

SEAFARERS LOG



Official Organ of the Atlantic and Gulf District, Seafarers International Union of North America

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No. 6

SIU Demands GAA Contracts Preserve Rights Of Seamen

SIU Delegates Get Ready For Int'l Convention

Delegates to the Seafarers International Union's fifth biennial convention were beginning to arrive in San Francisco late this week in readiness to begin sessions which open Monday, March 26.

Enroute the A&G District delegation was winding up work on its report to be given on its work during the past two years, as were the delegations from six other SIU affiliates.

Representing the Atlantic and Gulf District will be the following delegates: Paul Hall, Lloyd Gardner, Lindsey Williams, Cal Tanner, Frenchy Michelet, William Rentz, Harold Fischer and Jeff Morrison.

WAR PROGRAM

Beside hearing reports on the International's activities in the past two years, it is expected that the convention will also formulate a program to coordinate activities of the seagoing sections of the International in face of the present international emergency.

The complete text of the A&G report will be run in the next issue of the SEAFARERS LOG, as will convention decisions.

May 1 Is Deadline For Applications For Ruskin Scholarships

Announcement has been made by the Committee on Ruskin College Labor Scholarships that applications are now being taken for the 1951-52 class.

The committee offers three scholarships yearly to members of American trade unions to study at Oxford University under a program of liberal arts.

In 1948, Irwin Suall, a member of the A&G District, won one of the scholarships.

For particulars and applications write to the Committee on Ruskin College Labor Scholarships, 2 West 45th Street, New York. Deadline for applications is May 1.

Notify Local Draft Boards

Pending official action on the SIU's fight to secure draft deferment for active merchant seamen, A&G District Headquarters once again reminded all draft registrants to keep in touch with their local draft boards, as a means of eliminating possible confusion or misunderstandings.

Before shipping out, the draft registrants should inform their local boards of the name of their ships and the companies by whom they are employed. If possible, registrants should also tell the boards the approximate duration of their voyages.

At the moment local draft boards are asking that the following men notify them of their whereabouts immediately, either by telegram or cable:

KENNETH BRITAIN RALPH E. STAHL
THOMAS F. DELANEY EDWARD H. HICKMAN
EDWARD WITKO

Determined to preserve the legal rights enjoyed by merchant seamen under their civilian status, the Seafarers International Union is leading a fight against the National Shipping Authority's proposed General Agency Agreement, which would violate the "Statement of Policy" adopted by all AFL and CIO marine unions at the Washington conferences early this year.

In their policy statement, the SIU and the other maritime labor organizations set forth that "The operation of merchant vessels shall be carried out in a manner which will preserve the civilian rights of merchant seamen and all their rights intact."

Under terms of the proposed General Agency Agreement, drafted by the NSA to regulate the operation of government-owned ships by private operators on a fee basis, the legal

status of seamen is threatened, and the SIU has made it crystal clear that it vigorously opposes any such arrangement.

As soon as the proposed agreement was made known, the SIU, through its Washington representative, Matthew Dushane, announced its opposition to any plan that would jeopardize the legal rights that its membership now possesses.

In the conflict over the proposed agreement, the shipowners hold that even though they will operate the ships, the Government is the owner and consequently the Government must stand financially responsible for any litigation that would arise out of damage suits.

NO SURRENDER

As a means of preserving its membership's civilian legal rights, the SIU wants the agency agreement to spell out the fact that the seamen manning the ships involved, even though they might be Government employees, would not surrender any of the legal rights they now hold.

The SIU is stressing the fact that unless the seamen working for companies operating under a GAA contract are given definite legal guarantees they stand to lose the rights and privileges they enjoy under the Jones Act. Among these are the right to a trial by jury in claim cases, instead of before a Federal judge only, as is the case when seamen are Government employees.

As a result of the SIU's opposition to abrogation of the present rights of seamen they now have as private employees, legislation has been prepared which would make the crewmembers of the vessels involved employees of the agents for certain purposes, Dushane reported.

It is hoped that the proposed legislation, which will be submitted to both Houses of Congress this week, will clear up the matter to the satisfaction of all concerned.

In the course of the controversy, the SIU's Washington representative has met several times with Charles McGuire, head of the National Shipping Authority, and stressed the Union's reason for opposing the legal Government-employee classification of seamen manning agency ships.

Union To Propose Vacation Plan Modelled After SIU Welfare Fund

Guaranteed, collectible vacation pay is the next target of the Seafarers International Union, in line with its continuous campaign to increase benefits and conditions for its membership.

Headquarters Negotiating Committee of the Atlantic and Gulf District will shortly present to the SIU-contracted operators a revolutionary Vacation Plan that will guarantee vacation payments to the great majority of the men, who at present do not qualify under the outmoded vacation clauses that are common to all maritime unions.

The proposed Vacation Plan, now being whipped into final shape by the Committee, will be modelled after the Seafarers Welfare Plan, which has proven to be so successful.

PAY TO FUND

In it the operators will deposit into a central fund, per man per working day, a sum equal to the pro-rated portion of the vacation pay a man would get under the present vacation clause.

At the end of the year—or at more frequent intervals, perhaps six months or three months—a Seafarer could go to the Fund

and, upon presenting proof of the number of days he has worked, collect the money he is entitled to under his seetime.

Under the present clause, the Committee pointed out, more than 90 percent of seamen—no matter what union they belong to—get no benefits, as a man must spend at least "six months' continuous service" on the vessel of one company to get the minimum vacation benefit.

"There is no question about it," said Secretary-Treasurer Paul

Hall, "the present vacation clause is a pain to all seamen. It's a real short-change job. And it's high time that something was done to change it.

"As far as a seaman is concerned, seetime is seetime, no matter what company he works for. As for the operator, our proposed Plan should make no difference. The way it stands now, he is liable for vacation payments if a man puts in his time, and it shouldn't matter to

(Continued on Page 3)

War Risk Bonuses Extended

The war risk bonuses and the \$10,000 life insurance, for areas adjoining China, Korea and Southern Siberia, which were due to expire on March 31, have been extended for six months, until September 30, 1951, the same time as the Union's contracts expire.

This is the third time that the bonuses have been extended through direct negotiations since the Maritime War Emergency Board left the scenes last year.

War risk coverage includes, besides the insurance policy, a 100 percent bonus for sailing within any of the five areas adjoining the three countries, a \$100 attack bonus, and \$2.50 per day for sailing in certain other somewhat less dangerous areas.

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Setting The Pace

The SIU is once again showing the way to other maritime unions. Just as it led the way in getting area and attack bonuses during the early years of the last war, and set the pace in increasing wages to all-time highs, and bettering shipboard and working conditions, it has again jumped the gun with the startling Vacation Plan it is about to present to its contracted operators.

Vacations in themselves are nothing new in maritime. Every union contract contains some provision for vacation pay. The rub, however, is that all agreements, no matter how differently worded, provide for vacation money only after a term of "continuous employment." And this has been the stumbling block for the great majority of seamen.

It is estimated that more than 90 percent of working seamen do not qualify for benefits under the "continuous employment" clause. Few men — excepting, of course, the minority on long articles — can qualify unless they marry the ship, and most seamen are not homesteaders. Much as they like their profession, they like to get off for a few weeks to go home, blow off steam, do the town — but whatever the reason, this break in employment disqualifies them under the terms of the contract.

The proposed Seafarers Vacation Plan will do away with all that. Under its terms, the operators will deposit in a central fund—just as they do under the Seafarers Welfare Plan—for each day a man is on the payroll a sum equal to the pro-rated portion of the year's vacation pay. After a designated period—a year, or six months, or three months, which will be determined later—the seaman, by showing proof of the time he has worked, can collect in the amount for the vacation time he has accumulated. It's as simple as that.

The vacation issue has long been a sore point with seamen, no matter what union they belonged to. As Paul Hall put it, the present vacation clause is a "short-change job." The SIU has long been aware of the inadequacies of the vacation clause, but other things had to be taken care of first. And now that the Welfare Plan has proven its worth, and shown how smoothly and efficiently such a centralized agency can work, the time has come to push for a fair and equitable vacation plan that will fit the needs of the industry.

Although this idea is revolutionary for seagoing unions, it is not new in maritime. The same operators who are contracted to the SIU have already set up the same kind of program with the AFL International Longshoremen's Association. The longshoremen, like Seafarers, work for many different employers throughout the year, and the conventional vacation arrangements that are common to other shoreside unions were impossible. The union soon brought it to the operators' attention, and the central fund procedure was agreed to.

This is proof that the operators themselves recognize the merit in the central fund set-up, and that is why the SIU expects no opposition from them when the Vacation Plan is formally set before them. There is no doubt that once it is made part of our contract, other maritime unions will once again follow the trail we have blazed and press for the same demands, and the entire industry will have taken another stride along the path of progress.



Men in the Marine Hospital

STATEN ISLAND

R. LATO
B. MURPHY
B. ZIELINSKI
J. BARRON
G. RIDECK
L. CIAMBOLI
H. ADAMS
L. BLIZZARD
J. MILLER
S. HUTCHISON
J. KOSLUCKY
E. DE MELLO
H. DA SILVA
E. MILANES
J. SLAMAN
J. CHRESTIE
K. CROWE
D. KELLY
H. MOORE
A. JOHANSSON
G. ROARKE
J. FERREIRA
E. DI PIETRO
J. BURNS
J. KELLY
P. PRON
E. JOSEPH
J. DEMPSEY
W. JOHNSON
T. WRONA
S. LANZA
S. CUNNINGTON
S. GLYPTIS
E. BLAKE
J. LEWIS
W. VIDAL

NORFOLK

JAMES T. TANNEHILL
ERWIN T. GREGORY

MANHATTAN BEACH

B. T. KNEW
J. J. DRISCOLL
V. MILAZZO
J. ASHURST
E. LOPEZ
J. T. EDWARDS
A. LOMAS
T. P. SULLIVAN
J. DE JESUS
R. A. BLAKE
M. BRUNO

E. FERRER
P. VORKE
J. PADZIK
F. W. GRIMES
R. F. LARSEN
A. MAKRIS

SAN JUAN

JUAN SANCHEZ
RAMON LUIS SERRANO
ALLAN L. HANDE
RALPH W. LEAVY
JUAN DE LA PAZ
CARLOS MATT
JOSEPH H. FUSSELL
GEORGE LITCHFIELD

SAVANNAH

R. C. BENNETT
O. PREUSSLER
R. W. CARROLLTON
R. L. FIELDS

BALTIMORE

F. T. CAMPBELL
THOMAS J. SULLIVAN
E. F. LAMB
ARCHIE N. WRIGHT
J. J. SONG

SAN FRANCISCO

BJORNE GRANBERG
E. PRITCHARD
JAMES HODO
C. L. MOATS
JAMES R. LEWIS
CHAS. W. JOHNSON
JAMES R. PORTER
H. McGRATH
M. M. LESPERANCE
A. CAUDRA
H. HILL
D. J. GORMAN
W. A. OSWINKLE

NEW ORLEANS

B. W. BLACKMON
W. O. CARA
L. COOK
R. CRUZ
A. W. GATEWOOD

E. E. GROSS
C. JANSEN
D. D. KELLY
H. F. LAGAN
L. LANG
T. E. MAYNES
W. PARKER
K. RAANA
C. RAY
H. SCHOLES
T. TICKLE
I. VANTES
T. E. MAYNES

FORT STANTON

HENRY THURMAN
GIDLOW WOODS
D. McDONALD

BOSTON

F. DIRKSMEYER
G. A. ROSE
E. GARDNER
A. LEVA
R. LUFLIN

MEMPHIS

R. A. RATCLIFF
J. B. HEGARTY
J. W. KEENAN
S. WALKER

MOBILE

T. BURKE
V. HALL
E. PLAHN

WELFARE ISLAND

THOMAS COYNE

GALVESTON

P. W. DORSEY
S. C. TURBERVILLE
JOSEPH LEWIS
ANGELO MACIEL

DEERS HEAD

Salisbury, Md.
MICHAEL J. LUCAS

Magnuson Reintroduces Hiring Hall Bill; Opposes Military Operation Of Shipping

ILA Guests At Shipboard Meeting



Passengers on the last trip of SS Puerto Rico included Joseph P. Ryan, President of the ILA, and Harry Hasselgren, International Secretary-Treasurer. Crewmembers invited the two union officials to a ship's meeting at sea. Ryan and Hasselgren spoke briefly on the cooperation between the two AFL organizations during waterfront beefs. Seated at table in dark suits are Ryan (left) and Hasselgren. Standing directly behind them are Ed Mooney, Ship's Delegate; Paul Goodman, Stewards Delegate; Frank Douglas, Deck Delegate and Ed Hallihan, Engine Delegate.

Military Operation Of Merchant Shipping Is Blasted As Wasteful

In a letter highly critical of the military operation of merchant ships and utilization of personnel, a committee of maritime labor and management has called upon the government for a national policy for draft deferment of seamen.

The Labor-Management Committee, in a letter to Mrs. Anna Rosenberg, Assistant Secretary of Defense, charged that military operation of merchant-type vessels is "wasteful of the most important resource we have — manpower."

The committee pointed out that the record of military operation of merchant ships has shown an excessive use of vital manpower, in some cases carrying as many as three times the number of men carried on the same type vessel under private operation. At present, the military is drafting skilled seamen while putting large numbers of men already in the Navy aboard merchant-type ships being reactivated.

TANKER COMPARISON

As a basis for comparison, the committee selected a T-2 tanker, which carries a civilian crew of 43. Under the MSTs the crew would be 48 men, and under the Navy, 129.

During the late war the same type of ship used 52 civilian seamen under the Army Transport Corps, plus a 27-man gun crew. When the Navy manned the ship the crew was 167 men.

Critics of the military have also advanced the argument that use of military personnel for such work is a tremendous burden on the taxpayers over a long period of time when figured in are the additional costs of

bonuses, pensions and other benefits given servicemen; costs which are not encountered under private operation.

The committee attacked as invalid the argument of the military that it has to maintain a fleet of ships to support its operations. "Logistics is nothing more than transporting necessary supplies and personnel to points where they are needed..."

"In World War II, the privately operated merchant marine lifted 95.7 percent of all cargoes, delivering them directly to the beachheads and supply ports and

in many instances transferring at sea to combat vessels oil, ammunition and general supplies. This practice has been and is followed by every major maritime nation."

Winding up with a blast at MSTs self-glorification, the committee stated that MSTs had released "with pride" data on tonnage liftings to Korea. The committee noted that 80 percent of all the cargoes moved into the Korean area were aboard private American-flag vessels, with the military agency responsible for only 14 percent.

SIU Vacation Plan Will Benefit All Seamen

(Continued from Page 1)

him who the man is, as long as he does the job. They can't argue this point, because they have set the precedent themselves.

"These same operators," Hall said, "have a similar clause in the contracts they have with the AFL longshoremen, who like seamen, may work for many operators during the course of the year. Under the longshore agreement, the shipowners pay a prorated sum into a central fund, which pays out the benefits to the individual longshoreman."

The SIU Vacation Plan would remove many inequities that now exist, the Committee felt. They pointed out as a typical example a Seafarer who last year paid off a vessel after a trip of five and a half months. The ship then was laid up.

No other ship of that company then being available, the man signed on for a short run with

another company. Later that year, he was again employed by the first operator, and put in four months. But, the Committee pointed out, since he had not had "six months' continuous service," he was not entitled to a vacation.

"Our Plan will change all this," one committeeman declared. We are as much entitled to vacations as the shoreside worker, and the operators have al-

ready acknowledged that. However, the present system is antiquated, and the operators have acknowledged that too in their contract with the longshoremen."

Although the present contract cannot be legally reopened without mutual consent before July 30, unless it is a question of wages, the Plan will be presented to the operators much before that date, to give them a chance to digest the proposal.

Senator Warren G. Magnuson, Democrat of Washington, who has proved himself a true friend of labor, has once again introduced a bill exempting maritime union hiring halls from the provisions of the Taft-Hartley Act.

In a later action, the Senator made it very clear that he would oppose the attempted operation of merchant shipping by any branch of the military.

Senator Magnuson, last year, was the co-sponsor, along with the late Representative John Lesinski, Democrat of Michigan, of a similar bill that failed of passage.

The bill provides that Section 14 of the T-H Act be amended to give the legal okay to the

traditional method of hiring in the maritime industry—the union controlled hiring hall.

