the U.S. tramp fleet is the 50-50 law which was passed by Congress, providing for the carriage of 50 percent of aid cargoes on American flag vessels, a provision enacted only after the SIU battled successfully for its establishment. How long will the U.S. tramp last? The boys in Washington could answer that one if they could tell you when Europe will be peaceful and self-sustaining again.

While it would be hard to say exactly how many tramps fly the stars and stripes, the American Tramp Shipowners Association estimates that there are some 200 U.S. tramps operated by approximately 35 tramp shippers. If we were to exclude those tramp vessels which are on time charter to liner operators, or are engaged in the "triangular trade," the figure would be considerably less. (Triangular refers to a 3-point itinerary established before the ship leaves its U.S. port.) Practically all U.S. tramps, (and many foreign ones too) are Libertys whose large holds and simplicity of construction make them suitable for the bulk cargoes carried by the tramps.

### SIU HAS THIRTY PERCENT

Tramps make up a pretty important part of SIU contracted ships. An estimated 30 percent of all SIU ships, presently active can be classified as tramps, in that they are irregular operators under individual charters. But here again, a strict definition of the term "tramp" eliminating those engaged in the triangular trade or on time charter would reduce this total a good deal.

Two hundred ships may not cut a large chunk of ice in the light of the approximately 1,770 active sea-going vessels in our merchant marine (1,305 of which are privately-owned and the rest government-owned under bareboat or GAA charter). Nevertheless they are a pretty important factor in the current shipping boom. Many a European factory will keep going this winter with coal, sulphur, ores, cement and other industrial materials lugged by American tramps, and many a European worker will eat better because of American grain and fertilizer shipments.

Time was that American tramp shipping was non-existent. Time was, too, when much of the bulk cargo now carried by American tramps from the United States to Europe came from behind the Iron Curtain, or was produced in sufficient quantity in Europe to make imports a



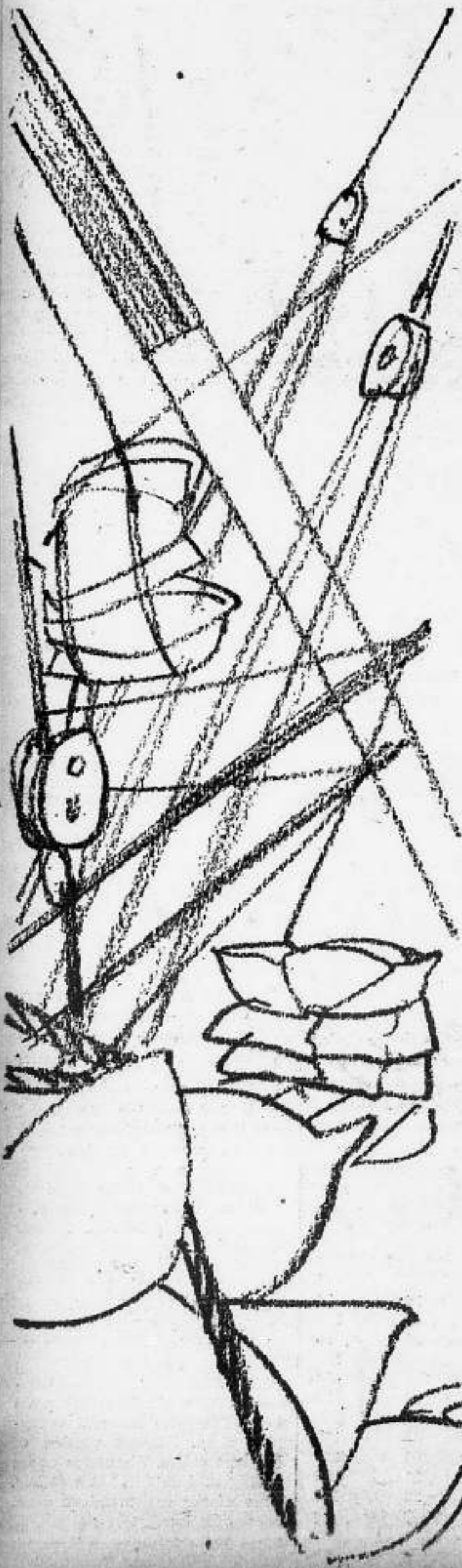
A typical American tramp ship, the Seacoral (formerly operated by Seacorral Corporation, operated by Orion Shipping and Trading Co.)

minor factor. Whatever was imported was usually carried on European tramps, prior to the 50-50 law. Today, American tramps are literally carrying coal to Newcastle, as European output, ordinarily more than enough, is insufficient to meet today's needs. Coal and wheat shipments alone are well over three times the pre-war average.

Tramp ships have been described as "the taxicab of the sea, ready to go wherever the hirer pleases." It might be more accurate to compare them with the free-lance truckman who rents himself and his truck out on a job by job basis. If you're looking for a formal definition, the Tramp Shipping Committee of the U.S. Maritime Commission came up with a pretty good one. They called a tramp "one that operates on irregular or unscheduled sailings from one port of loading to one port of discharge, lifting one dry cargo commodity . . . from one shipper to one consignee."

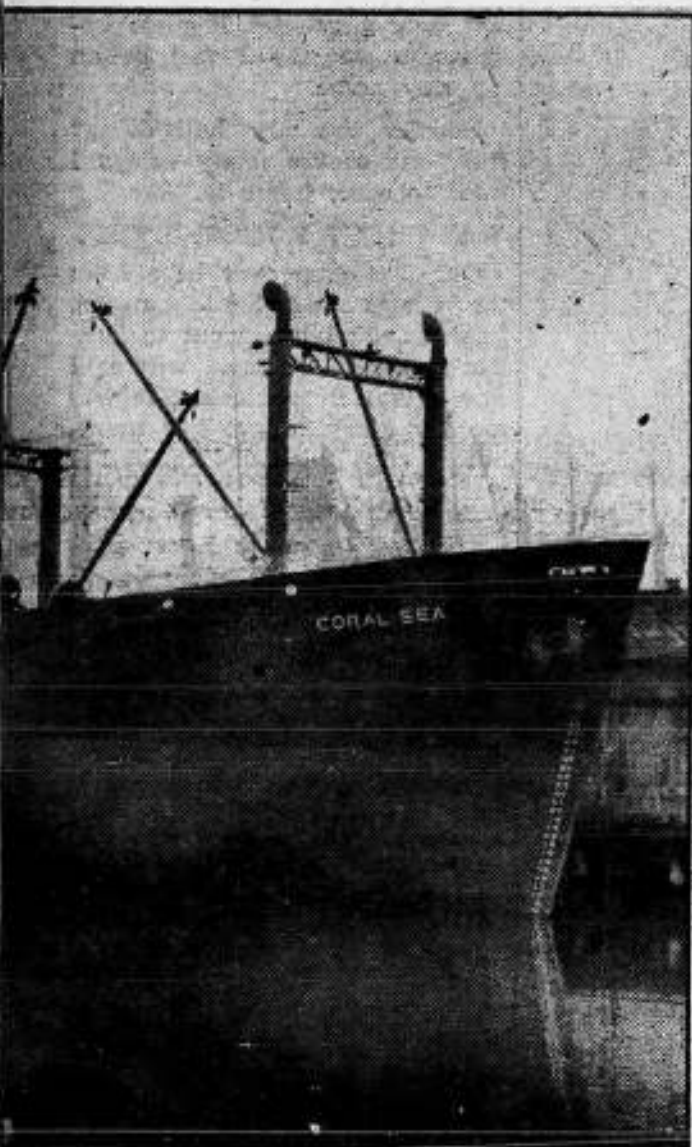
### RENTER OF AVAILABLE SHIPS

Tramp ships are hired by a chartering agent who represents the owner of the cargo. He gets together with the ship broker and bargains on freight rates and on details of loading and unloading, including the terminals designated by





# of THE TRAMP



...the Coral Sea) of the Coral Transportation Company, one of the larger American tramp operators.

...the shipper for picking up and discharging cargo. All these details are included in the charterparty as the document is known. In contrast to liner operation, whereby each vessel might have hundreds of bills of lading representing different cargo parcels, the tramp usually carries one bulk cargo of just one shipper, incorporating all in a single bill of lading. The tramp's charterparty may not specify an unloading port as the shipper may find a buyer for his cargo in anyone of a half a dozen places. He will notify the tramp accordingly while she is underway.

When the tramp arrives at the port of destination, it discharges the cargo for which the buyer pays the previously agreed-on freight rate. Traditionally, the tramp then seeks another cargo or either a return trip or a trip to a third port. Today, it is more characteristic of the present flow of commodities that the tramp returns in ballast, international conditions making one way evenues the rule rather than the exception.

