

SEAFARERS LOG



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

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No. 17

Five More Sign Welfare Plan

Scuttling The American Merchant Marine

There's a war on, but apparently that fact hasn't yet penetrated some sections of our government. Last week a blind, befuddled federal agency came forth with one of the most outrageous set of proposals ever cooked up in Washington.

The nub of recommendation was that the United States should get rid of its merchant marine — lock, stock and vessel—even going so far as to drive US ships from our own coastal waters, the agency said.

Here's how the government bureaucrats proposed that this be accomplished:

1. Put an end to the Congressionally-enacted requirement that 50 percent of all Marshall Plan cargoes be carried in American bottoms.

2. Take 100 American flag tankers and dry cargo vessels and transfer them to foreign nations.

3. Stop the payment of operating subsidies to US flag ships.

4. Allow ships flying foreign flags to enter the US coastwise trades.

Each of these recommendations are individually capable of dealing a reeling blow to the US merchant fleet. If all were adopted at once, the American merchant marine would vanish from the seas.

The proposal of such a fate for our fleet, were it to be offered in peacetime,

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SS Camas Meadows Again Gives Aid To Distressed Vessel

For the second time since sailing from Mobile last December 5, the crew and officers of the SS Camas Meadows have lent their assistance to a vessel in distress in the Persian Gulf, according to an airmail account by her radio operator, Floyd J. Wilson.

Last December they towed the disabled Panamanian tanker SS Callioy into Aruba. On August 21, they assisted the crew of the Danish tanker Katrine Maersk to bring under control and extinguish a four-hour flash fire in her fireroom.

Less than half-an-hour after oil from an overflowing bunker tank flooded the fireroom of the tanker and burst into flame, the Camas Meadows was alongside, putting fire hoses aboard and shooting continuous streams of water down into her stack and over the charred after housing, for three hours.

When the fire had burned it-

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The SIU's Headquarters Negotiating Committee brought five more contracted companies into the Seafarers Welfare Plan this week and trimmed the list of those not yet signed to a few small outfits.

Following a series of conferences, representatives of the American Tramp Shipping Development, Metro Petroleum, Seatrade, and US Waterways corporations signed the Welfare Plan Agreement in New York on Wednesday afternoon.

They joined the Philadelphia Marine Corporation which had agreed to participate in the Plan earlier in the week. All five outfits are affiliated with the Maritime Corporation.

RETROACTIVE

In accordance with the terms of the Welfare Plan contract, which affects all signatory companies in like manner, the five new signers will contribute to the Welfare Fund 25 cents a day for each man employed on their vessels. The companies will make payment retroactive to January 1 of this year, the date on which previously signed operators began payment.

Participation in the Plan by the five additional companies broadens its coverage of Union members. Seafarers who have worked aboard any of their ships for at least one day since January 1 are now eligible for the hospital and death benefits.

The hospital benefits paid by the Plan to Seafarers are \$7 for each week of confinement. The death benefit, which goes to the beneficiary designated by the Union member, is \$500.

The Welfare Plan went into operation on July 15, with the hospital and death benefits replacing those previously paid by the Union.

Conferences with the few companies not yet signed to the Welfare contract have been scheduled by the Negotiating Committee in an effort to bring all SIU operators into the Plan.

SIU Crew Mans First Tanker To Switch To US Registry

The modern, 18,000-ton SS Olympic Games, first tanker to be switched to American registry since the outbreak of the Korean war, sailed out of Baltimore last week manned by a SIU crew.

Prior to the switch the Olympic Games had been flying the Honduran flag under charter to the Socony-Vacuum Oil Company of New York and was handled by a Greek crew.

Built at the Bethlehem Steel

shipyard in Baltimore in 1948 for the Olympic Oil Lines of Panama, the streamlined tanker is now being operated by the US Petroleum Carriers, an SIU-contracted company.

Equipped with a completely modern engine room and navigational instruments, the Olympic Games is probably the finest tanker operating under the American flag today.

The shift of the Honduran flag

tanker touched off speculation that similar action by American owners of foreign flag ships may be in the offing.

A strong factor in support of this view is vessels flying the US flag are given protection on the high seas that foreign-flag ships do not get.

According to figures available, 52 percent of the Panamanian fleet is owned by Americans, who also control most of the vessels

operating under the Honduran flag.

Although it is not a certainty that additional foreign-flag ships will be transferred to US registry, there appears little likelihood of further switches from US to foreign registry. Shortly after the Korean war began the Federal Maritime Board tightened regulations, making the transfer of privately-owned ships almost impossible.

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Scuttling Our Fleet

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would rate the harshest of rebukes. That it is offered at a time when our nation faces an emergency, and there is concern in all quarters over the adequacy of our national defense, makes it damnable.

For reasons that certainly seem understandable, the government has seen fit not to release the name of the agency responsible for the rash proposition. The SEAFARERS LOG has made inquiries at several sources but mum is the word, it seems.

Looking back over past developments, especially those of the last couple of years, our guess is that the State Department could well have been the brains behind the blue-print for liquidation of the country's merchant fleet.

It will be recalled that early last year, when the SIU and other sections of the maritime industry, along with alert members of Congress, were pushing for passage of the 50-50 shipping provision in the Marshall Plan aid program, the biggest obstacle was the State Department.

Behind the scenes, the State Department sought to impress upon legislators the need for building up foreign fleets at the expense of our own. However, the weight of the arguments coming from the SIU's corner was sufficient to get at least half of the Marshall Plan cargoes earmarked for US ships.

The proposal, whoever is behind it, ought to interest Senator Warren Magnuson, whose Senate subcommittee has been laboring over the development of a long-range program which would be of inestimable value to US in peacetime. Its value in a crisis such as the nation now faces would be enormous.

At any rate, the government agency that is so intent upon scooping US ships off the waters, wherever they may be, ought to be compelled to publicly disclose how come it arrives at such a policy recommendation.

It would be interesting to hear the people responsible as they tried to explain away how such a move would be in the best interests of this nation.

Phony Canshakers

It has been reported to the SEAFARERS LOG that representatives of a publication called "Veterans Report" have been visiting SIU ships and have been attempting to sell subscriptions to crewmembers.

Chief selling point made by these people is the claim that "Veterans Report," an independent paper not affiliated with any veterans organization, is supporting the Clemente Bill (HR-8022), which they say would establish a national lottery, the proceeds of which would be used to pay federal bonuses to armed forces veterans and merchant seamen who saw service in World War II. The salesmen also are telling Seafarers that they have the approval of the Union—a statement that is completely untrue.

The LOG has checked on the Clemente bill, which was introduced in the House on April 5 of this year. The bill contains no provision for bonus payments to seamen veterans of the war.

In view of these incidents, the LOG wishes to make it clear once again that the SIU has not endorsed any group, independent, veterans or otherwise, engaged in can-shaking activities, with the exception of the Labor Division of the National Foundation for Infantile Paralysis. The latter organization, however, makes no shipboard collections but obtains contributions through regular Union channels.

Most Cancer Cases Can Be Cured If Discovered In Its 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.

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

6. 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.

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. 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.

Baltimore Shipping Still Good

By WILLIAM (Curly) RENTZ

BALTIMORE—Shipping continued good in this port during the past couple of weeks, although we noticed a slight decline in the number of jobs available in the previous period. However, there are plenty of men on the beach, with more coming in from all over.

Payoffs here were the Mae, Baltore, Edith, Golden City, Cubore, Oremar, Maiden Creek, Lafayette, Calmar and Sanotore. All the payoffs signed on again, in addition to the Steel Mariner, Isthmian.

The following ships called in-transit: Alcoa Pioneer, Steel Flyer, Robin Tuxford, Steel Worker, Marina, Antinous, De Soto. They called for a few men, although we seldom get calls for replacements. It seems that most ships calling here always have just gotten their men in other ports.

Three Cities Service ships—Paoli, Abiqua and Logans Fort—also were in port and replace-

ments were shipped to them.

Here is good news: Since the outbreak of the Korean war, a tanker that had been sailing under the Honduran flag was returned to American registry, and is being operated by the US Petroleum Carriers outfit, contracted to the SIU.

The vessel is the SS Olympic Games, and she is presently out making a few short trips; later she will make a long one. She was crewed up here in Baltimore with a good bunch of Seafarers.

Another SIU arrival occurred in the family of Baltimore Patrolman Leon (Blondy) Johnson, whose wife gave birth to a sturdy boy weighing nine pounds and nine ounces. Quite a lad!

We're all wishing Brother Johnson and his wife—and the young one—the best of luck. We are hoping, too, that young Johnson will sail SIU and be as good a Union man as his pop.

Men in the Marine Hospital

BRIGHTON, MASS.

ROBY S. LUFLIN
FRANK ALASAVICH
ANGELO FERRIE
A. REMOS

STATEN ISLAND

J. STYLES
P. PRON
E. POE
E. KILLEGREW
S. GORDON
J. J. TOBIN
D. F. FRY
J. F. ROBERTS
N. J. WUCHINA
E. BALBOA
C. J. HARTMAN
F. KUBEK
W. MEEHAN
J. L. ROBERTS

ELLIS ISLAND

G. G. GAGE
F. KEESLEY
B. T. KNEW
M. COLLINS
W. HUSSON

BALTIMORE

F. L. PITTMAN
M. C. BUNKERS
FRANK GALVIN
JACOB GNAGEY
PAWEL MATAN
FRED FONDULA
JOSEPH ROLL
A. GALLEGOS
JOHN MILLNER
JAMES GIROLAMI

MANHATTAN BEACH, N.Y.
J. T. EDWARDS
E. FERRER
V. CHESNEP
M. BRUNO

R. A. BLAKE
J. PADZIK
E. LOPEZ
W. PADGETT
J. J. DRISCOLL
J. H. ASHURST
A. LOMAS
V. MILAZZO
H. S. TUTTLE
J. DE JESUS
SIDNEY BUGSTROM

Bill Padgett, SIU delegate at Manhattan Beach Hospital, can be contacted from 3-4:30 PM every day on the second deck, West Side, Ward L.

NORFOLK

J. M. SADLER

SAVANNAH

B. E. ROBBINS
T. C. MUSGROVE
L. KODURAND
W. J. MORRIS

MOBILE

L. E. McCUNE
W. M. SIMPSON
J. A. CLARK
C. C. MILLER
T. E. BURKE
F. E. HOBIN
J. T. BENNETT

NEW ORLEANS

R. L. LAMBERT
G. E. DALMAN
R. C. STANSELL
J. BEDDINGFIELD
R. E. MULHOLLAND
J. CURTIS
L. TICKLE
H. WENTZEL
A. D. THOMPSON
A. BENTLEY
B. W. BLACKMON, JR.
J. L. CALDWELL

W. W. LAMB
J. A. SPINA
F. WOLINSKI
J. J. LYONS
R. CRUZ
W. HANTUSCH
E. FOREMAN, JR.
E. J. NAVARRE
L. VECCHIET
E. E. GROSS
H. SCHOLES
J. LEE
W. O. CARA
H. F. LAGAN
L. A. HOLMES
D. D. KELLY
M. GICHENKO

GALVESTON

W. VIDAL
A. J. BROWNE
W. J. OLIVERI
L. EVANS
A. P. COPA
L. E. COHEN
G. W. RIDECK

SAN FRANCISCO

Y. DAILAL
R. L. BOUCHARD
E. G. BROOKSHIRE
J. HODO
J. R. LEWIS
LEONARD A. MARSH
E. L. PRITCHARD
W. WATSON
E. BRYANT

FORT STANTON, N.M.

C. NEAL
GIDLOW WOODS
A. McGUIGAN
J. LIGHTFOOT
D. McDONALD
R. A. RATCLIFFE
P. SMITH
S. WALKER

The Seafarers In World War II

By JOHN BUNKER

CHAPTER 15 BOATS AWAY

The story of SIU ships in World War II includes many incidents of long voyages in small boats after seamen left their sinking ships.

There was the 1,200-mile trip of the Star of Scotland's men after their big schooner was shelled by a sub in the South Atlantic, and the long, cold voyage in the boats after the Liberty ship Jonathan Sturges was torpedoed in the North Atlantic, a voyage that ended in the capture of the survivors by a German submarine and their internment for the duration of the war.

Some of these lifeboat voyages were strenuous ordeals in which only a few of the men were eventually rescued. In other cases, like that of one lifeboat from the SS Maiden Creek, the survivors were never found.

More fortunate was the SIU crew of the SS James W. Denver, a brand new Liberty which was bound for North Africa on April 11, 1943.

Captain Everett Staley reckoned their position as 400 miles west of the Canary Islands, as the Denver hurried along at 11½ knots trying to rejoin the convoy, which it had lost sometime previously during a prolonged and heavy fog. All lookouts were scanning the horizon for wisps of smoke that might indicate the "missing" fleet.

They never even saw the track of the torpedo that hit them. It smashed into number-two hold and all hands abandoned ship soon after. No casualties occurred, for the boats were well handled; and they stood some distance off from the big Liberty as she settled slowly beneath the waves.

They all looked around to see if the sub was going to surface and spray them with machine gun fire, for such a possibility was in the minds of all torpedoed men during the war. But the U-boat never showed itself—not even coming up for an inspection of its kill.

Deck Engineer Dolar Stone tells about the 34-day odyssey taken by the 18 men in his boat after the survivors separated that night.

"There was a little half-hearted joking at first," he recalls, "but, all in all, it was a pretty solemn affair. We hated to lose our ship, and to see her go down without even having fired a shot in defense."

The Skipper gave them a course to steer, and told each boat to "hoist sail and get going. . . the sooner we sail, the sooner we'll land."

Dolar's boat stepped its mast, hoisted the little red sail with which Liberty ship lifeboats were equipped, and set out for the east. Seas were making up fast under a sharpening wind, and they soon had to rig a sea anchor and heave-to before the waves. The other boats by this time were out of sight and they rode the sea alone, a tiny flotsam, so it seemed, on that huge expanse of darkening ocean and breaking white caps.