The SIU is supporting the bill. Thus far, there have been no complaints against the SIU hiring hall, but there is no telling what might happen in the future. As Secretary-Treasurer Paul Hall put it, the bill would forestall any possible attacks against it in the future by ambitious characters.

"The SIU system has never been questioned by either the National Labor Relations Board or the shipowners, at least not up to this date," said Hall. "It is our opinion that our hiring hall is entirely within the law. But it might come in handy in case any operator got any ideas in the unforeseeable future."

Eight days later, on March 13, in a speech before the Baltimore Propeller Club, Senator Magnuson, said he would oppose any attempt by a military agency to operate merchant ships in peacetime.

"My position as to the operation by the military of a merchant fleet in peacetime should be well known," Magnuson said. "I am opposed. Such operations are a definite threat to the basic principle of private enterprise."

"We must plan now to prevent the occurrence of such an event," he continued. "We cannot wait until the end of the present emergency. Entrenched power is difficult to displace. If a solution to the question means legislative action to remove this type of Government competition, I will introduce the required legislation. With realistic planning this should not be necessary. I hope the military will co-operate with me in a program to insure a strong peacetime privately owned merchant marine."

Need Cash? No Problem, Buy Tankers

If you think going to sea will make you wealthy, you're all wet. The trick is to dig up \$20,000, buy five tankers with a few other influential boys and sit back to count the long green — about \$250,000 worth.

This neat profit was turned at the end of the war, when a former Congressman from Massachusetts put his modest bankroll of 20 grand in on the purchase of five tankers from the US government. The ships were then transferred to the Panamanian flag, according to testimony given in the current investigation of the Reconstruction Finance Corporation.

A charterer in the person of Standard Oil just happened to be standing by and took the ships over for four nice, long years of steady work. To pay for the ships the group of enterprising men needed to borrow \$10,000,000 from the RFC. This was no trouble. Standard Oil even went so far as to provide the money to make the payments on the loan. After the charter ran out, the ships were sold and all parties cut up the melon.

Floating Mines Still Big Peril To World's Ships

Who says the war is over?—World War II, that is.

According to insurance sources, the guys that pay the financial freight—as distinguished from the mortality rate—the number of casualties among merchant shipping, despite extensive mine sweeping since the end of the war, continues at a higher rate than was expected.

During the last six months of 1950, there were 18 mine casualties involving commercial vessels, 11 of which were sunk. Including the 27 for the first six months of last year, these brought the total casualties since the end of the war to 379 ships.

In addition, a total of 115 stray or floating mines were reported during the latter six months of 1950, a figure that the insurance companies are willing to admit is probably on the low side.

The greatest concentration of mines seems to be in the North Sea, and other contiguous waters, and the Mediterranean and Aegean Seas, but mines continue to show up in the most unexpected (they say) places: off Newfoundland, Mexico and Hatteras.

Gangway Watch

For the protection of the crew's gear and the ship's equipment, and for the protection of the SIU agreement, men standing gangway watches should remain at their post, in the same manner as the Fireman below must stand his watch. Gangways cannot be covered from the messhall or foc'sle.

The gangway watch is as much a part of our agreement with the shipowners as the wage scale, and must be fully observed at all times. This notice refers particularly to ports in East and South Africa.

New York Easily Meets Increased Shipping Pace

By EARL SHEPPARD

NEW YORK—A two-week period in which we handled twenty-three payoffs and eight sign-ons is a good indication of the pace being set in New York these days. The Patrolmen were kept stepping to hit every ship, but all crews were given representation and all ships were handled to the satisfaction of everyone.

The ships paying off were: Jean, Monroe, Frances, Inez, Puerto Rico and Arlyn (Bull Lines); Gateway City, Hastings, Jeff Davis, Citrus Packer and Andrew Jackson (Waterman); Chiwawa, Archers Hope and Fort Hoskins (Cities Service); Trinity and Michael (Carras); Steel Rover and Steel Vendor (Isthmian); Malden Victory (Mississippi); William Carruth (Trans-Fuel); Algonquin Victory (St. Lawrence Navigation); Republic (Trafalgar), and Ames Victory (Victory Carriers).

In the sign-on column we had: Warhawk, Mobilian and Citrus Packer (Waterman); Steel Advocate and Steel Rover (Isthmian); Robin Wentley (Robin Line); Amberstar (Traders); Fort Hoskins (Cities Service); Algonquin Victory (St. Lawrence Navigation); Ames Victory (Victory Carriers), and Greeley Victory (South Atlantic).

We did have three or four minor beefs carried over from the previous period. One concerned the crew of the Greeley Victory, which claimed penalty cargo on their ship when gasoline was carried.

We have not been able to prove from the bills of lading if the ship carried more than 1,000 tons of this cargo at one time. We are still looking into the matter. Before the penalty can be paid, it must be proved that the ship carried more than 1,000 tons of such cargo, as specified in the contract.

NEW HOLIDAY

There is a Thanksgiving Day beef on the Steel Apprentice. The Skipper changed the calendar to suit his own purposes, thereby setting his own Thanksgiving Day.

The wages and subsistence due the crew of the Irenestar from the time she paid off on the West Coast at the end of her previous voyage are now collectable. The crew should contact the company, Triton, 80 Broad Street, New York.

As most of the members are now aware, the Union has signed up several new companies involving several dozen new ships. Our Branches have been called upon to man these ships, and we urge all hands to co-operate in taking these scows out and doing good jobs aboard. Every new ship and every crew is a new test for the Union to face. Do a good job and the Union will never suffer.

Incidentally, for the information of men in the Staten Island Marine Hospital and those who may end up there at one time or another, the SIU Hospital Delegate makes two visits a week. On Tuesday, he visits the 6th, 5th and 4th floors, arriving around 12:30. On Thursday, he visits the 3rd, 2nd and 1st floors, at the same time.

KEEP LOOKOUT

Men in the hospital should be on the lookout for him on those days to collect their benefits.

Sometimes the Delegate misses a man because the patient is sleeping and the Delegate doesn't want to disturb his rest. Men who take naps should arrange their sleeping hours to be awake when the Delegate hits their floors.

Also, to get welfare fund benefits, a man must have his book or permit and the discharge from his last ship. With these papers and a sharp eye, every man in the marine hospital will get his \$7 per week benefits.

The Hospital Delegate reports that that well-known Seafarer, One-Eyed Pete De Pietro, is now recovering at Staten Island from food poisoning. He's happy and enjoying his stay, plus the \$7 a week benefits, which is the feeling of all the SIU men over there at the moment.

The men in marine hospitals who want their mail forwarded to them should drop a card to the Union Hall where they have been getting their mail and it will be forwarded.

In conclusion, there are a lot of ambulance chasers running through the halls of the marine hospitals representing themselves as SIU lawyers. There is no such animal.

Tanker Overtime

Through an error, many tankermen are under the impression that the line of demarcation for overtime is \$262.47. On freight ships this is so, but aboard tankers the line of demarcation is \$258.24. Thus, crewmembers making less than \$258.24 per month are paid at the overtime rate of \$1.22 per hour; men receiving \$258.24 or more per month are paid at the overtime rate of \$1.54 per hour.

Mobile Shipping Is On The Rise, May Get Hotter

By CAL TANNER

MOBILE—For a while shipping in this port was quite slow, but during the last two weeks things have really taken a turn for the better.

Not only that, but the coming two-week period will be even better, with the following ships due in to payoff and take replacements: the DeSoto, Monarch of the Seas, Antinous, and Morning Light (Waterman); and the following Alcoa ships, the Ranger, Pilgrim, Cavalier and the Clipper.

There is also the possibility that within that period we will crew up some more of the ships that have been taken out of the laid up fleet, as we have already furnished about 20 men for standby to get the ships ready to go.

Some of the oldtimers on the beach here are: G. Lewis, R. L. Kelly, G. Stroeker, C. Avera and J. Crawford.

In the Marine Hospital here, waiting to hear from their old shipmates (a visit would be even more welcome) are: T. Burke, V. Hall, and E. Plahn.



FOREN AFT

by Johnny Arabasz

The Editor almost ran this week's issue of the SEAFARERS LOG a whole week in advance, when we informed him that Elizabeth Taylor formerly held book 594 in this Union. This Elizabeth, however, was 5 feet-six inches, weighed 160 pounds and was 21 years old in the year 1900. As reported previously in this column of odds and ends, and in various articles in the LOG, several of the Union's members were able to get draft deferments because they were rated men. Don't waste any time going up for that endorsement, if you have the necessary time. Oh, sure, you don't work week-ends as a Wiper, it's true, but you do when you're a yard bird, which is the Army's equivalent rating—and without O.T.

The renovation of the building in Brooklyn, (wherezat?) is proceeding, we understand, ahead of schedule—so they say. If you don't take advantage of the opportunity to get a gander at the building now, while work is still in progress, you will be one of many who will not be able to say boastfully, "Now I remember when yakkity-yakkity and it was my idea to blah-blah." More important, and for a change, serious, you will not realize the amount of work that went into providing you and me with a Union Hall which we can all be more than proud of.

Those who remember Emmett "Bill" Bailey, Book No. 47969, will be pleased to hear that he has placed himself on the list of available manpower in case of an all-out boom in shipping. We wish to say "Bill Bailey won't you please come home." Be sure to say "Goodbye Irene" before you shove off. The Editor of this paper wishes to ask all men sailing on SIU contracted ships to give

him a hand in keeping the LOG a paper of interest to the membership. If you have any photos, news items, or reports please send them in to "Editor, SEAFARERS LOG" in New York. Any photos or clippings which you want returned will be sent back, if you so request. Have just been told that "send my snap-shots to my home" is not a sufficient address. They want a street number, yet.

Did you notice that the word "LOG" including the, one just printed, has been printed six times already in this column. Free publicity—the LOG staff (seven times) and I get along—to date. . . . The "Saturday Review of Literature," issue of March 3rd, carried a personal ad which read, "FEMALE desires companion for short cruise or trip." Boy, are you guys using your imagination. . . . The American Merchant Marine Library Association, which is the Public Library of the High Seas, is beginning its thirtieth year of supplying library units to ships' crews.

Waterman has dropped New York as a port of call in its intercoastal service, much to the surprise of many people. Intercoastal shipping is now operating at capacity and several ports show a large backlog of cargo. Whether the boom was caused by a shortage of freight cars or not is not known, but the above news about Waterman is known as well as the fact that Isthmian now operates only Westbound intercoastal in conjunction with their Far East runs. . . . Robert Sojka wants to know if he can see his name in print—okay, Bob. . . . and with that choice morsel of membership interest left to posterity, we close this column with the thought in mind—how big a fool can a man be? (Ask the women). . . .

The Patrolman Says

The Angelina Angels

NEW YORK—The SS Angelina, Bull Line, should get off the sugar run more often. Recently she took a cargo to England and, after hitting New York this week, the men reported she and her crew made a big impression on the Londoners.

According to a letter to the Captain of the ship, T. O. Rainier, from the American Consul in London, the crew was the finest bunch of men ever to hit that port aboard an American ship. The Consul in his letter praised the Captain for running a fine ship and having a tip-top crew. He told the Captain that he wished there were more ships and crews like that of the Angelina.

I can second the Consul on that. The ship was a real pleasure to handle. Everything went like clockwork. The crew was, just as the Consul said, a good bunch of joes.

The Delegates were W. C. Hall, Ship's and Engine Delegate; F. Bantz, Deck Delegate, and A. Mariani, Stewards Delegate.

Ted Babkowski

New Orleans Seafarers Big Help In Getting Pacts For Teamsters

NEW ORLEANS — The SIU down here can give itself credit for a big assist in getting a contract for the drivers of four local firms who had been seeking a contract for several weeks.

The drivers, members of Truck Drivers Local 270 of the Teamsters, asked the SIU and the Maritime Trades Council in New Orleans for support in their organizing campaign and got it. Within 48 hours they had a contract.

Manny Moore, President and Business Agent of the Local, attributed the Local's success to the "wholehearted support we received from the Maritime Trades Council in the campaign."

In a report to the New Orleans SIU membership, Lindsey Williams, Port Agent, reported that the Teamsters had met with the companies several times, but without success. They appealed to the Maritime Trades Council for support and were told they would be backed up 100 percent.

QUICK SETTLEMENT

The steamship companies in New Orleans were notified that if the teamsters struck, the unions would respect any picket lines they put up on the piers

served by the trucks. The four companies settled the contract dispute shortly thereafter.

Moore thanked the SIU for its assistance in a letter read to the membership, in which he stated:

"With the help of the AFL Maritime Trades Department we were successful in signing four companies last night. We, the general Truck Drivers Local 270, deeply appreciate the wholehearted support we received from the Maritime Trades Council in the campaign. Your unions gave us the aid we needed when all other sources of assistance failed us."

Notice To Crews

No SIU Crew is to pay off any ship until the crew's quarters and equipment are as clean as any Seafarer likes to find a ship when he first goes aboard. Patrolmen have been instructed that the crew's quarters must be absolutely clean before a payoff will be allowed. Please cooperate with your officials in carrying out this membership order.

Sandboats Build A Super-Highway

(Reprinted with the kind permission of the Editor of "Popular Science.")

By WALTER HAMSHAR

A super-highway is being built 118 miles across New Jersey in record time, thanks to the use of ocean bottom for long stretches of the modern eight-lane toll road.

Sand that has been accumulating for centuries on the sea floor off Coney Island and Sandy Hook is being transported 16 miles by a very special kind of ocean-going dredge to fill in right-of-way where the New Jersey Turnpike arrows through mucky swamps. By using this porous material instead of ordinary earth fill, engineers are building a dry roadbed through ooze in a fraction of the time usually needed for fill to settle.

The problem of obtaining astronomical quantities of sand at reasonable cost led Construction Aggregates Corporation, which has contracts for

swampy stretches, to design three unique craft from outmoded Army dredges. Instead of performing the ordinary tasks of deepening channels, these ocean-going earth movers now suck up sand from the ocean floor, classify it for coarseness, carry it to a terminal in Newark Bay, and then pump it into 20-inch pipes that carry it up to three-and-a-half miles inland for the road bed.

Rebuilt by Bethlehem Steel Company's shipyard in Hoboken, N.J., at a cost of \$3,000,000, the dredges were modified in fifty-one days to meet the rush requirements of the job. As the "Sand Chief," "Sand Captain" and "Sand Mate," they now work round the clock, seven days a week, carrying as much as 4,500 tons of sand in each load.

Each craft makes an average of two trips a day, sailing 16 miles down Newark Bay and Kill Van Kull through New York's Narrows to the ocean. Then anchoring in 30 feet of water

along the famous Ambrose Channel, the vessels perform a double function of deepening an important shipway while obtaining their sand cargoes. In two hours the hoppers are filled, and the converted dredge sets out on its three-hour voyage back to Port Newark.

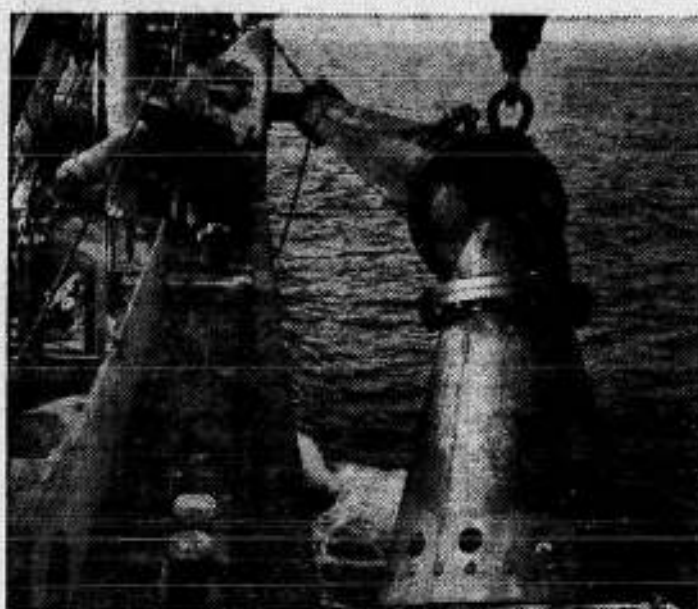
There the vessel's spout is connected to a 20-inch pipe line, and the sand—mixed with bay water—is pumped overland to the Jersey swamp as shown in the photos above.

