

CS Signs Improved Contract And Agrees To Vacation Plan



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No. 15

130 Seafarers Cut Up \$150,000 CS Melon

The big payoff for 130 former Cities Service seamen who were awarded \$150,000 in payment for unfair labor practices by the company has begun. Payments to individuals range from \$14 to \$4,306. The first checks were handed out in the offices of the National Labor Relations Board in New York on July 12, when five Seafarers were on hand to receive their checks from Regional Director Charles M. Douds.

The presentation of the checks ends one phase of the long fight the SIU waged against the company to clear up unfair labor practice charges arising out of the SIU's organizing drive among the company's 16 tankers. Other unfair labor practices charges are still pending.

All of the men awarded money had been fired for union activity or not hired because of union membership.

(Turn to page five for a page of pictures of some of these victorious Seafarers.)

Their charges against the company had been found valid by the NLRB, and backed up by an order of the Circuit Court of Appeals.

The 130 men to receive money were among the 150 Seafarers who filed their charges in one group and became part of the settlement stipulation agreed to by the company, the SIU and the NLRB on July 12, 1950, when hearings by the NLRB disclosed that the company was conducting a vicious anti-union campaign against the SIU and the men aboard its ships.

At the hearings it was brought out by SIU witnesses that the company was resorting to the use of intimidation, mass firing, the use of professional labor spies and a company-sponsored union to squash any attempt of the men to be represented by the SIU.

As the hearings were entering the third day the company threw in the towel and agreed to stop its terroristic campaign against the SIU and Cities Service seamen.

The company agreed to abolish the company union, get rid of its spy set-up and pay the men fired a sum of \$150,000. Six

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A memorandum agreement guaranteeing men of the Cities Service fleet the same conditions and benefits in effect on other SIU-contracted tankers was signed on July 20 following a series of intensive bargaining discussions.

A somewhat warmer relationship between company and Union in recent days, plus a pointed verbal attack from labor groups critical of the company for its stiff-necked attitude, paved the way for agreement on the half-dozen thorny issues.

Under terms of the agreement the Marine Di-

vision agrees to the SIU Vacation Plan that the SIU had won from its other contracted operators on June 1. The company will make its payment to the Plan retroactive to June 1. The agreement goes into effect three days after it has been received by the fleet's Skippers or, at latest, by August 10th.

In addition, the new agreement provides for an increase in the stewards department manning scale aboard Cities Service tankers, with one Messman being added to each ship. Other working conditions were adjusted to bring the ships in line with the remainder of the SIU fleet.

The switch in relations came suddenly, as only two weeks ago sections of organized labor having relations with the company were showing grave concern over the company's high-handed attitude toward the union.

The labor groups, which have been watching closely the SIU-Cities Service rift, were reported to have protested strongly the

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All This And SIU, Too!



Smiling broadly, the first five Seafarers to receive their payments display checks distributed to them by Charles M. Douds (left), Regional Director of the New York office of the NLRB. The Seafarers are, left to right: James McDevitt, \$1,412; Alfred Kasaitis, \$1,974; Steve Wartelsky, \$1,755; Rudolph Matura, \$2,182, and John S. Oross, \$2,189.

The High Cost Of Union-Busting

CITIES SERVICE OIL COMPANY		
VOUCHER NO. 7 179	(PENNSYLVANIA) NEW YORK, N. Y.	CHECK REG. NO. NO 40152
PAYABLE AT: THE NEW YORK TRUST COMPANY 1-114 100 BROADWAY 210 NEW YORK, N. Y.	DATE JUL 16 1951	
PAY ONE THOUSAND ONE HUNDRED EIGHTY NINE AND 100/100		DOLLARS \$ 1189.79
TO THE ORDER OF JOSEPH FALASCA		MARINE DIVISION <i>[Signature]</i>
PRODUCERS • REFINERS • MARKETERS • EXPORTERS		

Typical award check: this one to Joseph Falasca gives his net after taxes on award of \$1,478.

Bridges Again Tries To Raid SUP Steamschooner Jobs

The fifteen-year battle over the West Coast steamships flared up again last week when Harry Bridges' longshoremen's union struck against a steamship company in an attempt to unseat the SUP crews from jobs they have held contracts for over 65 years. SUP crews have always worked cargo on these ships under their contracts with these companies.

The move came on July 7 when the ILWU struck the Olsen Steamship Company, demanding higher pay for the longshoremen and larger contributions to the union's pension fund than agreed upon with the steamship operators in the Pacific Maritime Association.

In a scathing denunciation of the ILWU, Harry Lundeberg, Secretary-Treasurer of the SUP,

labelled the new Bridges' move as "a strike against the SUP."

The tie-up of the company's vessels was preceded ten days by the filing by the ILWU for an NLRB election, in an attempt to have the board give the ILWU representation for all workers handling cargo on the steamships, which, of course, would be the SUP men aboard. The SUP chief called the

strike "a cover-up to attempt to put pressure on the operators to give away all the schooner work to the longshoremen's union. As a matter of fact," Lundeberg stated, "we have been officially informed that if the schooner operators, such as Olsen, give you (ILWU) all the cargo work on the steamships, your phony demands would be withdrawn."

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As MEBA Sows —

If anyone is handing out medals for sheer gall, one should be presented to the Marine Engineers Beneficial Association. The citation accompanying the medal should read: "For conspicuous gallantry in the cause of anti-unionism" and for adherence to a policy of "we help bust your beefs, but please help us in ours."

The MEBA has well earned this award by its actions over the years. For example only during this past month it did everything in its power to deliver SIU affiliates into the hands of the enemy—and then coyly asked the SIU for support in a beef of its own.

The facts in the case are these:

Early this month the Bering Sea Fishermen's Union won a bitter 33-day strike which gained it union recognition, higher wages and an employer-paid welfare plan. The organization is an affiliate of the SIU.

During the course of the fishermen's strike, the SIU and SUP did everything to aid the strikers in their battle; the MEBA, however, furnished steam on ships in Alaskan waters and acted as strikebreakers.

Later this month the ILWU launched another in a long series of its raids on the steamschooner jobs held by the SUP since the ships went into service over 60 years ago. Despite repeatedly being set back in their attempts to take over these jobs, the ILWU tied the ships up. The MEBA promptly deserted the ships.

The two cases clearly show that the MEBA's actions are prompted not by the principles of unionism, but by the personal prejudices it has against the SIU and its affiliates.

The MEBA, however, now finds itself involved in a beef with the Isthmian Steamship Company and has requested our aid.

The MEBA was appealing to the traditional SIU policy of supporting other unions in beefs, and assumed that a knife or two in the SIU's back shouldn't beget any hard feelings.

The SIU is not buying any of it. SIU President Lundberg has notified the MEBA that, under the circumstances that have developed, it is impossible for the SIU to adhere to the request for support.

Lundberg informed the MEBA that support on the part of maritime unions should be mutual. "If you walk up the street together, you walk back down the same way," he said.

The MEBA is now reaping the crop it sowed.

Real Labor Solidarity

A demonstration of inter-union cooperation that could well bear study by the MEBA (see above) was that given the SIU by a group of Lake Charles, Louisiana, labor groups which helped culminate in the SIU's recently signed memorandum agreement with Cities Service.

The Lake Charles AFL Central Labor Union, the Lake Charles Building and Construction Trades Council and the Lake Charles Metal Trades Council recently made known a protest of the company's failure to appreciably change its attitude toward the SIU after making promises to a Senate labor subcommittee to bring about harmonious relations.

We extend to these unionists our heartfelt gratitude, and go on record to extend them reciprocal aid should they ever find themselves in need of support.

Union solidarity, they have shown, is more than a catch phrase.



Cities Service Signs Improved Contract

(Continued from Page 1)
company's failure to deal squarely with issues affecting the SIU, and were beginning to question among themselves the status of their own heretofore smooth relations with the company.

Among these were the Lake Charles AFL Central Labor Union, the Lake Charles Building and Construction Trades Council, and the Lake Charles Metal Trades Council.

The agreement reached this week between the SIU and the company cover the points over which the Lake Charles organizations expressed concern.

In an effort to find some common ground, the SIU Negotiating Committee went into discussions with the company's Marine Division early last week and after extensive — almost marathon — sessions an agreement was reached which was satisfactory to the Union committee.

SPED TO SHIPS

In an announcement dispatched to all Cities Service ships, signed jointly by the company and the SIU, the new terms of the contract were outlined specifically and included a statement: "Both the Union and the company are

extremely anxious to have the new agreement observed fully by both the licensed and unlicensed personnel aboard the company's vessels. All hands are urged to cooperate in putting the provisions into effect as quickly and as smoothly as possible."

Signing for the Union were Paul Hall, Morris Weisberger and Robert Matthews.

Signing for the company was Weldon Monson, the Marine Division's Director of Industrial Relations.

The text of the memorandum agreement follows:

Text Of Memorandum Agreement

This Memorandum Agreement signed in connection with the Agreement between the parties hereto dated September 22, 1950.

The Seafarers International Union of North America, Atlantic and Gulf District, and Cities Service Oil Company of Pennsylvania, Marine Division, herein after referred to respectively as the "Union" and the "Company" hereby mutually agree as follows:

1. **Vacation Plan** — The Company and the Union hereby agree to all the terms and conditions contained in the Agreement and Declaration of Seafarers' Vacation Plan.

2. **Amendment of Manning Scale** — Section 42, Article IV of the Agreement between the Company and the Union dated September 22, 1950, is hereby amended so that the manning scale is increased by the addition, on each vessel affected, of one Messman.

3. **Five PM to Eight AM overtime in port** — The Company agrees to pay overtime for all authorized work performed in port between 5 PM and 8 AM, Monday through Friday.

4. **Butterworth and Washing Tanks** — The Company agrees to pay overtime for men engaged in shifting butterworth machines or washing tanks from the deck while on their watch on deck between 8 AM and 5 PM Monday through Friday.

5. **Extension of Termination Date** — The Union and the Company agree that all the terms of the Union's contracts now in effect between the parties in addition to the amendments herein agreed upon, shall be extended to and including September 20, 1952.

6. **Effective Date** — Except for paragraph 1 of this Memorandum of Agreement, all conditions and provisions contained herein shall take effect on the third day after receipt of copies of this Agreement by the Masters of the vessels of the Company but in any event not later than August 10, 1951.

7. The contents of the provisions herein shall govern in the event of any conflict with the provisions of the outstanding Agreements between the Union and the Company in effect as of this date.
Dated July 20, 1951.

Shipping Dips For Savannah

By E. B. TILLEY

SAVANNAH, July 19—With the Southwave (South Atlantic) our only payoff during the recent days, this port is not sharing the boom being enjoyed by other SIU Branches.

Besides the Southwave, our only other visitors were two in-transits: the Southern States (Southern Trading) and Monroe (Bull). They were taken care of and sent on their way.

We've got six oldtimers on the beach who aren't a bit bothered by the slow shipping. They're Charlie Schuck, William Morris, Walter Stoll, Harry Henze, M. P. Linsky and M. Kavanaugh.

They tell me that they have heard that Seatrain will start running into Savannah in September, and they intend to be around when the jobs come up.

Those boys have perseverance, but something tells me that they'll get impatient and grab a fast one before that day comes.

There was no meeting held here this week, but we did hold a special meeting to give the men of the Southwave an opportunity to vote on the constitutional amendment and dues issue.

From the conversation it appears that the crew is 100 percent in favor of the changes.

On the outside we are still giving the Laundry Workers a hand in their strike against the New E&W Laundry. Inside the building we have fixed up the basement and have installed a pool table.

We intend to have a few shots of the new facilities for the membership's off moments and will send them to the LOG for publication.

Tampa Plant Closes Rather Than Sign With Retail Clerks

By RAY WHITE

TAMPA, July 20—Better than half a dozen in-transit ships, plus a payoff, kept this port humming along for another two-week period. We paid off and signed on the Warrior (Waterman) and found her to be no trouble at all.

On all the other in-transits, beefs were not to be found, except for the Chickasaw, which had a few overtime beefs concerning men paying off. All were cleared up and the ships went on their merry ways.

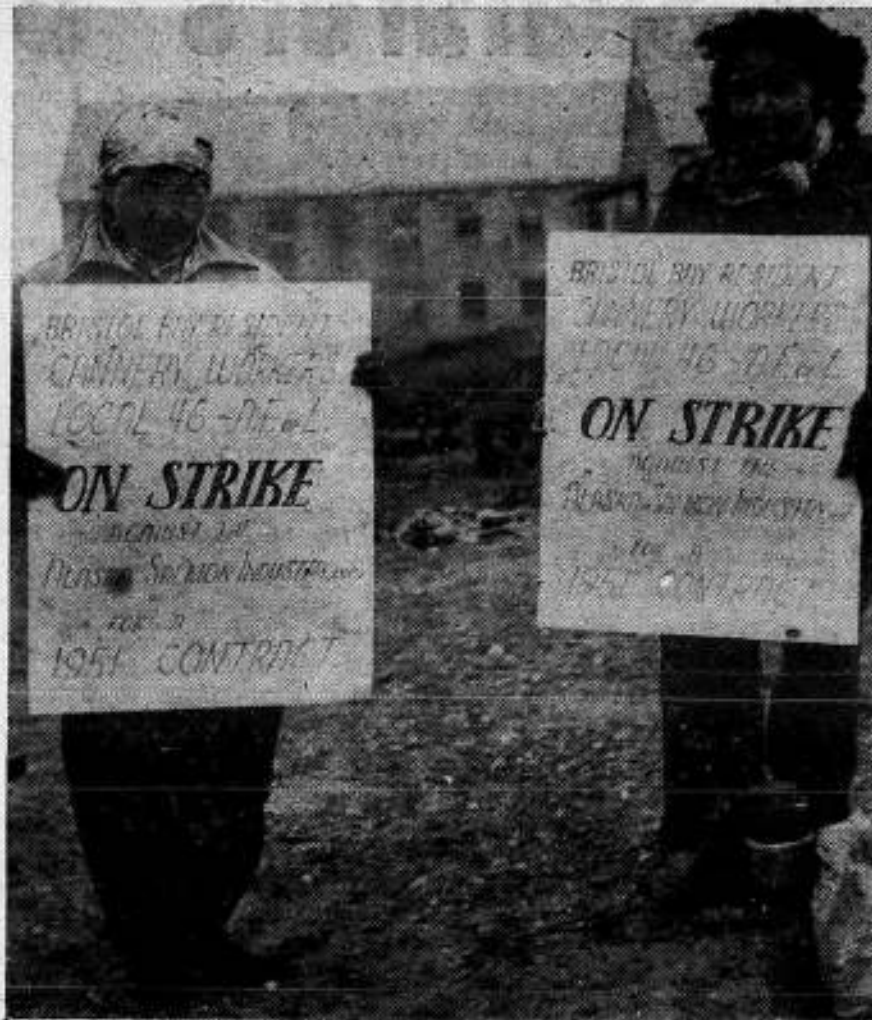
The in-transits were, beside the Chickasaw, the Jeff Davis, Gateway City and Fairland (Waterman); Southern States (Southern Trading); Del Mundo (Mississippi), and the Alcoa Partner (Alcoa).

On the local front we are pitching into the campaign to unseat the present mayor, who gave the SIU such a hard time in the 1946 General Strike. We hope our work will do the trick, but time will tell.

The Retail Clerks wound up their battle against the optical company here without scoring a victory or a defeat. The strikers all took jobs in other plants and the company went out of business. Nobody won, but it is sure that the workers didn't lose.