A lifeboat in placid waters is anything but comfortable, and the keelless craft pitched, rolled and wallowed all that first night and for the day and night that followed, making all hands wet and miserably seasick.

Just at dusk on the third night, the lookout stationed in the bow sighted a vague shape looming up ahead, and in the excitement of this discovery yelled, "Destroyer!" As soon as the lookout had sung out, Dolar lit the boat's lantern and, standing up on the bow thwart with one hand on the mast, waved it back and forth as a signal, on the chance that the ship would see them, if indeed there was one up ahead.

To better attract attention, each man switched on the little lights that were fastened to a pin and lanyard onto their lifejackets, hoping that the red glow would shine enough to be seen through the night.



By BILL DRAKE

And then, before they realized what was happening, a shape loomed up directly in their path—the black hulk of a submarine.

"It was a big, one," say Dolar, "and we were headed right for it."

While they watched the raider in amazement, the lifeboat grated against the submersible's hull, sheering off just in time to keep from riding right onto the low flying deck. One of the U-boat's officers shouted at them from the conning tower.

"What ship are you from?"

They knew it was no use to evade the query, for the Germans could inspect the lifeboat and find out anyway.

"Denver," they replied, "the James W. Denver."

The men on the conning tower had a good laugh over the fact and the SIU men guessed that this must have been the sub which sank them.

"Well," the German answered in good English, "so you lads are from one of those Liberty ships."

The remark sounded sarcastic, but before the sub moved off in the darkness a sailor came down the deck to hand them a carton of cigarettes and from the bridge the officer shouted a course for them to steer. During the next hour they sighted two more U-boats, evidently part of a wolf pack.

ROUGH SEAS

All hands continued to be seasick as the heavy weather persisted, and the lifeboat made more mileage up and down than it did toward the east.

Rations got low after the first 12 days. Crackers gave out, water was limited to three ounces a day per man and there was nothing left to eat but malted milk tablets. Three flying fish landed in the boat most opportunely and were cut up in equal parts, to be eaten raw. It was not the first time that these aery fish helped to sustain torpedoed crews!

On the night of May 11, the sea-tossed survivors saw moving lights some distance off. These immediately disappeared when the men shot flares. "Probably more subs," Dolar believes.

Just three days later, however, the long voyage ended. Spanish fishermen sighted the boat, picked them up and took them to La Aguera in the Canary Islands, from whence they later got passage back to the States by way of Cadiz.

After the torpedoing, the Captain's boat had set a course for the nearest land, which the Skipper figured to be Rio del Oro on the coast of Africa.

For the first 12 days, things weren't so bad. At least there were crackers to munch on and some of the sickeningly sweet pummican which had been devised for lifeboat crews. But on the 13th day the food gave out and from then on it was nothing but water. Even at that, the water was limited to two ounces a day per man.

The winds held strong, which was a blessing, but it also made life uncomfortable, throwing spray over them continually for each of the 25 days they were adrift. At night it was cold and, being thoroughly wet, they almost froze before the sun broke across the seas each morning.

Captain Staley had a sextant but this was of no use without the necessary tables to go with it, so he relied on dead reckoning, while the helmsmen steered with a compass held between their legs.

When the food ran out, the men became discouraged and from time to time some of them had to be restrained from jumping overboard, for they dreaded the prospect of becoming crazed from sun and salt spray.

Every once in a while someone struck up a song and they all joined in. When the water was doled out the Skipper would say, "It may be water now, but keep your spirits up and it'll be juicy steaks one of these days."

The songs and the promise of steaks—it helped to buoy their spirits—make them forget somewhat the discomfort, the hunger and the monotony.

Finally they saw fish spawn in the water, a sure sign that they were coming into shallower depths. This was followed by the gradual changing of the sea from blue to green as they entered the 100-fathom curve. Their hopes soared, for they knew now that the shore wasn't too far off.

On the 5th of May they sighted land and, with the wind still holding good, sailed right up on to the sands of Rio del Oro.

By this time none of them could walk and they tumbled out of the boat like so many cripples to crawl across the welcome sands on their hands and knees. For a while they exulted in the luxury of just being on dry land, but this joy was tempered when they discovered that all around them was a vast desert—nothing but dunes and endless sand. There was no habitation or sign of life anywhere—not even a tree.

At night there were terrific sandstorms and during the day the blinding sun.

They might have died there on the sands of Rio del Oro and never been found if it hadn't been, strangely enough, for a German submarine which had been sighted and depth charged by British patrol planes, not far offshore from the spot where they had landed just a few days before.

On the 10th of May, five days after the weak and hungry men had beached their boat on the African coast, these planes were out searching for the U-boat and sighted the Denver's men sprawled about on the sand.

Not many hours later a patrol vessel came by and landed a party armed to the teeth with revolvers and rifles, for they thought the men from the Denver were survivors from the hunted U-boat.

It is a tribute to the hardihood of these SIU men and the Navy armed guard gunners that all survived the ordeal and went back to sea after reaching the States some weeks later.

Lucky they were for, according to their rescuers, 14 bodies had been found at that same spot some months before. They also had been castaways who had run out of food and water before a rescue ship came by.

Hong Kong Waters Covered By Insurance

The rider to SIU contracts covering war risks in the Far Eastern waters has been supplemented to provide a \$10,000 war risk bonus in the waters adjacent to Hong Kong, as described in Section 5 under Area V in the rider below, and pictured on map on the right.

It is mutually agreed that:

1. Any vessel operated by any of the employers party hereto in the China coastal waters in the following described areas shall be considered to be in areas rendered unsafe by hostilities.

AREA I

All waters within and bounded by the following lines: beginning at a point on the China Coast at 23° north, thence east to the intersection with longitude 119° east, thence northeasterly to the intersection of a point at latitude 26° 15' north and longitude 121° east and thence west along the 26° 15' parallel of north latitude to the China Coast.

AREA II

All waters within and bounded by the following lines: beginning at a point on the China Coast at 33° north latitude, thence east to the intersection with longitude 124° east, thence north along 124° east meridian to the China Coast.

AREA III

All waters within and bounded by the following lines: beginning at a point on the China Coast at 26° 15' north latitude, thence east to the intersection with 121° east longitude, thence northeasterly to a point at the intersection of 30° north latitude and 124° east longitude thence north to the intersection of 33° north latitude and 124° east longitude and thence west along the 33° parallel of north latitude to the China Coast.

AREA IV

All waters within and bounded by the following lines: beginning at a point on the China Coast and 23° north latitude, thence east to 119° east longitude, then northeasterly to 30° north latitude and 124° east longitude and from 30° north latitude and 124° east longitude southerly to Shichihai Shoi, then westerly to Shichihai Seki, and then from Shichihai Seki westerly intersecting at the China Coast 23° north latitude.

AREA V

1. All waters within and bounded by the following lines: beginning at the China Coast and 124° east longitude, thence south to 30° north latitude and 124° east longitude and from 30° north latitude and 124° east longitude, thence northeast to 38° 30' north latitude and 135° east longitude, thence north to the Siberian Coast.

2. Each crewmember of such a vessel who is employed under the terms of the wage agreement of June 15, 1949, shall receive in addition to wages and allowances set forth in said agreement, 100% of his daily basic wages for each day while employed on board such vessel in such waters described in Areas I, II, III, IV and V above.

3. It is further agreed that while such vessel is in a harbor in any of the above outlined areas one \$100 bonus will be paid to each member of the crew if either such vessel or the harbor is directly attacked during such stay in the harbor, provided, however, that any amount pay-



able under this paragraph shall be set off against and in reduction of any amount payable as an attack bonus under Maritime War Emergency Board Decision 2-D.

4. War Risk Insurance coverage respecting loss of life and disability in the form prescribed by the Second Seamen's War

Risk Policy shall be provided in the maximum sum of \$10,000 for each member of the crew employed on and aboard such a vessel while in such waters described in Areas I, II, III, IV and V above, and in the waters within and bounded by the following lines:

Beginning at a point on the

China Coast at 23° north latitude, thence easterly to a point 22° 30' north latitude and 118° east longitude thence westerly to Gap Rock thence due west along the 21° 50' line north latitude to the China Coast.

5. This Supplementary Agreement shall become effective as of the date hereof.

6. Each party reserves the right during the effective period of this Supplementary Agreement to request further negotiations upon the subjects of increase or reduction of the areas described herein as unsafe, increase or reduction of the amounts payable hereunder, or cancellation of this Supplementary Agreement.

Philadelphia Shipping Good And Looks Bright For Future

By STEVE CARDULLO

PHILADELPHIA — Shipping has been good for the past two weeks and looks good for the immediate future. There is a shortage of rated men, both Deck and Engine in this port. Several times we have had to call other Branches for men in order to keep the ships from sailing short-handed.

There suddenly have been a lot of trouble with ships calling in this port short-handed due to men missing ships. In several cases the men didn't check the sailing board before going ashore.

If there is no sailing board posted, check with the Ship's

Delegate and Department heads. It will save a lot of grief and possible charges that will be brought against men missing ships.

We have also had quite a lot of trouble with gashounds who were unable to do their work and giving their Brothers a hard time. These foul ball characters are pulled off the ship immediately and placed on charges. It's a hell of a note how they scream they were framed after the booze wears off.

They don't seem to care that they have placed their Brothers in a hard position or that they are breaking the contracts which we have fought so hard for.

These characters are a detriment to the Union and here in this port are going to get the full works.

I notice where some character is blasting the ILA for refusing to unload the crabmeat that Joe Stalin's stooges traded to England for machinery. He states that if the ILA thinks it is hurting the Communists they are crazy.

Well, as I see it, if we boycott all Russian goods then England will be forced to stop selling machinery to the commies to presumably be used against us as in the Korean War.

I grant him that we aren't paid to be diplomats, but why

doesn't he check the records and find that the combined efforts of the SIU, SUP, and ILA have kept the commies off the waterfronts of the Gulf and East coast for over 12 years.

It may not be diplomacy, but it has sure as hell produced results. That is more than some diplomats I know can state.

It is a pity that these characters can't have a first hand lesson on some bloody waterfront beef with the commies then perhaps he could see things in their true light.

The weather here has remained very nice. So all you rated men who are having trouble getting ships come on to see us



Seafarers Welfare Fund Is Real Milestone In Maritime History

When on December 29, 1949, the first group of SIU-contracted companies signed the Welfare Agreement with the Union, it marked another great milestone in the history of maritime unions. There are few accomplishments that have had a greater impact upon the lives of merchant seamen.

There was the Seamen's Act of 1915, of course, which emancipated seamen from the semi-slavery under which they had been living and working. And there was the legal recognition of the union hiring hall, which gave them job security and freedom from employer favoritism and fink halls.

The Seafarers Welfare Plan, however, has given them something else they have sorely needed: peace of mind—the knowledge that they will not be financially helpless if they become sick or are injured; the knowledge that their families will not be left destitute if they should die.

It is not that the Welfare Plan, as it stands now, is perfect—far from it. The hospital payments are small and the death benefit will not carry one's survivors very far. The importance of the Welfare Plan lies in the fact that the wall has been breached, a beachhead has been made in our unceasing fight against insecurity and fear of old age.

Now that the course has been charted, we shall go ahead, and the time is not too far distant when the Seafarer can face the unpredictable future and old age with the assurance that neither he nor his family will be left penniless should anything happen to him.

The Union has asked for, and received, suggestions as to what the Welfare Plan should provide for. The many varied suggestions that have come into the Headquarters offices show the great interest of the membership in this question. Some of the replies were discarded at once, as they were already covered, either by present provisions of the Union contracts, or by Federal law.

Others, however, were of the type that the Committee wanted and they have been seriously considered. When the time is ripe—that is, when the Fund is great enough to cover the increased costs entailed—they will be pushed by the Union for incorporation into the Agreement.

Some of these, of course, are still a long ways off. Even a casual contemplation of the costs involved will show that they are not capable of being realized within the coming months: A pension plan for older Seafarers, a Seafarers Rest Home—these are projects that must be planned carefully, that must be set up on a secure financial foundation so that they will not send the Fund into bankruptcy.

The Committee, in its negotiations with the operators, always held in mind the lessons that it had learned from other unions—from those shoreside unions that, in the first flush of victory in having won welfare plans and pension plans from their employers, set the benefits so high that these funds were soon milked dry and inoperative. It wasn't that the members of those unions didn't deserve those high

benefits. From their point of view—the high cost of living—they probably weren't high enough. But the point that the trustees of those funds didn't realize was that their funds were not bottomless, that they had to be built up and stabilized to take care of all contingencies. These experiences of other organizations were taken to heart by the members of your committee, who were determined that this would not happen to the Seafarers Welfare Fund.

Some of the other suggestions—increased hospital payments, payments to distressed families, etc.—are somewhat closer at hand, but still await the complete financial stability of the Fund.

All of these are fine ideas. But the Welfare Plan is only a few months old and there are a lot of years ahead of us, years in which our membership may drop to a lower level, thus cutting the payments into the fund by the operators. By taking it on the slow bell, we can feel our way along until we see how the surplus fund stands.

If we see a large surplus building up, the trustees will set up additional benefits right away. After all, the purpose of the fund is not to save money, but to provide benefits for the members of the SIU. The more benefits the Fund can pay, the better off every member will be. But until the Union is positive the Fund can absorb additional payments without threatening the entire set-up, the best course is a slow one.

Meanwhile, it is of prime importance that every Seafarer cooperate fully to make the Welfare Plan work smoothly and with a minimum of confusion, so that all hands may obtain their benefits in the shortest possible time.

What can Seafarers do to make this possible? Only a few things, and all of them are simple and reasonable. For example, when applying for hospital benefits, see to it that you have with you the necessary papers attesting to your eligibility for benefits.