To compress the ooze that has lain on the swamp bottom for centuries without waiting the year or two ordinarily required for fill to settle, 20-inch steel pipes are forced through the muck to firm earth. Set 10 feet apart, these are filled with coarse sand and the pipes are then pulled out, leaving vertical columns of sand.

As water is squeezed in the ooze by the weight of fill, it flows sideways until it reaches these porous drains, which allow it to flow rapidly upward to the blanket of medium sand above. There it drains off. As the fill settles, sand dikes are built along the edge of the road bed to permit fine sand to be used in the last stages of the job.

In one 1.2-mile section, 344,000 cubic yards of sand were used for the blanket, 310,464 sand drains were bored, and 852 cubic yards of other dredged fill were employed. Some of the road fill is pumped as high as 60 feet where bridges will be built over creeks and rivers. The general embankment will average 15 feet.

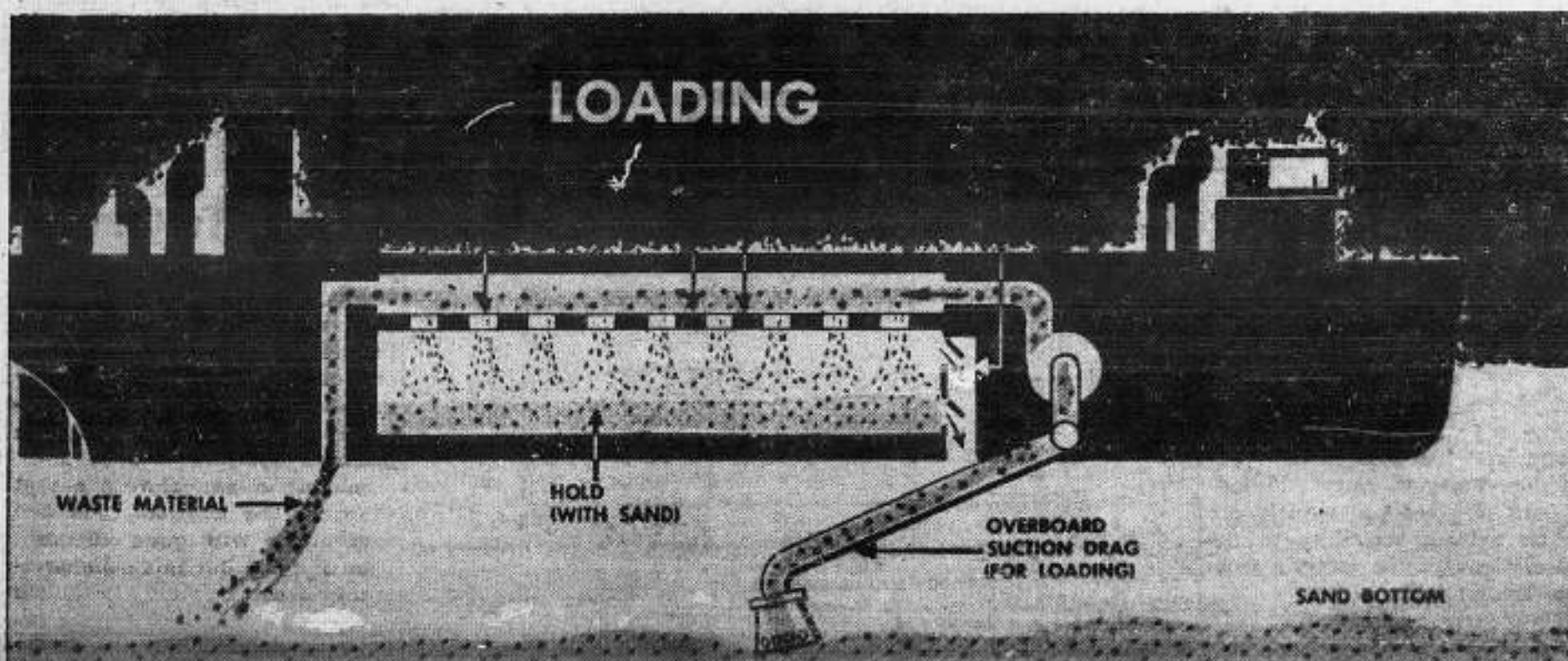
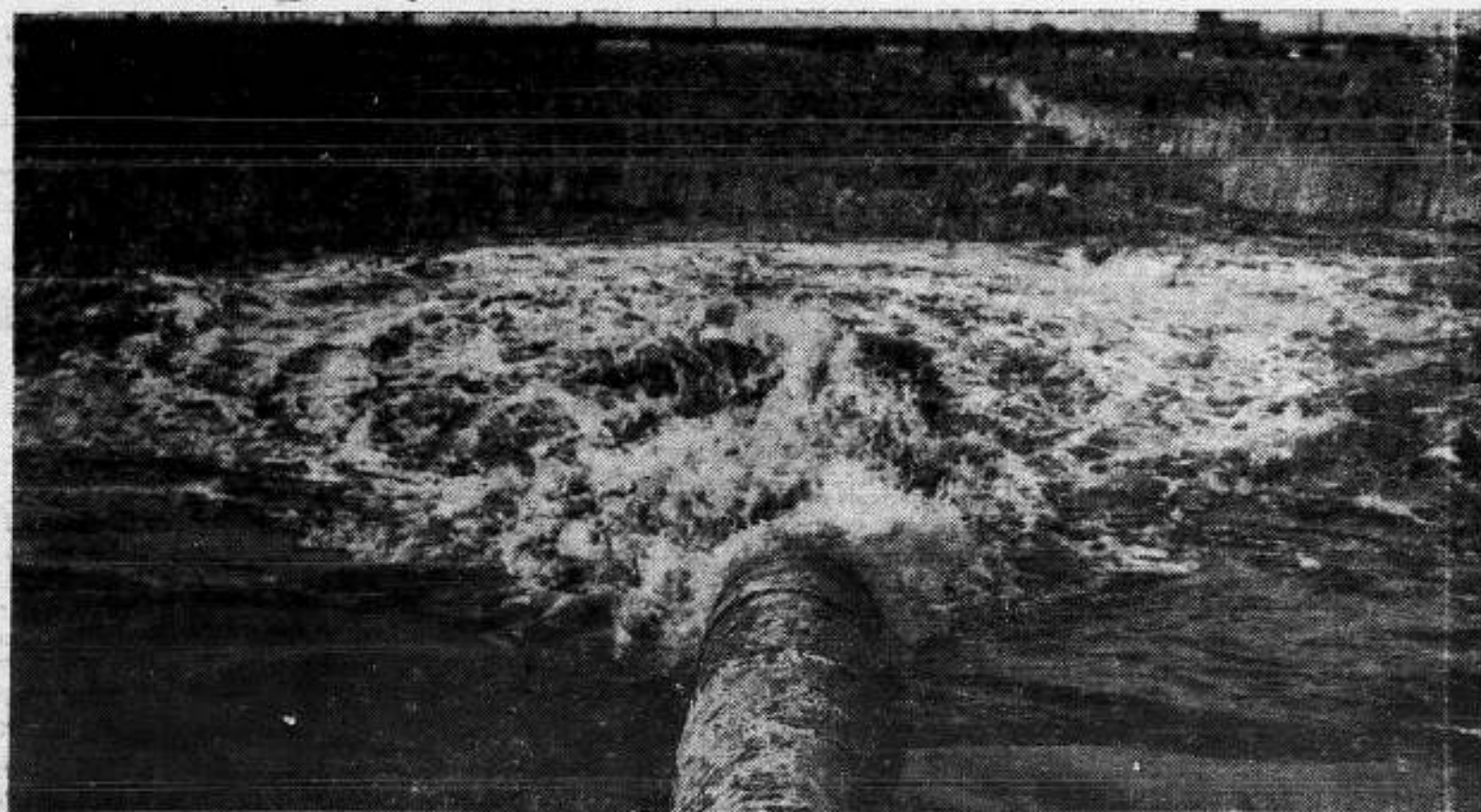
Almost 10 miles of turnpike will be constructed in this manner by next July. Then the three dredges will go to work filling in swamps for an extension of Newark Airport that will be greater than the entire area the field now covers.



Photos By J. Walker Grimm

This is how the Sandboats work. Above, left, is one of the two adjustable drags, attached to huge suction pumps, that are let down from each side. Ocean bottom muck is pulled up with liberal quantities of water and passes through screens that strain out shells, stones and other trash. (And old coins, too, as the crewmembers have found out.) The strained sand and water travel in a flume over ship's big hoppers. The sand is graded for fineness, and the water drains overboard. At right, above, at Port Newark, the spout is connected to a 20-inch pipe and the sand, mixed with water, is pumped overland to the Jersey swamps.

The picture on the right shows the end of the journey. 30,000 tons of sand a day pour over the swamp that will soon be a superhighway.



The diagram on the left clearly illustrates the loading operations of the sandboats. Not shown are the men scanning the screens looking for old coins that have lain on the ocean bottom for many, many years.

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 irresponsible.

In any occupation there is a small group of foulballs. While the Union has been fortunate in keeping such characters to a minimum, we must eliminate them altogether from the SIU.

Cancer Is Called Curable If Caught In Early Stages

Cancer, the most feared disease of all, is curable says the American Cancer Society, if discovered and treated in its early stages.

The following things about cancer, says the Society, should be kept in mind:

1. With any type of cancer, treatment must be started just as soon as possible. Discovered and treated in its early stages most cancer can be cured. But every day's delay allows the disease to spread further and makes the doctor's job more difficult. Too much delay may prove fatal.
2. See your doctor if you suspect cancer. Don't waste precious time trying patent medicines on your own. All of them are useless and only allow the disease to spread while giving you a false sense of security.

TREATMENT

3. There are three "time-tested" methods of treating cancer. These are: Surgery (to remove the cancer) and radium and X-Ray treatments (to destroy the cancer).

4. You don't have to be "in the money" to get the proper treatment for cancer. If you can't afford a private doctor, there are clinics throughout the country where treatment is offered at little or no cost. To find out where the clinics are located, call the Cancer Division of your community.

5. Learn the warning signals which may mean cancer, so you can seek proper treatment without delay. These are:

1. Any sore that does not heal
2. A lump or thickening in the breast or elsewhere
3. Unusual bleeding or discharge
4. Any change in a wart or mole
5. Persistent indigestion or difficulty in swallowing
6. Persistent hoarseness or cough
7. Any change in normal bowel habits
8. Most important of all is to see your doctor regularly for a complete physical check-up. Thus you give him a chance to discover and correct conditions

which, if neglected, may turn into cancer.

VISIT DENTIST

7. Careful attention to mouth hygiene, combined with periodic examination and cleansing of the teeth by a dentist, is very important. So be sure to see your dentist regularly.

8. Guard against exposing your body to any type of prolonged irritation. For example, don't irritate your throat and stomach by gulping scalding beverages or bolting your food day after day. Don't subject your skin to constant burning either by the sun or by artificial heat.

9. Above all, don't waste your energies in needless worrying.

Czech Commies Send Men Into Hot Furnaces

The management of the Trimes steel-mill, in Czechoslovakia, proudly announced the introduction of a new system in the periodic cleaning and repairing of blast furnaces. This method, claimed to be a great time saver, is to help to increase production.

The basic idea of this innovation is very simple. Steel workers, split up into teams, take turns working inside the furnaces while the latter are still hot.

No human being can stand that tremendous heat for very long—not more than five to ten minutes at the most. Even that short a time leaves its mark on the health of the workers.

Five to ten minutes in those stoves is so exhaustive that workers must rest up from half to one full hour before working another ten minutes.

It is claimed by the communists that this new method has cut down the repairing time from 16 to 11 days, on the average, and has also helped production. Forty to sixty additional tons of steel per worker are to be gained, according to the calculations of the experts from the Trimes mill.

No figures on casualties have been released.

Shipboard Life Was Really Rugged Back In The 'Good Old Twenties'

By LOUIS GOFFIN

Every seaman could write tales about the trips he has made, if he wished to do so; however, some guys can tell stories better than they can write them. I'd like to try my hand at writing about certain voyages I made during my active seafaring career. Although they may not have been as adventurous as some during the last war, they were, as I believe, interesting, to say the least.

My tales start in early 1920 when I shipped as Utility Pantryman on the old SS Philadelphia of the American Lines. This was an old coal-burning ship, sailing from New York to Southampton, England, on a regular run, along with the old SS St. Paul and SS St. Louis.

The Philadelphia was about 37

years old when I joined her; she had been a transport during the first World War and had sailed under the name of the SS Harrisburg. Her original name, when she was first built in Scotland, was the City of Paris, and at that time she was the largest passenger ship afloat.

At the time that I joined her she was just a junk pile, but still managed to carry hundreds of steerage passengers from Europe, plus a few hundred first class passengers.

A crummier ship for the crew I have never seen. We flopped in large forecables, which were called glory holes, and after living in one for a couple of trips, instead of glory holes, they should have called them by their right name: hell holes.

HOUSING SHORTAGE

There were around forty guys in the quarters, everything cramped and congested. You could hardly move around between the bunks and, due to lack of ventilation, the joint just plain stunk. You can imagine what kind of rest a guy could get in a foc'sle like that.

The mattresses were threadbare, and the so-called springs dug in the back; the blankets were old and worn, and no doubt had been worn by horses before the company shoved them on the poor sailors.

Blue sheets, and one roller-type dish towel completed the bunk equipment. An old rusty locker, with no lock, was the only spot to hang your gear; that is, if you were lucky enough to have any gear, as stealing from lockers was a favorite pastime on most ships in those days.

The black gang and sailors lived forward, and their quarters were even worse than the Steward's glory hole, so you can imagine how crummy they must have been. I never had the chance to view their quarters, but you can bet that I was never sorry for it, as the crews that we carried were, without a doubt, the worst that it had been my misfortune to sail with.

The Stewards Department was mostly British, with a smattering of various other nationalities, of which Americans were very much in the minority.

In the Deck Department, the majority were Americans with here and there a few of other

nationalities. The Black Gang was the lulu. It consisted of three watches, one was composed almost entirely of Liverpool Irishmen, the next watch was composed of all Spanish-speaking men, and the last was mostly Germans, and there was continuous warfare between the watches.

The Captain was a man by the name of Candy, and he certainly was a sweet guy, but the Chief Engineer was the well known Paddy Brennan, and a tougher Chief I have yet to see; however, it took a tough Chief to handle the type of black gangs that sailed these old coal-burners. The battles between the Chief and the various Firemen and Coal Passers, will be told in a later tale, but now to get back to the job that was handed to me:

As I stated previously, I was shipped as a Utility Pantryman in the first class passenger pantry. This was quite a spot for an inexperienced man, such as I was.

The Chief Pantryman was an old Englishman called George, who had held his job from the day she was built, except for the time that the Government had used her as an Army transport. He had joined the ship in 1887, the year of her birth, and had never sailed on any other ship during the entire time that she sailed as a passenger ship, both under the English and American flag. He was a nervous little guy, and very easily scared.

UP AND DOWN

The job he handed me was to carry tray loads of food from the galley to the pantry. The galley being a deck below, and the trays very heavy, almost ended my seafaring career; however, I was young and could take a bit of punishment, so I stuck to this job for two complete trips. The galley staff composed entirely of Englishmen, with the exception of the Chef, who was Italian, treated me very decently. As a matter of fact, as far as I was concerned, they were the only good guys aboard.

There was plenty of work, especially during meal time, and I was kept on the run lugging tray loads of food from the galley to the steam tables in the pantry. Old George was on my neck to hurry, but he worried me not at all, as he worried no one else who worked under him.

It was a greasy madhouse between the pantry and the dining room. Waiters sliding in and out with full trays, and once and a while they would slip in the grease, and dishes, glasses and assorted food would scatter all over waiter pantry and any one else who got in the way.

When we cleaned up at the end of the day, which was usually about eight PM, we were an awfully tired bunch of boys, and the thought of going into that crummy glory hole made us feel even more tired. The only relaxation that we got was to hang out on the after deck and try to shoot the fat with the immigrants being carried in the steerage.

All in all you can note that the job, the quarters, and the ship itself was quite different from the conditions of the present. I'll have more to relate on this scow, and others, in articles to follow.

Instead, chuck your fears into the trash can, and remember that cancer can be licked when discovered and treated in its early stages.

10. Finally, bring the message to your friends and neighbors that early cancer is being cured daily. Cancer control needs the co-operation and support of every intelligent person.