Traditionally, too, the tramp's big bargaining point was its cheapness. Speed didn't mean so much in pre-World War II days when there was surplus of bulk commodities. Nor did the additional time consumed by the slow tramps add

much to costs since they crewed up with underpaid European and Asiatic seamen. So it is understandable that tramping was purely a European operation. For example, it was not unusual in pre-war days for British tramps to sell English coal in Boston cheaper than American coal hauled from Pennsylvania. The tramps practically put the English farmer out of business before the war by hauling low-priced grain from far-off Australia or Argentina cheaper than it could be grown at home.

### RATES CONTROLLED BY GOV'T.

Freight rate competition is still an important factor in tramp operations today, but it is cushioned by a variety of government regulations, including rate fixing and price fixing. The tramp ordinarily operates best where trade restrictions are at a minimum, and the usefulness of the tramp in the old days of surplus raw materials depended on the ability of the charterer to quote low enough prices so as to attract a buyer in the world market wherever he could. The tramp's low cost of operation and the relative absence of quotas and other trade restrictions had a most important bearing on the whole transaction.

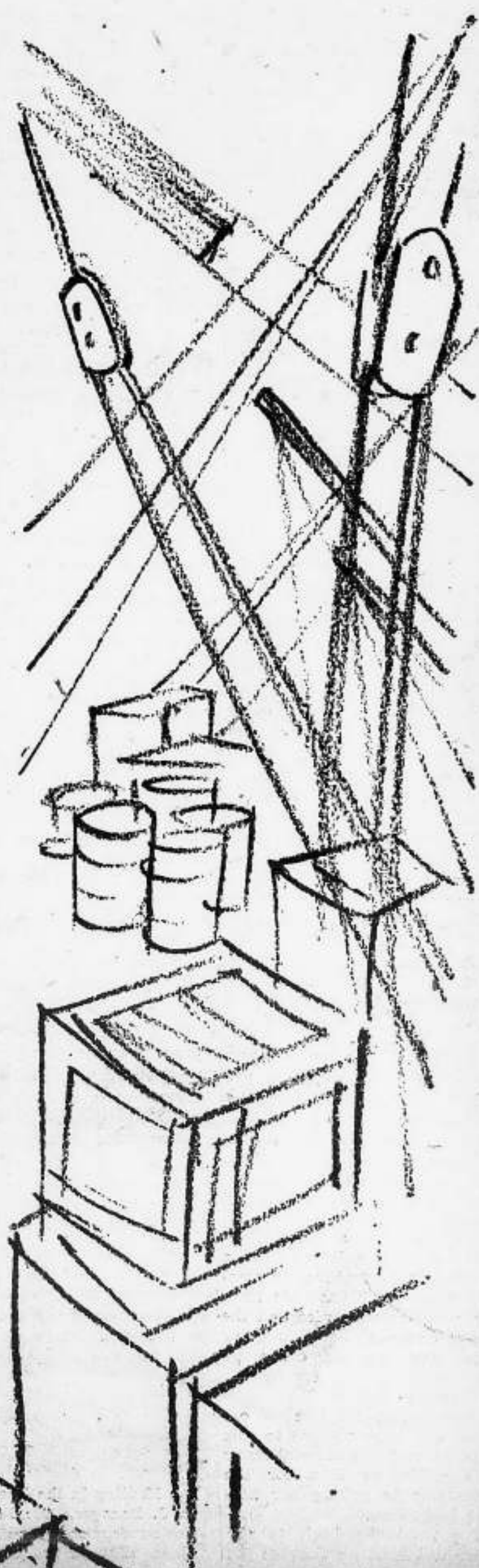
Today, the American tramp shipowner is picking up the leavings which the regularly scheduled freight lines are unwilling, or in many cases, unable to handle. With the industry enjoying its present boom, tramps are finding cargoes without much difficulty. The fact that the National Shipping Authority has had to break out some 535 mothballed ships to carry government cargoes shows that there is enough business at present for the tramps.

In the immediate future, this winter's heavy coal shipments to Europe promise to give American tramp shipping a boost. But shipping men are skeptical about the long-run outlook of American tramping. For one thing, none of the Mariner class ships now being constructed in United States shipyards would be suitable for tramp service. As one shipper put it "they could never pay their way" under tramp operations. That means that tramp shippers will have to depend on the slower Libertys for a long time to come. When the current shipping boom slows down, the Libertys under American ownership are likely to find the going rough in unsubsidized competition with European shippers.

### TRAMP SUBSIDIES SOUGHT

Tramp shippers are well aware of this, and through the aforementioned American Tramp Shipowners Association have been trying to interest Congress in a subsidy for tramp shippers. The president of the Association, Mr. F. Rider Clark says flatly that return to normalcy "will put us out of business."

There again, no one knows exactly how long the present "abnormal" international situation will continue to be the normal thing. It might drag on for ten or fifteen years more, which is as far ahead as anybody would want to look.



# THE MEMBERSHIP SPEAKS



## Sees SIU's 'Hurricane' Winning More Benefits

To the Editor:

Sometimes I think I belong to a Union that has tied itself to a hurricane wind and won't let go. Everytime I get a SEAFARERS LOG I see where the SIU has done it again, not once but usually a dozen or so times. I mean that the Union's drive to better our conditions is going at such a rapid pace that every issue of the paper tells us of something new the Union has gone out and won.

Our latest victory, the 40-hour work week at sea, caps them all. I can remember when we once thought if we could just get a decent feed on a ship and get rid of those miserable straw tickings on the bunks we'd be half-way to heaven. I got tired of lugging my own canned milk

and canned fruit with me on those hungry feeders. That is history—almost forgotten history by some of the Seafarers.

Just stopping for a moment to think of our limited horizons of those days compared to the forward-looking program our Union operates under today is a bit overwhelming for a guy to digest at one sitting.

Now we have the 40-hour week, we have a vacation set up that means a guaranteed vacation for every Seafarer. We have a Welfare Plan that looks like it is going to be the basis for establishing a good measure of security in this insecure industry. We've come a long way, sailor.

I'm darn happy I've tied myself to the hurricane along with the SIU. We're going places, that's for sure.

Bill Luce

## Anybody Got A Match?



Height doesn't seem to bother Whitey Wantlett (on ladder) and Blackie Cerula as they pretty up the stack on the De Pauw Victory with a fresh coat of paint. Bet the photog didn't have to tell them to hold still for this one.

## GI Sees Need For Release Of Seafarers

To the Editor:

A few lines to let you know I am doing fine and everything is going well. I left the States September 14 and am due to return October, 1952, for discharge. Time is passing quite fast over here and I guess before you can say I will be on my way home.

How is the new hall doing? It is one of the many things I want to come home to.

### WATERMAN HOMESICKNESS

Our first stop over here from the States was Southhampton, England. Then we went to Bremerhaven, Germany, where I saw a Waterman stack. She was too far away to get her name, but I sure wished like hell I was on her. Seeing that blue and buff stack with a big White W on it gave me the blues knowing that I would be off the ships for another year.

I don't know if they have already passed a bill, but I wish they would defer all seamen. Ships are vitally needed to supply battlefronts, as well as peace-

## Ship? Naturally!



"Naturally I'm going back to sea," says Leon White, Electrician. Leon, awaiting army discharge after a three-year hitch, served with the 24th Division, which was in the thick of things in Korea.

## Wife Thanks Unknown Donors

To the Editor:

Heartfelt thanks to four SIU brothers who responded to a rush call for blood donations for my wife, who was being operated on at St. Catherine's Hospital, Brooklyn, last Oct. 31.

It all happened so fast that the fellows flew the coop before I could thank them in person. My wife, who's home now recuperating, our four kids and I want to offer our deep appreciation to the brothers for their fine action. Also to Marty Breithoff, dispatcher at the New York Hall, who had them standing by for us.

The Mrs. says it's little things like this that make our Union and the brothers tops in any book.

Ray Brault

## CG Screening And Waivers Balk Sailing, Says Rocky

To the Editor:

I just want a few lines in the LOG to say a little something about these validated seamen's papers. It is true that the Coast Guard has stepped in, and that's that, for awhile anyway.

What is on my mind is just this. As the set-up is now, after we surrender our seamen's papers, we are in for one heck of a headache. Headquarters, as the CG calls it, refuses anyone to ship unless he has a waiver. This waiver takes over 24 hours to get.

Take this case. I took the Gateway City on the coast. That job cost 40 cents for transportation plus the cost of the dispatch to Washington, D.C., for the waiver. In order for me to make another trip I would have to be granted another waiver, for

the waiver is good for only one trip.

At the present time I want to sail on tankers for at least 6 months. As you know, tankers are in port for less than 20 hours; also before I can sign-on I need another waiver, this as I said taking 24 hours or over. I don't feel that this is justice to the seamen of this country. We are put at the mercy of the Government, for in order to sail we need their say-so.