We didn't have a meeting here because of a lack of a quorum, and at the moment it appears that next meeting time will find us with an empty Hall again.

On SIU Picketline In Alaska



Two Eskimo women, pickets of the Bristol Bay Cannery Workers Union, walk their bleak posts on the lonely Alaskan Coast in the strike which brought them and the Bering Sea Fishermen's Union victory early this month. The Unions have now affiliated with the SIU.

Go On Down To Port Baltimore And Get Shipped Out In A Hurry

By EARL SHEPPARD

BALTIMORE, July 21 — So you'd like to know how shipping is in Baltimore? Well, just show your face in this Hall, with your papers in your hand, and you'll be out before you know what's happening—just about the fastest turnabout on record.

Thirteen ships paid off here (in addition to three Waterman ships, the Lafayette, Wild Ranger and Jeff Davis, that were on port payroll) and fourteen signed on, while eight ships came in in-transit during the two-week period that just ended.

On the payoff list were Steelore, Feltore, Oremar, Chilore and Bethore (Ore); Government Camp and Chiwawa (Cities Service); E. A. Burnett (Isthmian); Julesburg (Terminal Tankers); Mae (Bull); Western Rancher (Western Navigation); Lucile Bloomfield—formerly the Edward L. Grant (Bloomfield) and the Bienville (Waterman).

Signing on were the Steelore, Oremar, Chilore and Bethore; Government Camp and Chiwawa; E. A. Burnett and Steel Artisan (Isthmian); Bienville, Lafayette, Wild Ranger and Jeff Davis; W. E. Downing (State Fuel), and

the Anniston Victory (South Atlantic).

The in-transit visitors were the Hurricane and Gateway City (Waterman); Carolyn, Rosario and Angelina (Bull); Alcoa Pilgrim, and the Robin Doncaster and Robin Locksley (Seas). This marked quite a decline in the in-transit ships, as this port generally has from twenty to thirty ships calling here.

However, this is not to be taken as a sign of bad shipping, as the next two weeks shape up as busy ones, and shipping looks exceptionally good.

All beefs that came up aboard the above ships were squared away, and there is nothing hanging fire. We believe in settling beefs at the payoff—except, of course, where there is an obvious need for clarification of the contract, which is sent on to Headquarters.

This port is rapidly building up a reputation for being sure death on performers and gas-hounds. The membership here will not tolerate any actions that will jeopardize the Union and the great gains we have made in the last few years. Shipping may be damned good, and the need for men great, but we will absolutely not tolerate obvious performers.

Balloting on the proposed constitutional changes is going on at a good pace. By the time that voting ends, more than 500 votes should have been cast in this port. From what the membership is saying, the resolution should carry by a good percentage.

The MEBA in this port has asked our cooperation in their beef with Isthmian, and we told them that we'd give them the same kind of support that they have always given us.

In the recent strike of the Bering Sea Fishermen's Union, an SIU affiliate in Alaska, the MEBA Engineers disregarded the picketlines and furnished steam.

In the current strike that Harry Bridges is pulling against the Olson Company to try to force the company to turn over the Sailor's work to the long-shoremen, the Engineers are backing Bridges and walked off the ships.

There wasn't much business transacted at the last membership meeting. The Secretary-Treasurer's financial reports and Headquarters report to the membership were read and concurred in. Minutes from other Branches holding meetings were read and approved.

A motion was passed to call a special meeting before the next regular meeting in order to elect a Tallying Committee to count the ballots in the referendum. There were 203 members present when the meeting adjourned.

Among those on the beach in Baltimore for the time being are Bill Macklin, W. Barrett, Carl Biscup, C. Schrunck, Dan Bissett, Lloyd Short, Fred Dressler, Robert (Red) Morgan, G. Finlay and Frank Baron.

The weather here has been terrific—90- and 95-degree days, which is hot enough—but with the humidity in this town, it's really tough here. But don't let that worry you. You won't be in town long enough to get warm.

Teamsters, Shrimpers Win In Mobile Area

By CAL TANNER

MOBILE, July 19—Two unions in this neck of the woods came through with victories in recent days. Here in this city the AFL Teamsters, who had been out a month, settled their beef with the Coca Cola bottling company to the satisfaction of their membership.

And our Seafarers-affiliate, the Gulf Coast Shrimpers and Oysterermen's Association, threw picketlines around sea food places in Pacagoula, Mississippi, to keep scab shrimpers, who were underselling the local union men, from unloading their catch.

Only three outfits were involved and two of them quickly swung into line, promising to buy shrimp at prices negotiated with the union and to use only union men on their boats. The third concern, a real die-hard outfit, said it would move out of the state.

Brother Erwin Bosarge, president of the Mobile Bay Sea Food Union, announced from union headquarters in Bayou la Batre, that a strike was "narrowly escaped" there. He said that if non-union outsiders came in and tried to undersell union prices, "we'll call in all our boats and picket any plants that deal with such non-union price-slashers."

In such a case, Brother Bosarge can be assured of the all-out support of the deep-sea Districts of the SIU.

In the meantime, the good shipping we reported in the last issue of the LOG has not only been holding up, but has actually improved over that period. And from all indications, it should be equally good in the coming two weeks.

Six ships paid off and four signed on during this time. In the former category were the Alcoa Pointer, Alcoa Clipper, Alcoa Ranger and Alcoa Corsair; the Monarch of the Seas and Morning Light (Waterman). The sign-ons were the Alcoa Pointer, Alcoa Ranger and Alanson B. Houghton (Alcoa), and the Clearwater Victory (Isthmian).

In-transit came the Wanda (Epiphany Tankers); Alcoa Patriot; the Hastings, Chicasaw and Warhawk (Waterman).

Scheduled for payoffs in the next two weeks are six offshore ships and four coastwise vessels, which is okay with us.

170 members attended the meeting last night, which concurred in the Secretary-Treasurer's financial reports and Headquarters report to the membership, and accepted the minutes of those Branches holding meetings. Nothing much else took place, which, I guess, can be blamed on the heat.

Among the oldtimers who are with us here are Red Turner,

Frank Drozak, Jimmie Moore, Charlie Spencer and Charles Stringfellow.

Drozak, by the way, would like to get himself on record as being mighty pleased about the Vacation Plan.

"Now I won't lose my vacation benefits if I move from ship to ship," says Frank. "And when I spend some time ashore with my wife and family I'll still have some cabbage coming to me to help pay the freight."

"Raising the death benefit by the Welfare Plan to \$1,500 is something else to cheer about. Now, if anything should happen to me, I know my family won't be left high and dry at a time when they would need it most. Something like that helps take the pressure off a guy."

Frank is all for the proposed dues increase.

"It's a well-known fact that you have to spend a dollar to make a dollar. And I can't think of a better way to spend it, for as long as the SIU is financially healthy I will have a healthy take-home pay."

Which seems to tie-up with the sentiments of most of the members I have spoken to down here.

Currently in the local Public Health Service Hospital are the following Brothers, who would like to hear from their shipmates: Tim Burke, Tobi Beams, J. Ashurst and J. Slay.



FRANK DROZAK

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Cities Service Oils Seafarers' Bankrolls

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days later the agreement was backed up by the court order.

In the court order the judges declared that men involved were to be paid "for any loss of pay they may have suffered by reason of the discrimination against them by payment to each of them a sum of money equal to that which would have been earned as wages from the date of the respective discharges to the date of the company's offer of reinstatement, less their net earnings for such periods." Twenty of the 150 men who filed charges received no money, as they earned more after being fired than they would have earned in CS employ.

LONG TIME OUT

The time involved in most cases runs from the early part of 1949 until the time the company offered the men reemployment on July 12, 1950. The differences in the sizes of the checks is due to the length of time a man was kept off company ships and the amount of money he earned at other work during this time.

In compiling the 150 charges against the company the Union's organizing staff worked around the clock for months, contacting the men to help them prepare their cases against the company.

It was a rare ship that didn't have at least one pro-SIU man discharged when it hit port, and on one ship, the Government Camp, twenty-two men were fired for union activity at one time.

In commenting on the awards, Secretary-Treasurer Paul Hall stated: "This is a just and proper settlement for the injustices these men suffered. They did their work on the ships; they were good seamen, but they talked Union. Their only crime was to try to better themselves and for that they were fired. The company has learned the hard way that it cannot disregard the law."

"INTO THE BANK"

The group that received the first checks were five Seafarers who happened to be in the Hall at the time the announcement was made that payment would begin at once.

One of the Seafarers present was Steve Wartelsky, Night Cook and Baker, who received \$1,755. Smiling, he folded the check and stuffed it in his wallet. "This goes into the bank," he said.

Another Seafarer present for his award was Rudolph N. Matura, who since filing his charges has been called back into Navy service. Matura, fired from the Royal Oak in April, 1949, said his \$2,182 check was going to go home to his wife and youngster, who were finding it tough sledding on Navy pay.

The other Seafarers present couldn't venture any prediction as to what they'd do with the money, but they all had no doubt they would make good use of it.

HALF PAID OFF

Following the payments to the first men, the word spread and brought a rush of Seafarers to the NLRB office to collect their checks. To date 63 men have received their money, which can be picked up in person or requested by letter.

In looking back on the long

road that has been traveled since the days they were unceremoniously told they were no longer desired as employees of Cities Service, most of the Seafarers receiving awards had nothing but praise for the work the Union's organizing staff and the NLRB field examiners undertook to press their cases. They all agreed that the dogged work in their behalf showed that the SIU fought all the way to get CS men everything they deserved.

LAST LAUGH

The recipient of \$682, Henry Mikulski, ended his career with Cities Service in March, 1949, when he was fired from the Chiwawa. Without any pretext, he was told by the 2nd Assistant that he was fired.

"You can now get a job in the Union Hall," he was told.

And that's what Mikulski did.

"They had their eye on me for quite awhile," Mikulski stated, "and they probably got a big horse-laugh when I got the ax, but now I'm going to take a vacation trip and enjoy myself at Cities Service's expense."

The treatment given Mikulski was typical of that meted out to the men fired. As the affidavit of one man reported, the Skipper of his ship—thinking him to be anti-union—told him to keep his eye peeled for any pro-SIU men and to tell him if any were aboard, as he would "make short work of them."

WEDDING BELLS

One Seafarer who was made "short work of" was Daniel Cabiroy, who was fired from the Bents Fort in April, 1949. Dan received \$2,104. Cabiroy was told outright he was fired for Union activity when the Captain found him passing out the LOG.

It's all water under the bridge to Cabiroy, though. He's now in the Army and with his Cities Service check intends to be married shortly.

The payment of awards to the men came exactly one year to the day following the company's capitulation to the Union.

The payment of the money due the men was delayed until this month, as the NLRB staff had to interview each man and learn his interim earnings and complete the entire list before any checks could be paid out.

Inasmuch as some men were out on long trips, and others were difficult to locate, the NLRB staff was kept from winding up the job until recently.

Once the breakdown had been completed by the NLRB, Cities Service's offices were given the list, and the checks were made out to the men by the company.

Galveston Gets Good Crews

By KEITH ALSOP

GALVESTON, July 19 — The pace of activity in this port has by no means been slow during the past two weeks. We've taken care of five payoffs, five sign-ons, one crew for a boneyard job and ten ships in-transit.

Fortunately for the Branch, the wide-awake crews on the ships had everything in order for us, and all ships were taken care of in short order.

SHIP ROSTER

The ships that paid off were: the Liberty Flag (Gulf Cargo); Bertram Goodhue (Mississippi); High Point Victory (Seatrade); Couer d'Alene Victory (Victory Carriers), and the Aktion (Actium). They all signed on again.

The in-transit ships were: the Seatrain New Jersey and Seatrain Havana, Southern States and Southern Counties (Southern Trading), Mae (Bull), Del Mundo (Mississippi), Steel Vendor (Isthmian), Wanda (Epiphany), Warhawk (Waterman) and the Bradford Island (Cities Service).

No meeting was held here last week; the port is still bare of bookmen sufficient enough to call one together. Maybe by next week we'll have a group large enough to wrestle with the affairs of the Union.

One bookmember is around who is well known in these waters: Abie Ellis, who has been sailing out of Galveston for the past six years. Brother Ellis has been active in all Union beefs since he joined in 1939. Brother Ellis says he does all his fishing in Florida and all of his drinking in Texas. Well said, Brother Ellis.

SIU Men Awarded CS Back Pay

Adell, Richard A.	1,147	Hall, Remus	294	Myers, Fred	1,998
Anderson, Robert	767	Hall, Roger	556	Nugent, Charles N.	416
Arnett, Gilbert	669	Hartmann, Anthony E.	1,026	O'Keefe, Patrick R.	2,927
Bamberger, Edward A.	558	Hauser, Fred	1,053	Orosz, John S.	2,189
Barrena, George	1,149	Hickey, Anthony	1,142	Ostrowski, Walter	2,314
Barrett, David W.	506	Irvine, George H.	1,942	Paradise, Leo	564
Barry, David J.	271	Jordan, John	113	Pauleck, Edward	535
Bartlett, Paul	777	Kagler, Eric	545	(Pawlak, Richard S.)	
Beye, Jan J.	1,332	Kapustynski, Michael	569	Pepe, James	1,677
Blanding, William	681	Kasatis, Alfred	1,974	Pergallo, Joseph	44
Bobinsky, Edward F.	1,635	Keckley, Charles L.	520	Peterson, Richard J.	1,991
Bossick, Stanley	862	Kennedy, William E.	803	Reges, Michael	59
Bowdon, Louis	1,278	Kingsley, Arthur	2,569	Roberts, Kenneth L.	849
Bowser, Ronald	321	Kismul, Torolf	771	Rowe, John	1,871
Brace, Roy	641	Kress, Carl A.	324	Rupeikis, John	1,753
Brenner, Warren P.	937	Kristiansen, Eugene	809	Scanlon, Donald	687
Brown, Claude A.	1,357	LaPointe, Roger	795	Schmiedel, Frank	*
Byrd, Robert J.	575	LaRoque, Vanny	197	Siems, Hendrik F.	62
Cabiroy, Dan	2,104	Larson, Kittel	266	Simpson, Allen	400
Carlin, Michael	576	Leo, Roy	4,043	Smokonich, Joseph P.	688
Carr, Roger J.	1,335	Libby, Franklin C.	4,306	Smollen, Edward	323
Cartwright, Louis W.	278	Lindberry, Theodore	258	Spear, Boyd	2,535
Ceccato, Eugene	1,081	Lissner, Joe	881	Spencer, Paul	249
Chamberlain, Vincent	870	Lowe, Richard Herbert	1,883	Steele, Gavin C.	514
Coats, Ira K.	590	Lundquist, Roy C.	194	Strauss, Benjamin	1,169
Coddington, Donald D.	479	MacDonald, William F.	14	Suarez, Pedro A.	111
Condra, William J.	1,876	Magras, Pierre	1,754	Sullivan, John	831
Coone, Paul	849	Maher, Francis J.	3,696	Taffewitz, Benjamin	2,756
Cowdrey, Robert	1,040	Matura, Rudolph	2,182	Thompson, John	686
Crane, Thomas P.	3,515	McDevitt, James T.	1,412	Tolbert, Ben	899
Cremeans, Joseph	1,357	McGann, Francis	307	Triano, Alexander	3,029
Dinwiddie, William R.	1,900	McHugh, John D.	387	Ulrich, Paul	470
Du Pois, Jack	1,559	McHugh, Lester	1,293	Van Alstine, Donald	2,299
Earley, Norman D.	769	McNeill, Thomas	943	Vila, Gil	695
Eberding, George W.	*	Mikulski, Henry	682	Vitacovich, Stanley	2,029
Eberhard, Peter	1,219	Miller, Fred L.	2,452	Wartelsky, Saul	1,755
Falasca, Joseph Jr.	1,478	Milton, Wallace	988	Welch, James F.	940
Frank, William	2,605	Miskinis, Joseph L.	240	Whalen, William	440
Garcia, Anthony	1,566	Molineaux, Edward V.	937	Williams, Hugh	1,299
Gardner, Earl William	810	Monroe, James	1,854	Wings, Frederick	484
Garner, Charles R.	616	Moon, Durand	3,378	Wysocki, Charles	3,061
Gawrych, Chester	463	Moore, James	722		
Goldman, Kenneth P.	24	Morris, Theodore	173		
Greux, Jean	1,736	Muloy, Charles D. Jr.	1,632		
Guerrero, Orlando Leon	266	Murphy, George	90		

*Check held out by company pending more complete interim earnings info.