To All Crews

It has been reported that Mates on some SIU-contracted ships are attempting to take advantage of the SIU policy concerning the unloading of cargo in emergency situations to bypass the Union contract. The Union policy on this matter does not allow for Mates to abuse the regular provisions of the contract covering such work or other departmental duties.

In unloading cargo in war zones the Union policy has been made clear, but this does not give ship's officers the right to ignore the regular provisions of the contract. All violations of the agreement should be reported to Headquarters at once.

Notice To All SIU Members

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

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

PLEASE PRINT INFORMATION

To the Editor:

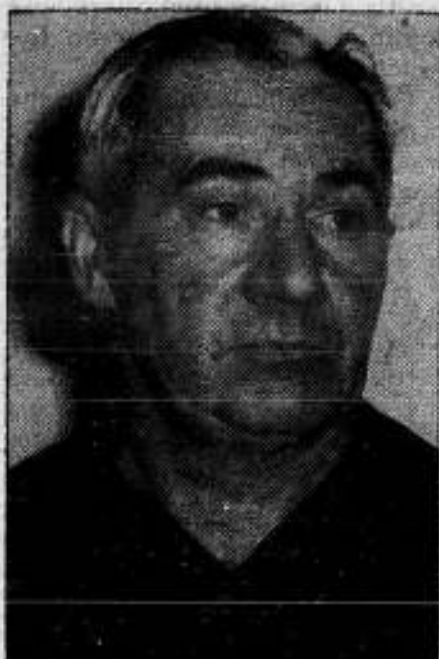
I would like the SEAFARERS LOG mailed to the address below:

Name _____
 Street Address _____
 City _____ Zone _____ State _____
 Signed _____
 Book No. _____

HERE'S WHAT I THINK...



QUESTION: What type of shipmate can you do without?



JOE BURNS, Bosun:

The type of guy I don't care to sail with is the hophead or weedhound. Such men shouldn't be allowed to sail aboard any ship, a fact that our Union recognized long ago and has been doing something about. People like this are a potential danger to the vessel and the crew, because you'll never know what they might do next. They sure can mess up a ship. I don't want to give the impression there are many of these guys going to sea, but all you need is one or two and you can have a troublesome situation. They're bad for all hands.



CHESTER LOHR, FWT.:

I usually get along okay with most guys, but I have a particular peeve against the guys who come back to the ship loud and noisy and who are destructive when they're in this condition. These guys are generally detrimental to the welfare of the men on the ships and to the Union. That doesn't mean that I'm not in favor of good times—I am. But not at the expense of the comfort and privacy of the other men on the ship. I don't consider myself perfect by a long shot, but no guy has the right to let his faults affect the well-being of his shipmates.



D. S. MUNRO, Ch. Elec.:

The main guys I can do without are the door-slammers, the passageway-stompers and the guys who like to sleep in the sack with their clothes and shoes on. These guys show no consideration for the welfare, cleanliness or personal habits of the majority of their shipmates. And that is a very important thing aboard a ship, where men not only work together, but live together as well. I can stand a guy drinking, but I can't stand a lack of cleanliness in any man. These guys haven't shown that they have what it takes to live among men.



JOHN KALMICK, Bosun:

Gashounds and performers, definitely. There's just no room for those kinds of guys aboard a Union ship. No one likes to drink better than myself, but no one should let this interfere with the running of the ship or the harmony existing among the crewmembers. I believe in covering up a guy occasionally, if it's a result of a slip up. But the continual gashound or performer doesn't rate any sympathy at all. We're grown men and the guy who can't accept his responsibility and obligations doesn't deserve the benefits that the Union has won for all of us.



BEN PRITIKIN, Wiper:

My personal opinion is that the agitating kind who don't realize what the Union has accomplished are a nuisance. This type is always trying to knock this or that about his Union, generally for no reason other than that he likes to gripe. These guys are lucky they have a Union behind them or the shipowners would be giving them a helluva time on wages and conditions. They ought to wake up to the facts. To the guys who appreciate the fact that their Union is in there pitching, these agitators can get mighty tiresome. There aren't many, but one or two are too much.



M. GOTTSCHALK, Ch. Stwd.:

Gashounds and performers, who expect their shipmates to do their job for them, are two types I don't care to sail with—and who does? These are the guys who jeopardize the hard won conditions of the Union, and therefore are the enemies of the overwhelming majority of conscientious seamen. Having once attended a collective bargaining session between our Union representatives and the shipowners, I know from personal experience that the companies will throw these things at the Union to buck our demands. These performers are no friends of Union men.



JERRY PALMER, AB.:

The shipmate I can do without is the chronic beeper or agitator, who is always picking on technicalities of ship operation or routine. He holds forth in the foc'sles or outside ship's meetings. He agitates men on the ship but he never brings up his beef in the proper manner at a meeting. He generally has plenty of beefs after the meeting, but if you ask him why he didn't bring them up at the meeting, he says "They'll never do anything about it." Actually, there's a reason for his conduct. He really doesn't want anything done about what he's beefing about. He'd have nothing to gripe about.



W. CANNIFF, Ch. Elec.:

I prefer not to sail with the braggart, the guy who always acts as if he knows everything about everything. No matter what you talk about, this guy always acts as though he knows more about it. He's the one and only original expert. And there's no point in trying to express an opinion when this guy is around. He'll always top you. Guys like this should be on the radio program, "Can You Top This," not on ships. Of course, this kind of guy is not only to be found on ships. There's one in every walk of life, but the seagoing kind are the ones that annoy me.



RAY BRAULT, Pumpman:

You can put up with the guy who drinks, if he does his share of the work. But the slacker—and I've seen a few professionals—who is nothing but a freeloader is the kind of guy I can do without. This kind of guy wants to throw his share of work on his shipmates. Especially on jobs requiring a full watch, one or two slackers can work hardships on their Brothers. I believe it is the duty of every good bookman in the Union who sees such goings-on to warn the offender right away. If the guy refuses to take advice and keeps right on slacking off on his shipmates—bring him up on charges.



ROBERT FRENCH, AB.:

I can do without those soft-soap characters—the guys who try to get you for everything they can. I mean like borrowing money, when they never intend to pay it back. There are some guys who make an art of giving their shipmates a hard luck story, playing on their sympathy, then borrowing a few bucks. As soon as they get the chance they take off and you never hear from them again. Of course, there are always some guys with legitimate requests who you have to help out. But they aren't a problem. The soft-soaper have made it tough on the legitimate guys.

SHIPS' MINUTES AND NEWS



Facing Blindness, He Wins Hope As Union Brother Offers Him Eye

A dramatic story of hope and sacrifice involving two Seafarers—one who up to this week saw no hope of saving his failing eyesight and another who will surrender the vision of his right eye in the interest of his Union Brother—was unfolded at the Staten Island Marine Hospital the other day.

Principals in the stirring drama are Phil Pron, victim of a shipboard injury that is slowly destroying the sight of his both eyes, and Eric Joseph, his benefactor, from whose right eye a prominent surgeon will transplant the cornea to that of Pron's.

Complete strangers to each other until a few weeks ago, the two SIU Brothers crossed paths in the Marine Hospital, when Joseph was admitted to undergo treatment to a damaged retina. He occupied a bed adjoining that of Pron, who had been a patient since last May.

Pron's failing eyesight stems from an injury sustained aboard the Robin Trent on May 11 last, when the door of an icebox swung and struck him over the left eye.

EYESIGHT 'FUZZY'

When he awoke the next morning, Pron said, the eye was extremely sore and he could see nothing out of it. "It was like someone had put a white sheet over the eye," he added. "And what I could see out of my right eye was fuzzy."

When the Trent arrived in Philadelphia, Pron immediately went to a eye hospital there. He was advised to go straight to the Staten Island Marine Hospital, which he entered on May 23.

During treatment in Staten Island, Pron was kept in a darkened room, with both eyes completely covered, for a period of five weeks. Meanwhile, he said, some of the new medical discoveries, such as cortisone, streptomycin and similar drugs were administered. At the end of the fifth week, the bandage was re-

moved from the right eye, and improvement was noted in its vision.

Pron said he was told, however, that the prospects were grim, with practically no hope being held out for improvement. In fact, unless a successful attempt was made to get someone to offer cornea for one or both of his eyes, the chances were that his vision would gradually deteriorate.

TREATED AGAIN

In the hope that he could find a benefactor, Pron was released from the hospital. Two months later, he again noted that the right eye was failing and on December 11, he reentered Staten Island. For three weeks both eyes were completely bandaged once more and treatment was resumed. But the doctors reminded him that a successful transplanting of cornea from another person would assure him of normal vision in the future. So he waited and hoped.

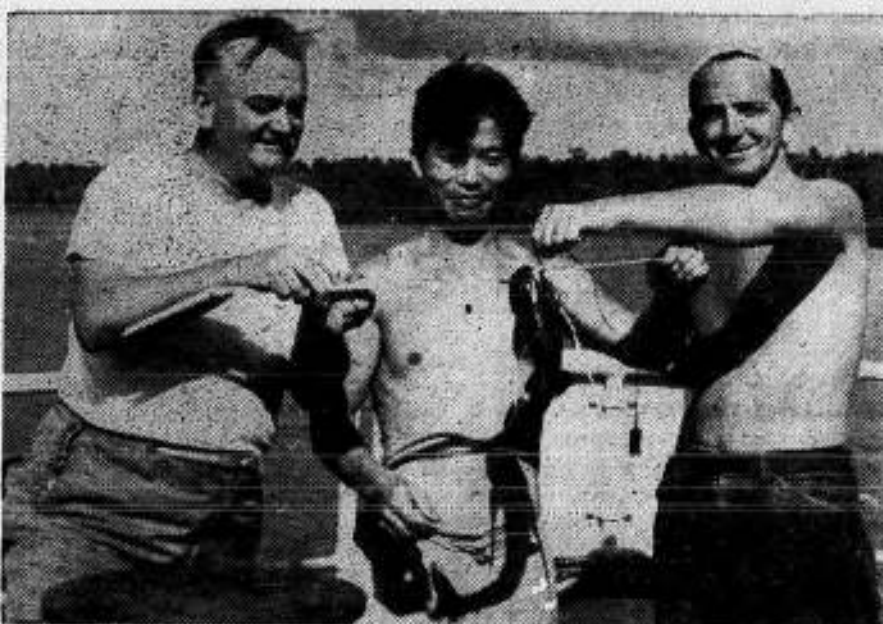
Then, on February 28, Eric Joseph entered the hospital seeking treatment for a damaged retina in his right eye—a carry-over from his boxing days. During some between-bed chatter, Pron told Joseph of his plight.

Joseph then told the doctors to forget about an operation being considered as a means of repairing the retina damage, and offered his right cornea to Pron.

According to the two Seafarers, Dr. Rudolph Aebli, an eye surgeon of 30 East 40th Street, New York City, has agreed to perform the operation, a date for which he will set shortly. If the transplanting is successful, Pron will be sure of his right eye, but still faces loss of his left eye.

Joseph, who has been sailing SIU for the past four years, made light of his noble gesture, saying, "I'm not sure how long the sight of my right eye can last. I prefer to pass it on to my Union Brother, where I know it will do some good."

Pron, of course, is overjoyed. Whether the operation is successful or not, he says his Union Brother's offer was more than he ever hoped for. His mother and father, with whom he lives at 417 Dales Avenue, Jersey City, N. J., share his happiness.



M. E. Watson, Electrician (left) and Tom Murphy (right), FWT measure the "cat's" whiskers as Foo Sing, Utility, holds the fish steady. Photos submitted by "Doc" Watson.

Walter Breedlove Killed In Accident On Southland

Walter Breedlove, holder of Book No. 302 and a member of the SIU's Atlantic and Gulf District since early 1939, was killed in an accident aboard the SS Southland on March 5.

Brother Breedlove died of injuries suffered when he was thrown against a deck winch as the ship rode through heavy seas 195 miles northeast of Cape Henry, Va. The Southland, which was en route, from Norfolk to Germany, returned to Cape Henry where a Coast Guard vessel removed Breedlove's body.

Burial was in Bonaventure Cemetery in Savannah on March 8. The following SIU members served as honorary pallbearers at the funeral: R. B. Hubbard, W. J. McNall, A. H. Smith, H. F. Bacon, J. Roza, A. Groover, W. J. Conners, R. Poole, W. Stoll, C. W. Reynolds, and E. B. Tilley, SIU Agent in Savannah.

Flowers were sent to the services by the officers and crewmembers of the Southland and the SS Southstar, and the Savannah SIU Branch.

Breedlove's shipmates on the Southland took up a collection and the proceeds, \$310, were turned over to his widow by Port Agent Tilley.

Sam Made The Pants Just Right



Tony Ruggiero, Oiler, aboard the SS Michael, has his new slopchest dungarees reefed up by Sam Bussell, OS, a handy guy at alterations.

Ponce Crewmen Aid Milanese, Victim Of Polio

Crewmembers of the MV Ponce have forwarded a money order for \$43 to Seafarer Gene Milanese, who is recovering from infantile paralysis in the Staten Island Marine Hospital.

Milanese, who was stricken several months ago while a crewmember of the Steel Apprentice, is expected to recover full use of all his limbs except his right leg, on which he will have to wear a brace, probably for the rest of his life.

The plight of the SIU polio victim was carried in a story in the SEAFARERS LOG on February 9, and told of his being returned to the States via plane from Beirut.

The Ponce collection was started at a shipboard meeting by Brother Ruiz. The crew voted to turn \$25 from the ship's fund over to the hospitalized Union Brother. The officers of the vessel learned of the donation and added \$18 of their own.

Vic Chesner Dies In NY Hospital

Seafarer Victor W. Chesner, Oiler, died in the US Marine Hospital, Manhattan Beach, Brooklyn, on February 10, the LOG has been informed. Chesner was 52 years old.

Brother Chesner had been sailing SIU vessels for the past five years. He held Book No. 100039, issued to him in the Port of New York on November 6, 1946.

He was born in New Jersey on January 20, 1899, but lived in New York at the time of his death.

Surviving are his wife, Mary, and a son, Richard, of 450 Audubon Avenue, New York City. Both are members of trade unions.

Death benefits were paid by the Seafarers Welfare Plan.



WALTER BREEDLOVE

He is survived by his widow, Mrs. Nancy Breedlove, a daughter, Mrs. Violet Bloom, one son, James F. Corey, his mother, four sisters and two brothers.

The \$500 death benefit was paid by the Seafarers Welfare Plan.



Seafarers Phil Pron (left) and Eric Joseph, who will help save Pron's failing eyesight, as they appeared in the New York Hall last week.

Digested Minutes Of SIU Ship Meetings

COE VICTORY (Victory Carriers), Jan. 22 — Chairman, E. Simonette; Secretary, Sir Charles. Delegates reported all was in order. Ship's Delegate stressed the importance of cooperation within the crew. Sir Charles elected Ship's Delegate by acclamation. Motion carried to limit speakers to two minutes. Steward asked to make changes in night lunch. Sir Charles reported that he had set aside an evening or two each week to help those interested in studies of any kind. Motion carried to allow permit-card men to go into the engine-room after working hours for instruction in seeking higher ratings, provided they do not interfere with Engine Department work.

SEATRAN HAVANA (Seatrains), Jan. 28—Chairman, Jack Kelly; Secretary, William Cahill. Delegates reported no beefs, listed the number of books and permits in their departments. Crew asked to cooperate in keeping crew messhall clean.



MARORE (Ore), Feb. 4 — Chairman, Raymond Noe; Secretary, W. Blakeslee. Ship's Delegate reported \$71 in ship's fund. Delegates reported number of books and permits in their departments. Discussion on Headquarters communications concerning time off and shore leave. Unanimously adopted. Steward asked not to put out week-old meat for night lunch.

CARRABULLE (Cuba Distilling), Jan. 19—Chairman, McKay; Secretary, Johnson. Crew non-concurred with Ship's Delegate's report stating that Captain forbade card playing after midnight. Delegates reported number of books and permits in their departments. 2nd Cook reprimanded for favoring the saloon while serving food. Discussion about the First Assistant who gets a bang out of hardtipping Wipers. Statement made that the Engineer stays up eight hours a day just to see that they don't leave the floor plates, and if they take a little over for coffee they're fired. Engineer has had seven Wipers in six weeks.

ALGONQUIN VICTORY (St. Lawrence Navigation), Jan. 25—Chairman, John Gillette; Secretary, Red Campbell. Chief Engineer reported that the water taken on in Turkey was analyzed and found to be as pure as stateside water. Crew voted to unanimously adopt Headquarters communications on unloading cargo and time off.