The purpose of validating seamen's papers is well and alright, I'm not arguing that point, but why should we be forced to remain on the beach because some moron doesn't know how to do things on an economical scale. Again you may say, why didn't I apply previously? Well, I did about June, 1950, when I was aboard the "Catahoula." I never did receive a reply from them.

Wallace Rocky Milton



PFC. J. W. BROAD

ful countries, and with more and more coming out of boneyards you cannot crew these ships up unless you have the men.

Well, I guess that's all the news for now. If it is possible I would like a few copies of the LOG. My fondest regards to you and all my Union brothers.

Pfc. J. W. Broad  
U.S. 51022789  
537th Ordnance Co., M.M.  
APO 696  
New York, N. Y.

(Ed. Note: Copies of the LOG are on their way to Brother Broad.)

## 'Vineyard Hospital A Good Deal'

To the Editor:

I don't want my brother members to think I've gone literary on them, but in line with the policy of the Seafarers that a job well done should be commended, I feel justified in letting my brothers know about the hospital I'm at.

It's at Vineyard Haven, Mass., a 35-bed hospital on an island five miles off shore in the Atlantic. Dr. Hunter, who is in charge, and his assistant, Dr. Murat, are doing a fine job.

The place is quiet and has a real homey atmosphere. At present, there are 12 patients here. The nurses are all nice and the non-professional help is very good. The fact is, everybody tries to make you comfortable while you're here.

Furthermore, I'd like to express my appreciation to the Trustees and the Administrator of our Welfare Plan for the promptness in getting our hospital funds here.

A pat on the back to the Editor and Staff for the fine job

in getting the LOG to the out-of-the-way places in time.

James R. Porter  
Chief Steward

## Slow 'N Easy On The Draw



Hauling in the line on the Seatrain New York are: 1. to r., R. J. Denayer, AB; Leo Lasoya, AB, and A. De Marco, OS. Leo never missed a puff throughout the whole operation. Lester Moore snapped the photo.

## Injured Crewman Of St. Augustine Reported On Mend

To the Editor:

I would appreciate your printing in the LOG a notice to the effect that Edward Kaznowsky, steward aboard the SS St. Augustine Victory, was seriously injured and was hospitalized in Saigon, Indo-China.

The injury occurred on the 15th of September aboard ship. It was reported that he was getting on well when we left, but the doctors wished to keep him under observation.

P. A. Carbone  
Ship's Delegate

## 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!

### Army Seafarer Has Hankerin' For Saltwater

To the Editor:

I am writing this letter in behalf of my brother, Edwin Frank Zaniewski, A.B., and member of the SIU since 1943. About six months ago he retired his book after being drafted into the U.S. Army. Two months ago he was sent to Germany where he is now stationed. He writes that Army life is alright for those who like it, but he misses the life on the seas and all the swell buddies he left behind.

Most of all he misses the LOG with all its Union news and news of the guys he sailed with. His address is: Pvt. Edwin F. Zaniewski, U.S. 52148718, Co. A, 42nd Armored Inf. Bn., A.P.O. 42, c/o Postmaster, New York, N.Y. He asks if it would be possible for you to send the LOG to him in Germany. He would be very grateful to receive the paper and keep up with the Union news, as he intends to return to sailing as soon as he is released.

Chet Zane

### Crew Sees Envy In Radio Flash On SIU Increase

To the Editor:

News has just been received regarding our new raise in wages and the 40-hour week. All of the gang expressed approval and sends thanks to the Negotiating Committee for gains we hardly expected and for a job well done.

The message we received over the radio, coming from the CIO News, we believe, read in part, "Congratulations SIU seamen from your CIO brothers." Do we note a trace of envy?

Crew of Steel Executive

### Away From The 'Hot Box'



Massillon Victory crewmembers take the sun on their upper torsos. Left to right: John Chaker, Jr. Engineer; Evaristo Rosa, FWT, and Harry Atwood, Jr. 3rd. Picture submitted by John Chaker.

### Ex-SIU Member Now GI Cook At UN Peace Camp

To the Editor:

Just a few lines from an Eighth Army soldier, who at one time was an SIU seaman, sailing out of the port of New Orleans. I would like very much for you to run my name and address in the SEAFARERS LOG.

I am first cook at the General Mess in the UN peace camp. I started with the first peace talk on the 7th of July and will be here until it closes up. They like my work very much. I am just doing my work like a proud SIU man would do aboard his ship. I can thank the SIU for what I know about cooking. I learned it all aboard SIU ships.

I hope to get out of Korea and the Army and get back to sea again soon. I would like to hear from some of my friends in New Orleans. This is my address:

Cpl. Theriot Agoff, AS 54000221  
Hq. Co. E.U.S.A.K.  
A.P.O. 301, c/o P.M.  
San Francisco, Calif.

### It's Love In Bloom For Men Of The Roving Brightstar

To the Editor:

We are just out of Oran on the Brightstar where we are to take on bunkers. We left Salonika after a week of unloading, and lovers—well—this ship has its share. El Spiko (El is a Cuban title from last trip) has reformed, or so that mate thought. You see he stayed aboard all weekend, and he was off—never touched a drop—and then as all figured that the Greek anisette had made a reformed man of our El Spiko, he fell off the so-called wagon during the week. Oh well, someone has to keep the liquor suppliers in business.

We got orders to go back to Cuba for a load and so some unlucky gals will have to wait a little longer. The steward will stay out of certain bars, much to the owner's delight. El Spiko will be on the watch for all bridges going out to ships that are in the bay as one didn't hold up. Well he was all wet anyway, thinking things like that.

#### AN EXPENSIVE HOBBY

On our way to Greece it seems some of the gang let word get to Little Macio that the Greeks didn't like Italians. Next thing he is seen arguing with a couple of peddlers and guess what, he came around sporting a new beret. Well, when he went ashore in Greece and declared he was a Frenchman—Olala—180 pounds of female sat down on his 120-pound lap and stayed there. He said it was love at first sight but every one is wondering where all his souvenirs are as he is about overdrawn. A certain party came aboard about seven months ago with \$500 and after going ashore with \$90 suits and blue suede shoes and not missing a port, is tapping the reserve account.

The bosun and chief mate are wondering about their interest in Loji, Japan. Seems the Mate has a house and the Bosun has a bar or restaurant of some description.

We have had the pleasure of having a trained nurse look after us while sick or in need of first aid and now it seems that the company is not letting the Captain's wife ride anymore. She will be missed by all. This is one ship you needn't worry about the medicine chest as it was always well stocked and someone around who knew how to administer pills. The Captain is among the ones I would like to sail with again.

Fellows who make allotments out and then put in for large draws should be reminded that allotments are your pay and you can't draw what you have sent home. You will save a walk up to the draw line and then avoid being turned down if you remember this.

Frank Migio

### Log-A-Rhythm

### 'A Married Seaman's Advice'

By W. N. BALLANCE

As I walk across the deck of this old but sturdy ship,  
Thinking of a thing every married seaman must whip,  
As I reach the rail and gaze into the foam so white,  
It is there that I see an illusion of my wife,  
Lifting my head to the sky so gray,  
Asking God to protect her through this long-lasting day,  
For it is her that makes my heart yearn,  
To leave this sea and to my home return,  
For it is home that every married man should be,  
Not in the middle of the rolling and roaming sea.  
A few exciting nights in Rome,  
Has been the destruction of many a home,  
Or a wild week-end in France,  
Has sent many a broke seaman home in a trance,  
So as I lay this poem down to rest,  
And think of the one I love best,  
If you are married take this advice from me,  
Stay away from the rolling and roaming sea.

### Sees Union Strength In Education

To the Editor:

Every thinking member of this great organization, the Brotherhood of the Sea, will attest to the fact that the reason why SIU is the greatest Union on the waterfront is that the membership is openly and honestly informed of even the most intricate workings of the Union. SIU is a democratic organization.

We propose to have aboard the SS Paoli this trip several Union educational meetings to cope with the problems which we face and to inform ourselves of the workings of the Union.

The Labor movement is organized upon a principle that the strong shall help the weak.

It is fitting that we should contribute something of our own strength, our own virtues, our own knowledge, and our own influence toward those less fortunate than ourselves. We can rest assured that if we help them and they grow strong, we will be the benefit of their changed

status and new-found strength.

Seafaring unions have become strong not merely because a group of forward-thinking seamen got together in a group and paid dues to have a representative handle its beefs, but because they knew that it was necessary to force the boss with his closed fist to open his hand and give us a fair share of his profits. We help the boss make his profits.

We are built around the principle that if the boss, or anyone else, injures one of our members in any way, we rally to his rescue.