ABIE ELLIS

Frisco Shipping Makes Comeback After Slow Period

By LLOYD GARDNER

SAN FRANCISCO, July 19—Shipping has improved greatly from what it was two short weeks ago. Four payoffs and eight ships in-transit gave us the needed shot in the arm.

The payoffs were: the Ponce DeLeon (Waterman), Amerocean (Blackchester), Clarksburg Victory (Mississippi) and Cecil N. Bean (Dry-Trans).

Making a brief stay in this port were: the Seacomet (Colonial), Yaka and John B. Waterman (Waterman), Steel Apprentice and Las Vegas Victory (Isthmian), Seamar (Calmar),

San Angelo Victory (Seatrade) and Eugenie (Carras).

The Cecil N. Bean came in from Japan with an assortment of beachcombers and whatall recruited off the beach in Yokohama.

The ship had been there four months repairing after she ran aground and caught fire. Of the crew that paid off, only two men were SIU members. We crewed her up here with a full SIU complement.

The Eugenie was a far different ship on her stopoff here this time from what she was the last time we saw her. This time she came in from a Far East run

by way of British Columbia and shoved off for France. She has a very good crew with Eddie Janowski her Steward.

CHANGED SHIP

Her Skipper is Captain Herin, a good guy, in sharp contrast to the mad man who brought her in here last time with a cargo of woe. That guy, by the way, does not hold a license any more.

This week we did not hold a meeting for the usual reason. There aren't enough bookmen around here to get up a poker game.

One thing we can't beef about here is the weather. It's nice

to sleep under a blanket every night and laugh at the newspaper stories of heat waves and steaming cities. This place has no such trouble.

A gang of guys who can back me up on this is the crew of the Seacomet (Colonial), which is running coastwise along here. Chuck Allen's the Bosun and the great lover Zigarowski is Steward.

Allen, it seems, makes a specialty of taking over old rust-buckets and with a bit of hard work turning them into shining examples of SIU seamanship. The hard working crew aboard has made her a good SIU ship.

Smiles Of Health, Smiles Of Booty

But it's not really booty—it's well earned money for being booted from their jobs for union activity.

The happy Seafarers depicted here are thousands of dollars richer today, thanks to the payments being made to the 130 men awarded a total of \$150,000 for being discriminatorily fired by Cities Service.

With almost half of the checks paid out already, dozens of the men involved have dropped into SIU Headquarters to show off their checks and to extend their thanks to the SIU officials and organizers who fought the long campaign to bring justice to the men fired and full Union conditions to the men of the company's fleet.



Frenchy Ruf, left, SIU organizer, and Ben Sterling, Attorney who successfully handled the unfair labor practices charges for the SIU men, exchange congratulations upon news of the award payments. Looking on beaming are, left to right: Joe Algina, Headquarters Representative; Eddie Mooney, New York Patrolman; Marvin Schwartz, Attorney associated with Sterling, and Eddie Parr, Bosun on the SS Puerto Rico.



EDW. BAMBERGER: \$558



DANIEL CABIROY: \$2,104



WILLIAM FRANK: \$2,605



GIL VILA: \$693



RICHARD A. ADELL: \$1,147



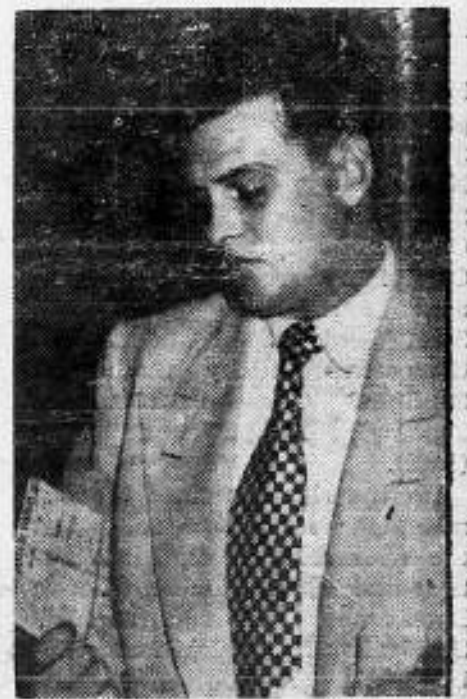
ROY LEO: \$4,043



JOHN SULLIVAN: \$831



ANTHONY GARCIA: \$1,566; PAUL COONE: \$849



WILLIAM E. KENNEDY: \$803



WARREN BRENNER: \$937



JOSEPH FALASCA: \$1,478



HENRY MIKULSKI: \$324



ROY BRACE: \$641



EDWARD P. BOBINSKI: \$1,635

Get Higher Rating, Says New Orleans; Calls It Duty To Oneself And The Union

By LINDSEY WILLIAMS

NEW ORLEANS, July 20—Reporting from down here in New Orleans, shipping is very good with a great many jobs for ABs and rated engine department men on the board at all times.

Business affairs of the port are in very good shape. All beefs were squared away at the pay-offs and the sign-ons, and no beefs are pending in this port.

With shipping for rated men very good, it is time that all members do their utmost to raise their papers to the highest rating that they can, in order to get in on the good jobs with the heavy cabbage.

It is very easy for someone to sail lower than his ability, but a good worker will do all he can to advance and get to the top. Not only should our members try to get their AB or FOW papers, but those that are able should get their ticket, as practically any shipboard job is now available to SIU members off the boards in SIU Halls.

SCRATCH ENTRY

Entry ratings are a dime a dozen, so all Brothers that are able should advance to the next higher rating that they are able to fill. The officials in all ports will be glad to help any member get lined up as to the procedure it takes to get higher ratings.

It is a man's duty to himself and his Union to advance, so, Brothers, let's get out and hustle the higher ratings in order that these jobs will be filled by our own SIU Brothers.

Since the last meeting we had the following payoffs in this port—the Alcoa Patriot, Alcoa Pioneer, Alcoa Planter (Alcoa); Del Sud (Mississippi); Catahoula (Cuba Distilling), and the Cape Mochican (Mar Ancha).

In-transit the following scows hit New Orleans: the Alcoa Clipper and Alcoa Pointer (Alcoa); Seatrain Texas and Seatrain New Jersey; Del Campo, Del Sud (Mississippi); Maiden Creek, Chickasaw, Lafayette, Gateway City, Morning Light and Monarch of the Seas (Waterman); Steel Vendor, Steel Chemist and Clearwater Victory (Isthmian); Southern Counties (Southern Trading); Evelyn and Edith (Bull).

On the sign-ons since the last meeting we had the following: the Walker D. Hines, Alcoa Patriot and Alcoa Pioneer (Alcoa); Del Campo, Del Mundo and Del Sud (Mississippi); Catahoula (Cuba Distilling); Benjamin Grierson (Waterman), and Cape Mochican (Mar Ancha).

FULL CREWS

The SS Walker Hines and the SS Benjamin Grierson took full crews out of here. The Grierson sailed for Norfolk to load coal for France, and the Hines sailed for Cuba to load sugar for Japan.

In the beef column, which had very few entries, was the fumigation of the SS Catahoula. The agents for the ship here in New Orleans let a contract to one of the local de-roacher firms and, from the report from the ship after she sailed, they thought Frank Buck had come back into operation and was on their ship.

As stated by the crew, this character came on board with a squirt gun in one hand and a gallon of bug juice in the other, looking for the Steward to be

directed to where these rodents, vermin or what-have-you were, so that he could eliminate them in the usual manner.

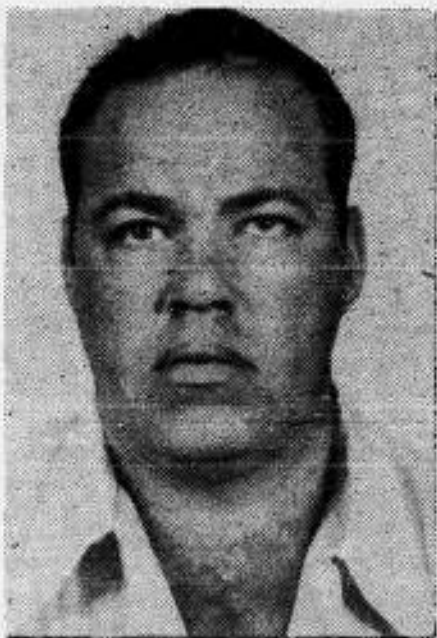
Up until this, the crew thought that the way to get rid of roaches was to kill them by juice, gas or powder, but from last report all that happened on their ship was the roaches got punch drunk and were running around worse than ever.

ROACHES WIN

The agent here was notified as soon as we received word from the ship, and they in turn notified the fumigation company that if the job was not taken care of and the roaches eliminated they would not pay the bill. As soon as the ship returns they are to start again in order to get the roaches cleaned out. If it is not done properly then we will have to go further and have the ship laid up and gassed, in order to do a good job.

In the line of beefs expected in the maritime field here in New Orleans is a strike expected at Todds Drydock around July 23rd. This should not have any effect on our ships, as we have notified the companies that the strike may come off, and to keep their ships out from behind the lines in order that they will not be declared hot.

Brother Bill Mitchell was here on the beach and made the SS Alcoa Patriot as Electrician. Bill carries book No. 33096, and has been in the SIU since 1943. He is well-known in the Gulf area. Bill sailed through the war in



BILL MITCHELL

all zones and stayed on the beach only a short time, as his mania for heavy-duty cars keeps his nose to the generators and he has to keep the winches going regular in order to make the dough it takes to keep these gas-suckers in juice.

Bill has been active in all SIU beefs, as well as participating on various committees. Bill says the bauxite run is okay, and is waiting for the day he is in a position to show off his new Lincoln to the lovely maids on the bauxite and rum run.

VOLTS TO JOLT

We don't know how many volts or amps it takes to make an hour's overtime, but we know it takes a lot of hours of overtime for Bill to keep his gas buggies going, especially this new Lincoln.

About the only beef still pending in the port—and there is not a damn thing that we can do to square it away—is the weather. We are not the only ones catching hell from the heat, but at

least we can bitch and gripe about the weather.

At the last regular meeting there was no Good and Welfare, as it was pretty damn hot and no one felt like beating his gums. A committee was elected to tally the ballots on the constitutional changes. All reports and minutes were accepted. Headquarters report was accepted unanimously by the membership. The tallying committee reported there were 723 votes cast to date.

The following members are in the local USPHS hospital, and would appreciate hearing from their friends:

R. Cruz, E. E. Gross, W. O. Cara, C. Ray, D. D. Kelly, L. Lang, K. Raana, O. Celestine, J. C. Kueider, L. T. Link, S. McDonald, G. A. Williams, H. H. Hamilton, G. Morejon, W. C. Paris, J. A. Teague.

Also, E. Delcoure, C. A. Campbell, C. E. Wallick, L. Tickle, J. Mayrbat, C. H. Summerell, L. L. Rigaud, C. T. Trahan, G. J. Peirsall.

Personals



ALFRED BLYTHE

Write to your father, 29 Francis Street, Auckland N. 2, New Zealand.

W. B. JONES

"Have bought a new home. Please write me at new address, 4271 54th Street, San Diego 15, California; Naomi Morris."

JAMES L. THOMPSON (Ex-Anniston City)

Contact the shipping Commissioner in Savannah, Georgia.

RICHARD RANSOME

"I am visiting Mel, Flo and Jimmie in Memphis. Please come to see me there, as you promised: Frances Ransome, 1550 Waverly Avenue, Memphis, Tennessee."

FRANK J. HUTTICK

Your case is scheduled to be tried August 7. Get in touch with Bassett & Geisness. New

World Life Building, Second and Cherry, Seattle 4, Washington.

BILL MITCHELL

Your mother and father ask that you write: Box 414, Walpole, New Hampshire.

VICTORIO D'INDIA JESSE HARRIS

Checks due you as a result of the Sandmate sinking can be collected by contacting SIU Secretary-Treasurer.

A. W. CLAUDE

Please get in touch with your brother Ellis at the Treese Building, Cushing, Okla.



The following men of the Pacific Marine Stewards Union have been awarded money as a result of NLRB proceedings, and are asked to contact Bassett & Geisness, New World Life Building (formerly Alaska Bldg.), Seattle, Washington:

- JOHN O. BAINE
- GERARLD J. BOSLEY
- HAROLD S. DARLING
- HARRY DOUCETTE
- H. DEAN DOUGLAS
- DONALD FOSTER
- ERNEST HENRY
- A. L. JONES
- HARLEY KRONE
- FRANK LACHICA
- CLIFFORD LATTISH
- CYRUS LORD
- PAUL LUND
- CHARLES MOSHER
- GEORGE O'LEARY
- JOHN W. PATTERSON
- FRANK C. PONCE
- LEROY PIERSON
- GEORGE A. SMITH
- FRED M. STARKS
- DON W. TYLER
- LEE WHALEY
- PEDRO VILLABOL
- PETER WALLROP

New Hall Shaping Up

Renovations to the new Headquarters-New York Branch building are rapidly entering the final phase, as working men this week completed the application of simulated white limestone to the upper two floors of the building's exterior, and began work brownstoning the first floor's front.

With the granite work around the entrance completed, the building's front, but for some minor ornamentation, is in its final form.

Seafarers who have visited the new Hall within the past week report that the building's new trim lines and dazzling white front make it a striking stand-out in the area of red brick buildings.

Inside, workmen are completing the final work on the floors of the cafeteria, slopchest and dining room.

In these rooms the men are laying terrazzo in alternate squares of light and dark green, bordered in black and gold; while in the bakery, butcher shop and galley, acid-proof Dreh-

man tile is being put down.

With the plastering and heavy work out of the way, the second floor is now receiving the prime coat of paint. Following the final painting the fixtures will be installed.

This week, on the second floor, workmen installed a Bradley circular unit of five private showers, and accommodations are being made for the billiard tables to be delivered to the game room this week. Shelving for the library is expected to be installed this week, also.

On the third floor, where Headquarters and Branch offices will be located, all renovating work has been completed and painting will begin in a few days.

When the painting has been completed, the final flooring will be laid and the office equipment installed.

Headquarters has been assured by the contractor that, barring some unforeseen delay, the building should be ready for occupancy sometime in September.



The new Headquarters-New York Branch building nears the end of its face lifting in the front. When the picture was taken workmen were completing the application of simulated white limestone to the upper two stories and were readying work on the brownstone to be put on the front of the first story.