MONTEBELLO HILLS (Pacific Tankers), Jan. 7 — Chairman, C. Moss; Secretary, E. Baker. Ship's Delegate warned two crewmembers to cut out performing and knuckle down to work. Discussion on Union shipping rules. Ship's Delegate read two items from Headquarters concerning time off and unloading cargo. Men were told to read the items and make their comments at the next meeting. Jan. 21—Chairman, John Se-

vos; Secretary, John Dill. Delegates reported no beefs. Motion carried to hold meetings every two weeks, alternating between afternoon and evening. Steward asked to put out more supplies for Messman.

FORT BRIDGER (US Petroleum Carriers), Jan. 28—Chairman, Paul Arthofer; Secretary, Antonio Tarquinio. Crew voted to unanimously concur in Headquarters communications on unloading cargo and denial of time ashore. Suggestion made that great care be given washing machine, as the trip is going to be a long one. Discussion on proper conduct for Union men aboard ship.

ALCOA PEGASUS (Alcoa), (date not given)—Chairman, C. Lee; Secretary, C. Cooper. Delegates reported all running fine. Motion carried to have Delegates get together and arrange a seating schedule in the messroom. Motion carried to see Patrolman about better quarters for Bosun and Dayman. Messman complimented for his work in the messroom.

BULL RUN (Petrol Tanker Industries), Jan. 29—Chairman, M. Bisson; Secretary, L. Blanchard. Motions carried to accept Delegates' reports. Repair list made up by each department and given to Ship's Delegate. Motion carried that Ship's Delegate inquire about dangers of working in tanks.



FORT HOSKINS (Cities Service), Feb. 10—Chairman, Stephen Bogucki; Secretary, Charles Angell. Stewards Delegate reported disputed overtime for Messman doing BR work. New motor to be purchased for washing machine.

Feb. 18—Chairman, Stephen Bogucki; Secretary, F. Flanagan. Delegates reported on books and permits in their departments. List of grievances against Stew-

ard discussed, list to be brought to attention of Captain and Patrolman.

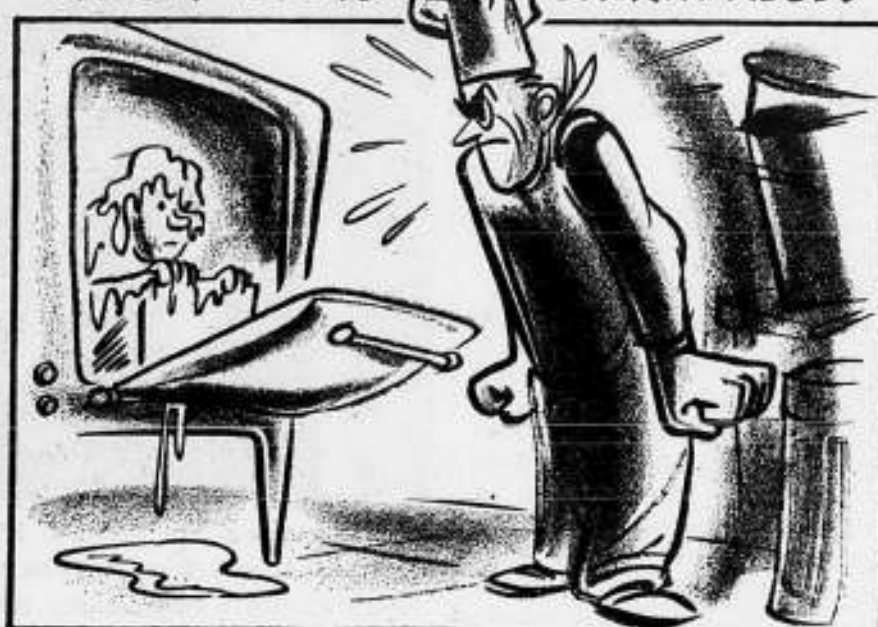
March 3 — Chairman, Casey Jones; Secretary, F. Flanagan. Ship's Delegate reported beefs against Steward had been thrashed out in Portland. Discussion on limitations of work to be done by supervisory personnel, such as Bosun. Report made that a large quantity of the meat aboard is inedible.

ABIQUA (Cities Service), Feb. 25 — Chairman, Kenneth Skonberg; Secretary, C. Thompson. Delegates reported no overtime beefs. Discussion on using too much water. A new library to be picked up in next port. Men to write suggestions for new Hall on sheet posted in messhall.

March 4—Chairman, H. Crane; Secretary, Skonberg. Ship's Delegate reported \$63.03 in ship's fund. Delegates reported num-

SEAFARER SAM SAYS:

STEWARDS DEPT. MEN: DON'T THROW IN FOR A JOB UNLESS YOU HOLD THAT RATING. IN ORDER TO SAIL AS A BAKER, FOR EXAMPLE, YOU MUST HAVE A BAKER'S ENDORSEMENT. THE SAME GOES FOR COOK, BUTCHER, STEWARD—YOU MUST HAVE THE SPECIFIC ENDORSEMENT FOR EACH JOB. BY THROWING IN FOR A JOB YOU CANNOT KEEP, YOU MAY CONFUSE THE MANNING OF THE SHIP OR SHORTHANDED. CAUSE IT TO SAIL



ber of books and permits in their departments. "Stewards Department Guide" discussed, though it cannot be applied to ship.

CATAHOULA (Cuba Distilling), Feb. 25—Chairman, Adolph Capote; Secretary, B. Phillips. Delegates reported all okay. Ship's Delegate reported that fouling up by certain members had been cleared up. Stewards Department given vote of thanks for the good food and fine service.

WINTER HILL (Cities Service), Feb. 7 — Chairman, Paul Dayton; Secretary, Percy Mays. Delegates reported no disputed overtime. Motion carried to have vapor gauge put aboard to test tanks. Messman asked why crew takes beefs to Steward and not to Delegate. Treasurer reported \$65.44 in fund.

Feb. 14—Chairman, Bob Henderson; Secretary, Percy Mays. Delegates reported disputed overtime in all three departments. Treasurer reported \$71.53 in ship's fund. Discussion on Mate not knocking off OS in time to make coffee.



NATHANIEL B. PALMER (Palmer Shipping), Feb. 4 — Chairman, R. Garraud; Secretary, A. Branconi. Delegates reported all in order. Motion carried that anyone paying off without consent of Patrolman be fined \$25. Repair list posted on bulletin board.

Feb. 17—Chairman, T. Orzewicki; Secretary, R. Chatefeld. Delegates reported all in order. One crewmember to be reported for disciplinary action.

WILLIAM H. CARRUTH (Trans-Fuel), Jan. 21—Chairman, Arthur Kavel; Secretary, R. Hayes. Delegates reported overtime beefs in all departments. Motion carried that no one pay-off until all beefs are settled.

Deck Engineer beefed about poor meal service while he was sick and a three-day delay before he was given penicillin. All around poor medical service criticized. Baker given vote of thanks for his fine work and asked to stay another trip.

Feb. 18 — Chairman, Arthur Kavel; Secretary, John Stefanik. Ship's Delegate reported that drydock money due from previous voyage will be paid by voucher of Captain. Ship's Delegate reported repairs had not been attended to because ship's stay in New York was so short.

PURPLESTAR (Traders Steamship), Feb. 22 — Chairman, Robert Merritt; Secretary, John Burke. Communication from Headquarters on unloading cargo and time ashore read and approved. Motion carried to let Steward run his department as he desires, as ship has been running smoothly.

MARORE (Ore), Feb. 18 — Chairman, Mike Sikorski; Secretary, W. Glaze. Delegates reported number of books and permits in their departments. Crew asked to fill out form giving their qualifications for next rating. Ship's Delegate reported \$67.16 in fund.

ALCOA ROAMER (Alcoa), Feb. 12—Chairman, W. Horsfall; Secretary, W. Sikes. Letter on upgrading read and agreed to. Motion carried for Ship's Delegate to confer with the Chief Engineer about poor condition of heads. All hands told to put in for \$3 for quarters covering time ship had no heat in New Orleans.



CUBORE (Ore), Feb. 10 — Chairman, C. Omohundro; Secretary, J. Kahl. Electrician and Steward spoke on education. Discussion on weeding out of pier-head jumpers who are performers and incompetents.

CUBORE (Ore), Feb. 21 — Chairman, W. Fields; Secretary, W. House. Delegates reported the number of books and permits in their departments. Members asked to stow away cots after using them. Discussion on company man who refused to attend meeting.

ARCHERS HOPE (Cities Service), Feb. 24—Chairman, B. Williams; Secretary, Sidney Lipschitz. Delegates reported some disputed overtime. Motion carried to go on record to have a full supply of 120 quarts of milk at each end of trip. Suggestion made that matter of painting foc'sles be given to Patrolman for action. Report made that lifeboats were not ready at time of sailing.

CHIWAHA (Cities Service), March 4—Chairman, James Corcoran; Secretary, Ray Brault. Only disputed overtime was reported by Stewards Delegate, who reported Messmen had disputed overtime. Vote taken on time off and unloading cargo issues. Vote of thanks given Stewards Department for fine work

(Continued on Page 14)

Directory Of SIU Halls

SIU, A&G District

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

HEADQUARTERS REPRESENTATIVES
Joe Algina Robert Matthews
Joseph Volpian

S U P

HONOLULU.....16 Merchant St.
Phone 5-8777
PORTLAND.....111 W. Burnside St.
Beacon 4336
RICHMOND, Calif.....257 5th St.
Phone 2599
SAN FRANCISCO.....450 Harrison St.
Douglas 2-8563
SEATTLE.....86 Seneca St.
Main 0290
WILMINGTON.....440 Avalon Blvd.
Terminal 4-3131

Canadian District

MONTREAL.....463 McGill St.
MARquette 5909
HALIFAX.....128 1/2 Hollis St.
Phone 3-8911
FORT WILLIAM.....118 1/2 Syndicate Ave.
Ontario Phone 3-3221
PORT COLBORNE.....103 Durham St.
Phone 5591
TORONTO.....86 Colborne St.
Elgin 5719
VICTORIA.....617 1/2 Cormorant St.
Empire 4531
VANCOUVER.....565 Hamilton St.
Pacific 7824
SYDNEY.....304 Charlotte St.
Phone 6346
HEADQUARTERS.....463 McGill St.
Montreal MARquette 7377

THE MEMBERSHIP SPEAKS



Lone Jack Crewmen Blast Fouled-Up Sailing Board

To the Editor:

At the last meeting held aboard this ship, the SS Lone Jack, it was suggested by the crew that a letter be written to the Union concerning the ill manner in which the sailing board is posted.

Officers have been overheard talking over the sailing time among themselves and after arriving at the time the ship would sail, have posted the sailing board many hours before the time they believe the ship would actually sail.

An officer of this ship had said last trip to make the sailing board time 11 PM, for the "time being." It was known that the earliest possible sailing time was 3 AM. The ship finally sailed at 8:20 AM.

The crew wishes that the negotiating committee make some betterments in regards to this matter. Such as, posting the sailing board time one hour before the time they order the tugs, rather than one hour before the dreamed-up sailing time, which is in most cases impossible to meet.

The crew believes the company should be penalized for these doings, as the crew would be if they didn't follow these

dreamed-up sailing times. The crew even thought the officers were posting an early sailing time just to spite the crew.

Whatever the negotiating committee could do to help in this matter would be deeply appreciated by all the crew. The crew thought it would be a good idea if this letter could be published in the LOG.

Roy Lundquist, Ship's Del.
Albert Weaver, Engine Del.
Charles Frank, Deck Del.
B. H. Kimberly, Stewards Del.

(Ed. Note: Headquarters requests that crews facing similar confusion and difficulties over posting of sailing time to so advise Headquarters, so that the whole matter can be tackled properly at the next contract discussions.)

Sailing On The Del Rio



Fish-oiling the MV Del Rio's deck are "Whitey" Ballard, (left), AB, and George Nuss, OS. Photo was taken by Fred Hicks during a three-month run to West African ports.

Death Benefit Helped, Says Late Seafarer's Family

To the Editor:

My mother, Mrs. Mary Chesner, and I received the letter of February 19, with the \$500 benefit check sent upon the death of my father, Victor W. Chesner. We wish to thank the Union for everything, your sympathies and sincere concern. Please believe me when I say that this money will be put to good use.

I have but one more favor to request. My father sailed on many ships and became friendly with many seamen who came to know him quite well. In Local 6, to which my mother and I belong, the union lists the deaths of its members in its newspaper. Could you do likewise in order that my father's death become known to his fellow workers?

Once again, may I thank you for everything.

Richard V. Chesner
New York City

(Ed. Note: The notice of Brother Chesner's death appears in story on the Ship's News Section—page 8.)

BROTHER IN ARMY HAS FOND MEMORY OF SAILING DAYS

To the Editor:

I am taking the pleasure of writing to the LOG for the first time. I joined the SIU in October, 1945, and sailed until October, 1950. I would like to thank all the SIU and SUP Brothers I sailed with and to say that I enjoyed it very much. Being in the Army as I am, one can well realize what a good Union stands for.

I am looking forward to the time when I can sail again. I would like to say that I know the Union will continue its good work in the organizing field.

Pvt. I. W. Thompson
Fort Sill, Okla.

ATTENTION!

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



Christmas at sea may lack the luster of the holiday season ashore, but the chow is just as good. Here's a quiet scene in the Del Rio messroom taken during Yuletide. Brotherly spirit and harmony prevailed throughout the voyage, Hicks reports.

Newly - Reactivated Vessels May Require Couple Of Voyages To Get Squared Away

To the Editor:

We members of the crew of the De Pauw Victory, would like to pass along a word of warning to men signing on vessels under charter to the South Atlantic Steamship Company that are stored and represented in the Gulf area by the Strachan Shipping Agency in New Orleans.

This vessel paid off in New Orleans on February 12, and the next day signed on a complete new crew at 3 PM. At this time no voyage stores or slopchest had been placed aboard the ship. For the next 10 days—the period in which the vessel was in New Orleans and Mobile—the crew lived on promises made by Strachan, the company's agent.

To begin with, the ship took on stores in New Orleans. After an inventory was taken, the Steward found them to be insufficient and reported same to Company and Union by means of a supplementary stores requisition. After checking the slopchest list, it was also found to be inadequate.

Action was taken by Union officials in both New Orleans and Mobile, and as a result 21 cases of vegetables were placed

on board, along with some extra slopchest items, although far from enough for a long Far Eastern voyage.

Tough On Coyotes



"Toughy," a 10-year-old Staffordshire terrier is an excellent hunting companion, according to Seafarer Jack Ryan, AB. "Toughy," who is owned by a friend of Ryan's, takes over after the hounds have run down the hunted coyotes down Texas way.

As a result of our trials and tribulations, a word to the wise should be enough. Do not sign on a vessel before it has been adequately stored and provisioned. Once you do, you're beat, Brothers.

Vic Miorana, Ship's Del.
P. W. Lusk, Deck Del.
H. D. Fouche, Engine Del.
G. Smiera, Stewards Del.

(Ed. Note: It is precisely for situations as that outlined in this letter that the Union urges crewmembers not to wait until the sign-on to report such conditions. Wherever possible, a written report should be brought to the nearest Union Branch at least four or five days before signing of articles. With many new ships making their first trip under SIU contract, such as the De Pauw Victory, there will naturally be instances of this kind mentioned above, and it may take a trip or two before they are functioning in typical shipshape Union style. Meanwhile, the Union is working to get all the new ships in first-rate, smooth sailing condition as soon as it is humanly possible to do so.)

Log's Coverage Of SIU Canadian Confab Lauded

To the Editor:

I would like to take this time to express my thanks for your coverage of our convention in Montreal. Although I was not a delegate, I appreciate it even more. Our recent issue of the Canadian Sailor gives it entire coverage, but does not have the circulation that the LOG does.

I personally have seen the LOG in bars and other places in far-off foreign ports. They will also be amazed to see our progress and to know that we, too, are SIU.

I would also like to say hello to all the shipmates whom I have not seen since way back when we parted. Especially those on the SS Joseph H. Hollister.

In closing, I extend thanks to all in the SIU from south of the Canadian border for their co-operation and help in reorganizing our District.

Les A. Green, Agent
SIU, Victoria, B. C.