The Seafarers International Union of North America owes its strength and our prestige to a well-informed membership with honest and alert leadership.

We shall strive in these educational meetings to keep ourselves well-informed on Union activity and to learn from each other.

Thurston J. Lewis

### Crew Thanked For Spray To Funeral Of Crewmen's Dad

To the Editor:

We have two brothers who are in Europe aboard the Southwind and didn't get to come home to Daddy's funeral after he passed away on the 12th. The crew sent flowers and we would like you to print our thanks in the LOG:

We wish to express our many thanks and appreciation for the beautiful wreaths of flowers sent to our Dad's funeral in Avon Park, Florida, by the seamen and brothers of the SS Southwind which was in Europe at the passing of our Father, Ellis Clark. Many thanks to every one concerned. Truly the SIU must be a wonderful organization.

Richard Clerk  
Clifton Clark  
Lorenzo Clark

### 'The Well-Dressed Oiler'



Andy Messana as seen by shipmate Red Fink.

## Del Mar Sails From Brazil After Lengthy Repair Stay

To the Editor:

After running aground on the breakwater at Recife, Brazil, last August 26th, we spent four weeks in Recife getting temporary repairs and then proceeded to Rio. We have been here more than three weeks, laying at anchor in harbor while the crew of the Merritt Chapman & Scott salvage tug MV Rescue went to work repairing our hull and tank tops. It was quite a job to do under adverse conditions of underwater work and many a tedious hour was put in by the tug's two divers. However, the 21st of October, the Rescue sailed for Jamaica leaving the Del Mar in shipshape condition again. We are loading cargo and expect to sail to Santos, Montevideo, and Buenos Aires within a few days.

### FOUR MONTHS OUT

The usual 47-day trip from New Orleans to Buenos Aires and return has turned out to be close to a four month trip. We will probably arrive in New Orleans the first week in December. We only had stores on board for the regular two month trip, so naturally we are short of some things. We have put the bum on all Delta Line ships that put in at Rio, and heavy contributions have been received from Chief Steward Bill Kaiser of the Del Norte and from Chief Steward Emil Herek of the Del Sud, which is here in Rio now. The SIU and Delta Line is well represented in Rio this week. In

port is the Del Monto, Del Aires, Del Santos, Del Sud and the Del Alba. Many of the crew from the above mentioned ships have visited the Del Mar and offered their condolences on our mishap.

### WE'RE LIVING AGAIN

Now that we can see our way clear again the crew is coming to life and things are popping on the Del Mar again. After eight weeks aground, at the dock and on the hook with the passengers, the boys got in a rut. We were hibernating like the bears in the wintertime. Occasionally a beef would come up about the chow, the launch service or such, but was quickly settled. We did the best we could with what we had. Personally I have seen it worse on certain other ships under ordinary conditions than we have on the Mar in this period of emergency. Captain Jesse Jones, Chief Engineer Fields, Chief Purser Lee and Delta Lines Marine Superintendent Captain Spicer have shown the best every consideration, and we can only say that they are swell people.

We are all happy because once again we are on our way, and for all of our bad luck we came out on top with no one hurt and very little inconvenience. We will probably have to pile off the Mar while she is in drydock in N.O. but we will be waiting for her when she comes out. Riding a ship is like getting married, you take it for better or for worse.

George McFall

## Fully-Furnished House, Garage For Sale — \$5,750

A five-room, completely furnished house, with garage, on a corner lot 70 by 150 feet at 819 W. Woodlawn Avenue, Tampa, Fla., has been put up for sale by an SIU member.

The house is furnished with two bedroom suites, living room and dining room suites. There are rugs in every room. The kitchen and bathroom are fully equipped with all modern facilities and the plot is fully landscaped. The installations include a fuel oil heating system.

The price offered to Seafarers is \$5,750, of which \$2,000 is to be made as a down payment and the balance paid out at the rate of \$41.50 a month.

Inquiries can be addressed to the SEAFARERS LOG.

## Income Tax Blues Hit Crew Out On 18-Months Articles

To the Editor:

We members of the crew of the SS Fort Bridger have several complaints on which we would like to have some clarification.

First of all I shall give you an overall view of circumstances:

We are out since April this year 1951. Up till now we have lost about ten of our crewmembers due to sickness and hospitalization in foreign ports and have picked up new members here and there, none of which are SIU.

### OUTSIDERS HIRED

We have now seven Italians from Naples, Italy, who came aboard sent by our agent, Di Luggo Wood. Now we have no proof, but the hint was dropped by an Italian engineer, of which there are two (a third and jr. third), that at least half a

month's pay is demanded by the agent. Otherwise there will be no ship next time.

While at anchor one day, a man swam out to the ship showing American seaman's papers and was told to go to the agent. We have not seen him since that time. He went to the Camas Meadows, an SIU ship, and was hired on the spot by its Captain. Could some information be obtained from the U.S. Consul in Naples on this matter? We have nothing against these Italian boys but we prefer Americans to have first chances at these jobs.

We are scheduled for the shipyard in Palermo from Germany about now, so it seems that we shall remain in this area for the time being. Because we left with only four months' stores and slopchest, we are storing in every port and quality is poor all over.

### LAUNCH SCHEDULES

Also there is a beef about our launch service while the ship was at anchor awaiting berth in Naples. The Captain arranged for boat service but it has proven insufficient time and time again. As ship's delegate I have complained several times and could not get satisfaction. The schedule he arranged is as follows: 6:30 AM, 1 PM, 6:30 PM, 12 PM ashore and aboard. If a man wishes to go in between times he is charged by the boatman such an extravagant rate that it has come to fight with the boatman. They charged us anywhere from 5 to 1000 lire at the rate of 620 lire to a dollar.

I am on the four to eight and cannot make any of the scheduled boats, yet I am entitled to one round trip a day. I propose to charge the Company \$2 a day for all men on the four to eight watch, for every day at anchor (10 days). The boats will only carry six men at the most. How do they propose to operate if twenty men desire to go ashore at once, as they only make one trip for which the company pays?

### 1951 PAYOFF

Also the crew wishes that arrangements be made to have this ship make a payoff by voucher or a check before the end of this fiscal year. Many of us have been on this ship since December, 1950, or made a trip with some other outfit and want to stay under the \$5,000 limit to avoid paying excessive taxes. This could be done by having a payoff any time before December, 1951, at the company's convenience. We are sure that we run over the \$5,000 mark this year up to 1952, as we have over eight months from 1951 to go in 1952. This way it would enable some of us to space our pay and avoid having this eighteen months all in the year 1952. Then they would surely have us the limit. This is all for the time being, hoping that you will take matters up with the company as our requests to our Captain are given no satisfaction.

### Crew SS Fort Bridger

(Ed. Note: Headquarters is working on the problems you have raised. On the matter of a 1951 payoff, the Commissioner of Internal Revenue has been requested to give a ruling; when we have been informed, we will contact you at once.)

## On The West African Run



Taking in a little sunshine vitamin D on the deck of the aptly-named Del Sol, enroute to West Africa are: standing, l. to r. W. Walker, Crew's Pantry; A. Lamon, Passenger Utility; W. Jones, Saloon Pantry; kneeling, l. to r. H. DeCloux, Chief Cook; J. Taylor, Crew Messman; S. Stewart, Galley Utility. Pix was sent in by Brother William R. Cameron.

## Needs Operation, Seeks Union Aid

To the Editor:

I have been sick for the past three months and have to undergo an operation that will cost me about \$600. I've been able to raise about \$300 by selling my furniture.

During my time in the SIU I was always available for strike duty or any other efforts the Union may have been undertaking. Now, however, I'm hardly able to help myself.

I know the Union doesn't go in for can-shaking; however, maybe there are some of my old shipmates around who can spare a little bit—it all adds up. I have had some of the fellows donate their blood in my behalf and I appreciate all that has been done to help me recover from this illness. If the Brothers feel that they want to give an old SIU Brother a helping hand, I sure can use a lift at this time.

Here's hoping that all is well with the Union.

Marvick Smith  
1 g. Pembroke Road  
Windward Road P.O.  
Kingston, Jamaica, BWI

### ATTENTION!

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

## 'Spider' Sounds Off From Galley

To the Editor:

Most cooks seem to think that a galleyman is an octopus, and that you have to drop everything you're doing when he comes a-hollerin'. A lot of cooks don't realize that a galleyman has to clean most of the vegetables and spuds and spot the galley every morning after breakfast.

Some of them give you the meat block to clean anytime from one to four PM, whereas a good chief cook will have all of his meat cut and ready for the oven by 10 AM. They even go so far as to ask you to cut their meat. I always thought the chief or second cook was supposed to do that.

Night cooks and bakers don't rate much higher with me. I've seen some of them work with a dry sink, then rinse out their pans and leave the grease.