When the Welfare Plan requests certain information, or the filing of forms such as it is now doing to establish the beneficiaries of all members, do your bit by getting this information in at the first possible opportunity.

It is advisable that all Seafarers learn everything they can about the Welfare Plan—the eligibility requirements, how the plan operates and so on. All of this information appears in this special section devoted to the Plan. *Keep it and study it.* It contains everything a Union member need know to see that he gets what he is entitled to.

Read your SEAFARERS LOG carefully when asea or ashore. Any announcements or developments in connection with the Plan will be given full coverage in your Union newspaper.

By keeping your ear to the ground, by keeping fully informed on all aspects of the Welfare Plan, you'll find that your benefits can be obtained simply and quickly—without delay or confusion.

The Seafarers Welfare Plan is your plan. Help your plan work efficiently and effectively by giving it your cooperation.

'Great Achievement', Said Negotiating Committee

We, the undersigned members of the SIU Negotiating Committee, hereby make the following report and recommendations on the matter of the Welfare Plan.

We have negotiated on this matter of welfare with SIU-contracted operators for a period of over 6 months. We have come to a final agreement with the operators and attached hereto is a complete copy of the contract we have negotiated, subject to the approval of our membership, as per our constitution.

This contract, among others, makes the following provisions:

1. The SIU Welfare Plan will not be administered by any insurance company as is the case in other union welfare plans, but instead, will be handled by representatives from both the Union and the company as prescribed by law. Not using an insurance company will save considerable money. The actual business functions of the Plan will be handled by an Administrator, who will work according to the contract and under supervision of the Union and Company trustees.

2. The Union has the right to negotiate new

types of benefits other than those of hospital and death. Such new benefits will be negotiated on the basis of the amount of money on hand in the fund and the ability of the Fund's income to pay same.

3. The Plan at this time calls for weekly hospital benefits of \$7.00 and death benefits of \$500.

These payments will be paid in the same manner as are the regular Union Hospital and Death Benefits paid now. In any event, there shall be no wait for any of our members for receipt of their benefits.

Your Committee feels that this Welfare Contract, as it is negotiated, represents a great achievement for our Union. It is to be pointed out to the membership that the benefits we have agreed to pay under this Plan are at this time few in number, and small in amount of money. The reason for this is that your Union Negotiating Committee feels that, before such a Welfare Plan as ours is called on to spend too much money, we should first ascertain as to just what the entire cost will run into and the manner in which it will operate. By starting in a small

manner, we can iron out any kind of kinks in the process before we increase the size of our benefits.

In addition, by starting out by paying benefits in the amounts shown in this report, it will allow the Welfare Plan to build up a cash reserve of funds in such a manner so as to continue the successful financial operation of the Plan itself.

The membership is to be made aware of the fact once again that, once the Plan is functioning, and we see that we have the necessary cash reserves on hand and the income comes in properly, we can at that time, if we see fit, re-negotiate any type of new benefit our membership may feel is necessary for the welfare of our people.

In view of this, we therefore recommend the following:

We recommend to our membership, whether ashore or on ship, that this contract and report be accepted in their entirety.

PAUL HALL	LINDSEY WILLIAMS
ROBERT MATTHEWS	LLOYD GARDNER
JOSEPH VOLPIAN	JOSEPH ALGINA

Answers To Most Frequently Asked Questions On SIU Welfare Plan

On this page are answered some of the questions that have been asked of us on the Seafarers Welfare Plan. As with anything new there are some who do not fully understand the provisions of the Plan; some who misinterpreted some of the clauses—on eligibility, for example—some who were not quite sure about this or that. We hope that all questions have been covered in this compilation. But if you have any doubt in your mind about any part of the Welfare Plan, do not hesitate to let us know. They will be answered as clearly and promptly as we can. In addition, as we point out elsewhere in these pages, suggestions and criticisms are welcomed by Headquarters. If you think you can improve the workings of the plan in any way, drop us a line. If you have suggestions as to further benefits that can fit in with the Plan—holding in mind that it has just started and that its funds have not yet accumulated to any great extent—come out with it. If what you offer cannot be incorporated into the Plan as yet, it will be held until the appropriate time—if it has merit.

Who is eligible for benefits under the Seafarers Welfare Plan?

To be eligible to receive benefits, a man must have worked at least one day since January 1, 1950, for any one of the companies that are signatories of the Welfare Agreement.

What are the benefits?

Any eligible seaman, who fulfills the hospital requirements, will receive seven dollars a week during such time as he is an in-patient in a qualified hospital. However, he must be in such hospital for seven consecutive days, before he can receive benefits. No payments will be made for less than a full seven-day period. Thus, a person in a hospital for twenty-five days will be paid for twenty-one days.

Claims for hospital benefits must be presented in writing not later than 14 days after discharge from the hospital.

In addition, a \$500 death benefit will be paid to whomever is designated by the eligible seaman. The beneficiary may be anyone the seaman prefers; not necessarily the next of kin. However, if no beneficiary is named, the death benefit will go to the legal next of kin, according to the laws of New York State. Claims for the benefit must be presented within one year of death, along with the necessary proof of death.

Must a man be hospitalized to receive benefits?

Yes. To receive the weekly hospital benefits, a member must be a patient in a US Marine Hospital, a US Public Health Hospital, or a hospital located in a port in the continental United States where the Union or an employers maintains offices.

A member who is a patient in any hospital located in a seaport of continental United States is also eligible for the benefits, provided he entered that hospital as the result of an emergency illness or injury, requiring his removal to the institution from a vessel during the course of a voyage.

Men receiving home care are not entitled to hospital benefits.

What does a member do to collect hospital benefits?

Seamen entering an accredited hospital in a city where the A&G maintains an office will be taken care of by the official in that port. Men entering these hospitals should have with them their discharge from the ship of a company which has signed the Welfare Plan, their seamen's papers and their Union book. Men who fail to collect hospital benefits in a port where the SIU has a Hall must apply to Headquarters for payments, but payments will be slower.

Men who have been hospitalized in localities where the Union does not maintain offices should forward to Headquarters their hospital discharge, their ship discharge (from a company which has

signed the welfare plan), their Z number, Social Security Number and SIU book or permit number. Payments will be mailed out.

Is there a minimum-time hospitalization requirement before a man can receive benefits?

An employee shall not be entitled to receive hospital benefits until he has been confined in any of the aforementioned types of institutions for a period of seven full, consecutive days.

Benefits will be paid for all time during which a member is hospitalized, beginning with the first full week of hospitalization. No payments are to be made for any period less than seven full days.

"Bringing Home the Bacon"



Once more the SIU has "brought home the bacon." With its recently-won Seafarers Welfare Plan now operating smoothly and paying benefits promptly to eligible Union members, the SIU continued to set the pace in establishing top wages, conditions and security in maritime.

Is there a time limit to the hospital benefits?

Under the Seafarers Welfare Plan, the payments of hospital benefits continues indefinitely, as long as a man is hospitalized, there being no one-year limit such as applied under the previous plan.

Are men in hospitals in inland United States covered under the Plan?

Seafarers in inland hospitals are eligible for hospital benefits, if they are in a Marine Hospital or a United States Public Health Hospital. The US Public Health Service maintains hospitals in most large cities throughout the country, and no where in the country is a seaman many

miles from a hospital covered under the Plan. Private inland hospitals, however, are not covered.

Approving payments to men in private hospitals would be taking a long chance, the trustees feel, because there is no way to check on the men, whereas the marine hospitals' records are standard and the trustees are willing to accept the discharges from these institutions.

Are men hospitalized in foreign ports eligible for hospital benefits?

These men do not receive the hospital benefits, because they are already well taken care of under the provisions of the SIU contract. When a seaman is hospitalized in a foreign port, the company foots his hospital bill and continues to keep him on the payroll at full wages until the voyage is ended or until he becomes well, whichever is first. The seaman also receives full maintenance and cure, which amounts to \$42 a week. To add the Welfare Plan hospital plan benefits to the money already being received by the seaman might well give the operators an argument for discontinuing maintenance and cure payments now in effect.

Do men in mental hospitals qualify for benefits?

No. Otherwise qualified employees who are committed to an institution for the insane by a court order are specifically excluded from the hospital benefits but are eligible for death benefits. Time spent in the hospital prior to the issuance of the court order qualifies a member for the hospital benefits.

How are death benefits collected?

All applications for death benefits by the designated beneficiary must be made to Union Headquarters in New York, and must be accompanied by a certified copy of the deceased's death certificate, his book number and social security number or Z-number, and proof that the deceased worked for one of the signatory companies.

Specifically exempt from the death benefit are those deaths resulting from war risk. These, however, are covered by other provisions of SIU contracts.

Who can be named as beneficiary?

Under the Welfare Plan each Seafarer is covered by a \$500 death benefit. This money, unlike the former SIU burial fund, is paid out to the beneficiary named by the Seafarer whether or not they handle the burial. A Seafarer can name anyone he wishes as his beneficiary, his wife, a relative or a friend.

This \$500 now covering every member of the SIU A&G District is not assignable. In other words, a man cannot borrow money against this insurance, nor will the trustees honor the claims of anyone for debts. The money goes to the beneficiary named and to no one else. If the member lists no beneficiary, the money goes to his next of kin, according to the insurance laws of New York State.

Are the next of kin of Seafarers who died since January 1 eligible for the death benefit?

On January 1 the companies which had signed the Plan began contributing money to the fund. That fund lay dormant until a surplus was built up, and on July 15 the Plan went into effect. The Union planned to start the Plan on July 1, but was held up until the Bureau of Internal Revenue gave its okay to the Plan. Death benefits, thus, are paid only in the cases of death on or after July 15. All death benefit claims are handled through Headquarters and should not be channeled through a branch.

How is the Plan financed?

The Seafarers Welfare Plan is financed solely by shipowners' contributions—not one cent is paid by the seaman. Each operator pays 25 cents per working day for each man on his payroll into the Seafarers Welfare Plan. All such payments, regardless of when any individual company signed the Agreement, are retroactive to January 1, 1950. This provision was insisted upon by the Union to prevent stalling by any company or companies, who might be tempted to prolong negotiations to save themselves money. Thus, companies which signed in August, for example, are obligated to assume the same obligation toward their employees as those companies which signed in December, 1949.

Who administers the Fund?

The operation and administration of the Plan is the responsibility of six Trustees, three from the Union and three representing the operators. The Trustees are authorized to choose, from outside their ranks, an Administrator, who will direct the day-to-day workings of the Plan. Each of these, of course, is under the fidelity bond, for the complete protection of the seamen. Such qualification shall make a man eligible for the next twelve calendar months. However, once hospitalized, an eligible seaman will continue to draw benefits for the entire period he is in the hospital.

Who are the Union Trustees?

Representing the SIU are Paul Hall, Robert Matthews and Joseph Volpian. Their alternates, who may act upon the absence of any Union Trustee, are: Lloyd Gardner, Joseph Algina and Lindsey Williams.

Can the Welfare Fund ever be used for purposes other than the welfare of the qualified seaman?

No. The Agreement specifically provides that "no amendment shall alter the purpose of the Plan or divert the Fund to any use other than the exclusive benefit" of qualified seamen and their dependents or next of kin.

Are Trustees paid by the Welfare Fund?

None of the Trustees, employer or Union, is paid for the performance of his duties. The only ones who are paid are the Administrator and whatever office help is needed to carry out the functions of the Plan.

Can the present payments be increased, or more benefits added to the Agreement?

Certainly. As the Fund grows, the way is open, under the Agreement, for present benefits to be increased or other benefits to be added. Many suggestions have been made by the membership for additional benefits they would like to see incorporated. However, under present conditions—the fact that the Plan is but a few months old, and not enough money has been accumulated to safely expand the benefits—these are not as yet feasible. But there is no doubt that, as the Fund expands, benefits will be increased. Under the Agreement, 60 days before September 30, 1951, either party may request negotiations for a change in the amount of the employer contribution.

What is the life span of the Welfare Plan?

The Welfare Agreement was signed for a period of five years and cannot be abrogated before June 30, 1955, at which time it will be subject for further negotiations by the Union and the employers. In the unlikely event that the Agreement is not extended, the surplus money in the Fund will be transferred into any new Plan that may be created or—if no new Plan is agreed to—the Trustees will continue to pay out benefits under the present Plan until the Fund becomes too small to function. Whatever sum is left will be given to a mutually agreed upon seamen's charity or charities.

It should be pointed out, however, that such a contingency is extremely unlikely, as the employers—no less than the Union—admit the necessity for the Plan and agree that it is a forward step for the maritime industry.

SEAFARERS WELFARE PLAN

11 Broadway • Suite 612 • New York 4, N. Y.

Date.....

I,, hereby
(Please Print Full Name)

designate
(Please Print Full Name)

address..... city..... state.....

who is my, to receive the
(Relationship: Wife, Mother, Friend, etc.)

benefits under the Seafarers Welfare Plan upon my death.

Witnessed

Signed

Witnessed

Witnessed

The above cut shows the new, improved beneficiary form recently adopted by the Plan. These forms are being distributed to all Union members when they sign articles aboard SIU-contracted ships.

All Seafarers are urged to obtain one of these forms at the sign-on and fill it out properly, designating the person whom they wish as beneficiary for the \$500 benefit in the event of death. Note that the signatures of three witnesses are required.

Please fill out one card only. Upon completing the forms, members should turn them over to Branch officials in any port, or mail them direct to the Seafarers Welfare Plan, Room 612, 11 Broadway, New York 4, N. Y.

It is important that these forms be filed promptly, otherwise, in the event of death, payment will be made to next of kin of record. File the form at once and make sure that the person you want as your beneficiary has been properly designated.