Log-A-Rhythms

Contentment

by Robert G. Pattison

Gentle throb, shimmering foam,
Midnight watch, the voyage home,
Glittering stars, a gentle breeze,
Heart content, with mind at ease.

City bustle, joy and strife,
Apartment houses, home and wife,
Children laughing, not for me;
Peaceful solitude, that's the sea.

Trembling prow, the bow waves sigh,
Pendulum swing, of the topmast high,
The creaking booms, a tinkling bell,
A lookout's hail, for all is well.

Future ahead, past astern,
Present so pleasant, who dares to yearn?
Fears unfounded, regrets futile,
For fate, and fortune, forever a smile.

Red Renews Waterman Feud, Life In General (Mm—Good)

To the Editor:

Having started the New Year without a Waterman deck under my feet, I predict "51" should be pleasant and prosperous. I've heard that so many Waterman ships are running aground the company is compelling the Skippers to renew their drivers' licenses. This is the only outfit I know that picks up a traffic cop along with the pilot. One Captain in particular has a Greyhound bus to his "collision-credits." A certain Mobile parking lot has a spot reserved for SS Jean LaFitte.

However, things aboard the Algonquin Victory are more serene. There's no worry about groceries with Johnny Jellet in charge, ably supported by Pete "Kool-Aid" Vlahos. The only complaint I had was about the continuous port list on the way over. It was so bad I had to wear an Adler shoe on my left foot to keep from becoming deformed.

NO PROGRESS ON ACROPOLIS

This past trip, we made the run through the "Macaronean Sea" to Italy, Turkey, Greece, and Sicily. It was two years since my last trip to Genoa, but it was plain to see I had left my mark—right under "Kilroy's." In Piraeus, the crew still favors John Bulls' as their hangout. This year the boss is featuring food untouched by human hands—he's got two gorillas working in the kitchen. While in port I made another run to the Acropolis. At the rate they're going I don't think they'll ever finish it.

Next—Istanbul, and Turkish music (?). This, I believe more than anything else, keeps the commies from crossing the border. The most popular number at present seems to be "Strains From Hernia," which is No. 1 on the Hashish Hit Parade.

BEAUTY AND THE BEASTS

In one of the local hot spots they feature a chorus of 60—some are younger. Every year they hold a beauty contest here. For the past five years they haven't had a winner. As for the star of the show, all I can say is, she's only a build in a girdled cage. She was quite a bird imitator—one Saturday night she ate nine worms. All during her act they keep burning incense—sort of a punk act. The bar itself was very high class. Women are not served at the bar—you have to bring your own.

In all battles the crew emerged a good 60-40. On the way home we had a minor casualty. Pete Thomson had his head in the ice-box; he wound up with a frost-bitten nose. The last few days of the trip we must've been really flying. We kept getting the weather reports from LaGuardia Field. During the trip the Mate laid down the law—at the payoff Freddie Stewart repealed it.

Red Campbell

Shipboard Editor



Edmundo Sepulveda, Porter-Printer aboard the SS Del Sud, doubles as head man of the staff of the Southern Cross publication put out by the SIU crew.

Chow Hounds On SS Collin Rate It Floating Paradise

To the Editor:

Captain Ivar Jacobson of the SS Frederic C. Collin is to be thanked for his contribution to the SIU and SUP members aboard this ship in making it a happy one by his instinctive sense of diplomacy with the Sailors, Engine and Stewards Departments.

His knowledge of human psychology has made him a well-liked and respected Skipper. He is the seamen's friend.

The Stewards Department likewise deserves credit for making this ship the happy home that it is. It is a well-fed ship and in our opinion one that would be hard to beat from coast to coast. And not even barring passenger ships.

The food served by our good

Cooks would arouse the sulky appetites of those just passing by the galley. To top this, we have hot doughnuts and coffee cake practically every day for coffee-time. These are made by our never-quit-work Baker, Bill.

Our meat and vegetables have the taste of the Waldorf's food and, take it from this crew, there's none better for variety. The service by our Messboys has been superb in all respects. Our coffee is also something to write home about. The coffee urn has never been used aboard throughout the trip. Strictly a la percolator and better drinking.



Ross O. Brewer shows what Collin chow does for him.

Coffee hound Joe Ranieri, our Steward, even drank his daily quota and says there's none like it.

So let's look ahead for more ships like this one. You never need ask before signing articles whether she's a feeder, or how is the Old Man.

We extend our thanks to the SUP men aboard for their co-operation throughout the trip. The Collin is a home, a feeder and has a darned good crew, Skipper and officers. To the Chief Engineer, we also say thank you for installing a juke box to provide music at sea.

Before we close, let's not forget to mention our "blimp," the Third Cook, who has been on a diet since boarding the ship. Before coming aboard he could walk in the galley front-ways. Now he does it side-ways. All of his 299, if not more.

Crew, SS Frederic Collin

Only Once Did Da-Dit-Da Sound Attractive To Boyer

To the Editor:

Since I made my debut as a seaman, I have always sailed in the Deck Department and I have been very much satisfied, except during one particular trip in the late thirties.

At that time, I certainly wished I could have been a wireless operator. Heading for Rio de Janeiro on a passenger vessel, we received an SOS from a foreign freighter, stating that the crewmembers were dying like flies.

We immediately changed our course and headed towards the direction of the ship seeking aid. Early next morning we met head on.

We promptly lowered a lifeboat and grabbed our Doc on the way down. Nine of the freighter's crew had already bit the dust, but the body of the last man to have died was saved for examination.

The ship's Skipper thought the deaths were caused by bad water but our Doc said it was influenza.

Then the Skipper of the freighter asked for a volunteer wireless operator. He said the man taking the job would receive a nice bonus and quick plane passage back to our ship.

We then gave them a large sack of medical equipment, a position and a chart, and they proceeded to the nearest port.

Percy Boyer

Welfare Plan Wonderful, Says Man In Hospital

To the Editor:

I should like to take the liberty to thank the Union for the hospital benefit check and letter which I received here.

I wish you would convey my appreciation to the members and the staff of the SIU for their wonderful Welfare Plan.

I hope for and expect an early discharge from this hospital, the Manhattan Beach Marine Hospital.

David McIlreath

Seafarer Commends Crescent City Spot With Long Record Of Befriending Seamen

To the Editor:

I've read numerous letters in the LOG complimenting various barrooms for their fair treatment of seamen.

Many of these establishments have come into public view since the SIU has become strong and financially sound.

Let us go back into the record and remember an establishment that assisted seamen when we were unorganized on the East Coast and that put out financial aid to seamen when such help was really needed. The estab-

lishment, which, in my opinion, should be patronized and never forgotten by seamen is the Spotlight Bar, located at Conti and Bourbon Streets, New Orleans. This place is owned and operated by Pete and Bobbie Valenti, sincere friends of merchant seamen—and not a mercenary friendship.

During the 1936-37 strike, Bobbie and Pete fed and housed striking seamen and protected them against the forces that tried to break our morale. It is easy for a drinking establishment to say how much it respects sea-

men, when, in reality, we know it's the dinero that we so freely spend while in port.

There are numerous establishments in New Orleans I've never patronized because of their records during the time when seamen were earning peanuts and the good-fellow policy was a cold shoulder—until, of course, we started growing into a big organization. Now they just "love" seamen.

The Spotlight bar is operated on a basis of sincerity and there are damn few seamen I've met who can say these people ever turned them away from their establishment when financial help was really needed.

STRAIGHT FACTS

Some folks may not like this letter, but it has never been a policy of mine to brownnose my way through life and liquor. Nor can a cooing haybag change my opinion of some of these so-called friends of seamen.

The Spotlight Bar has never failed seamen, in good or bad times. Nor do they ever give a man the brushoff when his financial status is at a low ebb. So, when in New Orleans, patronize a genuine friend of seamen.

I do not make New Orleans my shipping port. Galveston is my hangout, so don't think this letter is written with a view to personal gain. It isn't.

Joe Buckley

Question Box

CLIPPER CREW ASKS CLARIFICATION OF PAY RATES FOR RELIEF JOBS

To the Editor:

Will you kindly clarify the change made in Section 32 of the Shipping Rules regarding the rates of pay for relief jobs.

Please publish this in the SEAFARERS LOG.

Crew of the SS Alcoa Clipper

ANSWER: As a result of the membership's action at regular meetings up and down the coast, the rule in question now provides that payment for relief men should be made at the standby rates paid by the shipowners under terms of the contract, instead of the regular overtime rate previously in force.

The change was made because of inequities resulting from the several increases in wage and overtime rates won by the Union since the previous relief rate went into effect.



Among those working together aboard the Collin are (left to right) Joe Ranieri, Steward; Fred T. Scherlin, AB; Walter Kohut, AB, and Guy Whitehurst, Deck Engineer.

Why Stewards Get Gray Hair

**PLEASE
STAY
OUT
OF THIS
PANTRY
DURING MEAL HOURS**



E. Reyes, who is no stranger to the SEAFARERS LOG, hopes this sign will keep the Deck and Black Gang men out of the Del Norte's galley.

Illinois Reader Remembers Shortlived Seagoing Career In 1902: 35¢ Payoff

To the Editor:

As secretary of the Central Body (of Quincy, Illinois), I have been receiving your interesting official organ, the SEAFARERS LOG, which I read with great interest, after which I place them on the reading table for all who wish to read them.

As strange as it may seem, I in my youth had a slight experience with the sea at a wage and under conditions far different than conditions existing today.

I shipped out of New Orleans on the Elder Demster SS Lake Michigan with a cargo of 1500 head of horses for the English, who at that time were fighting the Boers in South Africa, my intentions being to desert and join the Boers.

We signed up for \$15 for the trip, and what a trip of abuse and hardship! I was nursemaid to 18 head of horses under difficulties. The scupper holes were clogged with manure, etc., compelling me to work in a mess much more than knee deep. We had very scant grub and no place to bunk. We were lousy, hungry, ragged and abused.

JESSE'S LAUNCH WINS GOOD WILL OF CS CREWMEN

To the Editor:

The men of the SS Royal Oak wish to thank Jesse, the proprietor of the Men's Club in Maplewood, La., for securing a launch, so that the crew could go ashore while the vessel was anchored out in the stream off "Mosquito Bay."

There were three or four ships anchored at the time and Jesse went to each one of them. Not just once but as often as requested. Our SIU Agent, Keith Terpe, was especially helpful, serving in the capacity of a pilot.

There was no charge for the service, so we reciprocated by paying Jesse a visit at his club. We would like to say that time spent with Jesse is time well spent.

And by the way, Jesse's help in getting the men ashore was not an isolated instance. He has been helpful to SIU men on many occasions.

Dick Keeler

We left New Orleans June 1, and arrived at Capetown July 3. From there we went to Port Elizabeth, where we unloaded our horses and were paid our \$15, following which we were compelled under threats to sign up on the SS Digame (or Di Gama) to go to Australia at a salary of 25 cents per month. Fortunately, we sailed directly to New Orleans, where on September 13 I was paid 35 cents and my days as a sailor were ended.

I was seasick the entire trip,

but the man in charge had a cattle whip and we were driven to do our work.

All I have to show for this other than my memories is my pay slip reading as follows: "Wages begun 6/3/02, ceased 7/20/02, run New Orleans to Cape Colony."

I have nothing to show for my time on the Di Gama. In fact I believe I was the only one who demanded and drew my pay of 35 cents.

J. S. Leindecker

Sees Wisdom In Paying Dues Ahead

To the Editor:

Sometimes at payoffs I see guys paying three or four months' back dues, or more if the voyage has been a long one, in order to bring them up to date. To my way of thinking, they are doing things in reverse. What they should be doing is paying six months' or a year's dues in advance, and so save the Union and themselves a hell of a lot of trouble.

In the first place they should know that they would be taking quite a load off Headquarters record keeping, and would cut down some of the expense that goes into keeping books and records.

But that is the least. The most

important thing is that they would be protecting themselves against emergencies in the future. To the ordinary guy, a spell of sickness or an accident, or laying around on the beach for a while, will make a hell of a hole in his bankroll. Then before he knows it, he is in bad standing.

As you might guess by this letter, this is something that I practice, and it has come in handy once or twice. I would like for more of the membership to do the same, which is the reason for this letter. Do me a favor, however, and don't print my name. I don't like to sound like a preacher, which I'm not.

Name Withheld

Says Vote On Policy Showed Crews' 'Savvy'

To the Editor:

According to a story in the last issue of the LOG, headlined "Crews On 92 Vessels Vote to Reaffirm Union Policy," there is practically unanimous approval on the Union's policy in dealing with unloading cargo in foreign ports and time off in war areas.

That's good news to me, but actually I don't see how any heads-up bunch of seamen could have done anything else.

I was on the beach when the crews voted on these two questions, so I'd like to have my say now. I certainly would have been one of those going on record with the overwhelming majority. I consider myself a pretty steady guy, and I take pride in being a seaman.

In fact, I believe most Seafarers are proud of the kind of work they're doing. It's not like it was in the old days.

We've won that respect, and the top wage and working conditions that go along with it, because our Union representatives have been able to back up their contract demands with proof of dependable shipboard performance. We've shown that we are responsible guys who will live up to the terms of our agreements, just as we expect the shipowner to.

NO WILDNESS

We want everything we're entitled to—and we get it. And we're going to keep on getting it, in my opinion. I think that the guys who voted so overwhelmingly to endorse the Union policy on the two questions referred to in the LOG story actually were saying the same thing by their action.

All the guys did was to say that they wouldn't pull any wild, irresponsible stunts if they were called on to turn to in any numbers when cargo has to be unloaded in a foreign port, or if they couldn't go ashore in some of the war area ports. Instead, they'd follow the Union's recommendation that the beefs be documented and forwarded to Headquarters for settlement at the payoff, under the agreements.

No seaman who calls himself a guy with some savvy would act otherwise.

So let's not kid ourselves, Brothers. There's only one way to keep on improving our wages, conditions and general

welfare, and that's by continuing to back our Union to the hilt in observing the first class agreements we have. With all of us doing our share of the job, our negotiating committees can work wonders, and the record of the past few years is a pretty good example of what I mean.

If I was on a ship when the crews were voting, I'd have voted to reaffirm the two matters of policy. But I wasn't and I wanted to have my say. I just hope the LOG editors will print all I said.

Pat Caponiti

Oldtimer Terms New Headquarters Hall A 'Monument'

To the Editor:

It was with great satisfaction that I read the Quarterly Finance Committee's report on the new Headquarters building in the last issue of the LOG. Looking at the architect's drawing, and reading of the great care that is going into the planning and making the necessary alterations, it seems strange to remember that only 7 years ago we were still in that beat-up Stone Street building.

I remember the pride we took when we went into our present Beaver Street Hall. And I think it showed in our morale. Somehow, it was like graduating into a higher class, or being put into a position of responsibility, and I think it was reflected in our subsequent growth.

It was shortly after that that the Union went out and organized Isthmian and laid the groundwork for our job in Cities Service. We have now outgrown our present quarters. That, and the fact that we never owned this Hall, will, I'm sure, make for a similar feeling when we go into our own Hall in Brooklyn.

That's why I'm glad that so much careful planning is going into it, and that a thorough job is being done. I'm sure that we all want not only a new building, but something more than that—a monument to the most alert and most powerful Union in maritime, and a Headquarters from which to go on to even greater victories.

John Kalmich

'Ready And Willing,' If SIU Needs Men, Says Retired Member

To the Editor:

I'm a retired member of the SIU. I have been receiving the LOG regularly since retirement in 1948. I see you have made many improvements that you didn't have when I was an active member, such as the Welfare Plan.