SHIPS' MINUTES AND NEWS

Heavy Breakdown Rate On Boneyard Ships Irks Crews

The rush of ships being recommissioned from boneyards around the country has brought a host of headaches for the crews taking them on their first trips. A sizeable number of the boneyard Liberties have marked their first trips by breakdowns and have been the source of strong words by disgusted crewmembers, but at least in one instance a breakdown in equipment was the cause of rejoicing when crewmembers of one ship found themselves being

Cavalier Men Corral Film Dude Wayne

Millions of pint-sized TV fans may be disillusioned to hear it, but the LOG has learned that cowboy John Wayne doesn't take all of his whiskey straight at a frontier saloon and his sole mean of travel isn't a four-legged critter.

This bit of news comes straight from the horse's mouth—oops—crew of the Alcoa Cavalier.

The information, received by way of pony express, of course, has it that while the Alcoa cruise ship was in Port of Spain, Trinidad, recently cowboy Wayne's off-screen habits were observed by four of the ship's crew from close range.

Seems that four SIU cow-punchers—"real western fans" they called themselves—decided to pay Mr. Wayne a visit at the Queens Park Hotel, his base of operations while touring the area.

ROUND-UP

Parking their six-shooters and 10-gallon hats on the ship, the four ambled downtown and in no time at all had corralled Wayne, his wife (yes, folks, the cowboy has a wife) and press agent into deserting their plush ranch house for a tour of the towns spots.

The rough-riding party scoured the town for a suitable saloon but had to settle for the "Casbah" where they spent the afternoon sipping long cool ones.

R. J. Callahan, Ship's Delegate, who reported the occasion, must have sat near Wayne's press agent, for his report reveals that Wayne was soon to leave for Ireland to make a film "The Quiet Man" for RKO.

It was also reported that there just was no living with those four critters after the got back to the ship. Spurs clanking on the deck all night and the wail of a guitar from the midship bunkhouse was enough to drive the crew plum loco.

fed steak at every meal for the entire length of the voyage.

The twist in events came when the refrigerator of the Liberty Jacob Chandler Harper, GAA-chartered to the Robin Line, broke down after the ship left for Europe. With the meat in peril of spoiling, the Steward instructed the Cooks to feed the crew steak at every meal.

By the time the ship hit Lorient, France, the crewmembers were bulging at the belts and turning their noses up at anything lower than a T-bone, though they expected the return trip to be a dull round of hash and stew.

Their fears were unfounded, however, reports Vance Reid, the Ship's Delegate, for when the stores came aboard there was a sizeable quantity of fresh meat, primarily steak. So, again, the crew dined on steak every night. "It was one long holiday," says Reid. "To us she is the steak ship, a joy to every catleman's heart."

ONE BRIGHT SIDE

The experience of the Harper crew was the one bright spot in the otherwise dreary picture.

From reports received at Headquarters it's a rare ship out of the boneyard that hasn't brought woe to the crew. A crewmember of the Edward L. Grant, Bloomfield, Liberty, reported that the galley range of the ship broke down and left the crew without hot meals for over a week. The ship, as a result, was delayed in Trinidad.

The Alaska Spruce, as a letter in this issue of the LOG bears out, had engine trouble that caused the ship to take almost two months in making the intercoastal run from Norfolk to Alaska. Her 17-man crew was not in a happy mood at last report.

The Clarksburg Victory, Mississippi, reported range trouble and an unhappy crew during its recent trip, and the men on the E. A. Burnett, Isthmian, sweated over a broken down refrigerator during its trip to Europe. Another unhappy Isthmian, the Edward Scripps, was last reported limping into Bombay for repairs after trying valiantly to make the first leg of its trip without a breakdown.

According to the reports received from crewmembers on the affected ships they are in agreement on one thing: Every ship being returned to service from the boneyard should be thoroughly inspected and given test runs before being allowed to be put into service.

'Navigator' Staff Celebrates Tenth Issue



The staff of the Navigator, newspaper published aboard the SS Del Norte, celebrate the completion of ten issues since Vol. 1, No. 1, came off the press by displaying copies of each issue.

From left to right, they are, rear row: Mac Fabricant, Al Brindley, Tex Metting, Stefan Sobczyk, Felix Amora, Robert High, Jacob Zimmer, William Smith. Standing in rear: Frank Paschang, Harold E. Crane. Front row: Maurice Duet, Frank Russo and Thurston Lewis.

Veteran Of 'Good Old Days' Returns To Sea After 24 Years On Beach

After a 24-year absence Bruno Kerpa has returned to the sea, but it's a far different trade than it was when he left to rear a family after an adventurous career aboard sailing ships and coal burning steamers. Now sailing on SIU ships, he has no good words for the "good old days."

As a fireman, Kerpa stood before the roaring fires of the old coal burners shoveling coal and heaving ashes for weeks on end during his trips. If a Fireman became ill, the watch went on six on and six off with four or five fires to watch and clean. If the coal passer became ill, the

Firemen had to trim their own coal. All of this without overtime or compensation. Today with extra pay for overtime and penalty work, coupled with the almost revolutionary changes in working and living conditions aboard ship, Kerpa finds going to sea is an enjoyable and profitable livelihood.

Kerpa's experiences before the mast in the early '20's were no less discomforting than his work aboard the coal burners. At one time he signed on as Blacksmith aboard the four-masted bark Lamkenhafen, bound from Hamburg for Calcutta and Australia.

The trip took 135 days to Calcutta with a cargo of salt—a cargo which Kerpa said spawned millions of salt fleas that infested the entire ship.

Kerpa reports that the food on the trip deteriorated steadily and after a short time the crew was on a steady diet of biscuits, corned beef and dried fish. They were also rationed one cup of water a day, with none for bathing.

When the ship arrived in Calcutta the crew enjoyed two days in port when disaster struck. Suddenly, without warning, the ship capsized in the Ganges river throwing the crewmen aboard into the water where the tide ran strong. All were rescued but everyone's belongings were lost.

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The De Pauw's Sun Tan Club



Crewmembers of the DePauw Victory, South Atlantic, catch a bit of sun and air while the ship was enroute from Korean waters where it had been operating for the MSTC. The Seafarers are, left to right, Williams, MM; Paris, MM; Miorana, BR; and Whitey, OS. Pic by Whitey Wantlett.

Digested Minutes Of SIU Ship Meetings

CHIWAHA (Cities Service), June 11—Chairman, Keith Terpe; Secretary, W. Girard. Delegates' reports accepted. Special meeting called to discuss and act upon the various issues raised in the current SEAFARERS LOG. Full report given on the issues raised and vote taken with crew unanimously in favor of all.

COUNCIL GROVE (Cities Service), June 24—Chairman, Aksel Glerup; Secretary, Joseph Heckl. Delegates reported no disputed overtime. Motion carried to have fans installed in the port and starboard crew heads. Motion carried that the Bosun assign a seaman to sweep and wash off poop deck every morning.

FRENCH CREEK (Cities Service), June 17—Chairman, Joe Collins; Secretary, W. Wendland. Delegates reported okay. Clarification given on hoisting buckets while tank cleaning. Report from Senate Labor sub-committee on Cities Service case.

GOVERNMENT CAMP (Cities Service), June 27—Chairman, Tom Crane; Secretary, T. Zaragoza. Delegates reported no beefs. Ship's crew told to vote on new dues referendum and constitutional amendments. Clarification asked as to who is to make coffee at morning coffetime.

LONE JACK (Cities Service), June 10—Chairman, Donald Dickson; Secretary, B. Kimberly. Delegates reported all in order. Suggestion made that washing machine be repaired in next port. Clarifications in Cities Service contract read and accepted.

E. A. BURNETT (Isthmian), June 3—Chairman, Charles B. Martin; Secretary, W. Van Dyne. Delegates reported all okay. Men wanting time off in foreign ports were urged to make arrangements for swapping watches. Crew suggests that all SIU crews make a close check of ships being reactivated and make sure they are in seagoing condition, as the Burnett is having trouble with the cold boxes and the fresh water tanks.

STEEL FLYER (Isthmian), June 24—Chairman, Stephen Sloneski; Secretary, Robert Smith. Delegates reported no beefs. Vote of thanks given Steward, who discussed care of ship's linen. Crew asked to donate to ship's fund for repairs to washing machine.

STEEL CHEMIST (Isthmian), June 18—Chairman, Jess Martin; Secretary, Miles Sanders. Delegates reported some disputed overtime. Discussion on allotment of sanitary work. Suggestion made to have linen changed. Steward stated he tried to get concentrated fruit juices in Colombo but the Captain would not allow it.

DOROTHY (Bull), June 3—Chairman, H. Pierce; Secretary, L. Allen. Delegates reported number of permits and books in their departments. Motion carried to hold a meeting each trip going north. Warning on getting gassed up and performing given by the Ship's Delegate.

Seafarer Sam Says



STEEL MAKER (Isthmian), June 17—Chairman, F. Harvy; Secretary, T. Concepcion. Delegates reported all okay. Captain to be seen about fixing radio in messhall. Five issues read and accepted by crew.

STEEL SCIENTIST (Isthmian), May 26—Chairman, Charles Lee; Secretary, Charles Bergagha. Delegates reported number of books and permits in their departments. Discussion on performers.

SEADREAM (Colonial), June 3—Chairman, W. Morrison; Secretary, D. Freeman. Delegates reported okay. Discussion on political action, with crew voting to send a letter to Headquarters giving crew's endorsement.

WILLIAM B. YATES (Isthmian), June 2—Chairman, Charlie Mazur; Secretary, O. Brooke. Delegates reported all okay. Chairman suggested that the permitmen read the agreement and learn it well. Discussion on ways to make vessel a good SIU ship.

MONROE (Bull), May 10—Chairman, H. Roundtree; Secretary, Douglas Acker. Ship's Delegate thanked men who had donated to March of Dimes. Motion carried for Headquarters work on a plan where families of merchant seamen can be admitted to marine hospitals. Educational program held with Ship's Delegate reading the booklet "Charges."

SANTORE (Ore), June 23—Chairman, Vincent Walrath; Secretary, W. Clark. Discussion on the five issues sent to ship. Crew voted 100 percent in favor of all issues. Delegates reported some disputed overtime in each department. Discussion on number of pierhead jumps on these ships, and the necessity of more SIU men taking the ships to safeguard conditions.

LLOYD S. CARLSON (Bloomfield), May 13—Chairman, D. Fuschillo; Secretary, J. Prestwood. Deck Delegate reported some differences between Bosun

and Captain. Motion carried that crew's washing machine be put in the name of the Union in case the ship is laid up, sold or taken over by another union. Ship's Delegate resigned because majority of beefs are in deck department, and he is not a deck department man.

FORT BRIDGER (US Petroleum), May 26—Chairman, William Thompson; Secretary, Lee de Parlier. Delegates reported no beefs. Charges read against a crewmember who had fouled up continuously during trip. More

cooperation between crew Messman and Pantryman urged.

June 17—Chairman, William Thompson; Secretary, Antonio Tarquinio. Delegates' reports accepted. Suggestion agreed to that crew support the continued operation of the seamen's club in Naples. Suggestion made to take on fruits and vegetables in Naples.

THE CABINS (Mathiasen), May 9—Chairman, William Carey; Secretary, W. Neilson. Delegates reported some disputed overtime. Each man to donate \$2 for ship's fund.

June 28—Chairman, Warren Neilson; Secretary, Eilenberry. Delegates reported number of books and permits in their departments. Old washing machine to be sent ashore for repairs. Proposal made to keep stricter control over performers.

LONGVIEW VICTORY (Victory Carriers), June 20—Chairman, John Howarth; Secretary, B. Trottie. Delegates reported all okay. Motion carried to buy a new motor for the washing machine. Discussion on shortage of linen, which Steward said was second in importance after food. Someone said that the important thing after food was a lifeboat.

FREDERIC C. COLLIN (Trans-Fuel), April 8—Chairman, Henry Anderson; Secretary, Frank Naklicki. Delegates reported number of books and permits. Motion carried that anyone coming aboard drunk will be heavily fined. Ship's Delegate to see about a new library in New Orleans. Educational bulletin from Union read and accepted. Delegate reported Captain had asked that the crew refrain from waking him up in the middle of the night asking for draws.

SAN ANGELO VICTORY (Seatrade), June 3—Chairman, J. Rodites; Secretary, N. Abernathy. Delegates reported number of books and permits in their departments. Captain to be seen about fresh milk in Japan. Suggestion made that stewards department rooms be painted.

ANNE BUTLER (Bloomfield), June 23—Chairman, Fred Israel; Secretary, John Breen. Ship's Delegate reported that company does not allow draws in American money in South American ports. Some disputed overtime reported.

CALMAR (Calmar), April 23—Chairman, Orlie Price; Secretary, B. Cawthorne. Bulletin board to be put up in crew's lounge. Question raised as to, where only a Deck Engineer is carried, who relieves the Fireman for supper?

May 27—Chairman, W. Bunker; Secretary, B. Cawthorne. Delegates reported no beefs. Several repairs suggested. Patrolman to be seen that repairs are made in New York. Crew asked to cooperate in seeing that the messroom is left clean after playing cards.



SEATHAIN HAVANA (Seatrain), June 3—Chairman, Reece Oliver; Secretary, W. Cahill. Delegates reported no beefs. Men reminded to be aboard ship one hour before sailing time. Motion carried to have a voice tube installed from galley to crew's messroom. Crew asked that Maxwell House coffee be put aboard. Motion carried to have ladder installed on eye beams and a catwalk so Deck Engineer can safely grease machinery of deck winches. Motion carried to have another Wiper put aboard and Union renegotiate with company on Electrician set-up.

CAMAS MEADOWS (US Petroleum), May 20—Chairman, M. Lukas; Secretary, W. Murphy. Delegates reported all in order. Suggestion made that Ship's Delegate see Skipper about turning in foreign money before leaving port. Second Cook-Baker instructed to do better in his work. Crew commended Headquarters Committee for doing a fine job on the new Vacation Plan.

SEATRAN NEW JERSEY (Seatrain), June 19—Chairman, Mike Muzio; Secretary, Al Power. Motion carried to elect one man to care for library and other crew property.

TADDEI (Shipenter), June 17—Chairman, Red Brady; Secretary, George Bauer. Delegates reported no beefs. Repair list to be made up and okayed by each department. Each man to donate \$5 toward purchase of a new washing machine.

DEL AIRES (Mississippi), May 18—Chairman, Baldy Ballanger; Secretary, Al Whitmer. Delegates reported minor beefs concerning night's lodging for some of crew. Treasurer reported \$57 on hand. Men urged to contribute to March of Dimes.