Complete Text Of Welfare Agreement Signed By SIU-Contracted Operators

This Agreement and Declaration of Welfare Plan made as of the first day of July, 1950, by and between JOHN BOUGHMAN, CLARENCE REED, and FREDERICK C. THEOBALD; PAUL HALL, ROBERT MATTHEWS and JOSEPH VOLPIAN, who, with their alternates and successors designated in the manner provided, are hereinafter called "Trustees;" SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA, Atlantic and Gulf District, hereinafter called "Union;" and the various Employers who, in writing, adopt and agree to be bound by the terms and provisions of this instrument and any amendments or modifications thereof, hereinafter called "Employers."

WITNESSETH

WHEREAS, various Employers having collective bargaining agreements with the Union have agreed in writing with the Union to create a Welfare Plan for the benefit of the unlicensed seamen employed by them for whom the Union is the collective bargaining representative, and

WHEREAS, the said Welfare Plan is to be known as the Seafarers' Welfare Plan, and

WHEREAS, it has been mutually agreed that the Plan shall be for a period of not less than five years and shall be irrevocable during the period of its creation, and

WHEREAS, it is desired to set forth the terms and conditions under which the Plan as finally agreed upon between the Employers and the Union is to be established and administered, and

WHEREAS, it has been mutually agreed that the Plan shall be administered by Trustees it is desired to define the powers and duties of the said Trustees.

NOW, THEREFORE, in consideration of the premises, it is mutually understood and agreed as follows:

ARTICLE I Definitions

1. **Employers.** The term "Employers," as used herein, shall mean the various Employers of unlicensed merchant seamen having in effect a collective bargaining agreement with the Union and who are, or who may hereafter become, signatories hereto.

2. **Administrator.** The term "Administrator," as used herein, shall mean the Administrator provided for in Article VI hereof.

3. **Employees.** The term "Employees," as used herein, shall mean all of each Employer's employees for whom the Union is the collective bargaining representative.

4. **Hospital.** The term "hospital," as used herein, shall mean any hospital in the United States or any of its territories or possessions, provided such hospital is either a United States Marine hospital, a United States Public Health hospital, a hospital located in a port in the continental United States where the Union or an Employer maintains offices, or a hospital in a seaport in the continental United States in which the Employee becomes a patient due to acute illness or injury which necessitates his being taken off a ship during the course of a voyage.

5. **Union.** The term "Union," as used herein, shall mean the Seafarers International Union of North America, Atlantic and Gulf District.

6. **Trustees.** (a) The term "Employer Trustees," as used herein, shall mean the trustees appointed by the Employers.

(b) The term "Union Trustees," as used herein, shall mean the trustees appointed by the Union.

(c) The term "Trustees," as used herein, shall mean Employer Trustees and Union Trustees

collectively and shall include their alternates when acting as Trustees.

7. **Seafarers' Welfare Plan.** The term "Plan," as used herein, shall mean the benefits provided for in this instrument, including any amendments hereto or modifications hereof.

8. **Seafarers' Welfare Fund.** The term "Fund," as used herein, shall mean the moneys or other things of value which are under the control or in the custody of the Trustees for the administration and operation of the Plan.

ARTICLE II

1. There is hereby created the Seafarers' Welfare Fund to be used for administering and operating the Seafarers' Welfare Plan which is hereby created. Each Employer shall pay to the Trustees for deposit into the Fund, currently on a monthly basis, the sum of twenty-five cents (25c) per day per unlicensed seaman, represented by the Union for the purposes of collective bargaining, employed on vessels manned by such Employer and actually working thereon. Such contributions or payments for each month shall be made not later than the tenth of the second month succeeding that of the payroll terminations; provided, however, that the first payment of each Employer shall be calculated retroactively to January 1, 1950. Checks for contributions or payments shall be made payable to the order of "Seafarers' Welfare Fund."

2. An Employee is qualified to participate in and receive the benefits of the Plan when the Employer is obligated to pay the Trustees the sum of Twenty-five cents (25c) on his behalf or such other sum as may be agreed upon as provided for in Paragraph 4 of this Article, and shall remain qualified for such benefits for a period of twelve (12) calendar months after the Employer's obligation to make such payment ceases; provided, however, that in the event a qualified Employee becomes a patient in a hospital such twelve (12) month period shall be extended for a time equal to the time the Employee is so hospitalized; provided, further, that no qualified employee shall be eligible to receive the benefits of this plan while he is so qualified to receive welfare benefits by virtue of employment with an employer who makes no contributions to this fund and who has a collective bargaining agreement with the Union.

3. The former Employees whose names appear on a list attached hereto and made a part hereof who have had long employment with the Employers and who, on July 1, 1950, are unemployable because of physical disabilities, are for the purposes of this Plan considered Employees and shall be qualified to receive the benefits of the Plan until the Public Health Service certifies that such a former Employee has no physical disability which prevents his employment; provided, however, that the hospital benefits provided for in Article III, Paragraph 1 (b) hereof, shall be made only when such disabled Employee is confined in a hospital as an in-patient.

4. Either the Employer Trustees on behalf of the Employers or the Union Trustees on behalf of the Union may, upon application within sixty (60) days prior to September 30, 1951 request that negotiations be opened for changes in the amount of the Employer payment. No such change shall be made unless the Union and the Employers by majority vote agree to such change and any change so agreed upon shall not affect any of the other provisions of this plan. The said vote shall be in accordance with the vote specified in Article IV, Paragraph 2 hereof, at a meeting called under the provisions of Article IV, Paragraph 9 hereof; it being specifically under-

stood and agreed between the Employers individually and the Union that any Employer who signifies in writing to the Trustees within one week of the time of such vote that he does not wish to be bound by such majority vote shall be relieved of the obligations under this agreement and shall cease to be a party hereto, and no Employee shall be entitled to receive benefits under this plan by virtue of employment with such Employer.

5. The Trustees, in their names as Trustees, shall have the power to demand, collect, receive and hold the Employer payments and they are authorized to take such steps as may be necessary or appropriate to effectuate the collection of such payments, including the institution and prosecution of, or the intervention in, any proceeding at law, in equity, or in bankruptcy.

6. The Trustees are authorized and permitted to receive and accept from any source whatsoever any moneys or other things of value as a gift, contribution, payment, dividend or otherwise, for deposit into, or to be made a part of, the Fund.

7. The Trustees shall deposit all moneys received by them in their capacity as Trustees in such bank or banks as they may designate for that purpose; provided, however, that no bank shall be selected as a depository of the funds of this Plan which is not a member of the Federal Deposit Insurance Corporation. Things of value, other than money, shall be kept in an appropriate depository as may be selected by the Trustees, or, at their discretion, may be converted into money and deposited into the Fund.

8. The funds shall be used by the Trustees (a) to pay or provide for the payment of the benefits described in Article III, Paragraph 1 hereof, and (b) to pay for the sound and efficient operation of the Plan, including the expenses of the Trustees incurred in carrying out their duties as Trustees.

9. Moneys, and other things of value, of the Fund may be withdrawn from any depository upon the signature of two Trustees, one of whom shall be an Employer Trustee and one of whom shall be a Union Trustee.

10. No Employer, nor the Union, nor the individual Employees shall have any vested rights in or to the Fund or any part thereof except the right of the qualified Employees, or their dependents, or their beneficiaries or next of kin, to receive the benefits provided for in the Plan to which they may be respectively entitled, and upon termination of the trust hereby created, the funds shall be put to the uses and purposes specified herein.

11. No Employee or dependent or beneficiary or next of kin of an Employee shall have the right to assign any benefits to which he or she may be entitled hereunder and any such assignment is void; nor shall any benefit be subject to attachment or other legal process for or against an Employee or a dependent or beneficiary or next of kin.

ARTICLE III

Application Of The Fund By The Trustees

1. The Fund shall be used and applied for the following purposes:

(a) Upon the death of each Employee qualified to receive the benefits hereunder, other than death resulting from war risk, to pay or provide for the payment to the designated beneficiary, or in the absence of a designated beneficiary, to

the next of kin of the deceased Employee, the sum of \$500.00.

(b) The payment of hospital benefits in the amount of \$7.00 per week to each Employee qualified to receive the benefits hereunder during such time as he is an in-patient in any hospital as defined in Article I, Paragraph 4 hereof. Such Employee shall not be entitled to receive any payment until he has been confined to such a hospital for seven consecutive days and thereafter he shall be entitled to a payment of \$7.00 for each and every seven (7) consecutive days in the hospital from the first day of confinement. Qualified Employees who are committed to an Institution for the insane by a Court Order are specifically excluded from hospital benefits but are eligible for death benefits.

(c) To pay for additional types of welfare benefits as may be determined by unanimous agreement of the Trustees; the cost of such additional benefits shall be controlled by the amount of money actually in the Fund, and, based on experience, the benefits it is estimated the Fund can provide without undue depletion or excessive accumulation. In order to accomplish this purpose, the Trustees by unanimous agreement are authorized and empowered to increase or decrease the amount of any benefit which has been or may be granted.

2. Payment of the benefit provided for in Paragraph 1 (a) of this Article shall not be made unless necessary and appropriate proof for such benefit is presented, in writing, to the Administrator within one year from the date of the Employee's death.

3. Payment of the benefits provided for in Paragraph 1 (b) of this Article will be made to the Employee personally or to a representative of the Employee when such representative has been duly authorized to receive such payment on behalf of the Employee; provided, however, that application for the said benefits shall be presented, in writing to the Administrator not later than 14 days from the date the Employee is physically discharged from the hospital as an in-patient.

4. The Trustees shall not receive compensation for the performance of their duties as Trustees, but the Trustees are by majority vote authorized to be reimbursed from the Fund, the cost of all expenses incident to the performance of their duties as Trustees and there shall be paid directly from the Fund the cost and expenses provided for herein and the cost of fidelity bonds and the expenses, including counsel fees, of any suit or proceeding

(a) brought against the Trustees, arising out of acts within the course and scope of the powers and duties of the Trustees; or

(b) brought by the Trustees as authorized in Article II, Paragraph 5 hereof.

5. If upon loss of qualification as prescribed in Article II, Paragraph 2, hereof, a qualified Employee has, since discharge from the hospital, been continuously unemployable because of physical disabilities, the Trustees may in their discretion further extend the qualification period as long as the Public Health Service certifies that such Employee should not be employed because of his physical condition.

ARTICLE IV

Appointment Of Trustees

1. The operation and administration of the Plan shall be the joint responsibility of the three Trustees appointed by the Employers and the three Trustees appointed by the Union. The Employers shall appoint an alternate trustee for each Employer Trustee who shall have full authority to act as a Trustee hereunder in the absence of the Employer Trustee for whom he acts as alternate. The Union shall appoint an alternate trustee for each Union Trustee who shall have full authority to act as a Trustee hereunder in the absence of the Union Trustee for whom he acts as alternate. Any successor Trustee



No matter how sincere or well-intentioned they may be, tributes offer no security. Never the victim of illusory thinking, the SIU has always followed a realistic policy in its hopes for broader economic security for seamen.

When the tumult and the shouting of World War II had died down, and it became apparent that our proud, efficient merchant marine was once again to go on the scrap heap, the SIU began to give serious thought and much time to the development of a welfare program that would give Seafarers a kind of security never before dreamed of for seagoing workers.

The result is the Seafarers Welfare Plan, which now gives Union members, unable to work because of illness or injury, increased hospital benefits and pays death benefits to their beneficiaries.

The SIU does not regard the Plan in its present form as the final answer to Seafarers' security problems. Rather it looks upon it as a step in the right direction and the one in which lies the hope for a brighter future for the men who dedicate their lives to the sea.

This is one of the reasons why Seafarers look upon their Union as the only solid monument dedicated to their interests.

tee shall, upon the acceptance in writing of the terms of this trust, be vested with all the rights, powers and duties of his predecessor.

2. Successor Employer Trustees and successor alternate Employer Trustees shall be appointed by majority vote of the various employers who are subscribers to this instrument at the time such appointments are made; provided, however, that not more than one (1) Employer Trustee or alternate Employer Trustee may be employed by or affiliated with the same Employer. Each Employer shall be entitled to cast one vote for each unlicensed seaman, represented by the Union, it would employ at the time of subscribing to this instrument and thereafter on July 1 of each year, if all vessels manned by it had a full complement employed thereon and the nominee receiving the majority of the votes so cast shall be appointed by all the Employers.

The Employers who subscribe to this instrument reserve to themselves the right to change, at any time, the provisions of this paragraph by a vote of two-thirds (2/3) majority of the total votes so cast as above provided. The Union and the Trustees hereby consent and agree to the

right herein reserved by the various Employers who subscribe to this instrument.

3. All Trustees and alternate Trustees shall obtain fidelity bonds in equal amounts and to be secured by such surety companies as shall be determined by the Trustees. The Trustees shall, from time to time, review the amount of said bonds as compared with the total of the Fund and shall require adjustments as appropriate.

4. In all meetings of the Trustees, four shall constitute a quorum for the transaction of business, providing there are at least two Employer Trustees and two Union Trustees present at the meeting; and at all meetings the Employer Trustees and the Union Trustees shall have equal voting strength. The vote of any absent Trustee shall be cast by the Trustees present designated by the same party with the same force and affect as if such absent Trustees were present. In the event any matter presented for decision cannot be decided because of a tie vote the matter shall remain in status quo pending arbitration as set forth in Article VII hereof.