### SOME HELP

On the other hand, I've sailed with some bakers who went as far as to help the galleyman

peel spuds. You can't get a second cook to do that. It looks like all they want to do is open up cans, after you go to the storeroom to get them.

Talking about cooks though, I know that the school in the new hall in Brooklyn will be a success with Frenchy Michelet directing it.

Before closing, I'd like to announce that I saw a Brazilian in Santos twice as big as Moon Kouns. This fellow was so big that if he stretched himself out on a pool table he'd cover all the side pockets. And where it takes two blankets to make a topcoat for Moon, you need a tarpaulin that fits number four hatch for this guy.

Spider Korolia

## Spring's Deep Sea Trophy



The big one that didn't get away is on the deck of the SS Alawal. The smiling victor is OS John Spring, who needed all the muscle he could muster to haul the big fish aboard. Picture by John Santos.

## Brothers Open Hotel In Frisco

To the Editor:

Brother members calling at the Golden Gate City may be interested to know that a fellow member of the SIU and myself have taken over a hotel here in San Francisco, and have put in a lot of work in improvements for the comfort of our guests.

We also have a large game room complete with a television set which is open all hours for your enjoyment.

When you are in San Francisco, drop in and see us. Make our place your home in Frisco.

It's the Hotel Artmar, 433 Ellis Street. Telephone TU 5-6612.

Ralph D. Emery

Friday, November 16, 1951

# Maritime Round-Up

Many Seafarers will remember the old Marine Robin, which transported thousands of soldiers during World War II. She has been sold to a Great Lakes outfit, and will be converted from a 520-foot C-4 to a 710-foot iron ore carrier at the Maryland Dry-dock Company in Baltimore. The ship will be cut in two and another hull added to the after part. The forward section will be returned to the government. This is the fifth government vessel to be converted to an ore carrier at Baltimore and towed up the Mississippi to the Lakes. Because of her size, she will be moved in two sections and joined together at the Lakes.

Panama Canal inspectors, called upon to investigate a "dangerous mystery ship" reportedly lurking about the Panama Canal, found only 21 very hungry seamen aboard the Peruvian freighter, the Santa Monica. Their skipper had gone ashore a week previously to plead for food for the men, and he did not dare to return empty-handed, threatening to hang himself if help were not given him. . . . Imports of fresh and frozen tuna for the first eight months of this year totalled 57,414,330 pounds—or 702,734 pounds more than imports for the entire year of 1950. 56 percent of the total amount came from one country, Japan.

Ninety more ships were taken out of the boneyard and allocated to general agents by the National Shipping Authority during October. On October 11, 36 were assigned, 35 on October 19, and 19 on October 25. SIU-contracted companies getting ships were: Alcoa, 2; Bloomfield, 2; Eastern, 3; Mississippi, 3; South Atlantic, 3, and Waterman 4. . . . The crew of the Flying Trader (Isbrandt-son) has refused to sail the ship from Japan, after the skipper killed a utility man in self-defense—the skipper says. The ship's radio operator had another version. In a telegram to his union, the CIO American Radio Association, he said that the seaman was shot while unarmed and handcuffed in a hysterical condition. The NMU has advised the crew to sail, under protest if necessary, to "avoid future complications."

Planned or completed US port improvements include: expected increased facilities on the Delaware River at Philadelphia under a newly-created Port Authority; a modern multi-million-dollar ship-rail and truck terminal on the drawing boards for the San Francisco Bay area and Corpus Christi's planned two-million-bushel grain elevator, the first Stateside elevator for the Texas coast in 20 years, expected to double that port's dry cargo commerce. Already working in Greater Boston is the Atlantic Refining Company's huge marine oil terminal on Chelsea Creek, Revere, Mass. Modern facilities enable tankers to discharge an average 12,000 barrels per hour in 10 or 12 hours.

Russia is getting ready to enter the Far Eastern and Pacific trade on a big scale. The Communies are offering industrial and electrical equipment in exchange for jute, rubber, shellac, rice, copra, spices, tea, tin and quinine. . . . Russia, incidentally, has notified the US that she is prepared to return two Navy icebreakers borrowed under lend-lease during World War II—five years after this country asked for their return. Russia still has 670 US ships in her possession, rejecting all our demands for their redelivery.

As of October 1, there was an increase of 31 vessels over the number in operation on September 1, due to the placing of government-owned ships under GAA charter. Also increased was the number of active seamen—1,550 being required to man the additional ships. The active seagoing fleet now comprises 1,868 ships, of which 1,295 are privately-owned: 794 dry cargo vessels, 46 passenger-cargo and 455 tankers. Government-owned ships in active operation number 573—547 dry cargo, 23 passenger-cargo and 3 tankers—most of which are operated by private steamship companies under general agency agreements. 91,000 seamen, licensed and unlicensed, are required to man the fleet.

Work on 14 of the 35 Mariner-class vessels on order by the government has been ordered suspended by Vice-Admiral E. L. Cochrane, of the Maritime Administration. The reason given was that only 100,000 tons of steel had been allocated for the first quarter of 1952. So far, keels of ten Mariner ships have been laid down, with the first launching scheduled for January. Shipbuilding officials noted that federal allocations had given six times as much steel for public roads as was given to shipbuilding, and called that policy "shortsighted." The CIO Shipbuilding Union has called special meetings to discuss steps that can be taken to restore the steel cuts.

Presently before the Senate Labor Committee and expected to be aired next year is a bill regarding the disposition of deceased seamen's effects. At present, the law requires that wages and effects of deceased seamen must be delivered to his legal representative when they exceed \$300. The proposed legislation, introduced by Sen. William R. Knowland, California Republican, would amend the limit to read that these effects must be delivered only when they exceed \$1,000 in value. Such an amendment would make it easier for the family of a dead seaman to receive his pay due and personal effects with a minimum of red tape and waiting.

## Port Mobile Slows, But Voting's Up

By CAL TANNER

MOBILE, Nov. 7—The pace of shipping in this port is expected to taper off somewhat for the rest of the month despite the current high level of activity.

Seven off-shore and four coast-wise ships are up for payoff, but five of the former are just short runs and probably will take only a few replacements.

The past two weeks saw the following payoffs: Ranger, Roamer, Corsair, Patriot, Cavalier (Alcoa), and Afoundria, Wacosta, Monarch of the Sea and Morning Light (Waterman). Sign-ons included the Afoundria, Ranger, Roamer, Wacosta, Patriot and Frank Emerson (South Atlantic).

Only two in-transits: Chickasaw (Waterman) and Hawaiian Citizen. One bright spot, however, will be the furnishing of



C. J. BECK

a full crew to the Richard Upjohn (Waterman) the middle of the month.

Some 75 members were present for the meeting, at which Patrolman Robert Jordan presented the report in the absence of Agent Cal Tanner at headquarters in New York.

All reports accepted, particularly that of the negotiating committee, to whom a rousing vote of thanks was voted. Balloting for next year's officers got off to a good start.

Among the brothers gracing our fair city these days are D. V. Glass, M. D. Green, E. Vitou, G. Saucier, L. Smith and C. J. Beck.

Brother Beck, at present acting on the balloting committee, has been an SIU book member since 1944. He's been sailing as an electrician, and also taking an active part on board the ships, invariably being chosen ship's delegate or engine delegate.

He, as all of us here have been doing, urges every full book-member to make sure he exercises his right to vote for our 1952 officials now that the ballot is open. Members on the beach should do this the earliest moment possible, and men on ships paying off should come down to the hall as soon as they can to fulfill this important Union obligation.

Brothers J. Buckelew, Tim Burke, J. Jones, H. Peek and J. Saxon at the USPHS hospital would appreciate a visit or a letter because these shut-ins get pretty lonesome.

## Across the Nation

**NUMBER'S UP FOR 60,000 MORE.** Selective Service prepared to call up another 60,000 men by mid-January as protests mounted from families of draftees that there was a fishy odor about these quiet deferments to well-known athletes. It seems the sports stars have been finding sudden ailments and/or dependents as cause for deferment following weeks of fanfare after each received his induction notice.

**THEY MUSTA MEANT THE MINERS!** With the shift over to our new building only a matter of a few days away, the SIU Brooklyn Hall has been receiving publicity in local papers. One publication displayed a shot of the new hall with a commentary about it being "an eight-story affair." Naturally, five of those would have to be underground because our brand new Hq has just two upper decks.

**PLAYING TAG WITH THE VOTERS.** Pity the stateside voters who turned thumbs down on a pay rise for civil service workers, including cops, in Yonkers, N. Y. Right after election day, the blue-coats started tagging motorists for every violation in the rule book, so much so that some of the "finest" ran out of tickets in the first hour or two. Consider too the unhappy case of one chap in up-state New York who lost to his wife, by a 2-1 margin, in a vote for a minor town office. Wonder who's gonna be boss in that outfit now . . . ?