(More Ships' Minutes on Page 14)

Directory Of SIU Halls

SIU, A&G District

BALTIMORE	14 North Gay St. Earl Sheppard, Agent	Mulberry 4540
BOSTON	276 State St. Ben Lawson, Agent	Richmond 2-0140
BOSTON	Dispatcher	Richmond 2-0141
GALVESTON	308 1/2—23rd St. Keith Alsop, Agent	Phone 2-8448
LAKE CHARLES, La.	1419 Ryan St. Keith Terpe, Agent	
MOBILE	1 South Lawrence St. Cal Tanner, Agent	Phone 2-1754
NEW ORLEANS	523 Bienville St. Lindsey Williams, Agent	
NEW ORLEANS	Magnolia 6112-6113	
NEW YORK	51 Beaver St. HAnover	2-2784
NORFOLK	127-129 Bank St. Ben Rees, Agent	Phone 4-1083
PHILADELPHIA	337 Market St. S. Cardullo, Agent	Market 7-1635
SAN FRANCISCO	450 Harrison St. Lloyd Gardner, Agent	Douglas 2-5475
SAN JUAN, P.R.	252 Ponce de Leon St. Sal Colla, Agent	
SAVANNAH	2 Abercorn St. E. B. Tilley, Agent	Phone 3-1728
SEATTLE	2700 1st Ave. Ray Oates, Agent	Seneca 4570
TAMPA	1809-1811 N. Franklin St. Ray White, Agent	Phone 2-1323
WILMINGTON, Calif.	440 Avalon Blvd. Jeff Morrison, Agent	Terminal 4-2874
HEADQUARTERS	51 Beaver St., N.Y.C.	
SECRETARY-TREASURER Paul Hall		
HEADQUARTERS REPRESENTATIVES Joe Algina Robert Matthews Joseph Volpian		
S U P		
HONOLULU	16 Merchant St.	Phone 5-8777
PORTLAND	111 W. Burnside St.	Beacon 4336
RICHMOND, Calif.	257 5th St.	Phone 2599

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

Great Lakes District

ASHTABULA	1036 W. 5th St. Phone 4-8831
BUFFALO, N.Y.	10 Exchange St. Phone Cleveland 7391
CLEVELAND	2602 Carroll St. Phone Main 0147
DETROIT	1038 3rd St. Headquarters Phone Cadillac 6857
DULUTH	531 W. Michigan St. Phone Melrose 4110
MILWAUKEE	683 S. 2nd St. Phone Broadway 2-5017
SOUTH CHICAGO	3261 E. 92nd St. Phone Essex 5-2410

Canadian District

MONTREAL	463 McGill St. MARquette 5909
HALIFAX, N.S.	120 1/2 Hollis St. Phone 3-8911
FORT WILLIAM, Ontario	118 1/2 Syndicate Ave. Phone 3-3221
PORT COLBORNE, Ontario	103 Durham St. Phone 5691
TORONTO, Ontario	86 Colborne St. Elgin 5719
VICTORIA, B.C.	617 1/2 Cormorant St. Empire 4531
VANCOUVER, B.C.	565 Hamilton St. Pacific 7824
SYDNEY, N.S.	304 Charlotte St. Phone 6346
BAGOTVILLE, Quebec	20 Elgin St. Phone 545
THOROLD, Ontario	37 Ormont St. Phone 3-3202
QUEBEC	113 Cote De La Montague Quebec Phone 2-7078
SAINT JOHN, N.B.	177 Prince William St. Phone 2-3049

THE MEMBERSHIP SPEAKS



Panamanian 'Cruise' Vet Lauds SIU-ITF Victory

To the Editor:

I've finally been spurred to write a letter to the LOG. I am overwhelmed with joy to see where the SIU and the ITF won \$27,600 for the crew aboard the Panamanian Oiltransporter.

Although my experience on a Panamanian ship was not as bad as it was for this crew, nevertheless it was bad enough.

The MS Philae was her name.

We set sail from Vancouver with an organized SIU crew after the Captain was unable to man her with scab labor. The crew was all Canadian. The officers were Norwegian. We were headed for Argentina.

After getting to sea the Captain immediately set forth to bust the Union. His first attempt was to stop the Union meetings aboard the ship. Needless to say, this did not go over too well with the members and trouble began. We were at sea sixty-five days before reaching Rosario. We were given shore leave with \$15 and were in that port for almost three weeks.

We got wheat from Argentina for France. Things grew from bad to worse as time went on, and by the time we got to France it was enough for most of the boys. I certainly couldn't blame them too much when they quit the ship there.

SIX STALWARTS

Thanks to Cecil Morton, who was the Chips aboard—one grand fellow and certainly a valuable SIU member—six of us were persuaded to stay so the company could not break the contract. When the replacements came on they were of all nationalities.

We were then chartered by the Dutch Government to go to the Far East by way of Suez and back again. The grub was rotten. Some crewmembers got jaundice. We did manage, however, to maintain the original set wages for everyone.

When we got back to Rotterdam the 12 months contract had expired and we were all replaced with a gang from Norway, with Norwegian wages, of course.

Chips and I then worked our way back on a Canadian scow headed for New York, but because of bad weather we put into Halifax for repairs. We still hadn't gotten our pay from the Panamanian ship, since we were to pick that up in New York, but fortunately the Canadian ship was sailing short, so Chips signed on. When we got to Halifax we had enough money for a room until the company wired us train fare to New York.

In New York we met Pat Murphy, Vancouver Agent for the Canadian District, who managed somehow to get a new contract for the Norwegians who were put on the ship to take our place. He got them wages equal to ours. This should prove that the SIU takes care of all Seafarers and does everything it can to better conditions for seamen throughout the world.

After getting to New York I went to the Coast Guard and got my Chief Electrician's endorsement and shipped out on an A&G SIU ship. I never knew a seaman's life could be so wonderful. It sure was a pleasure after being on a Panamanian scow.

Ross Rhody

Neck Injury Prevents Atlantan From Sailing

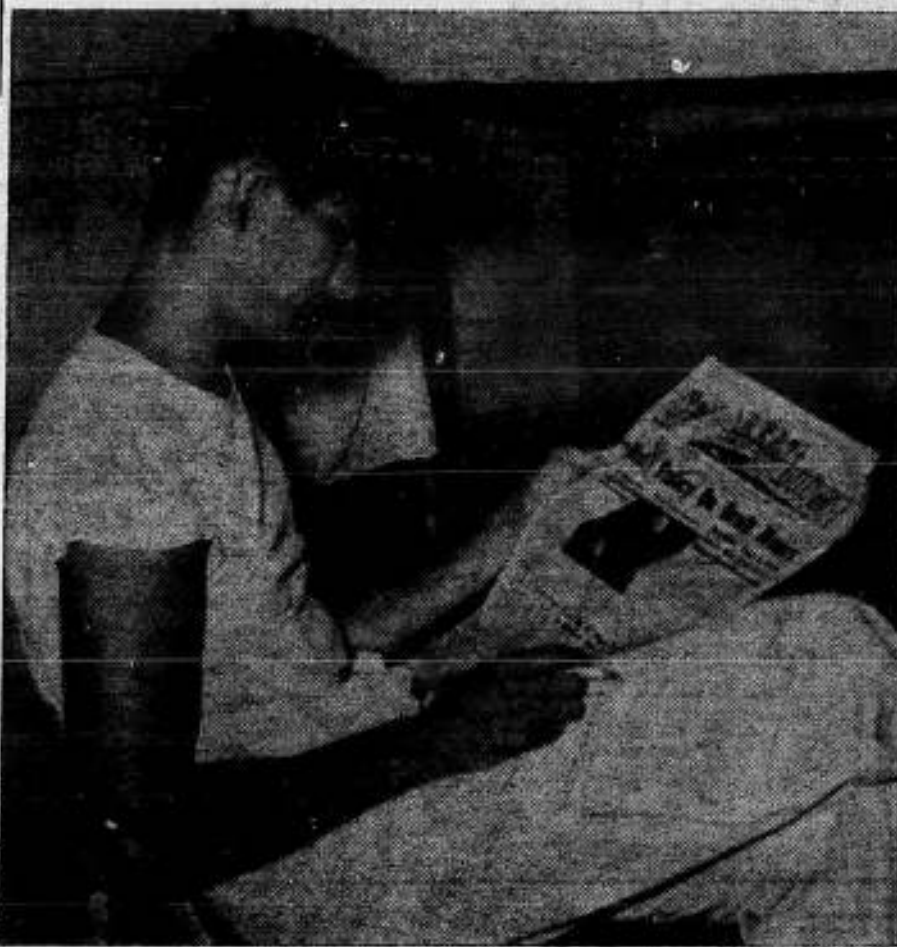
To the Editor:

I have been receiving the LOG since I quit sailing in 1946 and have thoroughly enjoyed every issue I have received. It keeps me posted on the activity and the great things the SIU is doing for its members.

It would be nice to sail the seas again as I did during World War II, but due to a neck injury I am unable to do so. I know the SIU will lead the way in the future. Please send me a copy of "Seafarers in World War II." I know I will enjoy reading it.

Harold E. Williams
Atlanta, Ga.

Keeping Up With The Union



Former Seafarer Jonathan DuBose escapes from the life of a Navy man for a few moments by catching up on the happenings of the SIU in the pages of the SEAFARERS LOG. A Seabee, DuBose warns that even 10 years at sea won't help much toward getting a rating.

If Ship Keeps Running It's Not Shotgun's Fault

To the Editor:

Now I ain't a hankering fer no feud, but I notice in one of the LOGs that you uns wure hankering fer a little written word er two from us so-called Seafarer-reporters. Well, I ain't much at reportin' but I would kinda like to let you know 'bout my troubles on this hyar piece of scrap.

Being broke, which is nuthin unusual fer me, I took a job on the Jean LaFitte as Deck Engineer. Now, I don't lay no claim to being a good Deck Engineer, but I'm learning more every day.

STEAMED UP

The first day I came on the scow the Chief Engineer told me to put steam on deck. You know what I did? I started opening the steam stop on the port boiler. Heck, You can't learn everything at once. Like the time the First Assistant told me to start the deck condenser and the first thing you know I had the telemotor system working. Boy, what a time I'm having.

Every time the Bosun asks for steam on the anchor windlass I just sit back and pray it will run. One time we dropped the anchor and we couldn't get the thing back up again.

Know what I'm gonna do? I think I know too much to keep on sailing as Deck Engineer. I think I'll go up and get my license.

I was talking with the Chief this morning and he had the nerve to tell me that we weren't going to sail together anymore. I asked him if he was going to get off and go on a vacation or sumpin and he tole me No! Now, I can't understand what is go-

ing to come off because I am planning to make one more trip on here.

I guess I'm just not strong enough to be a Deck Engineer. The other day the Chief told me to pack a winch. I told him it was mighty big to pack and I didn't think I could do it, but if he would give me a line I guess I could drag it across the deck. I don't understand why he stormed off the deck. I do everything he tells me.

Say, I hear that cars are pretty cheap on the East Coast. Mebbe so, but I got one that would be hard to beat. It's only got 125,000 miles on it and it only cost me \$1,195. It needs a couple of small repairs and it will be perfect. It was rolled over three times and the left door sags a bit, but there's unadulterated thunder under the hood. My best tire has four boots in it.

FRIENDLY PUSH

'Cause I'm a friendly guy I let the Chief's wife drive it down to Frisco from Seattle. I hear tell she pushed it over half the way there. Someone said she even had to push it downhill. Kinda reluctant buggy, but I like them ornery.

I think I got a pretty good buy though. It's a 1934 Olds and it was well taken care of by the old couple who owned it. The steering wheel is original equipment.

I'll close for now and let you know later if the Chief takes his vacation or not. I can't figure that guy out.

Clyde (Shotgun) Still

Brotherhood On Del Norte Real, He Says

To the Editor:

I would appreciate it if you would please print this in the LOG for the whole membership to read.

I was an Ordinary Seaman aboard the SS Del Sud, when I was taken off on the southbound voyage in Santos, Brazil, due to a shipboard accident.

I was sent to the hospital there, and after a few days was put aboard the SS Del Norte to be returned to the States.

"SIU STYLE"

The moment I arrived on the Norte, I was greeted in what I call true SIU style. By this I mean all the Brothers wanted to know if I had enough smokes, toilet articles, or was there anything I might need.

I was put in the ship's hospital, where immediately the Ship's Delegate saw to it that I had linens, and went so far as to have my bunk made up for me.

Then came the Topper! A few days later, I was approached by the Ship's Treasurer and, without a speech or any other kind of hullabaloo, I was handed a ten-dollar bill.

He merely said that it was customary to give Brothers returning as hospital patients money*for smokes, or any other thing they might need, from the ship's treasury.

I was quite flabbergasted at this wonderful gesture, and I want this made known in print: that if ever an example of true Brotherhood and good unionism exists, it's right aboard the Del Norte. If ever a crew lived up to SIU standards, it's the crew of the Del Norte, who not only preach Brotherhood but practice it.

Harold Schackman
SUP P-13079

Hunt And Peck



"It was moved and carried ..." notes Brother Slim Brennan, of Cities Service's Winter Hill as he types up the minutes of the ship's meeting recently before the ship arrived in Lake Charles, La.

Life's Easier With Gains, Says SIU Wife

To the Editor:

For the past years whenever I received the LOG at our home I have read of the wage increases for the men of the Union and of the many new benefits the Union has won for them. Each time I have said a silent "Thank You," as I know these matters make the life my husband lives at sea a bit better and make for a bit easier life for us here at home.

It wasn't until I read Mrs. Harding's letter (LOG, July 13) that I decided no one would know of my appreciation for these things unless I let you know.

There isn't much I can add to what she has said about the added security the Welfare Plan gives the families of seamen, but I do want to let you know that here is another sailor's wife who is thankful.

Jack, my husband, has told me that he's now covered by \$1,500 insurance, which is nice to know in the event anything should happen. Likewise, he has told me that he now will receive vacation money every year. This alone is a sort of a cost of living bonus to us as it is money he has never collected before.

All in all, Jack and I are very much appreciative of the many benefits the Union has won for us and I know he echoes me when I say we're proud of the SIU. I'm sure there are hundreds of other wives and families of seamen who feel the same as I do but somehow never get around to saying "Thank You."

Mrs. John Travers
Kewadin, Mich.

"So I Says To The Guy..."



Something the old spellbinder Pappy Rouse (right) said brings amused smiles to the faces of his shipmates aboard the SS Del Aires. Relaxing and listening after a heavy feed are, front to rear: Baldy Baldinger, Ralph Pichet and John Linn.

Ship Education Bulletins Clear Cobwebs, Says Barney

To the Editor:

Most of the time I'm happy to curl up in my bunk with a magazine and let that go as education, but I must admit that the educational bulletins being sent out to the ships are doing the job much better than True Detective.

There is a lot we take for granted about the Union and yet really don't understand too well. That goes for other matters affecting seamen.

The recent bulletins about preparing overtime sheets and the way to go about settling beefs were excellent for teaching the newcomers the score and helped to brush away some of the cobwebs from the minds of the oldtimers.

NO MORE HAZB-

I, personally, found the recent bulletin on the customs regula-

Stricken Seafarer Lauds SIU Support Of Polio Campaign

To the Editor:

I wish to put in a word of thanks and appreciation to all of the Seafarers for their contributions to the March of Dimes. I'd like to say that it is a worthy and just cause.

After going to sea for four years as a member of the SIU, I returned home for a rest in May, 1949. In August I was stricken with polio and paralyzed in both legs.

I spent seven weeks in the hospital. I received the best of care and when discharged was given aluminum crutches and braces. Everything that could possibly be done was done for me.

I don't think I'll ever recover, but I can get around now, although my left leg is still very weak and my right is still paralyzed. It's rough to know that I'll never be sailing again.

I'm probably not the only Seafarer who was afflicted by disease and cut down. Perhaps the Welfare Plan could arrange for some aid to disabled Seafarers as well as for the members who have died.

Ned Williams

tions to be right down the alley. I have always been kind of hazy on this \$200 and \$300 deduction business. In one swipe a good number of questions I hear about customs on ships have been answered.

While on the subject, I think it would be a good idea to get a bulletin out on the laws affecting seamen. This sounds like a big job, but a lot of men, including myself, would like to know something about the seamen's law and why we don't come under workmen's compensation.

Barney Pusher

(Ed. Note: We're glad to hear the bulletins are doing a job and we will put our legal eagles to work on the article you suggest sometime in the near future. Incidentally, as the article will bear out, be happy you don't come under workmen's compensation.)



Patience

By THURSTON LEWIS

A fairweather friend is better than no friend at all. But Oh how quick they leave you if you should chance to fall. You can have the girl, my lad, while yet your eyes are blue, But when they're dark and and staring, lad, then I shall have her, too. You'll be in your grave, my lad, on land or in the sea And then the girl that once we had will then be all for me.