5. John Boughman, with E. S. Trosdal his alternate, Clarence Reed, with Donald W. Smith

his alternate and Frederick C. Theobald, with Willard A. Kiggins, Jr., is alternate, have been selected and are hereby appointed and designated Employer Trustees, and alternate Employer Trustees, respectively. Paul Hall, Robert Matthews and Joseph Volpian have been selected and are hereby appointed and designated Union Trustees, and Lloyd Gardner, Joseph Alguna and Lindsey Williams have been selected and are hereby appointed and designated alternate Union Trustees, any one of whom may act as a Union Trustee in the absence of any Union Trustee. The Trustees hereby agree to accept the trusteeship and further agree to accept such Fund for the purposes herein provided and declare that they will receive and hold the Employer's contributions or payments and any other money or property or policies of Insurance which may come into their custody or under their control pursuant to this Plan as Trustees thereof for proper uses and purposes and with the powers and duties herein set forth. The Alternate Trustees hereby agree to accept the obligations and perform the duties of a Trustee when called upon to act as a Trustee.

6. All Trustees and alternate Trustees shall be appointed to serve for the duration of this trust. After the expiration of the initial term, all Trustees and alternate Trustees shall serve for terms lasting for the duration of any new trust or extension hereof. Employer Trustees or their alternates may be removed at will by the Employers and Union Trustees or their alternates may be removed at will by the Union.

7. Except as provided in Paragraph 6 of this Article, a Trustee can be removed only for malfeasance in the execution of his trust. Any Employer or the Union may initiate charges of malfeasance against a Trustee by filing such charges with the other parties to this agreement and with the Trustees. Such charges shall be referred by the Trustees to a Board of Inquiry which shall consist of an equal number of members appointed by the Employers and by the Union. The members so appointed shall attempt to agree upon an additional member to act as impartial chairman and if within a period of five days an impartial chairman is not agreed upon then application by the Trustees shall be made to a Judge of the United States District Court for the Southern District of New York, who at the time is sitting in chambers, for appointment of an impartial chairman. All records and other information available to the Trustees shall be made available to the Board of Inquiry. If a majority of said Board of Inquiry finds that a Trustee has been guilty of malfeasance he shall be removed and may not thereafter be eligible to serve as a Trustee or alternate Trustee. All expenses incident to a Board of Inquiry shall be a proper charge against the Fund and the Trustees are authorized and directed to pay such expenses, including the fees, if any, of the members of the Board.

8. If for any reason a Trustee cannot serve or resigns or is removed before the expiration of the term for which he is appointed, his alternate shall succeed him until a successor is appointed in the same manner as the Trustee to whose office he is succeeding and, subject to Paragraphs 6 and 7 of this Article, shall complete the unexpired term.

9. Any Employer Trustee or alternative Employer Trustee is authorized and empowered to call a meeting in the City of New York, N.Y. of the various employers who are subscribers to this instrument upon five (5) days written notice and such a meeting shall be called whenever a vacancy occurs in the office of Employer Trustee or alternative Employer Trustee. An individual may, at any such meeting, represent more than one Employer and any Employer shall forfeit the right to vote at any such meeting at which he fails to appoint and have present a duly authorized representative but such forfeiture shall in no way relieve such Employer of his obligation to be bound by any action taken or decision made at such meeting.

ARTICLE V

Authority And Liabilities Of Trustees

1. The Trustees shall have the power to require each Employer to furnish appropriate information to establish that he is making full payment to the Trustees of the amounts required as set forth in Article II, Paragraph 1 hereof.

2. The receipt given by the Trustees, or any person acting with their specific authority, for any moneys or other things of value shall effectively discharge the person or persons paying or transferring the same and such person or persons shall not be bound to see to the application of such moneys or other things of value or be answerable for the loss or misapplication thereof.

3. The Trustees by majority vote may obtain administrative, consultative, legal, technical, and other services and assistance which in their opinion are necessary or advisable in the sound and efficient operation of the Plan and to affectuate its purposes and objectives and all expenses incident thereto shall be a proper charge against the Fund.

4. At the first meeting of the Trustees they shall elect a Chairman and a Secretary whose terms shall commence on the date of their election and shall continue for one year, or until his or their successors have been elected. At no time shall both such offices be held by Trustees designated by the same party.

5. Meetings of the Trustees shall be held at such place or places as may be agreed upon by the Chairman and the Secretary and may be called by the Chairman or the Secretary upon five days' written notice and may be held at any time without notice if all of the Trustees consent thereto. Individual members of the Board of Trustees may not take any action for or on behalf of the Trustees between meetings, except as may be specifically authorized in writing.

6. The Trustees shall keep full minutes of all their meetings, resolutions and actions. In the absence of the Chairman, the Secretary shall act as chairman and shall appoint another Trustee from the group of Trustees to which the absent Chairman belongs to act as secretary for the meeting. In the absence of the Secretary, the Chairman shall appoint another Trustee from the group of Trustees to which the absent Secretary belongs to act as secretary for the meeting. In the absence of both the Chairman and the Secretary, there shall be made *pro tem* appointments by the Trustees present.

7. The Trustees shall cause to be kept true and accurate books of account and records of all their transactions as Trustees which shall be audited annually by certified public accountants, or more often as may be determined by the concurrent action of the Employers and the Union. The cost of all audits shall be a proper charge against the Fund and the Trustees are authorized and directed to pay such charges. Copies of all audits shall be furnished to each of the Trustees, to the Administrator, to each of the Employers and to the Union. A statement of the results of such audits shall be available for inspection by interested persons at the office of the Administrator and at such other places as may be designated by the Trustees.

8. Each Trustee shall be protected and held harmless in regard to any action which may be taken upon any paper or document believed by him to be genuine and to have been made, executed, or delivered by the proper parties purported to have made, executed, or delivered the same; and no Trustee shall be held liable for any action taken or omitted by him in good faith, nor for the acts of the Administrator or any agent or employee selected by the Trustees, nor for any act or omission of any other Trustee.

9. The Trustees are authorized to formulate and promulgate any and all necessary rules and

regulations to facilitate the proper functioning of this Plan, provided the same are not inconsistent with the terms hereof.

10. The Trustees shall appoint an Administrator as provided in Article VI, Paragraph 1 hereof, and may delegate any of their ministerial powers or duties hereunder to him or to any of their agents or employees; provided, however, that the Administrator and any such agent or employee authorized to have access to money or things of value belonging to the Fund, shall obtain a fidelity bond in such amount and secured by such security company as the Trustees shall determine.

11. Any Trustee or alternate Trustee may resign by instrument in writing executed for that purpose and delivered to the remaining Trustees; provided, however, no vacancy or vacancies in the office of Trustees shall impair the powers of the remaining Trustees acting in the manner hereinabove provided to administrator the affairs of this Plan; and further provided that for the purpose of determining the voting strength of the Trustees any unfilled vacancy shall be considered an absence and the provisions of Article IV, Paragraph 4 hereof shall apply.

ARTICLE VI

Administrator And Records

1. The Administrator specified in Article V, Paragraph 10 hereof, shall be appointed as follows:

In a meeting of the Trustees held for the purpose of appointing an Administrator, the Employer Trustees shall submit a list of twelve (12) persons as nominees for the position of Administrator and the Union Trustees shall select from the list one (1) individual who shall be the Administrator.

2. The Employer Trustees or the Union Trustees may initiate charges of malfeasance or misfeasance against the Administrator and such charges shall be referred to a Board of Inquiry under the procedure set forth under Article IV, Paragraph 7, hereof. In the event the Administrator resigns or is removed or for any reason is unable to perform his duties, a meeting of the Trustees shall thereafter be held as soon as practical for the purpose of appointing a new Administrator as provided in Paragraph 1 of this Article.

3. The Administrator shall perform the duties delegated by him by the Trustees and his salary and the salaries of his assistants, clerical or otherwise, shall be fixed by the Trustees and shall constitute a proper charge against the Fund.

4. Each of the Employers shall furnish to the Trustees, through the Administrator, necessary and appropriate records pertaining to their respective Employees, including records of the names and classifications of such Employees; the number of days worked by such Employees with place of employment; Social Security numbers, if any; identification numbers of the U.S. Coast Guard, and any other information that the Trustees may require in connection with the sound and efficient operation of the Plan. The Union shall furnish to the Trustees, through the Administrator, necessary and appropriate records or other information available to the Union pertaining to the Employees as defined in Article I, Paragraph 3 hereof, which the Trustees may require in connection with the sound and efficient operation of the Plan.

5. All claims for benefits shall be presented to the Administrator who shall, with reasonable promptness, certify to the Trustees that the records available to him indicate that each benefit claimed is or is not properly payable. The Trustees, by majority vote, shall have full authority to determine all questions of coverage and qualification to participate in and receive the benefits of the Plan and shall have the power to construe the provisions of this Agreement and the

terms used herein and any such questions so determined or any construction so adopted by the majority of the Trustees in good faith shall be binding upon all parties and persons concerned.

ARTICLE VII

Arbitration

1. In the event the Trustees cannot decide any matter or resolve any dispute because of a tie vote, then and in such event the Trustees shall attempt to select an impartial arbitrator. If the said Trustees cannot agree on an impartial arbitrator, application shall be made to the Judge of the District Court of the United States for the Southern District of New York who, at the time, is sitting in chambers, for the appointment of an impartial arbitrator.

2. The decision or award, which shall be in writing, shall be final and binding on all parties and persons concerned, it being the intention that such written decision shall be made within five regular working days after the Impartial Arbitrator receives all the evidence.

3. In the event of an arbitration, the expenses thereof, including the fee, if any, of the Impartial Arbitrator, shall be a proper charge against the Fund and the Trustees are authorized and directed to pay such charges.

ARTICLE VIII

Miscellaneous

1. The Employer contributions paid, or to be paid, into the Fund shall not constitute or be deemed wages paid or due to Employees, nor shall the Fund in any manner be liable for or be subject to debts, contracts, obligations, or liabilities of any of the Employers or the Union or any of the Employees.

2. None of the Employers or the Union shall in any way be liable in any respect for any of the obligations of the Trustees because such Trustees are officers of or in any way associated with any Employer, or the Union; it being the intention that each of the Trustees designated as a representative of the Employers, or of the Union, acts as a representative in a statutory sense only and not as agent of any person, firm, corporation, or organization.

3. Whenever this instrument specifies that the Employers are to perform any obligation or duty or may perform any function or take any action, as provided for in Article IV, Paragraphs 1, 6 and 7, Article V, Paragraph 7, and Article VIII, Paragraphs 7 and 8, hereof, such collective obligation, duty, function or action shall be determined in accordance with and under the provisions of Article IV, Paragraph 2 hereof.

4. This Plan is accepted by the Trustees in the State of New York, and, regardless of the domiciles of the parties hereto, shall be interpreted and governed in accordance with the laws of that State.

5. The place of business of the Fund shall be New York, New York. Any written communication to an Employer Trustee, individually, shall be deemed properly addressed if addressed to the office of such individual Trustee and any written communication to the Employer Trustees, collectively, shall be deemed properly addressed if addressed to the office of the Administrator. Any written communication to the Union Trustees, either individually or collectively, shall be deemed properly addressed if addressed to the headquarters of the Union in New York.

6. The Plan shall not become effective until the contributions or payments thereto by the Employers shall have been approved by the Bureau of Internal Revenue as proper current deductions for tax purposes.

7. This Agreement and Declaration of Welfare

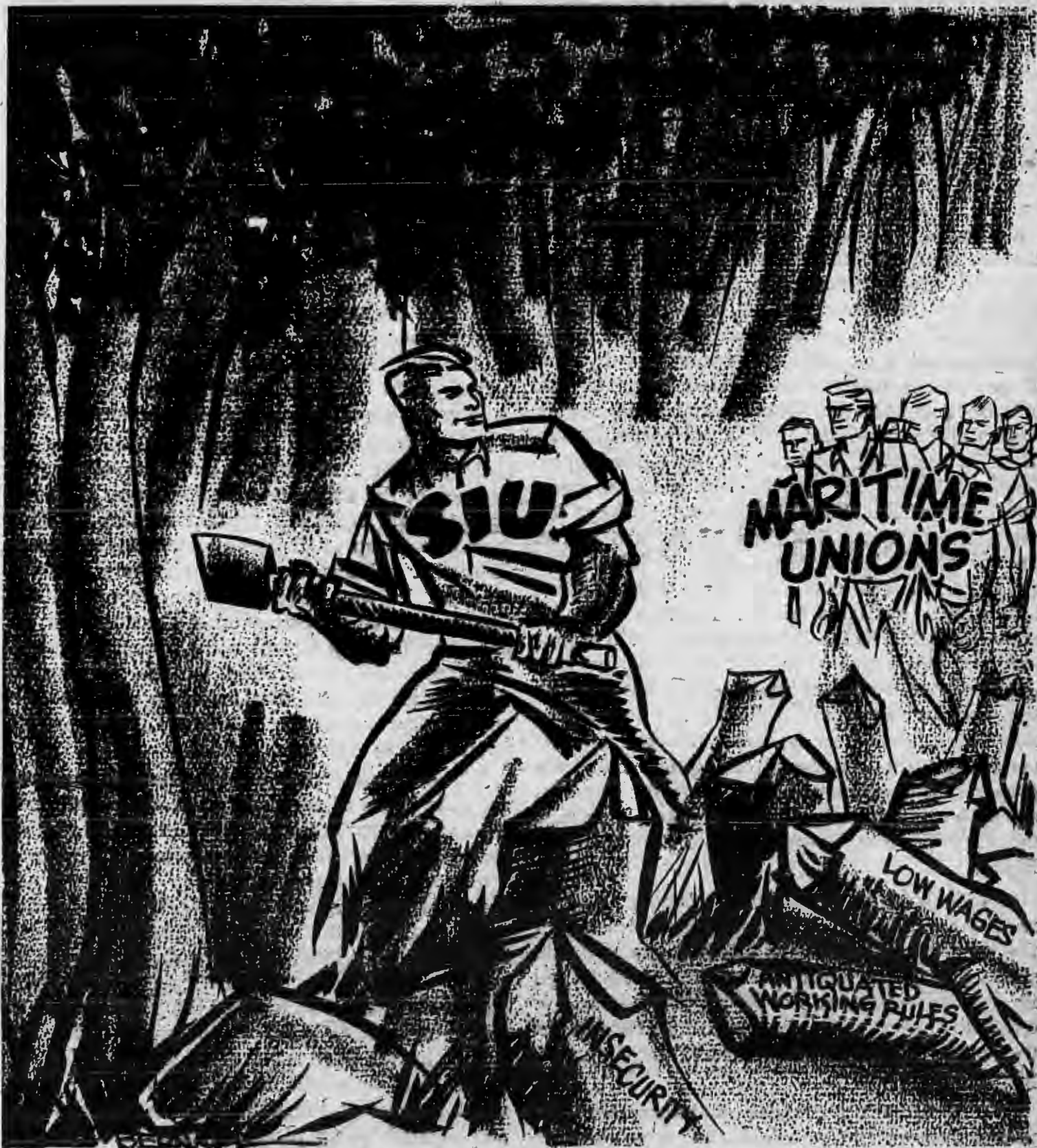
Plan and the trust created hereby shall continue until midnight, June 30, 1955, and the provisions hereof may be amended at any time by an instrument in writing executed by all of the Employers and by the Union and subscribed to by the Trustees; provided, however, that no amendment shall alter the purpose of the Plan or divert the Fund to any use other than for the exclusive benefit of Employees qualified to receive the benefits, or their dependents, or beneficiaries or next of kin.