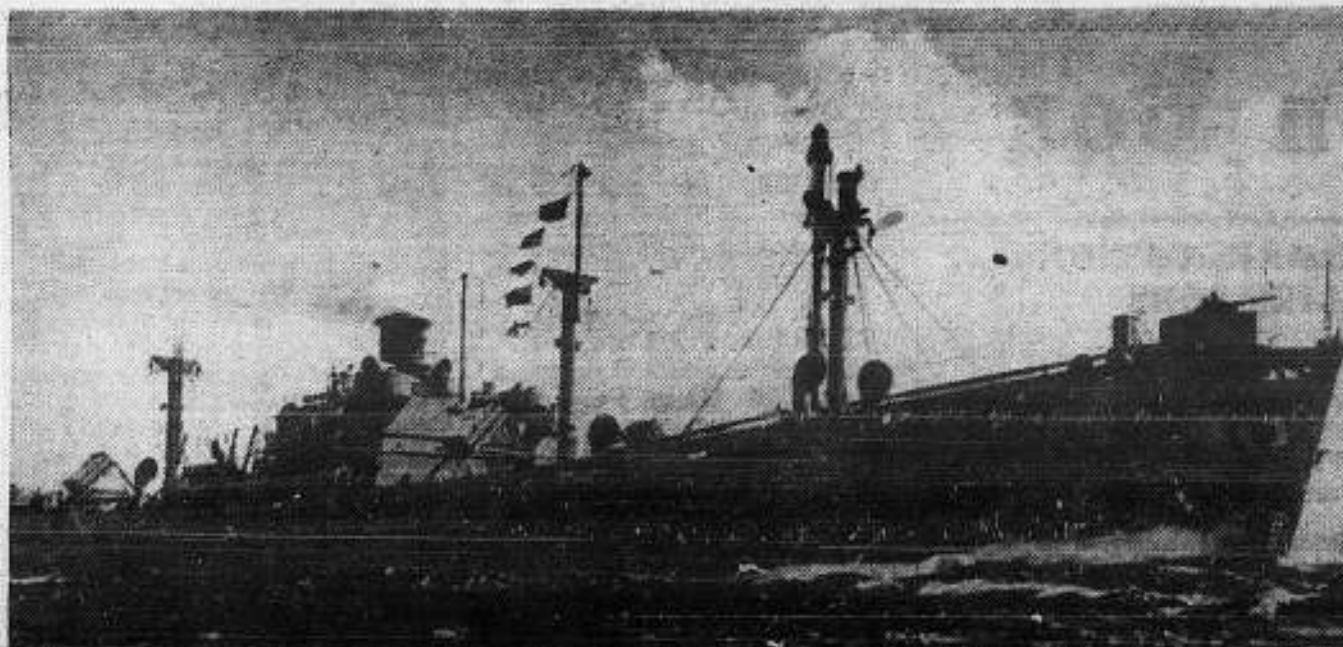
Keep the good work up. I wish you would add my name to the other retired members on the list of available manpower.

If possible, please print this in the LOG and ask some of my old buddies to write me.

I am enclosing \$2 as a donation for the LOG.

Emmett M. (Billy) Bailey
Pound, Virginia

Old 'Workhorse' In Battle Dress



Typical of the old workhorse of World War II is this pennant flying Liberty in full battle dress, as she appeared in 1944, newly commissioned and ready for service. Confined to the nation's boneyards since hostilities ended, the Liberty once again is answering the call to service. During the past months scores have re-entered service and will be followed by many more in the months to come.

The Camera's Eye On Seafarers

Events in the lives of Seafarers are always subjects of interest to the Union Brothers. The photos on this page include the elements of human interest found in life everywhere, including romance, success, tragedy and comedy.

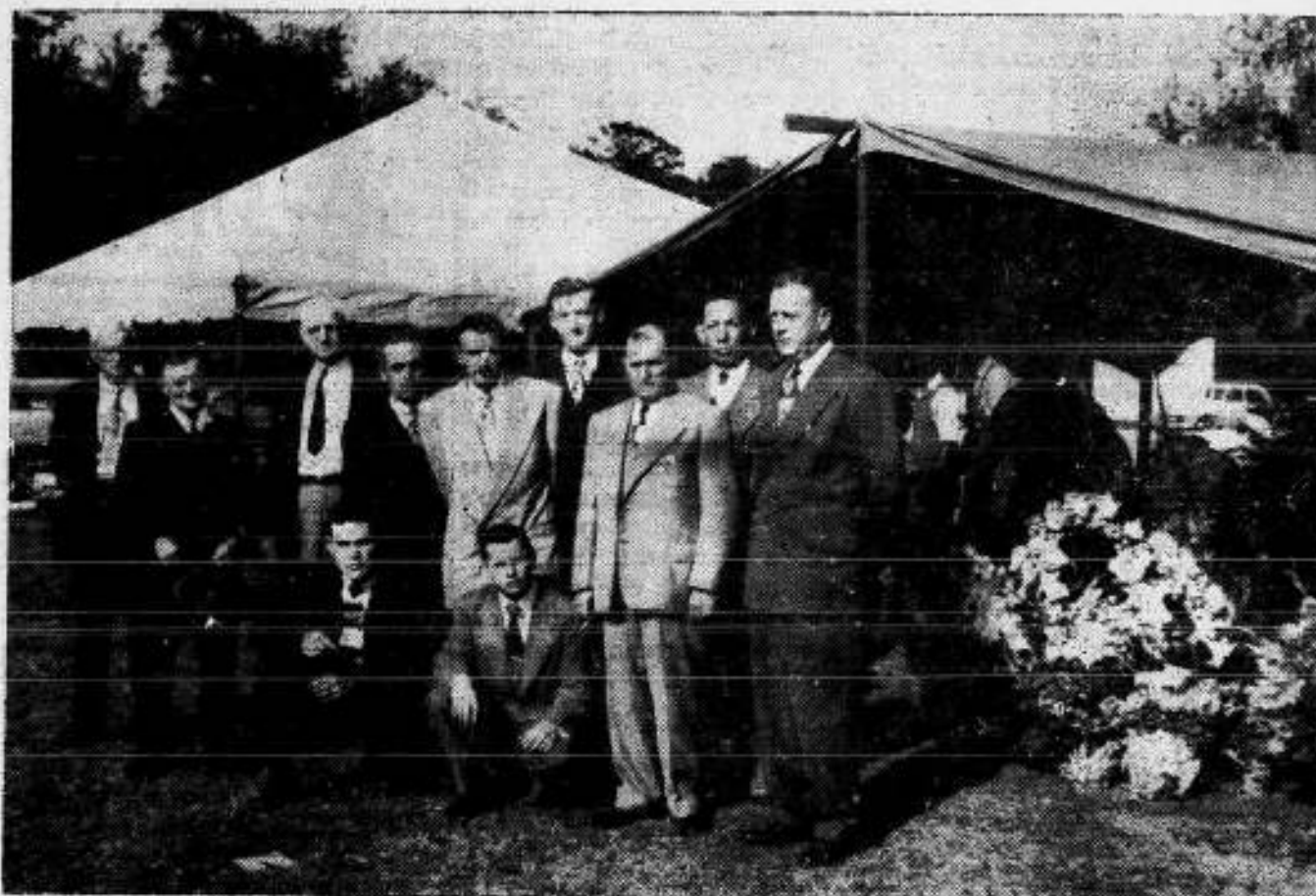
Of particularly broad interest is the photo below, showing Seafarer Serafin Lopez, whose ingenuity and perseverance has resulted in an invention that may effectively cut down shipboard injuries and fatalities. Lopez's invention includes a new safety shackle and cleat combination to be used on his new bosun's chair, scaffolds and pad eyes and an improved safety belt.



Inventor Lopez shows how his shackle and cleat-bosun's chair combination operates, as he lowers himself easily and safely, controlling the weight of his body and preventing slippage of the rope and swaying movements of the chair. The Chief of the Coast Guard's Technical Division has appraised his invention as one of "considerable merit." Lopez is planning to put the invention into mass production.



With the ancient Parthenon on the Acropolis in Athens, Greece, as a background, Brothers (left to right) Tony Scandiffio, Wiper; Danny Fitzgerald, Pantryman, and Vince Bavirsha, Oiler, of the Beatrice Victory, hold still for the camera.



SIU pallbearers at the grave of Walter Breedlove who died in an accident aboard the SS Southland, as photographed by E. B. Tilley. Kneeling, left to right, are H. F. Bacon and R. B. Hubbard. Standing are W. Stoll, J. Roza, E. E. Butler, C. W. Reynolds, A. H. Smith, W. J. Connors, A. Groover, W. J. McNall and R. Poole.



Brother Alonzo Milefski demonstrates what he's been itching to do to Charles (Dutchy) Palmer's chin growth for a long time. Dutchy grew the beard on recent trip aboard the Jefferson Davis.



Seafarer Leonard Dutra is now in the Army and is training at Fort Bragg, North Carolina. Here he is with his wife, Dorothy, whom he married last September, in photo taken outside his home in New Bedford, Mass., on their wedding day. Should former shipmates wish to write him, the address is Pvt. Leonard Dutra, 51006960, Btry B, 540th F. A. Bn., Ft. Bragg, N. C.

Digested Minutes Of SIU Ship Meetings

(Continued from Page 9)

during trip. Suggestion made to see Captain about a canvas dodger on flying bridge.

BRADFORD ISLAND (Cities Service), March 1 — Chairman (not given); Secretary, Jim Powers. Delegates reported number of books and permits in their departments. Motion carried that Ship's Delegate see Chief Engineer about installing washing machine. Crew asked Ship's Delegate to investigate sub-standard milk supply. Patrolman to be asked to see Port Steward about bananas and better apples.

COUNCIL GROVE (Cities Service), Feb. 17 — Chairman, Joe Liston; Secretary, T. Gavin. Delegates reported no beefs. Motion carried that regular supply of milk be put aboard. Patrolman to be seen about painting of messroom.

LOGANS FORT (Cities Service), Feb. 22 — Chairman, John Schilline; Secretary, H. Galicki. Delegates elected in all departments. Ship's fund reported as having \$42.25. Motion carried that ship be fumigated. Crew asked that an inquiry be made into milk shortage.



GOVERNMENT CAMP (Cities Service), Feb. 18 — Chairman, John Annal; Secretary, J. Parker. Delegates reported number of books and permits in their departments. Motion carried that Captain be asked about a full or partial fumigation. Request made that full 120 quarts of milk be put aboard, instead of 80 quarts. Patrolman to be asked to contact Chief Engineer and find out why fidley doors are kept locked, a situation which is a safety hazard to crew.

March 3 — Chairman, John Annal; Secretary, J. Parker. Delegates reported all okay; listed the number of books and permits in their departments. Motion voted down to see about having Cities Service payoffs handled within two hours. Steward to be asked to have fewer boiled items on menu.

MASSMAR (Calmar), March 4 — Chairman, S. Holden; Secretary, L. Hamilton. Delegates reported number of books and permits in their departments. Report made that the crew has donated \$31 to the television fund for men in the hospital.



PAOLI (Cities Service), Feb. 18 — Chairman, Bart Powers; Secretary, J. Mitchell. Ship's Delegate to check starboard showers. Motion carried to see Mate about having Stewards Department foc'sles painted. Communications from Headquarters concerning suggestions for new Hall and upgrading read and approved.

Jan. 28 — Chairman, Arthur Jackman; Secretary, Bart Powers. Delegates reported no beefs. Motion carried to find out why ship doesn't get 120 quarts of

Go After Your Rating

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

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

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

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

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

milk as is done on other SIU ships. Communications on time off and unloading cargo read and accepted.

BENTS FORT (Cities Service), Jan. 28 — Chairman, Leo Paradise; Secretary, Arthur Wilfert. Deck Delegate reported 15 hours of disputed overtime; other departments okay. Message from Union concerning time off and unloading cargo read and accepted. First aid kit in engine room to be replenished.

Jan. 30 — Chairman, Leo Paradise; Secretary, Don Nye. Delegates reported all in order. Motion carried to see Captain about getting poop deck washed down after leaving each port.

Feb. 26 — Chairman, Don Nye; Secretary, J. Simmons. Ship's Delegate reported Captain had agreed to order new fans. Suggestion made that one quart per man for 12-4 watch be put out at noon as these men do not get up for breakfast.



SALEM MARITIME (Cities Service), Feb. 18 — Chairman, Prokopuk; Secretary, J. Bertrand. Delegates reported number of books and permits in their departments. Men advised to put in all legitimate overtime, but no chicken stuff. Reported that an attempt will be made to have full quota of milk be put aboard.

March 4 — Chairman, Henry Buckner; Secretary, J. Powers. Delegates reported number of books and permits in their departments. Crew asked for Patrolman to check milk supply. Ship's Delegate warned crew on importance of staying sober.

CORAL SEA (Coral Steamship), Feb. 25 — Chairman, John Zierels; Secretary, S. Marsh. Delegates reported no beefs. Ship's Delegate reported on HQ letter dealing with time off and unloading cargo. Request made that if ship has a week-end pay-off the Skipper should put out a draw. Repair list made up for next crew.

JEFFERSON CITY VICTORY (Victory Carriers), March 3 — Chairman, John Gates; Secretary,

C. Cornett. Stewards Delegate reported that Patrolman will be given matter of crossing International date line on Sunday. Ship's Delegate read letter from Headquarters on time ashore and unloading cargo. Vote of thanks given to entire Stewards Department.



SEATRAN HAVANA (Seatrains), Feb. 25 — Chairman, Jack Kelly; Secretary, W. Cahill. Delegates reported no beefs. General discussion on food. Vote to concur with Headquarters communication.

DEL AIRES (Mississippi), Feb. 25 — Chairman, Adam Hauke; Secretary, R. Casanova. Delegates reported disputed overtime in Deck and Engine Departments. Letters from Headquarters read and discussed. Treasurer reported \$41 in ship's fund.

ALCOA PARTNER (Alcoa), March 4 — Chairman, Bob Fisher; Secretary, Mike Zelonka. Delegates reported no beefs. Letter from Headquarters read concerning time ashore and unloading cargo. Request made that noise at night be cut down.

MAE (Bull), Feb. 22 — Chairman, W. Isbell; Secretary, J. Howard. Delegates reported all running smoothly. Letters con-

cerning improvements for new Hall and upgrading posted on bulletin board for crew action. Ship's Delegate to see about launch service.

WANDA (Epiphany Tankers), March 4 — Chairman, Buddy Baker; Secretary, Frank Nigro. Delegates reported all running smoothly. Cook asked that new linen be put aboard. Discussion on new washing machine.

EDITH (Bull), Feb. 25 — Chairman, L. Ruzzo; Secretary, W. Reid. Delegates reported all in order. Discussion held on time ashore and unloading cargo issues.

STEEL VOYAGER (Isthmian), Feb. 3 — Chairman, Wiley Parrett; Secretary, F. Steen. Ship's Delegate reported that he had been unsuccessful in having logs lifted on men who went ashore. Ship's Delegate gave a talk on the responsibility of men to their shipboard duties. Steward asked to put out sufficient night lunch.

Feb. 15 — Chairman, W. Lowther; Secretary, F. Steen. Ship's Delegate reported that on last trip the Captain put out a draw regularly, but now says he will not put out a draw until all of Deck Gang turns to every day. Deck Delegate reported that he could not comply, as he is having dental work done daily. Men to see Captain for hospital slip before going to hospital. If refused by Captain, see the Delegate, who will take sick men to the American consulate.

Feb. 23 — Chairman, W. Lowther; Secretary, F. Steen. Special meeting called to read and vote on unloading cargo and denial of time off. Motion carried to concur unanimously. Captain reported to have offered to let men having logs work them off.



SUZANNE (Bull), March 5 — Chairman, G. Bonford; Secretary, T. Vigo. Delegates reported no beefs. Crew to see Patrolman about greater variety in meals. Speed asked in issuing of passes for packages going ashore.

STEEL WORKER (Isthmian),

Feb. 25 — Chairman, E. Andersen; Secretary, T. Gasper. Delegates reported all in order. Motion carried for each man to donate \$2 toward ship's fund. Crew asked that innerspring mattresses be supplied as they are actually cheaper in the long run.

CLARKSBURG VICTORY (Mississippi), Feb. 25 — Chairman, C. Lawson; Secretary, P. Schad. Delegates reported all in order. Patrolman to be given details on Oiler who missed the ship in Port Chicago. Vote of thanks given D. Thomas, who wrote a letter of protest to Union regarding stringent shore leave regulations by Navy at Pearl Harbor.

ROBIN WENTLEY (Robin), Feb. 25 — Chairman, Ray Sadowski; Secretary, M. Whale. Delegates reported beefs in Deck and Engine Departments. Ship's Delegate read letter from Headquarters, which was accepted. Crewmember reported that when he asked that the food be hotter when served, he was told by the Cook to put hot sauce on it.



MONROE (Bull), March 2 — Chairman, Alberto Galza; Secretary, D. Acker. Delegates reported all okay. Motion carried not to feed anyone not connected with ship, unless authorization has been given.