Spruce Still 700 Miles From Port After 48-Day Norfolk-Alaska Trip

To the Editor:

You've heard the oldtimers talk about the length of time it took them to go around the Horn in a sailing ship, but let me tell you about the Alaska Spruce, bound from Newport News, Virginia, to Anchorage, Alaska, via the Panama Canal.

This crew shipped out of the New York Hall on May 7, with the understanding that we would make the trip from Newport News to Alaska and back to Seattle, and then the ship was going on a steady run between Seattle and Alaska.

We left New York on May 10 and arrived in Newport News on May 11, and then proceeded to load. Left Virginia May 18, arrived Panama Canal May 27. Docked for repairs and stores, went through the Canal May 29, and set course for Alaska.

Everything going along swell with only two or three minor breakdowns until we passed Frisco lightship. Then we had to slow down to half-speed on account of weather.

In two days we made the good total of 80 miles. After that, the weather started calming down, so the Old Man gave orders for full speed ahead.

PULL THE HEAD

After proceeding full ahead for a few minutes, the engine made like a coffee grinder and the engine room filled up with

smoke. After looking over the engine, the Chief found that he would have to pull a piston (this is, by the way, a diesel), so they began working all hands from the black gang.

In the meantime, the weather started acting up again, the wind at times reaching a velocity of 80 miles an hour, and there we were wallowing around for 32 hours with nothing to do but give moral help to the black gang.

LOAD GOES

In the meantime, 70 tons of pipe we had on deck took its departure without even a sound. Finally they got her going again, but, with the wind blowing and the sea running, the Chief was afraid to open her up more than just to keep headway, for fear she would blow up again and he was all out of spare parts.

We set course for Alaska again and kept going for about four hours, when the Old Man decided to turn back to Frisco for repairs.

So we headed south again, and about eight hours later he decided he would try for Seattle, so we turned around again. Finally, he received orders from his home office to proceed to Frisco, so we turned around again.

By this time everybody was getting dizzy from turning, and we finally limped into Frisco

where the shore workers proceeded to rip the whole engine apart, which took them exactly one week, working day and almost every night.

We finally left Frisco without three of our old crew, one man going to the hospital and two falling by the wayside. So far we only had one little breakdown, but we are keeping our fingers crossed.

It is now 48 days since we left Newport News, and we are still about 700 miles from Alaska, and they say we may load with lumber and head back to the East Coast. Oh, Mama!

Incidentally, this ship is called a Diesel coaster, of which there are only a few in captivity. She was built during the war, and lend-leased to the British until the war was over, and she was in the boneyard until she was taken out in May. She has three hatches and no booms, the cargo being handled by shore crews.

Paul Kaajcirik

Whiskey Sour To Seamen, Prof Claims

To the Editor:

My friend John Swenehart, who also doesn't drink, wrote the following. John, when he was Professor of English at the University of Delaware, used to use the SEAFARERS LOG in teaching his classes. He titled it "Why Seamen Don't Drink."

"The reason why seamen are prone not to touch the stuff is that they spend so much of their time on the water which is a type of liquor. When they come ashore, naturally having seen so much of fluid, the thing they rush for is something solid like food.

"They do not rush after women because a woman is a human and it had been proven scientifically that the human body is made up of 83 percent water.

"However, experiments have indicated that seamen can be conditioned to drink by gradual elimination of their fear of the stuff.

DOUBLE STRENGTH

"At the Davy Jones Institute recently volunteer seamen subjects were administered an eye-dropperful of Virginia Dare once every three days for a period of five weeks. At the end of the period it was found that several of the more hardy subjects were able to take a double dropperful.

"Only one subject died from the increased dose and it is believed that he was actually a shoresider in disguise.

"Institute spokesmen now predict that in time, with the continuing decrease in the size of a shot glass, a seaman will be capable of walking into a bar along with any landlubber and consuming an entire whiskey and vacating premises with no more than slight intoxicating effects.

"However, there is as yet no evidence that seamen can be conditioned to pursue women while ashore." Bill Champlin

Heart Attack Beds Braxton; 'Watch Your Health,' He Says

To the Editor:

I am glad the SIU membership is doing so well in response to the polio drive. I know Seafarer Gene Milanesi—who was a recent victim of polio—well, and he is a great guy. I say, hats off to the membership for not forgetting those poor unfortunates.

I am also very happy to see all the progress being made by the Union, and I say that the membership is rightly proud of belonging to an outfit that is always fighting and working for the advancement of all seamen.

I would also like to take this opportunity to point out that our health is our strength, so let's all take care and report all accidents and illnesses.

Even a bad cold is dangerous—take it from one who knows. I was in Staten Island Marine Hospital 24 days from what started out as a bad cold, and

Stanton Patients Praise Officials For Fund Benefits

To the Editor:

We the undersigned take this pleasure to thank the officials, the trustees of the Welfare Plan, for the great work and effort they are showing.

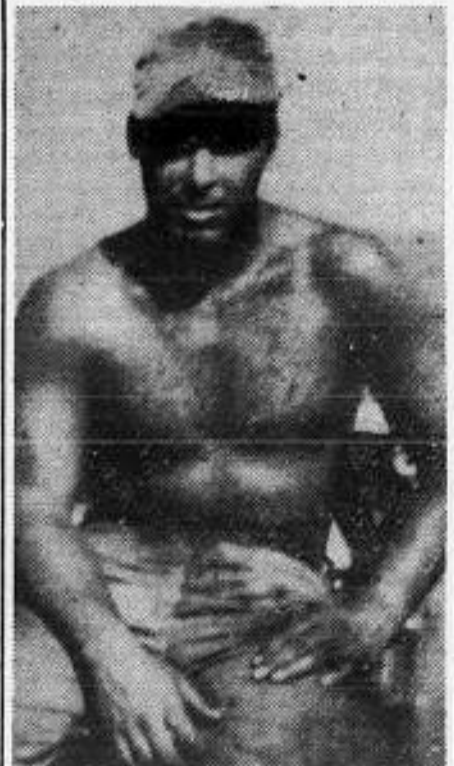
We are proud to have a Union that leads them all. The raises in benefits are proudly welcomed by the members here. Many thanks, to all.

- Donald McDonald
- Clarence Shively
- Gidleo Wood
- Edward Pritchard
- Fort Stanton Hospital
- Fort Stanton, NM

was only out a week when I had a heart attack, from which I am now slowly recovering at home.

Let my case and that of Gene Milanesi help you all to be more careful in every way.

Since I have not been around from the first of this year, I would like to hear from my old



GORDON W. BRAXTON

shipmates. Or if any of you make the port of Tampa, how about giving me a ring? I was Bosun on the SS Claiborne for a year and a half, and would like to hear from that crew. Happy sailing to all my old shipmates and Brother Seafarers.

Gordon W. Braxton
404 W. Louisiana Avenue
Tampa, Florida
Phone: 3-21622

Repatriated On NMU Ship, Seafarer Diets Off 8 Lbs.

To the Editor:

If you Brothers will recall, an article appeared in the LOG several months ago telling about the food beefs that were flaring in the NMU. The LOG reproduced headlines from the NMU Pilot showing what a problem the food situation had become.

Well, I now have a little firsthand information for you. I had the so-called privilege of being repatriated from Japan on an NMU ship and, Brother, believe me I could fill a book on what I saw, but I'll go easy on you, by just citing a few incidents that occurred in each department.

TOUGH

Before I start, I want to make it clear that nobody said or did anything about any of these incidents as things like that are obviously okay by the NMU. One of the crewmembers told me that he brought one of the beefs to the attention of the Patrolman and the Patrolman told him, "If you don't like it, get off!"

The majority of the beefs were in the stewards department. The Stewards ship from the company offices and they feed according to company standards and not the union's. So on my two-week hungry voyage back to the States I lost eight pounds. And, Brother, if you know me I can't afford to lose eight ounces.

The ship had a 40-man crew, so the Baker made five pies with each one cut into eight portions — one per man. After eight days out I asked the Steward how come there were no seconds. He told me I get just what the foc'sle card called for for each man. He also remarked that he'd like to see the way the SIU fed, but I told him there were no Messman's jobs open right now and let it go at that.

BIG DEAL

On deck they had a Bosun and he, like the Steward and the rest of the ship, ran it according to the agreement (probably between him and the company). Here's a typical incident of the many:

Coming into port they had to raise the gear. The Bosun went to the Mate and asked him how

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 Ave., 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.

many men he wanted for the job. The Mate replied, "You're the Bosun and you know how many men you need."

Result—the Bosun called just the watch and the MM. By the way, that was a C-type ship.

In the Black Gang they had a whole lot of beefs, but I think I'll tell you about the Electrician. When I boarded the ship in Japan I found the Mate doing the Electrician's job working cargo. Later in the trip I found out why. It went something like this:

HOW ABOUT THAT?

The NMU agreement calls for the same as ours—two Electricians on that type of ship. The company decided that it was only to be a short trip and, being they had bulk cargo, there was a need for only one Electrician. And since having only one Electrician aboard would involve too much overtime, the Mates were to turn to to do his work. And guess what? They got away with it.

Well, I can truthfully say that I am proud to be a member of the SIU. With the phony deals on that ship it made me realize how lucky I am to have the best working and feeding conditions that any union has to offer.

Francis R. Napoli

Warriors Whoop Praise Of LOG For Heap Big Title



Left to right in the SS Warrior's galley are C. Kreiss, Baker; C. Nall, Steward; S. De Zee, 2nd Cook, and L. Thomas, Chief Cook; kneeling is H. Seymour, Utility. On deck at right are A. Slay, Wiper; C. Knowles, Bosun, and Sessum, OS.

To the Editor:

I'm sending you a few snapshots taken aboard the SS Warrior last trip. I have already sent you quite a few shots and everyone was thrilled by the fact that they appeared in successive issues.

The picture taken in the galley shows one of the best combinations of Steward, Cooks, Baker and Utilityman that I have ever seen. Their unexcelled efficiency and whole-hearted atten-

tion to their jobs makes this ship an A-1 feeder, as I mentioned in a previous letter.

We lost our Chief Cook but the Night Cook and Baker re-shipped in that capacity, and so far he has proved himself as excellent a Cook as he is a Baker.

The other shot is of a Wiper, Bosun and an OS. The Bosun is Connie Knowles. Many Brothers who have sailed with him will, without a doubt, agree with me that he can't be beat.

I'll send a few more shots of

the "Warriors" at sea after this trip. Let me compliment you on the fact that you picked a wonderful caption for the pictures you printed in the last LOG. From now on the whole crew is going to call each other "Warrior."

Well, I hope to see the enclosed pictures in the LOG by the time I get back. Good luck and thanks for the pictures.

Charles Garris
Chief Electrician
SS Warrior

Now Hear This: 'Mac' Lays Down Arms For Life Of Peace

To the Editor:

Not so long ago—two months ago, in fact—I thought I had at last acquired a position. I had shipped aboard the Alcoa Clipper as Quartermaster. How wrong I was, I was soon to find out.

Properly attired in my high pressure outfit, I reported to the wheelhouse for watch. Everything went smoothly my first three days. In fact, I was convinced that at long last I had found my racket—a congenial Mate on watch, Iron Mike, and coffee to be had for the making in the wheelhouse. And then it happened—I had to take it in at our first port.

After taking the Pilot aboard I was looking forward to a routine and efficient docking. However, I had not reckoned with the volatile nature of the Captain. It started off mildly enough, with the good Master countermanding most of the Pilot's orders, but he screamed at the Junior Mate at the engine telegraph and me. To an impartial observer it would have been comical, but not to us.

ONLY THE BEGINNING

If I had thought this was bad, I hadn't seen anything yet, but soon would. This came to pass on my first gangway watch, when I became better acquainted with the First Officer. I was standing by the gangway, high pressure and all, in an erect and military posture, when out of curiosity I picked up a Spanish language paper, which I couldn't read. It was at this point that the Executive Officer, as he prefers to be called (he served as commander in the Navy during the war) happened on the scene.

He proceeded to inform me in no uncertain terms that he would not tolerate the reading of literature of any type (comic

books included) while on gangway watch. Having warmed up on this and encouraged by my submissive attitude, the commander then gave me an old-fashioned military dressing-down about everything in general.

The smoke having cleared away, I attempted to mentally reconstruct his blast and try to salvage a few pertinent facts from it, so here they are:

NOW, HEAR THIS

(1) The Quartermaster, while on gangway watch, will at all times maintain an alert and correct military bearing; (2) The position of parade rest or at ease may be assumed when not at attention; (3) Every hour on the half-hour, the Quartermaster may, at his own discretion, pace the promenade deck in prescribed military manner, a promenade forward and then aft will be considered sufficient; (4) At crew's coffeetime, the Quartermaster, should he desire coffee, will request permission from the Mate on watch for same, and should permission be granted because of no pressing duties it will be entered in the official log book; (5) When passengers are embarking or disembarking and the cruise director should not be on hand, the Quartermaster will assist the passengers to and from the gangway with an appropriate "By your leave, Sir, Ma'am, or Miss," whatever the case may be; (6) Quartermasters will not, under any circumstances, attempt to initiate a conversation with a passenger. Should a passenger insist on exchanging pleasantries, the Quartermaster will endeavor to keep the conversation in discreet taste.

CAUGHT IN THE ACT

Having been properly indoctrinated, I proceeded to carry out these instructions to the best of my ability, which was never

good enough for the commander.

The trip over, the passengers gone, etc., I figured for a respite. I figured wrong again. How wrong can a guy be? Anyway, there I was sitting by the gangway reading, to which the Night Mate had no objections. Not so the commander, who came aboard at this time.

Despite the fact that there were no passengers aboard, or anyone for that matter, the Executive Officer blew his top: "There will be no reading on the gangway watch at any time.

GI In Korea Recalls SIU Campaigns Against Commies

To the Editor:

I'm enclosing a donation to the SEAFARERS LOG. I've been

Bar In Piraeus Okayed By Men On St. Johns Vic

To the Editor:

We, the crew of the SS St. Johns Victory, Bloomfield Steamship Company of Houston, Texas, would like to inform all SIU members of the way we were treated in Piraeus, Greece, by the owner of the Roosevelt Bar, Steve Giannaras.

He charged us fair prices for everything, mailed our letters, furnished us with honest and competent guides for those who wanted to go sightseeing and had on hand the latest SEAFARERS LOG. He goes out of his way to see that American seamen are happy not only in his place but anywhere in the area.

All hands of the deck department say thanks to Steve Giannaras of the Roosevelt Bar.

Louis O'Leary
Pete Valentis
W. B. Sikes

I won't have it. I won't have it," he screamed.

Well, that was it. Enough was enough, so after due deliberation, I went to the commander's quarters, rapped on the door and informed him in strong language that I was handing in my resignation — which he accepted.

So here I am working for a living again as deck maniac on the Del Valle under that amiable character, Joe Savoca. How bad can things get?

E. N. McInis

out of the Union for about 32 months, having been in the Army for that time, and I want to say that I've enjoyed getting the LOG and reading about the great improvements that my Union Brothers are winning.

As for the new Hall in Brooklyn, I can't wait to get back to the States to see it.

I first started fighting the Reds back in 1945, when I joined the SIU. I made a lot of friends in the Union that I can never forget.

The first of last month I received the Korean Service Ribbon with the rest of the hospital unit for direct support of the Korean campaign. The first thing I thought of was the long fight that the SIU has been waging and winning against the commies in the past, and now in Korea with the ships and supplies that SIU men are manning and bringing to the battlefronts.