8. If the trust herein created is not extended for a specified period from its termination date, the Trustees shall, upon termination or liquidation of the trust and the fulfillment of the purposes specified in Article III hereof, transfer any surplus moneys in the Fund to any new or other trust fund or welfare fund that may be created by and between the Employers and the Union. If the trust herein created is not extended and no new or other trust fund or welfare fund is created by and between the Employers and the Union, then and in such event, the Trustees shall continue after the termination date hereof to perform and carry out the provisions of this Plan on the basis that all Employees then qualified to receive the benefits of the Plan shall continue to remain qualified until the disbursements of the moneys in the Fund reduce the

Fund where the moneys left are too small, in the judgment of the Trustees, to be used to effectuate the purposes of the Fund when such residual moneys shall be given to such seamen's charity or charities as the Trustees in their discretion shall determine.

9. Income on the Fund, if earned, is incidental only and the Fund is not intended to produce income other than as may be collateral or incidental to its operation and the providing of benefits and to avoid waste. Should any income be earned, it shall be credited to the Fund and shall with reasonable dispatch be applied and expended for the purposes of the Plan. In the event the Trustees decide to invest or reinvest any of the moneys received by them, such investments or reinvestments may be in such stocks, bonds or other securities or property as the Trustees in their sole discretion may determine; provided, however, that no investment or reinvestment shall be made other than investments in which funds of life insurance companies, organized under the laws of the State of New York, may be legally invested.

10. This Agreement and Declaration of Welfare Plan may be executed in a number of counterparts, each of which shall have the force of an original. Subscribing Employers are not required to execute more than one counterpart.



Members of the Seafarers International Union have long been accustomed to the trail-blazing efforts of their organization in its fight to win improved wages and working conditions for seamen and to strengthen their overall security.

By virtue of its constant drive in this direction, the SIU has been an acknowledged leader in obtaining top conditions in maritime. The Union's dominant role in obtaining greater security for seamen was again demonstrated this year, when it became the first organization of seagoing workers to demand—and win—a welfare plan for its membership.

This lead was once more followed by other maritime unions, many of which have obtained similar plans in the wake of the SIU's precedent-making achievement. In fact, several maritime unions have patterned their welfare plans almost exactly after the efficiently-operating benefits program put into motion by the SIU.

The SIU however, is still looking ahead. Having cracked the ice in its drive to bring broader economic security to its members, the SIU is more determined than ever that the insecurity of former years shall no longer plague seamen.

THE MEMBERSHIP SPEAKS



Fort Stanton Men Aided By Crew Of Northwestern Vic

To the Editor:

The hospitalized Brothers here at Fort Stanton would like to give our thanks in the SEAFARERS LOG to the Brothers of the SS Northwestern Victory for the money they so thoughtfully sent to us from Portland, Ore.

The money was split among seven of us, whose names and book numbers are as follows:

Peter Smith, 30567; William J. Faviour, 36183; Gidlow Wood, 1615; Joseph B. Lightfoot, 7453; A. McGuigan, 22945; R. A. Ratcliff, 102016, and the undersigned, whose book number is 27835.

Thanks a lot, fellows, and good luck to you all.

Donald McDonald
Hospital Delegate

Cute, Eh?



Despite that sharp look, Madeline Marie Murphy was a mere five months old when this photo was taken. Now pushing 11 months, she's the daughter of Jim Murphy, 3rd Reefer Engineer on the Puerto Rico.

Harry The Barkeep Changes His Setting

To the Editor:

Here's something some of the fellows might be interested in knowing:

Harry, or "Red," the bartender formerly at the Midtown Cafe in West 47th Street, New York City, is now working at McHale's Bar at 335 Eighth Avenue.

John (Bananas) Ziweis

Young Seafarer Sails Under Foreign Flag, Learns What Oldtimers Mean By Blue Linen

(The writer of the following letter is a retired Seafarer who recently graduated from the College of the City of New York and has gone to Israel to observe conditions there. In this letter, and another to be published in a subsequent issue, he tells of conditions aboard a ship of the new republic.—Ed.)

To the Editor:

Standards achieved by the SIU have not as yet been obtained by any other union. I am now sailing as 2nd Cook and Baker on an Israeli ship which is organized by the Israel Seaman's Union. This ship is a Canadian Victory-type, built in 1944 and was recently purchased by the Israeli-American Line and put into service on a New York, Philly-Haifa run. In fact, this is its maiden voyage under the Israeli flag.

Although I have been with the crew since they took her over in Halifax, Nova Scotia, I have seen only one case of job action. The Bosun was asked by the crew aft to speak to the old man about the deplorable conditions that existed. They refused to work if these conditions were not corrected.

They had received a set of linen, consisting of one bath towel, one blue sheet, one blue pillow case and one dirty blanket. They had no mattresses, no soap, no matches and very little chow. The ship had just come out of an eight-month lay-up and had many broken pipes, lousy foul water and in general was snafu.

The galley was filthy as were



WALTER BLAZER

the storerooms and boxes. We had one day in which to clean her up and take on the meager stores we were to use till we reached New York. She should have stayed at the dock another week.

The Bosun made some demands of the Skipper, who assured him that all would be taken care of in New York. Everything would be done in New York—gold in-laid heads, platinum seats, everything—but New York was two

weeks away. Cargo in St. John, New Brunswick and Baltimore saw to that. It was hurry up and wait all the way to New York.

In New York conditions definitely improved but they never did reach SIU par. Some of the inequities I have noticed are:

1. Topping booms with three men plus the Bosun while the others chip paint.
2. The 4-8 watch going to work at 7 AM and on their afternoon watch working till dark.
3. Messmen going on the dock for stores—no overtime.
4. No overtime for loading stores even after 7 PM.
5. Messmen cleaning and soogeeing heads as part of their daily work.
6. Mates working on deck all day.
7. Securing for sea after leaving port.

After we left New York there was a better supply of linen and soap but I found out that the crew aft did not have springs on their bunks. Most of the bunks were constructed out of wood and the dirty mattresses that were taken from the officers' quarters were placed directly on the wooden base. We, the Cooks, were lucky to have springs so they took away our mattresses and gave them to the crew. We were supplied with thin straw roll up affairs. Each time I lie down the spring sags and I hit the wooden base anyhow.

LONG HAUL

This ship is so constructed that the chow must be carried from the galley, which is midships, way back aft where the crew sleeps and eats and also forward to the saloon. Two Messmen work aft and they have to set up, carry the food, serve it, breakdown, wash their dishes, glassware and silverware, serving spoons and carrying pots, then clean the messhalls, two heads and the aft passageways.

On SIU ships this work is done by two other men—a dishwasher and utility. In the saloon they also have two men but only because they are carrying eleven passengers.

The saloon Messmen have it easier. They don't have to carry the food as far and they don't have to do any heads. Instead, they have to take care of the storerooms and the linen locker. There is a fifth man who makes up the 25 sacks for the officers and passengers and in his spare time paints and soogees.

The Deck Department carries two men to a watch. One is an AB and the other is an Ordinary. They take turns at the wheel. During the day they work on deck in their off hours.

This has been written while we are still at sea. I will write a sequel when we arrive in Haifa, our first port of call.

Walter Blazer

Question Of Uniform-Wearing Draws Opposing Views

Uniforms Mean End Of Freedom

To the Editor:

I have noted with deep interest the old argument of uniforms for merchant seamen which was started recently in the LOG, so I would like to add my opinion to those already given.

In 1933, when the Nazis took over Germany, a lot of people

in that country got themselves uniforms. It may have helped their morale, although I doubt it, but it certainly did help smash the free trade union movement of Germany.

During World War II, Russian ships' crews could always be seen wearing monkey suits and brass buttons but you or anyone else never heard of a militant seamen's union in Russia or any of its satellites.

When a man puts on a uniform he immediately loses his individuality and becomes just another guy in a mob. Don't get me wrong, I'm not knocking the armed forces, for their uniform is a necessary part of discipline in a necessary organization.

It is true that some men feel they have more security when they wear a uniform—that's why many go for them. But that is definitely not the attitude AFL seamen have shown, nor is it the attitude that built the SIU to its present strength and militancy.

No Brothers, for my money a uniform for seamen spells the end of civilian status and individual freedom. So let's keep our sailors free. We have enough trouble with the Coast Guard without being part of it.

Alan MacDonald

Can Be Useful Abroad, He Finds

To the Editor:

In your recent issue "Mrs. Book No. 50688" suggests the wearing of neat uniforms by our seamen. Editorially, you are against it but you also invite your readers to discuss this controversial subject.

Well—here are my two cents worth of opinion:

It pays to wear a uniform when ashore abroad!

In Europe, Asia, Central and South America, people respect

uniforms as it identifies the wearer. Most people abroad have worn some uniform at some time of their lives. Or, their relatives have.

Some time ago, after having had a shipboard discussion about uniforms, the DM and I went ashore in civilian dress.

A couple of days afterwards; I put on my blues, and the DM his old USMS 2nd class petty officer's blues. What a difference!

The people treated us more friendly. We were charged less for merchandise. In some cases we received free drinks and were invited to homes and had a general, good time. People just opened up.

We asked: "How come?" Answer: With you Americans one never knows if a fellow in civilian dress is a worker, a businessman or a rich playboy. All you fellows dress pretty smart, better than our mayor on a holiday. Who can tell the difference? And if a fellow can afford to dress like that, well—then we can charge him more and get a few of his surplus dollars.

But, with you fellows in uniform, we know where we are. You work like we do and you don't make too darn much money either. So we won't overcharge.

The DM and I tried this experiment in France, Italy, England and North Africa. Same thing all over.

Well—I have stuck my neck out. Who's next?

"Ex-Hawse Pipe"

Log-A-Rhythms

America

by Benno Zielinski

There is a fair country lying far to the west,
The youngest but most prosperous of all nations
A chunk of Mother Earth that is greatly blessed,
Where people live in brotherhood and patience.

There, years ago, brave men set feet after many trials;
And made it clear that the free should live among the free,
That every creed should worship according to its own
conscience;

One thing they cherished most of all was personal liberty.
Now that the world is threatened by misery and destruction,
Men are again afraid to see and say the truth
To keep from feeling the lash of Stalinism.

Flung at innocent people by lackeys led by shameless leaders,
Their patriotism has been wilfully changed to fanaticism;
Men now flee their homes, leaving loved ones behind in chains
In a nightmare worse than the inquisition's darkest days,
That makes God-fearing men's blood chill in their veins.

We Americans will hold firm to our principles,
And should this whirlwind of destruction ever strike our
shores.

We'll defend our homes, and freedom in the same spirit
As did our brave forefathers many years ago.

Digested Minutes Of SIU Ship Meetings

ANDREW JACKSON, Aug. 13 —Chairman, Wesley Young; Secretary, Hyman Pitkofsky. Delegates reported few beefs. Ship's Delegate V. E. Burzak read Ship's Bulletin and led discussion on Welfare Plan, War Bonus and Insurance. Motion carried that all beefs will be submitted in writing to Ship's Delegate for discussion with other Delegates before being presented to boarding Patrolman. Purpose is to get beef accurate and to eliminate petty beefs before ship docks.



SEAWIND, July 26—Chairman, John Reisback; Secretary, E. Boyd. Delegates' reports accepted. Boyd elected Ship's Delegate. Deck Delegate reported on shore gang replacements in Germany, and it was decided to have crewmembers notify Delegate in advance if time off is desired. Crew agreed to allow Stewards Department to get overtime painting their own quarters if deck men have more painting than they can handle.

SEAWIND, Aug. 20—Chairman, John Reisback; Secretary, E. Boyd. Motion carried not to payoff until all beefs are settled. Discussion concerning replacements for missing Stewards Department men in foreign ports. Blood tested replacements were found hard to get and crew decided that Stewards men double up and replace each other when time off is required.

CLAIBORNE, Aug. 20—Chairman, G. Bracion; Secretary, H. Grimes. Delegate reported \$59 in ship's fund. Delegates reported no beefs. Vote of thanks to Chief Electrician for time spent repairing washing machine.



LOGAN'S FORT, Aug. 14 —Chairman, Charles Shaw; Secretary, William Morris. Delegates reported no beefs. Pumpman wanted to know, when the other Pumpman came back from his vacation, who was going to pay his transportation back to New York. He was told to see the Patrolman when the ship got in port. Chief Mate to be seen about fans for the recreation room. Steward agreed to a cold meal on hot Sunday evenings.