**TAFTITES, PLEASE COPY!** "Living up to his initials," as one labor newspaper reported it, Senator Robert A. Taft (R-Ohio), recently swept through two separate picket lines to address a bankers' conclave in Des Moines, Ia. AFL Hotel & Restaurant Workers and Building Service Employees were walking the line in a dispute with the hotel where the bankers' session took place. In sharp contrast, the very next day a group of Democratic women noted that unless the labor squabble was settled to union satisfaction, they'd move a scheduled confab to another site.

**CHIN UP, MEN. LIFE MUST GO ON.** Crooner Frank Sinatra, stalwart hero of many a sea-going movie musical, officially took luscious Ava Gardner out of circulation when the two traded marriage vows in Philly. Another headline grabber in past weeks, Hollywood's Franchot Tone, who was battered around quite a bit recently by a rival for the hand of Tone's new wife, finally won a fight. He gave a lady columnist her lumps the other day and wound up spitting in her eye.

**WHAT ARE THEY GONNA DO WITH ALL THOSE NICKELS ANYWAY?** It's all over for the nickel glass of beer. Milwaukee, home of many of the sudsmakers, has finally surrendered to the rising tide and bars in that city now charge a dime. (This may be news to some who've been paying 15 cents for tap beer for months already.) Although many a tavern tried to hold the price down to a nickel long after other cities had boosted the tab to a dime, the last holdout just gave in. The nickel cigar, candy bar, phone call and subway ride have gone by the boards already, as the light jingle in your pocket shows.

**POTENT LABOR VOTE.** Though there seems to be no national labor coalition in evidence since the AFL-CIO United Labor Policy Committee disintegrated into dust recently, Washington dopesters figure the nation's 16,000,000 organized wage earners still present a potent threat to any political combine which tries to do them dirty. While many seem inclined to discount the effectiveness of the so-called "labor vote" when the cards are down, as in last year's victory of Ohio's Senator Taft, the party machines have learned that it's a sometimes unpredictable factor. They learned that pretty concretely back in 1948 when Harry Truman of Missouri breezed through to victory.

**SOMETHING WE NEVER KNEW WE HAD.** Not that it's likely to cause fewer auto accidents, but a new disease called tenigie has appeared on the horizon. This latest ailment, coined from the words ten(sion) and (fat)igue, is something many car owners suffer from, according to officials, but seldom can pin down. The rush of modern living with its economic strain and general world situation tends to cause nerves to buckle when we least expect it. Highway deaths and accidents are said to have claimed many a victim from this cause.

**THEY CAN'T GET HIS GOAT-EE!** Authorities in Schenectady, N. Y. have threatened a teen-ager with jail unless he shaves off his chin whiskers. A 17-year-old high school boy said he grew the goatee on a bet and "it's my business what I eat or wear." The judge before whom he was appearing called the chin feathers "a distracting influence in his school and community."

**SAFETY VIEWPOINT.** "There's too many auto accidents these days," a father cautioned his son in urging him to fly home rather than drive. Lt. Ralph Gibson of Mt. Carmel, Ill., the nation's second ranking jet ace, agreed to take a plane back to his hometown for a celebration in his honor after his dad warned that flying would be safer than driving.

**NO NEWS TO EX-MARINES.** What many a recruit in the Marines more than once suspected about his "top kick" has been confirmed by the Red Cross blood bank in San Francisco. All but one of a group of 25 Marine Corps master sergeants volunteering blood were found to be in the high blood pressure group. What about their "ulcer" rating, Doc?

# SIU Wins Welfare Boost In Death And Hospital Pay

(Continued from Page 1) the union avoided the pitfalls of insurance company operation, which would have meant a ten to eleven percent bite of the total take. Under union administration, expenses have been held down to a bare minimum of two and one-half percent of income. Operation of the Brotherhood of Marine Engineers and the Masters, Mates and Pilots plans

through the same office has helped reduce the costs to a minimum. In addition, the Welfare Plan's reserve, instead of lying around idle in a commercial bank, has been invested in U.S. government bonds to the tune of better than \$754,000. These bonds draw from two and one-quarter to two and one-half percent interest. In the course of time, the interest

will provide a sizeable addition to the fund.

### VACATION PAY

Meanwhile, pending a build-up of an adequate reserve in the Vacation Fund, vacation money will not be paid out for the time being. The Union wants to make sure that sufficient money will be on hand to pay off everybody. If payments were to be made immediately, the fund might run into difficulties until more money was forthcoming from the operators.

When the Union is ready to pay out the vacation money, which should be in the near future, it will be handled through the new Brooklyn headquarters. The membership has been assured that there will be a minimum of delay and no red tape, as it is planned to be able to pay out vacation money within a few hours after discharges have been presented and applications filled out in the Brooklyn headquarters. Applications which have to be forwarded from other ports will be handled as speedily as possible and checks will be mailed out immediately.

A provision of the newly-signed SIU agreement ups vacation pay from \$115 per year to \$140 on the basis of an increase in operators' payments into the Vacation Fund.

# NY Wildcat Tie-Up Ends As Pier Workers Return

(Continued from Page 1) ceeded in tying up most of the piers on successive days of the walkout until at one stage of the strike over 100 ships were idle at their piers.

### SIU POSITION

Throughout the stoppage the SIU gave its full support to the official leadership of the ILA, along with three other AFL unions in the Maritime Trades Department: the Radio Officers Union, the Sailors Union of the Pacific, and the Masters, Mates and Pilots. The United Marine Division of the ILA (tugboatmen) also supported the administration.

An additional complication which arose during the walkout was the possibility of a strike of members of the MM&P over the question of welfare fund improvements. The officers union had been negotiating for some time with shipowners in an attempt to increase the daily welfare fund contribution from 25 to 50 cents per man. However, in order not to aid the wildcaters, they postponed strike action. Captain May, national presi-

dent of the MM&P, declared that while his organization had justifiable grievances it would not do anything "to add to the chaotic condition" of the New York waterfront.

### MM&P POSITION

"The Masters, Mates & Pilots," he said, "will take no action whatsoever that could be construed as support for wildcaters. They have been badgering us with nasty, snide remarks and with pickets, but they'll find out that our union will not stand for a shakedown."

While estimates vary, there is no question that the wildcat walkout took a heavy toll of the industry. One immediate loss has been the suspension of coastwise service by the Waterman Steamship Company. The six SIU-manned C2's which Waterman was using in the coastal trade have been chartered to the Navy's Military Sea Transportation Service. The suspension is a blow to recent attempts to revive the coastwise shipping trade which has been more or less dormant since the end of World War II.



**QUESTION:** What is your big personal ambition in life?



ROBERT LOPEZ, MM:

A pile of money and good health would set all right with me. I'd travel around the world and come home with the stories of my travels. I'd buy a house for my family and live in comfort, though not pretentiously. No fast cars or high living for me. I like to travel slow, but sure. I've seen the ports of the world during my sailing days. Now I'd like to go inland and see Europe and Asia.



GUSS JANAVARIS, AB:

The big things in life I'll leave to the dreamers. I'll be happy in living a useful and contented life without too many worries about where the next dollar is coming from. My ambition is to have a family. I'm married now and we hope to have children some day. Maybe a set of twins, one boy and one girl. Failing that, I'd like to have at least one son and a daughter to bounce on my knee.

### Check It - But Good

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



ROBERT ROGERSON, Waiter:

Enjoyment of good health is my big ambition in life today. You can have all the money in the world, but if your health is bad, it doesn't mean a thing. I'm happy with the material things I have in life. I don't want a lot of money, and wild women and whiskey are for the other guy. If I can lick arthritis I'll be a happy fellow. My ambition is to live to be a 100-year-old codger.



LOUIS CORNE, Steward:

My ambition is to live as long as my father did - 80 years. He enjoyed a full life, as did most of the others in my family, all of whom lived to ripe, old ages. I hope to be around long enough to play with my grandchildren and enjoy a glass of good wine every day. I've been sick, having hurt myself on a ship, and am just getting back on my feet. I really appreciate the importance of good health.