ALCOA ROAMER (Alcoa), Jan. 31 — Chairman, E. Evans; Secretary, L. Franklin. Delegates reported all okay. Discussion on time ashore and unloading of cargo. Motion carried to concur. Suggestion made that New Orleans Hall be contacted concerning cost of penicillin, which the crew feels is too high.

SOUTHERN CITIES (Southern Trading), Feb. 25 — Chairman, Robert Brown; Secretary, Walter V. Terry. Sheet posted for crew to list necessary repairs. Discussion on disposal of log money. Crew feels money should go to SEAFARERS LOG and not to the company. Discussion on sanitary work.

PETROLITE (Mathiasen), Feb. 24 — Chairman, LaFarge; Secretary, S. Schuyler. Delegates reported number of books and permits aboard. Motion carried to take money from ship's fund for repair of washing machine.

STONY CREEK (American Tramp Shipping), Jan. 29 — Chairman, J. Manfredi; Secretary, O. Payne. Delegate reported a beef on mailing of letters from ship. Ship's Delegate reported that Captain would give more than allotted one carton of cigarettes a week, if the crew would assure him that he would not be fined by customs because of undeclared cigarettes. Matter was discussed and dropped.

JOHN HANSON (White Range), Feb. 18 — Chairman, W. Smith; Secretary, R. Vernon. Delegates reported no beefs. Repair list from each department read and approved. Discussion on the logs placed against some of crew. Crew to stick together and abide by decision of Patrolman on logs.

Every Man A Reporter

Every Seafarer aboard ship is right where the news is breaking. What goes on aboard SIU-contracted ships and the activities of their crewmembers can make interesting reading.

All you have to do to translate these activities into stories or reports to be read by the rest of the membership is to jot down the facts and forward them to the SEAFARERS LOG. If you can turn out a good yarn, that's fine. But if you think you can't, then all you need do is write down the details and we'll take care of the rest.

Pictures heighten the interest of a story, so if you have snapshots taken on your voyage, send them along too.

Let's make every Seafarer a reporter. Submit your stuff to the SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.

Minutes Of A&G Branch Meetings In Brief

BALTIMORE—Chairman, William Rents, 26445; Recording Secretary, G. Masterson, 20297; Reading Clerk, A. Stansbury, 4683.

Minutes of meetings held in other ports read and approved. Quarterly Finance Committee's report read and accepted. Trial Committee's report on three members read and concurred in. Under Good and Welfare it was brought up that there is not enough interest being taken in



shipboard meetings and Delegates should take greater interest in their jobs. Meeting adjourned at 8 PM with 210 members present.

SAN FRANCISCO—Chairman, L. Gardner, 3697; Recording Secretary, F. P. Drozak, 46029; Reading Clerk, H. Fischer, 59.

Minutes of Branches holding meetings read and approved. The Agent reported that shipping had been good, but, because of military security, it was impossible to get a picture of shipping for the coming two weeks. He reported that the SIU Convention would be held in San Francisco and urged the members to keep in touch with the proceedings. Motions carried to concur in Headquarters financial report and the report to the membership. Motion carried that the Union negotiating committee press for the same carpenter tool allowance as the SUP. Motion carried

A&G Shipping From Feb. 28 To March 14

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	41	21	13	75	22	20	8	50
New York.....	154	125	101	380	199	182	105	486
Philadelphia.....	43	22	27	92	27	24	15	66
Baltimore.....	119	104	97	320	110	101	83	294
Norfolk.....	52	37	39	128	41	32	26	99
Savannah.....	9	8	8	25	30	22	20	72
Tampa.....	10	8	5	23	16	14	17	47
Mobile.....	36	42	49	127	31	30	24	85
New Orleans.....	97	74	84	255	107	90	94	291
Galveston.....	37	37	15	89	30	25	22	77
West Coast.....	54	51	38	143	67	53	53	173
GRAND TOTAL.....	652	529	476	1,657	680	593	467	1,740

that the Union negotiating committee press for a better brand of galley knives to be put aboard ship. Motion carried that Union committee press for compensation for Electricians when using their personal equipment. Quarterly Financial Committee's report read and accepted. Under Good and Welfare discussion was held on the tragic results of drinking wood alcohol, which caused the deaths of several SS Tainaron crewmembers in Korea.

GALVESTON—No meeting held because of a lack of a quorum.

MOBILE—Chairman, L. Neira, 26393; Recording Secretary, B. Wallace, 32520; Reading Clerk, R. Jordan, 71.

Headquarters report to the membership read and concurred in. Minutes of meetings held in other Branches read and accepted. Agent Tanner reported on the shipping situation for the coming weeks, and urged the

members to stick to their ships once they accept jobs. He reported that the additional ships expected from the boneyard would help to cut the load of men on the beach greatly. Various subjects were discussed under Good and Welfare. Meeting adjourned at 7:50 PM with 280 members present.

PHILADELPHIA—Chairman, A. Cardullo, 24599; Recording Secretary, V. Stankiewicz, 22363; Reading Clerk, D. Piccerelli, 50448.

Minutes of Branches holding meetings read and accepted. Secretary-Treasurer's financial report



and Headquarters report to the membership read and accepted. Agent Cardullo reported that shipping was on an even keel. He warned the work permitmen that they had been issued cards only for the purpose of filling vacancies that exist after bookmen have not filled the jobs following three hourly calls. Work permits, he warned, can lose their cards if they fail to accept the job assigned them by the Dispatcher. He reported that to date no ship had sailed short.

NEW ORLEANS—Chairman, L. Williams, 21550; Recording Secretary, H. Troxclair, 6743; Reading Clerk, Buck Stephens.

Charges against one man read and referred to a Trial Committee. Minutes of Branches holding meetings read and accepted. Secretary-Treasurer's financial report and Headquarters report to the membership read and accepted. Agent Lindsey Williams reported that the port was in good shape and that a bookman

can pick his job, type of ship and destination. He suggested that members fill the jobs coming on the board as soon as they appear. So far all jobs have been filled promptly and no ships



have been delayed. He reported the return to New Orleans of the two Cuba Distilling molasses-carrying tankers, which will operate in the vicinity for six months. Agent Williams reported how, with the SIU support in the Maritime Trades Council, drivers of four companies got union contracts this week. He read a letter of thanks he had received from the Business Agent of the Truck Drivers Local. Under Good and Welfare there was a good deal of discussion on setting up a school of seamanship in the Hall. It was reported that several oldtimers on the beach could do the teaching and the gear could be gotten from various steamship companies, especially Mississippi Shipping Company, which has pledged support to a school started by crewmembers of the Del Norte. Meeting adjourned at 8:40 with 228 members present.

TAMPA—Because of a lack of a quorum no meeting was held.

SAVANNAH—No meeting because of a lack of a quorum.

NORFOLK—No meeting because of a lack of a quorum.

NEW YORK—Chairman, E. Sheppard, 203; Recording Secretary, E. Mooney, 46671; Reading Clerk, J. Arabasz, 29836.

Minutes of Branches holding meetings read and accepted. Minutes of special meetings read and accepted. Headquarters Reinstatement Committee's report read and accepted. Charges against three men read and referred to a Trial Committee. Under Good and Welfare several



members spoke on the new building in Brooklyn. All men were urged to visit the new Union offices. Secretary-Treasurer Paul Hall reported that the suit of former permitmen had been turned down by the State of New York's highest court and thus ended these legal proceedings against the Union. The

Court reaffirmed the Union's right to pick up work permits at its discretion. He reported meetings with the operators have been held for extending the bonus extension to September 30, the expiration date of the Union's contracts with all shipown-



ers. He also reported that the Union's Washington Representative is doing all he can toward getting a blanket deferment for seamen. In the meantime, seamen must keep their draft boards informed of their whereabouts. Men with draft problems were urged to bring them to Headquarters' attention and everything would be done to give them assistance. The Secretary-Treasurer reported the signing of another company, Western Navigation, and the reactivation of an old company, Philadelphia Marine Corporation. He also stated that crews have been put on the ships of another company, but details will have to be withheld until the company has signed. He reported that 19 new companies had been signed since February 1. Credit for the job was given Bull Shepard and Morris Weisberger, who worked around the clock to get the companies in line. He wound up his report by stating that he and the A&G delegation would be leaving for the SIU convention in a few days and would not be present for the next meeting. Meeting adjourned at 8:35 with 426 members present.

BOSTON—Chairman, B. Lawson, 894; Recording Secretary, H. Jaynes, 143; Reading Clerk, A. Melanson, 44406.

Secretary-Treasurer's financial report and Headquarters report to the membership accepted. Minutes of Branches holding meetings accepted. Motion carried that members who are working ashore cannot be excused from attending meetings.



The following men have checks waiting for them in denominations ranging from 92 cents to \$14.74 for disputed overtime settled with Cities Service Oil Company. The money can be collected by writing to the Organizers, Seafarers International Union, 51 Beaver Street. Be sure to give the proper address for mailing out the checks:

Louis W. Boren, Ernest Bosser, Marion Butcher, A. Carrano, Edward Crosby, Edward A. DeFelice, John Di Pietron-tonio, Joseph Dodge, James Enwright, Charles Goodwin, Cecil Gray, Leo Gwaltney, John Hunt, R. F. Jacobs, Gilbert Lindfors, James Macaulay, George Murphy, Darwin Myers, John S. Orazz, Frank Parsons, James Preston, James Romano, William Spear, Edmund Spencer, George Townsend, William Tradewell and Thomas Walker.

Personals



HARRY E. FAIRBURN

Pick up your gear at the office of J. M. Carras, Ltd., 24 State Street, New York.

R. P. McBRIDE

Mrs. G. Trace, 737 Mozart Ave., Norfolk, Va., asks you to write Lee c/o mother.

JULIUS LAMBERT

Report to Commander, 3rd Naval District.

JOSEPH BRYAN

Get in touch with Ramon Benitez, c/o Ramos, 455 East 138th Street, Bronx, N. Y.

NORAL W. JORGENSEN

You are asked to contact your wife through the SEAFARERS LOG.

ALANE WHITMER

Pick up your mail at the Isthmian office, 71 Broadway, New York.

NORMAN MAFFIE

Andrew D. Junkins asks that you write him concerning the money he owes you. His address is 1428 Auburn Avenue, Tarrant City, Alabama.

JOHN W. BRYANT

Contact your mother, Mrs. J. H. Bryant, 20 East 40th Street, Savannah, Georgia.

BLICKER ROBBINS

Get in touch with your attorney Peter S. Gernavage, concerning your case against the Marymar.

A. K. POWERS

You are asked to write to Ruth, c/o 408 Bar, East Baltimore Street, Baltimore, Md.

McPHERSON

(Electrician, Ames Victory)
Contact Charles King the next time you are in the Port of New York.

Shipboard Promotions

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

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

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

Schooltime Aboard The Del Norte



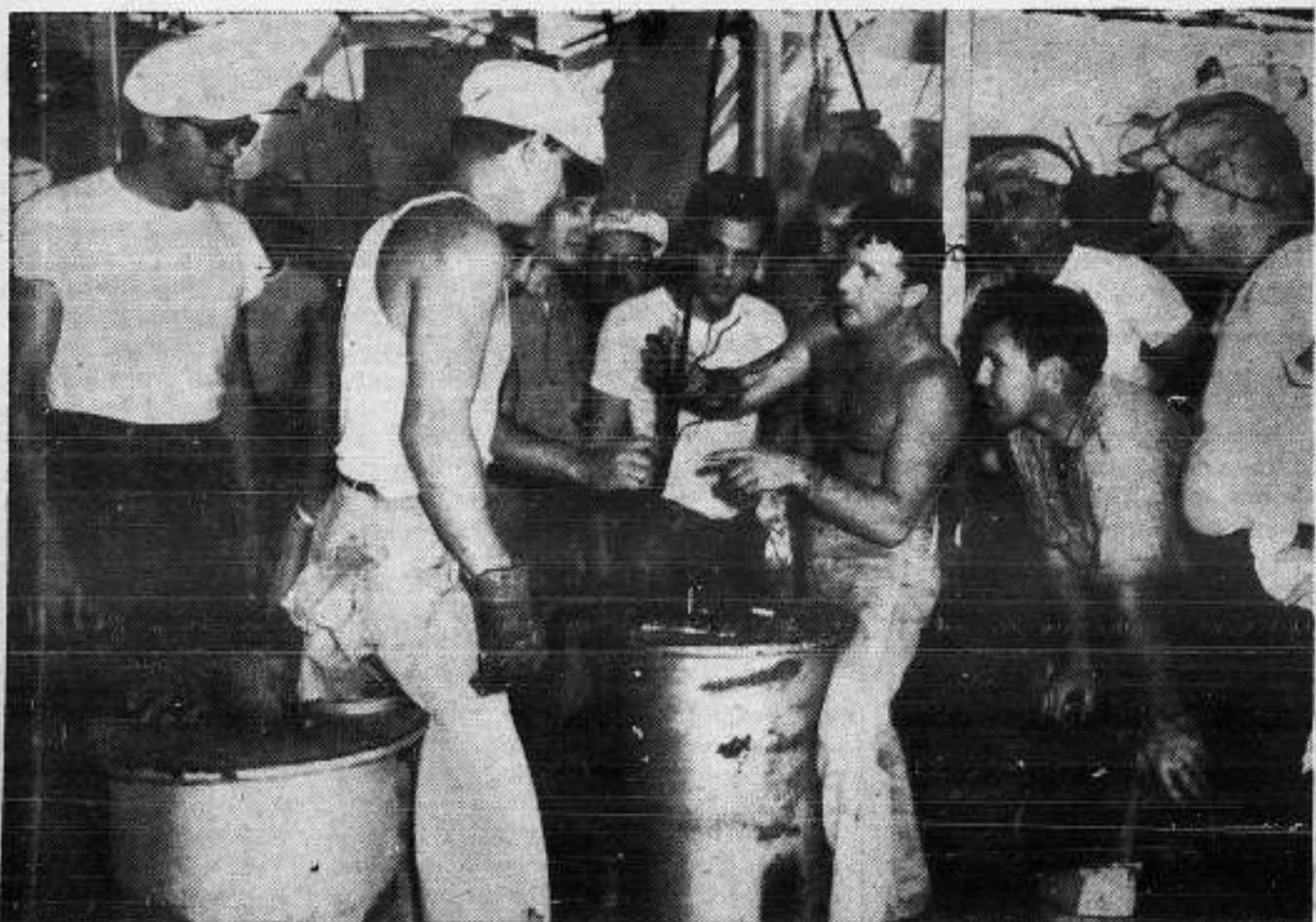
Here are some of the enthusiastic participants in the Del Norte's class in seamanship. The lad up in the Bosun's chair is Thurston Lewis, an AB who is better known as the Editor of the "Navigator," shipboard publication put out by the SIU crewmembers.



Here's how, Brother. Bosun Pedersen shows Red Henry how to put in a splice. Henry, an AB, is an attentive pupil.



Classes are in session. At left Brother Frank Farmer, OS from New York, is rigging a stage line, as Chief Steward Kaiser watches. In right foreground, Brother Wolff is putting in a Liverpool splice, while behind him, Bosun Otto Pedersen gives pointers on reeving three and four sheave blocks.



Assistant Instructor Bob Garn explains to Brother Wolff the correct method of putting a tuck in a Liverpool splice, as a group of shipboard students listen in.

Leave it to the boys on the Del Norte to do a first class job on anything they attempt. When they decided they wanted a shipboard newspaper the result of their cooperative efforts was the Del Norte "Navigator," a publication that has been roundly acclaimed time and again.

Then the lads turned to on classes in seamanship, and the result was equally inspiring. Men in every department enlisted for the instruction and classes are being held regularly. Among those sparkplugging the seamanship classes are Bob Garn, AB Maintenance, who is Instructor in Seamanship; his assistant, Buzz Dominici, and Blackie Bankston, Ship's Delegate.

Topside of the smoothly functioning passenger-cruise ship, whose home port is New Orleans, has recognized the merits in the crew's enterprising instruction course. During a visit to one of the sessions recently, Captain Olsen, Master of the Del Norte, declared that "These classes should be continued each trip. This is one of the finest things I've ever seen on any ship."

For some samples of how a first-rate Union crew turns to in the interests of greater shipboard efficiency see the photos on this page.



Working their way through "college": A passenger caught this unposed shot of Frank Farmer and Red Henry hard at work on deck.



The classes recess—Tex Metting's birthday was utilized as a good occasion for a celebration. Here some of the boys get ready for the fantail festivities.