JOHN B. WATERMAN, Aug. 1—Chairman, E. Buhman; Secretary, A. Martel. Delegates reported on number of books and permits in their departments. Motion carried for letter to be written to headquarters in reference to the manner in which the last Steward left the ship. Discussion on keeping quarters, recreation room and laundry clean.

ELIZABETH, Aug. 20—Chairman, T. Ferrara; Secretary, R. Gralicki. Delegates reported some disputed overtime. Repair list to be handed into the head of the department. Men who take time off were instructed to call a standby and get in writing the proper payment for work done.

PAOLI, Aug. 13—Chairman, Robert Brown; Secretary, Maurice Culp. Delegates reported no beefs. Mike Prochak elected Ship's Delegate. Four men requested letters of recommendation and received same. Delegate reported that too many men are quitting ships at the last minute, making it almost impossible to replace them.

TAINARON, Aug. 9—Chairman, M. Burnstine; Secretary, P. Fox. Delegates reported no beefs. Engine Delegate reported that 1st Engineer is unwilling to cooperate with different members of the crew. Crew made up a collection and sent wreath and telegram to Brother B. F. Bean and his wife expressing sympathy in loss of his son, who died of polio. Chairman Burnstine gave an explanation of the Welfare Plan from the Shipboard Forum.

MOTHER M. L., Aug. 13 —Chairman, J. Rawlins; Secretary, J. Byrd. Delegates reported number of books and permits in their departments. Delegates instructed to investigate cigarette shortage when ship hits port. Vote of thanks given Stewards Department for efficient performance of duties.



PORTMAR, Aug. 13—Chairman, G. Douglas; Secretary, V. Meyer. Delegates reported number of books and permits in their departments. Decision made to let next crew rebuild ship's fund, as present crew had purchased washing machine. Schedule made up for rotation on care of washing machine. All hands asked to cooperate in keeping messroom clean.

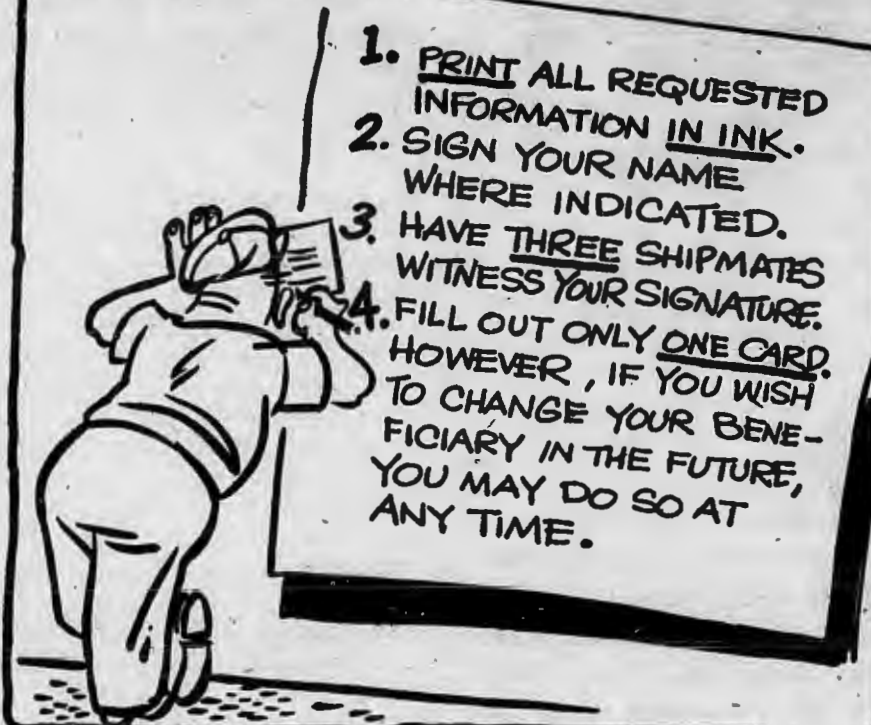
SEATRAN NEW JERSEY, Aug. 22—Chairman, Walter Beyer; Secretary, Gene Auer. Delegates reported number of books and permits in their departments. Ship's Delegate reported that one man missed ship in Edgewater. Steward informed crew that Port Steward in New York is short-changing on stores and sending inferior supplies.

OREMAR, Aug. 10—Chairman, A. Harrison; Secretary, Edgel Luzur. Delegates reported no beefs. Motion carried that something be done about securing for sea at Cruz Grande. Brother Cobb reported he was almost swept over the side while dogging down at night after ship had left port. Amendment: That Headquarters take special note of this situation. Patrolman to be requested to bring LOGS and overtime sheets down to the ship as crew has no time to go to Hall.

ELLY, Aug. 6 —Chairman, John Fedesovich; Secretary, Thomas Dyba. Delegates' reports accepted. Fred Israel elected Ship's Delegate. Wipers accepted Bosun's invitation that they paint officers' rooms. Motion carried that Union be informed that Steve Johoski, AB, was taken off ship on July 23 at Guantanamo Bay, suffering from acute appendicitis.

Seafarer Sam Says:

THE OFFICIAL CARD TO DESIGNATE YOUR BENEFICIARY UNDER THE SEAFARERS WELFARE PLAN WILL BE GIVEN TO YOU WHEN YOU SIGN YOUR NEXT ARTICLES. TO PREVENT CONFUSION, AND TO PROTECT YOUR INTERESTS:



FRENCH CREEK, Aug. 19 —Chairman, John Harvey; Secretary, Blackie Wagner. Delegates reported some disputed overtime. Motion carried that meetings be alternated so that both 12-4 and 4-8 watches can get a chance to be present. Short talk by Wagner explaining how the Welfare Plan can help build a better Union, and that the Union is considering the establishment of a credit union.

CHIWAHA, Aug. 13—Chairman, A. Lewis; Secretary, Robert E. Hommel. Delegates' reports accepted. Motion carried to have ventilator from head continued on up to next deck. Motion carried to see Captain about awning for fantail. Discussion on need of another messman because of heavy work load.

FAIRPORT, Aug. 12—Chairman, D. C. Jones; Secretary, J. Gibbs. Delegates reported everything running smoothly. Paul Morris reelected Ship's Delegate and given vote of thanks for fine job done on past voyage. Motion carried that all fans in crew mess be cleaned, repaired and made to oscillate.



FORT BRIDGER, July 9 —Chairman, A. Arthofer; Secretary, M. Olvera. Discussion on loggings and performances. Pumpman suggested that men who do not smoke refrain from purchasing cigarettes for sale ashore. Steward reprimanded for being late at meeting.

FRENCH CREEK, Aug. 9 —Chairman, William Manley; Secretary, Blackie Wagner. Motion carried that men who came aboard in Port Newark make out an expense account for transportation and two meals, inasmuch as they were to report at 7 AM and the ship did

not dock until 3 PM. Motion carried that letter from Chiwaaha about transportation in Lake Charles be concurred in. Brother Manley gave a good Union pep talk on the importance the Cities Service drive means to the entire tanker industry.

FAIRISLE, Aug. 7—Chairman, George Leidermann; Secretary, P. Naujalis. Ship's Delegate reported on condition of water tanks. Various Stewards Department complaints were ironed out to satisfaction of crew.

THE CABINS, Aug. 13—Chairman, Joe Vissonette; Secretary, J. Kouvardas. Delegates reported no beefs. Motion carried that Delegate contact Patrolman concerning the work done by Captain and Mate. Motion carried that no one payoff without okay of Patrolman and no vouchers be signed before the payoff. Stewards Department given vote of confidence.

DEL NORTE, Aug. 6—Chairman, Bankston; Secretary, Lewis. Suggestion made that a softball team be gotten up from topside for a night game with the crew in Santos. Discussion on how large to keep the ship's fund. Brother Bankston explained the importance of educational meetings, not only for permitmen but for book holders also. Various crewmembers spoke on the need for a greater variety in meals and improvement of the meat. Editor of ship's paper reported a staff meeting would be held the following day and contributors were invited to attend.

ALCOA PLANTER, Aug. 12—Chairman, E. Cole; Secretary, H. Gallagher. Delegates reported no beefs. Committee elected to summarize the incidents provoked by a Brother in Los Angeles and give report to Patrolman. E. Cole suggested that Delegates resign at end of each trip, as they sometime assume too much responsibility. Ship's Delegate commended for the good job he did during trip.

LILICA, July 30—Chairman, B. H. Snow; Secretary, H. G. Ridgeway. Delegates reported all okay. Motion carried to buy new icebox in Frisco, also have lifebelts replaced.

PETROLITE, Aug. 19—Chairman, V. Perez; Secretary, H. Rosenstiel. Delegate talked to Captain about painting of crew's quarters. Ship's Delegate read communication from New York Agent. Delegate reported that he felt the crew had had a minimum of performing considering the extreme length of the trip and the little time ashore. Statement by B. Hager that anyone writing to Union officials about crewmembers should do so by having a meeting first.

TRINITY, July 30—Chairman, R. Sweeney; Secretary, P. Plascik. Ship's Delegate reported \$23.75 in ship's fund. Ship's Delegate also reported that Port Captain had inspected mattresses and agreed that they were of poor quality, and he would see supplier about having them replaced. Vote of thanks given Stewards Department for a job well done. Vote of thanks given Radio Operator for posting the baseball scores daily.

CARRABULLE, Aug. 17 —Chairman, William Kuschke; Secretary, Thomas Johnson. Deck Delegate reported some men were trying to settle their own beefs instead of referring them to department delegates. Motion carried to contact headquarters or get a Patrolman down to settle Article 3, section b, of the contract. Crew feels they are entitled to money for their shoes every time they enter tanks for cleaning, when no boots are provided.



PUERTO RICO, Aug. 20 —Chairman, Reid Humphries; Secretary, George Boney. Delegate pointed out that crewmembers are not to use the passenger gangway in San Juan. Delegates reported on number of books and permits in their departments and the number of men paying off. Ship's Fund reported at \$500.12. Chief Electrician reported it would be necessary for him to see the Chief Engineer about additional fans for the glory hole and messhalls.

MASSMAR, Aug. 13—Chairman, E. Hogge; Secretary, W. Compton. Delegates reported no beefs. Suggestion made that more variety be incorporated in meals. Motion carried that there be no card playing after meeting begins.

KATHRYN, Aug. 6 —Chairman, L. Guellnitz; Secretary, S. Masters. Delegates reported everything okay. Motion carried that 1st Assistant draw more cleaning gear for Wipers. Motion carried that an improved brand of coffee be put aboard the ship.

Minutes Of A&G Branch Meetings In Brief

MOBILE—Chairman, L. Neira, 28393; Recording Secretary, James L. Carroll, 59; Reading Clerk, Harold J. Fischer, 14.

Minutes of other Branch meetings read and accepted. Port Agent reported on the prospects of shipping in the next two weeks. The SS Carroll Victory, he said, taken out of the boneyard, is going to South Atlantic Steamship Company and will crew up within a week. He advised the membership to take jobs off the board because this would eliminate need to issue emergency cards. He also reported that the city's 70-day bus strike was over. Headquarters report and Secretary-Treasurer's financial report were read and approved. Meeting adjourned at 7:30 PM, with 185 members present.

SAVANNAH—Chairman, E. M. Bryant, 25806; Recording Secretary, K. O. Broadway, 38215; Reading Clerk, G. W. Barnett, 37344.

Motions carried to accept Headquarters report and Secretary-Treasurer's financial report as read. Agent said that shipping was very slow. A few calls for jobs came from ships in the yard that had recently come out of layup. He also said that the Union had sent a wreath to the funeral of the wife of SIU member Paul Thorton. Minutes of other Branch meetings read and approved. Meeting adjourned at 7:30 PM with 29 members in attendance.

NORFOLK—Chairman, Ben Rees, 95; Recording Secretary, James Bullock, 4747; Reading Clerk, J. Wynn.

Minutes of meetings in other Branches read and approved. Motion carried to concur in Reinstatement Committee's report. Communications were read, and those asking to be excused from meeting were referred to the Dispatcher. Motion carried to elect repair and inspection committee to check our heating plant. The following were elected: Lonzer Owens, J. A. Ackis, R. Cuthrell and C. O. Saunders. Meeting adjourned at 7:30 PM, with 65 members present.

BALTIMORE—Chairman, William Rents, 26445; Recording Secretary, Al Stansbury, 4683; Reading Clerk, Leon Johnson, 108.

Motion carried to accept minutes of other Branch meetings as read. Several men were excused from the meeting upon valid excuses. Port Agent discussed shipping in the port. Motion carried to concur in Port Hospital Committee's report. Motion (by J. T. Morton) carried that all men be in the Hall the morning of September 18 to aid in the election work. Discussion on men missing Ore ships and having to be replaced off the dock. Meeting adjourned at 7:35 PM, with 208 members present.

BOSTON—Meeting lacked a quorum, so special meeting was held for purpose of checking shipping cards.

NEW YORK—Chairman, Johnny Arabasz, 29836; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Robert Matthews, 154.

Minutes of other Branch meetings read and approved. Port

A&G Shipping From Aug. 9 To Aug. 23

PORT	REG. DECK	REG. ENC.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENC.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	19	13	11	43	15	17	9	41
New York.....	137	131	127	395	76	88	61	225
Philadelphia.....	42	21	23	86	27	21	21	69
Baltimore.....	(No Figures Received)				73	83	51	207
Norfolk.....	26	20	16	62	6	2	1	9
Savannah.....	6	5	3	14	1	3	—	4
Tampa.....	(No Figures Received)				(No Figures Received)			
Mobile.....	42	37	42	121	60	41	47	148
New Orleans.....	70	66	67	203	82	79	91	252
Galveston.....	62	26	24	112	25	19	16	60
West Coast.....	50	49	36	135	46	59	63	168
GRAND TOTAL.....	454	368	349	1,171	411	412	360	1,183

Agent discussed shipping in the port, saying that it has been fair. He reminded men not to be choosy about jobs and to take them as they appeared on the board. He also blasted the report issued by an unnamed government agency, which practically recommended the liquidation of the American merchant marine. He asked for a motion to condemn the recommendations. Motion made and carried that the Union go on record condemning the government agency's report. In Headquarters report to the membership it was reported that, due to the fact that many ships had been taken out of the Gulf boneyards, and will be operating from the West Coast, Headquarters had assigned Lloyd Gardner to the Coast for the duration of the emergency. The move was made to protect the interests of the membership out there and to give them broader representation. The report also stated that if the emergency situation warrants such further shifts, the membership will be informed of them as the needs arise. The report further said that meetings with Cities Service representatives were continuing and that the parties were separated by a few major points. Meeting adjourned at 7:45 PM.