## REPORT OF The Seafarers Welfare Plan

(Continued from Page 4)

CENTRAL OF GEORGIA RAILWAY HOSPITAL SAVANNAH, GEORGIA	
Harvey, Harry	10.00
USPHS HOSPITAL BALTIMORE, MARYLAND	
Barron, John	10.00
Blades, Nelson W.	90.00
Carlson, Charles	10.00
Clarke, Jesse	30.00
Cranford, Percy	50.00
Crook, Henry	20.00
Goude, Joseph	20.00
Green, Patrick	10.00
Hawkins, Albert A.	10.00
Ingram, Charles T.	20.00
Johnson, Harry	20.00
Johnson, Luman A.	10.00
Jones, Okal	20.00
Kearney, Kaniel	10.00
Kerr, James L.	10.00
Lawton, John T.	10.00
Leonard, Paul A.	10.00
Mora, Miguel	10.00
Padgett, Lemuel	20.00
Pou, Oscar Garcia	20.00
Randolph, Claude	30.00
Refer, George	30.00
Rivera, Ruperto	20.00
Ruta, Michael L.	10.00
Scales, Robert W.	20.00
South, Ralph	20.00

Strickland, Paul W.	10.00
Williams, Horace	20.00
Williamson, Lewis R.	10.00
Wrye, Norman E.	30.00
MARINE WARD ST. AGNES HOSPITAL PHILADELPHIA, PA.	
Schmidt, George	20.00
Zohil, John	20.00
USPHS HOSPITAL SAN FRANCISCO, CALIF.	
Bahr, D.	90.00
Cartwright, N. R.	20.00
Cheng, Gee	20.00
Fifer, John R.	20.00
Kaziukewicz, Florian	20.00
Miniz, Joaquin	20.00
Nagel, George R.	10.00
Pennington, Wilbur	10.00
Robertson, C. R.	20.00
Saporito, Salvatore J.	10.00
Shirley, Conrad	20.00
Uriarte, Herman	30.00
USPHS HOSPITAL FORT STANTON, N. M.	
McDonaki, Donald	40.00

### SAILOR'S SNUG HARBOR STATEN ISLAND, N.Y.

Koslusky, Joseph	40.00
DEATH BENEFITS	
Atkinson, Samuel	1500.00
Doucette, Remie	166.66
Mayoros, Julius	1500.00
Molnar, John M.	1500.00
Shumake, Tolon	1500.00
6166.66	

# Baltimore Looks For Better Period

By EARL SHEPPARD

BALTIMORE, Nov. 7 - Shipping during the latter part of this period took a fast dive, slowing down considerably from the pace of past weeks.

It is expected, however, that business will pick up shortly and compare favorably with what we've been experiencing the last six months.

A good many of the old-time brothers turned up at the meeting and voted acceptance of quarterly and weekly financial

reports, noting everything was shipshape.

In the absence of the port agent, the patrolman's and agent's reports were combined. Our patrolmen reported no disputed overtime pending with the exception of a couple of hours in dispute on Ore ships. This was sent on to New York for settlement.

Voting for A&G officers drew a large turnout according to balloting committee, and showed a marked jump over the early tallies for previous years. With things in this port slow-

ed down somewhat, many of the brothers did a good turn and stopped in at the USPHS hospital to say hello to the boys who have been laid up there for quite a while. If you can't find the time to visit these brothers, you could help make things easier for them by dropping them a line from wherever you are.

A couple of SIU oldtimers on the beach still marking time waiting for the right ticket for their winter "luxury" cruise to southern points. The weather being what it is here, can't say I blame them.

# Digested Minutes Of SIU Ship Meetings

**STEEL MAKER (Isthmian), Oct. 7—Chairman, Tony Calderia; Secretary, Donald Pearce.** Delegates reported few hours disputed overtime. Letter was presented to membership and voted on as to whether or not to forward it to headquarters concerning backing of BME and requesting Union policy, but was voted down to await Union action. Suggestion made to repair all doors and locks.

**DEL ALBA (Mississippi), Sept. 20 — Chairman, D. Byrne; Secretary, Gierczic.** Delegates reported no beefs. The steward asked the membership to elect a committee to work out a week's menu in order to get an idea of what the men wanted and to eliminate further beefs.

**REPUBLIC (Trafalgar), Sept. 2 — Chairman, Floyd Starkey; Secretary, H. K. Pierce.** Delegates reported no beefs. The repair list was read. Ship's fund is reported to have \$24.46 on hand. Motion made that a letter be sent to headquarters about 2nd cook and baker.

**SANTA VENETIA (Mar-Trade), Sept. 29 — Chairman, James M. Fisher; Secretary, B. Lilly.** Delegates reported no beefs. Steward reports on stove situation and milk. Discussion on lifeboats, and it was suggested that a rigid check-up be made.

**SUNION (Kea), Sept. 23 — Chairman, S. Garcia; Secretary, W. Geis.** Delegates reported no beefs or disputed overtime. Motion made and carried that all meat be removed at the end of the voyage because the ice box went bad twice so far. It was suggested that the crew see the captain about having all passageways washed down.

**JACOB CHANDLER HARPER (Seas), Sept. 23—Chairman, L. Hitalner; Secretary, G. Billek.** Delegates reported no beefs. Motion made to contribute \$5 each toward a washing machine. Discussion on chow and night lunch.

**CHIWAWA (Cities Service), Oct. 15—Chairman, Harold Wilson; Secretary, R. Koch.** Delegates reported no beefs. Motion made and seconded that milk be checked as it comes aboard. All members advised to read educational literature. \$11.17 reported in ship's fund.

**ST. AUGUSTINE VICTORY (Mississippi), Sept. 29—Chairman, J. E. Parks; Secretary, P. A. Carbone.** Suggestion made that all hands cooperate in keeping messhall clean. Crew decides it improper to employ natives for steward's department work in foreign ports and will refrain from hiring them in the future.

**MARYMAR (Calmar), Sept. 29 —Chairman, Guy Walter; Secretary, Daniel J. Hunt.** Delegates reported no beefs. It was decided to give \$5 to the American Merchant Marine Library Association. One crew member was to look around for an electric steam iron which was to come out of the newly-created fund.

**ANGELINA (Bull), Oct. 6 — Chairman, Paole Pringi; Secretary, William Walker.** All money collected for any purpose shall be turned over to the Treasurer as soon as possible and shall not be withdrawn before discussion is held at a meeting. Suggestion made to see 1st assistant engineer about painting engine department quarters.

**THE CABINS (Cabins), Sept. 23 — Chairman, Fred Aderhold; Secretary, R. McNeil.** Delegates reported no beefs. Bosun asked that all crewmembers clean up after themselves in the messroom. Steward asked that all dirty linen be turned in on change day.

**PAOLI (Cities Service), Oct. 10 — Chairman, Thurston J. Lewis; Secretary, John Bowman.** Delegates reported everything running smoothly. It was suggested that 8 to 12 ordinary seaman keep washing machine room clean and the wiper on sanitary work and the messman divide their time in keeping the recreation room clean. A vote of thanks was tendered the committee who purchased the washing machine.

**LOGANS FORT (Cities Service), Sept. 22—Chairman, John P. Schilling; Secretary, Kenneth Goldman.** Delegates reported some disputed overtime. There were a few suggestions concerning overtime sheets. Discussion on performers in various ports. Suggestion that crew give 100 percent backing on all legitimate beefs.

**STONEWALL JACKSON (Waterman), Aug. 26 — Chairman, Harry Grimes; Secretary, Earl J. Laws.** Delegates reported \$73.27 in ship's fund. It was suggested the ship's fund be spent for books. Discussion on cleaning scupper in laundry.

**SEACOMET (Colonial), Oct. 4 — Chairman, J. Howarth; Secretary, Frank P. Votto.** Delegates reported few hours disputed overtime. Suggestion made to keep the washing machine clean and turn off the motor when finished.

**SEACORAL (Coral), Oct. 10—Chairman, W. Yorke; Secretary, H. Brandies.** Delegates reported educational matter was received and posted on bulletin board. More beefs on why chief engineer and chief mate did not obtain sufficient supplies while in Japan. Agreement reached by all members to keep laundry locked while in port.



**STEEL ADVOCATE (Isthmian), Sept. 23—Chairman, A. Meglis; Secretary, A. Butler.** Crew voiced complaint on no variety of menus and no cold lunches in port. Complaint on impure water and ice. Opinion that steward was not instructing his department in their duties.

**SEATRAN GEORGIA (Seatrains), Sept. 30—Chairman, Sir Charles; Secretary, Adolph W. Sadenwater.** Delegates reported no beefs. The Oceanic Medical Supply Company was to have come on ship to check what medications we have and what is needed. Sir Charles stated that there are about eighty things to be improved upon for the benefit of the membership.

**STEEL SCIENTIST (Isthmian), Sept. 5—Chairman, Guy Whitehurst; Secretary, C. Lee.** Delegates reported everything fine, except the performing by two men. Suggested that the man who claimed to have written a letter to headquarters about the chief cook explain the contents to the crew.

**MOTHER M. L. (Eagle Ocean), Oct. 7—Chairman, Pedro Delacruz; Secretary, Jack Dolan.** Delegates reported no beefs. Motion made and carried to take up letter received from headquarters with the patrolman as there was no LOG to explain its meaning. Suggestion to check slopchest.