I'll close now, saying hello to all of the boys who may remember me.

Cpl. Ross Stratton
172 Station Hospital
APO 547, c/o PM
San Francisco, Calif.

Union Wreckers Warned

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

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

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

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

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

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

New Rating Is Added: Bosun Of Stowaways

By LOUIS GOFFIN

The following incident took place on the old SS America, back in the early spring of 1924. This wagon, an old coalburner, was operated by the US Lines, and ran between New York and Bremerhaven, Germany.

The tale that I am about to unfold is about a one-legged stowaway and an AB on this ship by the name of "Captain" Otto Boulzer.

Back in those days, the American ships running to Germany were plagued with an awful lot of stowaways, and the America was no exception. About two days out from Bremerhaven the Master-at-Arms uncovered a one-legged German who had stowed away in the coal bunkers.

This guy had a pegleg made out of a broomstick, or at least that's what it looked like. When pulled out of the bunkers he was quite a sight, what with the pegleg and a half-ton of coal dust over him. When he was caught he started to talk, and his talk led to the Master-at-Arms going through the rest of the bunkers and uncovering 24 more stowaways.

All these were German, and probably had been assisted by the Firemen who were mostly Germans. This motley crew was taken to the bridge and from there in shackles to the brig, and this is where our friend "Captain" Otto came into the picture.

The fact that this old liar could speak their lingo earned him the new title of Bosun over the stowaways, and it was quite a sight to watch old Otto throw the orders at these poor unfortunates.

He had these poor guys working from dawn to dusk, and seemed to enjoy his task.

The only guy that gave him a bad time was Pegleg, who could not get around as easy as the rest of the stowaways. He also was a little scared of the rest of the stowaways, because in a way he was responsible for them being caught by the Master-at-Arms.

He looked for every angle to do as little as possible and to keep out of the other guys' way. So there was a continuous argument between Otto and him, always in German, and it was really funny to watch old Otto blowing his top, and Pegleg shouting back.

The crew got quite a kick out of all this, and when Otto

used to come in the sailors' fore-castle, the sailors used to ask his permission to it down alongside of him, asking if it was all right for a common sailor to sit down alongside of an old Skipper, who now was a big time Bosun of the stowaways.

This would make him madder and madder and, since he couldn't take it out on the sailors, he would vent his displeasure on poor old Pegleg, and the rest of the stowaways. When he got gassed up, which could be done as beer was sold on this ship, he would walk into the fore-castle and bemoan his fate—that he had descended so low as to be Bosun of stowaways, he, the Skipper who had run the blockade in the Russian-Japanese war back in 1905, and had sailed as Master when most of the sailors in the fore-castle hadn't been born yet.

But this was only when he was drunk, because when sober he enjoyed playing nursemaid to the bunch of stowaways.

When the ship got back to New York, and the stowaways were locked up for the voyage back to Germany, you could bet your bottom dollar that old "Captain" Otto Boulzer was ready to make the next trip, so that he could resume his new rank of Bosun—no, now Chief Bosun of the stowaways.

Shipping In Lake Charles Is Up There With Temperature

By KEITH TERPE

LAKE CHARLES, La., July 18 —The temperature here hit a high point today of 99 degrees, a record for this part of the Gulf so far this year. The mean average for the last two weeks has been 96 and, by some coincidence, that figure is also the total sum of jobs to be called in to the Lake Charles Hall during this same last two-week period. And when I said "mean" let me assure you that this also applied to the shipping picture! Only 68 of the total number of 96 jobs could be filled from the Lake Charles Hall. Of the rest, 15 were filled through the cooperation of the New Orleans Hall and the rest were filled by Galveston.

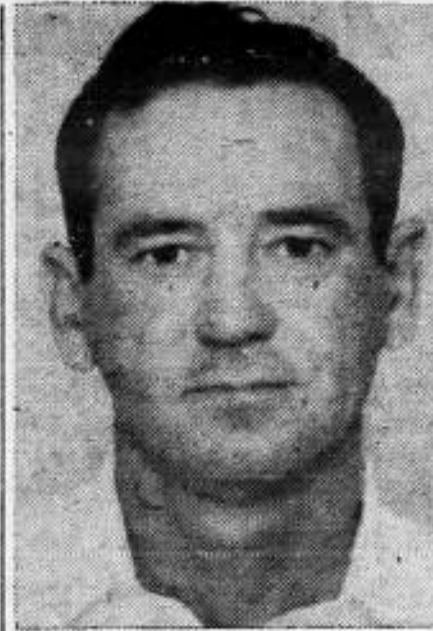
While we are on statistics, here are a few more for the record: total ships calling in, 15; in-transit, 15. Locations: 12 in the Lake Charles area proper; three in Texas ports. Three ships returned twice during the last 14 days — Government Camp, Chiwawa, and Cantigny (Cities Service).

The Winter Hill, Salem Maritime, Lone Jack, Royal Oak, Paoli, Bents Fort and French Creek (Cities Service); Bull Run (Petrol Tanker); Lafayette (Waterman); Steel Chemist (Isthmian) in Port Arthur; the Mission San Gabriel (SUP tanker) in Beaumont, Texas, and the Mission Purisama in Houston, Texas, were the other ships involved.

Performers were at a minimum, all ships were in good, clean shape and the crews were, on the whole, doing a terrific job.

Labor-wise Lake Charlestonians have become shocked and alarmed in recent weeks over the bitterness that still exists in the Cities Service fleet. Following a local news commentary on the situation that has been building up steadily for months aboard these ships, where the men have been forced to work under appalling conditions, hundreds of sympathetic phone calls poured into the Lake Charles Branch.

The major share of the calls were for more information; some were from local labor groups who, after looking the facts in



MALCOLM LAUNEY

the matter over, pledged full support to any action that might develop here. Not one call expressed any criticism of the SIU position!

(Ed. note: This account, of course, was written before Cities Service signed a full contract, including the Vacation Plan. See story on page 1.)

Refusal of Cities Service to sign the Vacation Plan is the only big labor news in this part of Louisiana. However, the AFL Machinists have successfully ended their dispute with Cities Service since the last report. Many of their demands were met by the company in an eleventh-hour negotiating session that ended with a signed contract.

NEW GAINS

Even though the Machinists did not get all the points that they asked for, they can at least expect to have those signed in to their contract lived up to to the letter by the company here.

In recent issues of the LOG, every Seafarer has read with lots of interest the biographical sketches of many "Oldtimers."

I hope that an equal interest will be displayed in what a "Newcomer" has to say.

Malcolm Launey has had a permit for 18 months but is no youngster in the seafaring game. Mal has all engine room ratings, but has been shipping Pumpman for some years past; but let him tell you:

"In the year and a half that

I have been in the SIU, I can see only one change that could be made in the Union to make it a better place to work, that is to really toughen up on these performers—on the ships that is. I know that the policy is to crack down on these chumps, but too often a ship's crew will let a guy get away with things and never report him on the belief that he is really a good guy at heart—then the next thing that you know he pops up on another ship with you and is worse than ever!

"In my mind, I think that the outstanding feature of the Seafarers is the true democratic principle that it operates under, also the real consideration that the Union shows for the rank and file membership.

"Courtesy and smooth, efficient handling of any and all legitimate beefs for old and new members alike is something else that I have never seen duplicated anywhere else.

WAY AHEAD

"Membership benefits like the Welfare Plan, Vacation Plan and, of course, the top conditions that we enjoy on the world's cleanest ships all place the SIU way out ahead of any other maritime union in the country."

Launey has already shipped out aboard a Cities Service scow, in an attempt to help make these top conditions universal in the SIU fleets.

No meeting could be held due to no book members at all, but "This Is The SIU" and "The Battle of Wall Street" were both shown to the men on the beach here, and Whitey Tradewell gave a good talk on some of the highlights from the SIU's brilliant history.

The Central Labor Council meeting was also attended during this period, and the films were shown to members of that body.

President Walter Mayo of the Council felt that, because of the great interest displayed by the delegates of the Council in the films, a mass meeting of all labor groups in this area should be called in August for the purpose of allowing all organized labor to view the outstanding labor films.

First Shipowner Payment To Vacation Plan

BY ENDORSEMENT THIS CHECK IS ACCEPTED IN FULL PAYMENT OF THE FOLLOWING ACCOUNT		38	
TADDEI \$186.20		SHIPPING ENTERPRISES CORPORATION 19 RECTOR STREET NEW YORK	
TOTAL OF INVOICE LESS % DISCOUNT LESS TOTAL DEDUCTIONS AMOUNT OF CHECK		No. 10624 JUL 19 1951 1-8 210	
PAY TO THE ORDER OF Seafarers Vacation Fund		\$186.20	
SHIPPING ENTERPRISES CORP.		5 DOLS 20 CTS	
TO THE NATIONAL CITY BANK OF NEW YORK TWENTY-SIX BROADWAY BRANCH TWENTY-SIX BROADWAY AT BEAVER STREET NEW YORK, N. Y.		SHIPPING ENTERPRISES CORPORATION	

The first check from an SIU-contracted operator to the new SIU Vacation Plan was received last week in the offices of the Plan's Administrator from the Shipenter Lines, operators of the SS Taddel.

The check from the owners of the Taddel—\$186.20—covered the period from June 1 through 19th and totalled up to 532 working days at 35 cents a day, the established rate of payment by the operators.

Since the receipt of the check from the Taddel's owners, several other operators have deposited their checks to the Vacation Plan's account, all of them running from June 1, the date the Plan went into effect.

Payments will continue to be received and deposited to the Vacation Plan's account until October 1 when the benefits become payable.

Digested Minutes Of SIU Ship Meetings

A&G Shipping From July 4 To July 18

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	38	32	22	92	20	27	22	69
New York.....	158	150	125	433	108	107	96	311
Philadelphia.....	55	30	45	130	56	40	47	143
Baltimore.....	152	117	90	359	116	99	72	287
Norfolk.....	26	10	7	43	141	124	90	355
Savannah.....	4	8	11	23	5	8	5	18
Tampa.....	10	6	7	23	21	18	15	54
Mobile.....	35	41	39	115	61	59	42	162
New Orleans.....	60	58	45	163	129	116	125	370
Galveston.....	64	52	30	146	71	48	29	148
West Coast.....	41	40	22	103	71	50	41	162
GRAND TOTAL.....	643	544	443	1,630	799	696	584	2,079

SUZANNE (Bull), June 27 — Chairman, Rivers; Secretary, Gonsorchik. Special meeting called to settle dispute in the Stewards Department. Clarification given as to overtime and number of men involved. Department urged to end disunity and work together for betterment of crew.

AMEROCEAN (Blackchester), May 20—Chairman, John Ziereis; Secretary, Edward Adamko. Delegates reported all okay, except in deck department. Standby man to cooperate in keeping recreation room and messroom clean.

ROBIN TRENT (Robin), April 29 — Chairman, D. Jones; Secretary, John Menville. Delegates reported all okay. Report made that softball team is being organized. Chief Engineer to be seen about recharging water coolers with freon.

DEL VALLE (Mississippi), June 22 — Chairman, Jimmie King; Secretary, LeRoy Colburn. Delegates reported all okay. Five issues from Headquarters read and accepted. Suggestion made that more baseball equipment be bought.

ALCOA CAVALIER (Alcoa), June 13—Chairman, Joe Powers; Secretary, Fred Padgett. Special meeting called for crew to act on five issues sent to ship by Headquarters. Crew told what strides the Union had made in the past and urged to cooperate in the Union program. Crew unanimously adopted all five proposals.

ALCOA CORSAIR (Alcoa), June 3—Chairman, Charlie Kimball; Secretary, John Roberts. Delegates reported all in order. Motion carried that Patrolman see Steward about better grade of meat. Letter concerning March of Dimes read and collection taken. Crew reported that four men had decided to see movie star John Wayne, who was reported as staying at the Queens Park Hotel in Port of Spain. The four western fans persuaded Mr. Wayne, his wife and Lin Unkef of RKO to accompany them to the Casbah for a round of drinks.

June 24—Chairman, C. Kimball; Secretary, J. Roberts. Delegates reported no beefs. Ship's Delegate to see Patrolman and lodge complaint against ship's doctor, who crew feels is incompetent and has refused treatment to several men. Communication from Headquarters on five issues read and accepted by all.



ALCOA PARTNER (Alcoa), June 6—Chairman, Jack Higgins; Secretary, Robert Johnson. Delegates reported all okay. Five issues received for action from Headquarters read and accepted.

ALCOA PILGRIM (Alcoa), June 2—Chairman, Johnny Holley; Secretary, Tommy Danzey. Delegates reported no beefs. Discussion on turning in repair list before ship leaves Trinidad.

June 16 — Chairman, James Russel; Secretary, Matthew Zoleck. Delegates reported no beefs or disputed overtime. Repair list sent to company office in Mobile

from Trinidad. Ship's Delegate read letter from Headquarters on five issues sent to ship for crew action. Crew voted on all five.

PUERTO RICO (Bull), June 17—Chairman, Eddie Bender; Secretary, Jim Murphy. Crew told to get validated papers. Delegates reported all running smoothly. Motion carried to pay out of ship's fund three crew Messmen \$2 per man for cleaning messhall after movies. Motion carried that Delegates check books and permits of men as they come aboard for first time. Crew voted unanimously to endorse five current issues.

GATEWAY CITY (Waterman), June 19—Chairman, Ralph Seckinger; Secretary, John Hunt. Delegates reported all okay. Motion carried for Patrolman to see Captain about safe working conditions as deck department has had to finish securing ship while leaving port. Steward asked crew to cut down on milk.

LAFAYETTE (Waterman), June 10—Chairman, J. Bissonet; Secretary, Peter Patrick. Delegates reported that three men had been stopped by Customs for having illegal goods in their possession. Crewmember asked that Far East shots be given a few days before sailing so soreness would be out of arms before crew had to turn to.

HURRICANE (Waterman), June 3—Chairman, A. LaPlante; Secretary, P. Whitlow. Donations to March of Dimes and Seamen's Friends Library acknowledged. Delegates reported all okay. Motion carried that foul weather locker be built in the passageway. Communication from Headquarters on gashounds read and men told to fly right.

YAKA (Waterman), June 6—Chairman, Dan Buits; Secretary, W. Kenly. Delegates reported all okay. Electrician explained he could not fix fans, as he did not have the necessary parts.

WACOSTA (Waterman), June 16—Chairman, James Stogaitis; Secretary, R. Whitley. Delegates reported that all beefs had been squared away. Vote of thanks given stewards department for fine job. Questions raised on Customs regulations in various countries.

FRENCH CREEK (Cities Service), July 1—Chairman, R. Sirouis; Secretary, Ray Sneed. Delegates reported everything okay. Ship's Delegate read a letter from Headquarters committee on why we let so many

permitmen in the Union. An educational bulletin "Our Obligation to the Union" was read and posted on the bulletin board. A motion was carried that the crew will not accept room allowance offered by the Captain.

MAIDEN CREEK (Waterman), June 24—Chairman, H. Desson; Secretary, Barney Kinter. Delegates reported all okay. Five points sent to ship for vote discussed and voted unanimously. Patrolman to be contacted about lack of catwalk over the deck cargo forward.



COEUR D'ALENE VICTORY (Victory Carriers), July 1 — Chairman, Newton Paine; Secretary, Gerald Heoschen. Delegates reported no beefs. One SIU Bookman replaced by SIU Canadian District member. Motion carried to see Patrolman about having ship fumigated. Suggestion made that Ship's Delegate see Captain about condition of hospital.