**DEL ORO (Mississippi), Oct. 8—Chairman, Douglas (Smily) Clausen; Secretary, Grant Tarbell.** Discussion held concerning oiler getting logged for being absent when he was properly relieved. In order to have a smooth payoff, the delegates requested that all members turn their books in on the morning of payoff. Suggestion made that there should be more milk on board.

**FLORIDA (P&O), Oct. 13 — Chairman, E. Reyes; Secretary, H. Higgins.** Discussion on too much friction between various members of all the departments. General discussion on conditions on the ship and several beefs were brought up.

**HIGH POINT VICTORY (South Atlantic), Oct. 7—Chairman, Joe La Pointe; Secretary, M. George Whale.** Delegates reported everything going fine. Ship's delegate to see what can be done about getting a library aboard at the first possible opportunity. Chief steward requested checkered tablecloths for the crew mess.

**SOUTHPORT (South Atlantic), Oct. 7—Chairman, R. E. Pietz; Secretary, W. R. Parker.** Discussion on keeping juices and canned fruit in thaw room to be chilled before serving. Ship's delegate read latest educational bulletin and posted same in messhall with other previous bulletins.

**PETROLITE (Tanker Sag), Oct. 7—Chairman, Walter Hoepfner; Secretary, Stanley F. Schuyler.** Delegates reported \$64.03 in ship's fund. Suggestion for ship's treasurer to buy pocket books and records for the recreation room. Steward will also pick up ship's library.



**PURPLESTAR (Traders), Sept. 30—Chairman, Steve Barry; Secretary, Chuck Hostetter.** A letter was sent to headquarters concerning Egyptians being allowed to work on ship doing sailor's work. Motion made and carried that the steward put \$15 in the ship's fund for the use of the ship's washing machine for washing the ship's towels. The deck engineer gave a short speech on Union brotherhood.

**FORT BRIDGER (US Petro.), Sept. 30 — Chairman, Lee De Parlier; Secretary, Tony Tarquinio.** Delegates reported a few hours disputed overtime. Motion made and carried the ship's delegate communicate with headquarters in regard to the lack of the slopchest. Discussion on variety of night lunch.

**SOUTHWAVE (South Atlantic), Oct. 22—Chairman, J. B. Sellers; Secretary, Vaughn E. Harrington.** Delegates reported no beefs. Money from ship's fund was spent on repairs for the washing machine. Machine can be removed from ship to Union hall at end of voyage if the ship is sold and doesn't keep SIU contract. Recreation room to be kept clean by stewards department.

**W. E. DOWNING (State Fuel), Oct. 17—Chairman, Dan Sheehan; Secretary, Dave Dunn.** Chairman gave a talk on unionism for the benefit of new members, and spoke on safety regulations and on smoking areas. More cooperation was asked by the stewards department in keeping the messhall clean. Motion made to exterminate ship.

## Directory Of SIU Halls

### SIU, A&G District

- BALTIMORE.....14 North Gay St. Earl Sheppard, Agent Mulberry 4540
- BOSTON.....276 State St. James Sheehan, Agent Richmond 2-0140 Dispatcher Richmond 2-0141
- GALVESTON.....308 1/2-23rd St. Keith Aloop, Agent Phone 2-8448
- LAKE CHARLES, La.....1419 Ryan St. Keith Terpe, Agent Phone 6-5744
- MOBILE.....1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
- NEW ORLEANS.....523 Bienville St. Lindsey Williams, Agent Magnolia 6112-6113
- NEW YORK.....675 4th Ave., Brooklyn 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. Jeff Morrison, Agent Seneca 4570
- TAMPA.....1809-1811 N. Franklin St. Ray White, Agent Phone 2-1323
- WILMINGTON, Calif.....440 Avalon Blvd. Sam Cohen, Agent Terminal 4-2874
- HEADQUARTERS.....51 Beaver St., N.Y.C. SECRETARY-TREASURER Paul Hall
- 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

- ALPENA .....133 W. Fletcher Phone: 1238 W
- BUFFALO, N.Y.....180 Main St. Phone Cleveland 7391
- CLEVELAND.....2602 Carroll St. Phone: Main 1-0147
- DETROIT.....1038 3rd St. Headquarters Phone: Woodward 1-6857
- DULUTH.....531 W. Michigan St. Phone: Melrose 2-4110
- SOUTH CHICAGO.....3261 E. 92nd St. Phone Essex 5-2410

### Canadian District

- MONTREAL.....463 McGill St. Marquette 5909
- HALIFAX, N.S.....128 1/2 Hollis St. Phone 3-8911
- FORT WILLIAM.....118 1/2 Syndicate Ave. Ontario Phone 3-3221
- PORT COLBORNE.....103 Durham St. Ontario Phone 5591
- TORONTO, Ontario.....86 Colborne St. Elgin 5719
- VICTORIA, B.C.....617 1/2 Cormorant St. Empire 4531
- VANCOUVER, B.C.....565 Hamilton St. Pacific 7824
- SYDNEY, N.S.....304 Charlotte St. Phone 6346
- BAGOTVILLE, Quebec.....20 Elgin St. Phone 545
- THOROLD, Ontario.....37 Ormont St. Phone 3-3202
- QUEBEC.....113 Cote De La Montague Quebec Phone 2-7078
- SAINT JOHN, N.B.....177 Prince William St. Phone 2-3049

## Personals

**FLOYD CRUMPLER**  
Get in touch with A. Goodwin, SS Council Grove, Cities Service Oil Co., 70 Pine St., NYC.

**EX SS ALCOA CAVALIER**  
John J. Mully, A. Stone, Winston E. Renny, Timothy Holt, Maurice J. Olsen, Stanley L. Hunt, Gus A. Jannavous, Charles E. Bausquet, please contact Samuel Segal, 11 Broadway, NYC, concerning accident aboard Alcoa Cavalier in Feb., 1948.

**JEAN ST. JACQUES**  
Get in touch with Herbert J. DeVarco, 51 Chambers St., NYC.

**CREW, SS GEO. CULUCUNDIS**  
Please leave papers, glasses and pictures belonging to Blanco T. Williams, 2926 Somme Ave., Norfolk, at Norfolk Hall or send them to his home.

**GEORGE R. LIINANKI**  
Contact Meeba Gatwood, 1402 Mass. Ave., NW, Washington, DC.

**STRATHCAPE CREW**  
Crewmembers of the Strathcape on the trip to South America, August, 1951, are asked to contact Mrs. John Prihoda, 304 Tatum, Bryan, Texas.

**NEIL SYKES**  
Get in touch with Joseph Lech, 1594 Second Avenue, New York City. Phone REgent 4-8193.

Mrs. Catherine Parker, 19 No. Russell Street, Boston, Mass., asks that her son get in touch with her.

## Money Due

The following men are asked to contact William O'Loughlin, National Labor Relations Board, 2 Park Avenue, New York 16, New York, to collect the checks due them from the Cities Service Oil Company:  
John H. Nicholson, George Barrena, Michael Carlin, Jack Du Pois, Kenneth P. Goldman, Roger Hall, John Jordan, Theodore Lindberry, William F. MacDonald, Theodore Morris, George Murphy, Kenneth L. Roberts.

# South African Run Not All Work Or All Play



The LOG regrets that proper identification can't be given to the men pictured due to the lack of information sent in. Next time an eager beaver with a Baby Brownie takes your pin-up for us, give him a name to go with the face.



Busy on one of the many little jobs that kept things running smoothly aboard the Robin Wentley (Seas Shipping) during its three-and-a-half month South African junket, "Chips," Ship's Carpenter, wrangles with a piece of ornery pipe.

"What do I do now?" Apparently caught in a tough spot, King, AB, thoughtfully figures his next move in a checkerboard tussle with Red, AB, who offers the leg art. (Photo left.)



Caught taking a breather, Fireman Ali and Chief Electrician Louie, right, pose for the lensman with a packing case for a backdrop. To us, the Chief looks like a ringer for J. Carroll Naish of Hollywood.



No recent beefs about the chow are noted by Ray Sadowski, Steward Delegate, so the boys didn't mind prettying up for this family photo. The galley gang on the Capetown run included, L-R: Ray, Steward; Red, Messman; Pat, Messman; Jake, Chief Cook; Joy, Galleyman; Floyd, Baker.



The action seems to be heavy at this mid-ocean poker session as all eyes watch the cut. The principals, left to right, were: Shorty, Jake, Tom, Jackson, Chino and Odin, who shows only the back of his head.



Lost, eh? The Third Mate on the Robin Wentley scans a chart to see where he's at. It looks like he's thinking it's too far from home, no matter which way you look at it.