STEEL APPRENTICE (Isthmian), July 1—Chairman, Michael J. Carlin; Secretary, C. A. Hitchcock. L. B. Gooch elected Ship's Delegate. Delegates report everything okay. Motion carried to take collection for repair of washing machine when needed. Suggestion that sanitary men rotate keeping laundry and library clean.

WILD RANGER (Waterman), July 11—Chairman J. J. Jelleffe; Secretary, R. McCarthy. Delegates reported no beefs. Crew in favor of the five issues brought up on the ship.

ALASKA CEDER (Ocean Tow), June 24—Chairman, Guy Whitehurst; Secretary, D. M. Woods. Delegates report no beefs. Motion carried that each Delegate make up repair list and hand it into Patrolman on arrival in New York. The crew was informed by the Steward that the company would put a washing machine aboard as soon as the crew decided where they wanted it installed.

DEL CAMPO (Mississippi), June 17—Chairman, W.A. Perry; Secretary, L. E. Eiland. Delegates reported on March of Dimes fund, ship's fund, and disputed overtime. Motion carried that Ship's Delegate con-

tact Patrolman and check department soap supply for next voyage. Bosun suggested that all donate at least \$1 to ship's fund.

STEEL FABRICATOR (Isthmian), June 27—Chairman, Richard Boles; Secretary, Ackerman. Bulletin from the Union read concerning performers. Delegates reported no beefs, no disputed overtime. Deck department man criticized for performing and told he would be given another chance. Suggestion made to investigate dirty water.

YOUNG AMERICA (Waterman), June 17—Chairman, W. O'Conner; Secretary, R. Tindell. Delegates reported number of books and permits in their departments. Discussion on ways to help the Messman keep the messroom and pantry cleaner.

SOUTHERN ISLES (Southern Trading), June 24—Chairman, E. DeMoss; Secretary, Robert Withers. Repair list to be brought up at meeting on return to stateside port. Crew told to read the agreement and learn the Union procedure. Men with beefs to follow SIU procedure for settlement. Vote was taken on five issues sent to ship for action.

CHIWAHA (Cities Service), June 25 — Chairman, William Clark; Secretary, H. Butler. Delegates reported no beefs. Discussion on poor quality of mattresses. Suggestion made that company buy innerspring mattresses as replacement cost is less. Steward to see about getting a special soap to cut grease from body and clothes.

JEFF DAVIS (Waterman), June 27—Chairman, Harry Muches; Secretary, J. Griffith. Delegates reported no beefs. Discussion on five issues sent to ship for action. Crew voted to withhold vote on dues increases until exact set-up is announced. Suggestion made that slopchest be checked closer next trip.

SEACOMET (Colonial), June 24 — Chairman, Sammy Cohen; Secretary, Frank P. Votto. Steward beef settled to the crew's satisfaction. \$5.43 left in ship's fund; receipts are all okay. A vote of thanks to the stewards department for the fine job they did.

ROBIN TUXFORD (Robin), June 3—Chairman, John Hoggie; Secretary, J. Dicatoria. Delegates reported no beefs. Motion carried that each man donate \$3 for repairs to washing machine.

Card players asked to keep messroom and pantry clean. **June 17**—Chairman, Vincent Monte; Secretary, J. Dicatoria. Delegates reported no beefs. Discussion on preparation of salads. Quality of coffee to be improved.

PONCE DE LEON (Waterman), July 3—Chairman, Jack Kuberski; Secretary, T. M. Henkle. Delegates reported no beefs. Suggestion that each man donate \$1 to ship's fund and that crew donate generously to the polio drive.



BEATRICE (Bull), July 7 — Chairman, Willie Ortiz; Secretary, Orlando H. Lopez. Minor beefs squared away within the respective departments. New crewmembers reminded of chipping in \$2 for washing machine. Men should be properly dressed before entering messroom at all times. Union literature on education and Vacation Plan read to crew.

PENNMAR (Calmar), June 24—Chairman, Bernard Smith; Secretary, Virgil L. Coash. Delegates report no beefs. Suggestion to keep recreation room clean. Steward made a list out for all departments on weekly turns to keep the recreation room clean.

SWEETWATER (Metro Petro), June 20 — Chairman, George Fargo; Secretary, A. R. Volkerts. Delegates report disputed overtime, and beef on Oiler to be referred to Patrolman at payoff. Delegates to see Chief Engineer about galley ovens and range. Discussion on Union policy and other points of interest to crewmembers.

BETHORE (Ore), May 17 — Chairman, Robert K. Mason. Delegates report everything okay. Motion made and carried that each department make repair list in triplicate.

WACOSTA (Waterman), June 16—Chairman, J. Stogaitis; Secretary, R. Whitley. Ship's Delegate reported beefs in stewards department had been settled. Crew voted to buy a new washing machine. Vote of thanks given stewards department. Questions raised as to custom regulations.

WESTERN RANCHER (Western Navigation), June 24—Chairman, J. Pedraza; Secretary, J. McGoldrick. Delegates reported all in order. Repair list to be made up for arrival in States.

MANKATO VICTORY (Victory Carriers), July 1—Chairman, Richard Blanchard; Secretary, Ernest Zaug. Delegates reported minor beefs. Ship's Delegate informed crew of penalty if men are not sober at payoff.

STEEL VOYAGER (Isthmian), May 1—Chairman, Wiley Parrott; Secretary, Frank Steen. Special meeting called to discuss trouble between Bosun and Captain. Ship's Delegate to see Captain about matter and try to straighten matter out. Electrician explained to crew proper use of washing machine.

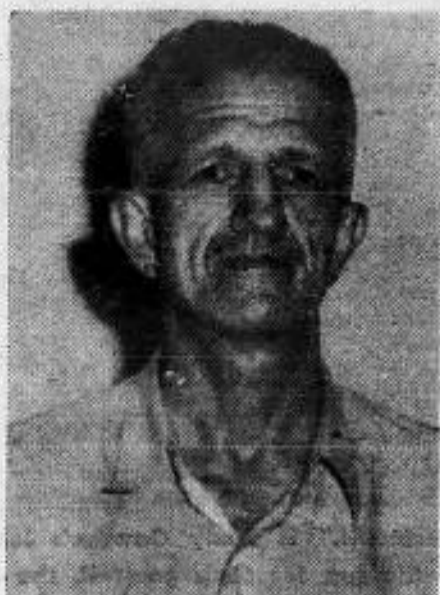
Here's What I Think

QUESTION: Bi-weekly the Union airmails educational bulletins and the SEAFARERS LOG to all ships, to keep the crews fully informed while they are at sea. What do you think of this service and what are your suggestions for improving or extending it?



HERBERT WILLIAMS, Stwd.:

The service has been fine and has served a good deal to educate the crews and give us the news of the Union. It would be a good idea to expand the LOG to include a column on current events in the world today. Most ships don't post news from the radio shack so the crew is always in the dark. Unless it's something world-shaking we would never know about anything until we hit the States. Incidentally, the mail service to ships on MSTs charter is lousy. We rarely received a LOG while we were under this service.



PERRY KLAUBER, FWT:

The Union puts plenty of reading material at our disposal on the ships, and we get regular supplements in the LOG and the educational bulletins mailed us. I think the set-up is swell the way it is. In the two years the Union has been doing this I've noticed that the rumors and bum information found on a ship has been much less, thanks to the LOG. We could use a few more LOGs in each envelope, however, because that one copy disappears in a hurry. Passenger ships definitely should get more than one copy. The LOG could also use a bit of regular news.



"RED" LEONARD, Elec.:

The mailing of the LOG has left no room for guess-work or rumor-mongering on the ships. They have done a fine job. Today each man has to be a specialist and if he is educated in Union ways and the ways of his job, he will naturally do a better job. I've seen the results of educational discussions and they have definitely helped everyone aboard. On SIU ships, as a rule, everyone tries to help everyone else. It's a good spirit and one you never see if you have worked ashore. I think the credit goes to the educational program of the Union.



RUFUS CARRINGTON, Stwd.:

I think the job is being done well, but more copies of the LOG should be sent to the ships. By the time everyone has seen the LOG it is torn to bits. One copy doesn't seem to be enough. In our educational meetings we have always used the material sent us, and it has helped make the men conscious that the Union is always in there pitching for us, even if we are thousands of miles from the US. I would suggest, however, that educational bulletins be prepared on the routine duties of each man in all three departments. Some of the newcomers don't know the score.



HARRY YANCOVITCH, MM.:

The LOG and the educational Bulletins give us the news and do it well, and if it doesn't get across it is the fault of the men themselves. I've seen newcomers on ships sit in the meetings and not say a word, but later they say they didn't understand what was going on. These men should be called upon, one by one, at the meetings and that way they'll loosen up. I would suggest that the Union prepare a booklet on the Welfare Plan and the Vacation Plan, so the men will know what to do when they get sick or have a vacation due them.

ROUND UP OF MARITIME NEWS

Representative Boggs (Dem., La.) has introduced a bill to amend the Narcotics Drugs Import and Export Act, which would provide greater uniformity of penalties. If passed the bill, among other provisions, would fix maximum fines of \$2,000 for all violations, prison terms of 2-5 years for the first offense, 5-10 years for the second offense and 10-20 years for third and subsequent offenses. The bill would specifically prohibit suspension of sentence or probation for the second or subsequent convictions. . . . The Maritime Administration is reported seeking White House approval for an appropriation of \$100,000,000 for construction of ten supertankers capable of outrunning enemy submarines at 20 knots an hour.

Harry Bridges' longshore union threatens a sugar strike in Hawaii, unless its contract demands are met. The present agreement expires August 31, and the union is asking for a union shop and \$1 an hour base minimum wage, as against 80 cents it is getting now. . . . The National Shipping Authority will break out 33 ships from the boneyard to carry ECA cargoes. Originally, the ECA asked for 50 vessels, which it claimed were necessary for its program. Of these 33 ships seven have been assigned to SIU contracted companies, the SUP getting the bulk of the rest. Bloomfield and Alcoa got two ships each, while Eastern, South Atlantic and Waterman were assigned one each. This action brings to 208 the number of Liberty ships now allocated.

The world's deepest hole will be explored by a group of Danish scientists. Situated off the Surigao coast of Mindanao in the southern Philippines, the hole is 34,440 feet (6½ miles) deep. Working from the frigate Galathea, the scientists

or animal, and will measure magnetic forces. Nothing is now known about ocean life below five miles. . . . There's more in Brazil than coffee. Among the many items exported from Santos are bull's tongues, gallstones and catskins. . . . The House Armed Services Committee held a hearing to hear arguments against Navy operation of commercial cargoes. The meeting was adjourned because not one ship operator showed up to testify, although they have been complaining about MSTs ships carrying passengers and commercial cargoes.

As a glance at the shipping figures will show you, shipping in the Norfolk area is really booming. Outside of the coal exports, shipping business was up 141 percent in June. The Association of American Railroads reports that during June a total of 2,522 carloads of waterborne freight came into this port, an increase of 2,062 cars over a year ago. The Department of Commerce says that during February more than a quarter of the nation's export tonnage moved through the port.

The Association of American Ship Owners told the Wage Stabilization Board that seamen's wages should not be exempt from controls, although the shipping industry is not subject to price controls. . . . Senators O'Connor (Dem., Md.) and Morse (Rep., Oregon) told the Senate that the economic blockade against Red China should not be lifted, even if there is a cease-fire agreement in Korea. Even at that, says O'Connor, vital materials are still reaching the Chinese communists from so-called "democratic" sources. He said that a Department of Commerce investigator had seen "substantial shipments" of penicillin,

streptomycin and other pharmaceuticals crossing the border from Hong Kong, and coming direct from Western European countries.

The privately-owned US flag ocean-going merchant ships totaled 1,307 vessels of 15,514,000 deadweight tons, as of July 1. This is 130 ships and 1,484,000 deadweight tons larger than on January 1. The total consisted of 847 dry cargo and passenger ships of 8,680,000 deadweight tons, and 460 tankers of 6,834,000 deadweight tons. During the first six months of 1951, American shippers purchased 125 dry cargo ships and 11 tankers from the Maritime Administration. . . . A bill has been introduced by Congressman Hart (Dem., New Jersey) which would provide re-employment rights to men leaving their jobs to serve in the merchant marine. Any man who leaves a permanent job in order to help man the merchant ships after June 25, 1950, and prior to the termination of the national emergency declared by the President, will be entitled to his old job with all rights within 90 days after quitting the sea—if it is passed.

Although four times as many ships are being built in American yards than last year, shipyards are operating at little more than 50 percent capacity. On July 1, 1950, 21 vessels (of 1,000 gross tons or over) totaling 327,420 gross tons were being built. On July 1 of this year the figure has risen to 80 ships of 991,770 gross tons. In Britain, however, shipyards are working at full capacity and have a backlog of 518 vessels aggregating 4,800,000 gross tons scheduled to be built over the next three or four years. British yards can no longer promise deliveries earlier than several years from now.



The Western Farmer's recreation room gets a new skin of paint under the careful artisanship of Bosun J. Allen (left) and his two worthy aides, A. Brocato, Deck Maintenance, and J. Burg, AB. The hard working deck gang transformed the Farmer from a rusty ex-boneyard scow to a trim-looking ship in a few weeks, photographer Gowder reported.



"A hot-shot stewards department," is Andy Gowder's label for the gang responsible for filling the bellies. Lined up in the sun for their portrait, the Stewards' gang flashes smiles for the camera. Front row, left to right: Jose A. Castellon, Steward; E. Francisco, Chief Cook; Andy Gowder, Night Cook and Baker, and Sebastian Carrigal, Third Cook. Back Row: H. Vann, BR; S. Sikes, Pantryman; P. Brien, Saloon Messman, and J. Crosswell, Crew Mess.



With a sharp look-out for hazards, Charles Fox, AB, has the wheel as the ship arrives in Rotterdam. To the crew Fox was known as "Road Checker."

Western Farmer's First Voyage Under SIU Pact

One of the new SIU-contracted operators is the Western Navigation Company, which operates three vessels at present. One of the company's ships, the Western Farmer, recently completed its first trip, a run from the Gulf to Europe.

According to Andy Gowder, Night Cook and Baker who took the pictures shown here, there were no first-run kinks to be ironed out. The ship operated as a tight working unit almost at once and the crew had nothing but praise for the company and the ship's officers. One of the praiseworthy provisions was launch service, in Rotterdam for the crew at any time they wanted to go ashore.

Gowder reported the crew was a top rate bunch and cooperated all down the line to make the first trip under SIU colors a memorable one. The Patrolmen, Gowder reported, will find that the Western Farmer crew will not have any problems when it comes in to payoff, and if the Farmer is any criterion, the other ships of the company's fleet should be sweet babies for the crews and the Union.



The Farmer's engine room couldn't be too grimy as attested to by the clean clothes these black gangsters sport. From left to right, R. Dorn, 2nd Engineer; McDonald, FWT, and the fellow with the chin shrubbery is Hendricks, Oiler.



The ship wasn't the only thing made trim. Here S. Carregal, Third Cook, trims the locks of Bosun J. Allen and readies him for a trip to the high spots in the European ports touched by the ship.



A group of the Farmer crew, primarily deck men, get rounded up for a squint at Gowder's camera though most of them seem to find something of greater importance off in the distance. Left to right, front row: McDonald, FWT; Allen, Bosun; Burg, AB; Lynch, FWT. Back row: H. Vann, BR; H. Drouant, AB; Chester, Wiper; Pattison, Deck Engineer, and Brocato, DM.