GALVESTON—Chairman, Keith Alsop, 7311; Recording Secretary, C. M. Tannehill, 25922; Reading Clerk, R. Wilburn, 37739.

Motions carried to accept Branch minutes of all ports, Secretary-Treasurer's financial report, Headquarters report to the membership. Port Agent described shipping in this area as pretty fair. Motion carried at 7:20 PM to adjourn meeting.

SAN FRANCISCO—Chairman, Jeff Morrison, 34213; Recording Secretary, R. E. Melay, 50404; Reading Clerk, G. M. Hildreth, 37371.

Minutes of other meetings in all Branches read and approved. Port Agent reported that shipping in the past two weeks had been good. Two ships paid off and there were 27 in-transit. He said that the next couple of weeks look good, too, with a number of ships scheduled to call here. He asked the members to pay a visit to Union Brothers in the local Marine Hospital. Motion carried to refer all excuses to the Trial and Excuse Committee. The following reports were read and concurred in: Headquarters, Reinstatement Committee, Trial and Excuse Committee. Motion carried to have job calls every hour

on the half-hour, instead of on the hour. In discussions it was pointed out that the motion's intent was to eliminate confusion, inasmuch as the SUP had job calls every hour on the hour. Meeting adjourned at 8:10 PM, with 30 members present.

NEW ORLEANS—Chairman, Leroy Clarke, 23062; Recording Secretary, Herman Troxclair, 6743; Reading Clerk, Buck Stephens, 76.

Minutes of previous meetings in all Branches read and approved. Port Agent's report stated that affairs of Branch are in very good shape and that shipping had picked up since last meeting. Since that time there

had been six payoffs, five sign-ons and 30 ships in-transit. All beefs have been settled either at the payoff or sign-on, with exception of one on the Del Mar which will be squared away. Brother Monson, the SUP Agent in New Orleans, asked SIU men to understand that if they take ships here, they will not be pulled off on West Coast but will remain for full voyage. He is in need of ABs. Communications read: from crew of Jefferson City; from Central Trades and Labor Council urging unions to support Wilfred Desamare for Representative of the Sixth District in coming election. Motions carried to accept communications. Motion carried to ac-

cept committee report that G. Peteusky be allowed to become reactive. Under New Business motion (by H. Gunther, seconded by W. Lamb) carried that meeting go on record as instructing Headquarters to investigate possibility of increasing war risk insurance for maximum of \$25,000 for seamen. Meeting adjourned at 7:45 PM with 300 members present.

PHILADELPHIA—Chairman, A. S. Cardullo, 24599; Recording Secretary, Bill Rowe, 34807; Reading Clerk, G. Everett, 38363.

Motion carried to accept minutes of previous Branch meetings as read. Port Agent said that shipping had been good for the past two weeks and that the prospects for the immediate future appear bright. He added that the John Stagg had paid off with several beefs due to a gashound crew. He pointed out that this was the kind of stuff that membership repeatedly went on record to clean up. He thanked the membership for its cooperation on the door. Motions carried to refer written excuses to the Dispatcher, and to accept communication from the Marine Corps League. Headquarters report and Secretary-Treasurer's financial report read and accepted. Meeting adjourned at 7:30 PM, with 111 members present.

Personals



CALL SMITH
KARL HELLMAN

Get in touch with J. Frank Kelly, 204 S. Royal St., Mobile, Ala. He says he has important information for you.

PETER BLUHM

Your draft board classified you as 2-A until August 1951. It asked that you give them your present employer's name.

RICHARD J. EGAN

Please get in touch with N. E. Wheaton, Manager, Unclaimed Equities Division, Prudential Life Insurance Company, P.O. Drawer 594, Newark 1, N. J. Important to you.

SS WINTER HILL

Men who were aboard this ship for voyage that commenced on or about March 10, 1949 and for the voyage between the dates of May 10, 1949 and June 14, 1949, and who know anything of the illness of Edwin Brewer aboard the ship, please communicate with Herman Rabson or Benjamin Sterling, 42 Broadway, New York 4, N. Y.

SS SANDCRAFT

The below-named men, survivors of the Sandcraft sinking on July 2, 1950, are urged to get in touch with Madeline Oldfield, Chief Social Worker, US Marine Hospital, Staten Island 4, N. Y.

Myles Sterne, Ben Schwartz, Charles W. Cothran, Frank Moran, Persons L. Campbell, Ragner J. Raner, Emanuel A. Pope, and Berke Schuler.

JAMES DAVIS

You can claim your galoshes in the baggage room of the New York Hall.

J. SCHENK

The pictures you submitted are very interesting and the LOG would like to use them at the prints are too light for reproduction. If you can let us have the negatives, we may be able to make more suitable prints. Please let us know: Editor, SEAFARERS LOG.

ROBERT M. GARROD

Contact your Draft Board, Local No. 59, Upper Darby, Pennsylvania.

TROY M. CARVER

Contact Catherine Carver, 422 Neckar Ave., Concord, Staten Island, N. Y.

FRANK J. ANDREWS

It is important that you get in touch with your wife at 7½ N. Jackson St., Mobile, Ala.

CARROLL HARPER

Your wife's new address is 5216 Eighth Ave., Brooklyn, New York. She asks that you write to her there.

CARROLL E. HARPER

"Please get in touch with me. I'll be on the beach when you get home: Frank Bianco, 310 Jefferson St., Brooklyn 6, N. Y."

RAYMOND L. PERRY

Your wife, father and sister are worried about you. Please get in touch with them at 120 West Emerson St., Melrose, Mass.

JAMES H. POPE

The insurance company is ready to pay for damages to your home under terms of your policy and has deposited the money in the registry of the Court. You are requested to get in touch with Chilton Bryan, Commerce Building, Houston 2, Texas, in regard to this matter.

JOSEPH SMITH

Get in touch with your family or the SIU Port Agent in Philadelphia at once.

CLIFTON B. COLE

Your mother is ill. Get in touch with E. Cole, 139 Fayetteweather St., Cambridge, Mass.

ARNO CLUE GARNET

Get in touch with Mrs. Shirley Wessel, 25 South Street, New York City.

CLYDE BUTLER

Your mother is very anxious to hear from you. Please write to her at 125 Merchant St., Biltmore, No. Carolina, as soon as possible.

TOM LANGAN

Please mail your present address to the LOG for publication in these columns. A number of your former shipmates on the Steel Mariner are anxious to communicate with you.

HERMAN JOHANSEN

You are requested to get in touch with Mrs. O. M. Bennett, 356 Little Farms Ave., Little Farms Park, New Orleans 21, Louisiana.

NY Agent Rips Liquidators Of Merchant Fleet

By JOE ALGINA

NEW YORK—Fair is the word for shipping in this port. During the past two weeks, we held our own. Although it could have been heaps better, shipping was nothing to really gripe about.

Getting down to the ships that paid off in the period just ended, there were the Frances, Puerto Rico, Elizabeth and Monroe, Bull Lines; Claiborne, Chickasaw and Fairisle, Waterman; Seatrain Texas and New York; Coral Sea, Orion; The Cabins, Mathiasen; Evangeline, Eastern; Couer d'Alene, Victory Carriers; Seawind, Seatraders, and the Trinity, Carras.

The Coral Sea, Claiborne, Couer d'Alene and Seawind were on foreign articles, the Fairisle was intercoastal and the rest were coastwise.

Signing on were the Robin Tuxford, Coral Sea, Couer d'Alene, Steel Worker, Isthmian, and the Christina, Carras.

BUREAUCRATS AGAIN

A new high in bureaucratic stupidity was reached last week with the recommendation by a government agency which in effect called for the liquidation of our merchant marine.

For apparently good reason, the government agency responsible was not named. Here's what it recommended:

1. That the 50-50 provision requiring half of the Marshall Plan cargoes to be shipped in American bottoms be done away with.
2. That the government cease payment of operating subsidies.
3. That 100 tankers and dry cargo ships be transferred from the American flag to foreign nations.
4. That foreign flag ships be allowed to sail in the US coastwise trade.

Any one of the foregoing recommendations, if carried out, would deal a severe blow to our shipping, especially in the current crisis. All of them together would completely crush US merchant marine activities.

The government ought to latch onto the characters who cooked up these recommendations and let them know in no uncertain terms that our merchant marine is an important factor in our defense these days. They might also be asked just who, or what governments, they are supposed to be working for.

MUTUAL CONSENT

On the subject of mutual consent payoffs, it appears that some more thinking and investigation on the part of some members are necessary. For example, if a man joins a ship that has already signed on articles in another port, he should find out what the score is.

If he's taking the place of a man who has paid off because he was sick or injured, or who was fired, then the new man is entitled to transportation money at the payoff port.

If he is not replacing a man in one of these categories, then he is not entitled to transportation money.

The point is that he should determine the facts when he signs on, so he'll know just what he's entitled to. Then there'll be no confusion later on.



FORE 'N AFT

by Johnny Arabasz

Did you know that, as a result of currents and eddies, the Hudson River deposits from 2 to 18 feet of silt against the docks on the Jersey side between Edgewater and Jersey City. The Seatrain pier in Edgewater is one of the hardest hit, with an average monthly accumulation of 1.46 feet. As a result of this, the Seatrain slip has to be dredged twice yearly to maintain the necessary thirty-foot depth.

While we are "don't you knowing," we hope we are not revealing military secrets when we state that 32 SIU contracted ships are under charter to the MSTs and undoubtedly on their way to the place which I am not supposed to mention. Anyone who does not get what I mean should write me a personal letter and I will send them copies of news pertaining to the Korean War. By the way, Waterman alone is operating twelve of those wagons. Their names are none of my business . . . Seafarers who sailed the St. Augustine Victory when she flew the Isthmian flag will be happy to know that Mississippi Steamship Co. is reconditioning her.

Francis, sometimes known as Frank, (Blackie) Otvos paid off from a 4½-month trip to the Far East on the SS Steel Mariner to learn that he had been a finalist in competition for the Ruskin Scholarship to Oxford, but had missed out because the Mariner had stayed out longer than originally scheduled. Anyway, Blackie, we know you weren't behind the door when the brains were passed out.

Quite some time ago the Union went on record against gashounds, performers, weedheads and similar breeds. As a result we have not only been able to keep and improve our conditions, gain inestimable respect for seamen, maintain a strong Union and lead seamen in their eternal fight to improve their lot—but we have also kept the Coast Guard and the military at bay in their demands to take over the US merchant marine lock, stock and ships. Certainly now, with these people looking for excuses to take us over if the war hysteria builds up, this Organization is not going to relax, and let a few crackpots and performers jeopardize all that the seamen of this Union stand for. If anyone reading this fits into one of the unpopular categories listed above, let him stand warned that if he gets by the Coast Guard he will not get by this Union, so that he may a second time put our rights in peril. Certainly no one that I know of in this membership cares one bit about being a civilian with strong military rules to abide by, or worse yet, without any conditions, seeing this country's merchant marine in the complete hands of the military. Personally, it seems to me that the Army, Navy, Marines, Air Force, along with the feminine branches of the Armed Forces should be enough for the brass to handle. Pardon me, how did the Sea Bees ever get left out? To continue my tirade, while it has me hot, if these foul-ups care to see us as a branch of the Armed Forces, do us a big favor—join the Navy. It's patriotic right now. If they draft you after you lose your papers—some of the glory is gone.

All members who have the necessary seetime are urged to brush up and get higher ratings. Ratings such as Electrician, Refrigerator Engineer, Pumpmen, and Machinists will ship with ease, so get those endorsements. There are specimen questions and answers for Reefers, Electricians, Deck Engineers, Firemen, Oilers and Watertenders available in the baggage room here in New York. You can receive them in an outport by writing in for them.

SS Camas Meadows Once Again Goes To Aid Of Stricken Vessel

(Continued from Page 1)

self out, and the heat had been reduced enough to enter the fire-room, the crewmembers of the Katrine Maersk came forward carrying the remains of their Third Assistant Engineer who, seeing the oil overflow, had attempted to shut off the boiler fires and was caught in the flash.

As the body was carried up the catwalk, the flags of both vessels dropped to half-mast and remained so.

After three hours and 58 minutes, the Katrine Maersk was able to start her diesel engines and proceed 35 miles into Rastanura, to await repairs.

The 22-year-old Third Assistant, who looked forward to the end of the voyage when he would return to Denmark and home, lies in a weighted canvass wrapping at the bottom of the Persian Gulf off the Arabian coast.

Attention War Department: Eddie Larkin, a member of this Union who occasionally forgets himself and ships out as Electrician, has vital information for you. He pinched a cute waitress in an uptown nightery and is now qualified to tell you all about "flying saucers." . . . A. Wille, through his mouth-piece, Paul Gonsorchik, informs us that his former buddies in the Marine Corps are now on the firing line.

To give credit where credit is due, the following was lifted verbatim from the "SS Puerto Rico Advocate," which is printed by the crew of that ship: "For the benefit of the new men, the itinerary of this cruise and distances between ports of call are as follows: New York to the 'New Carioca'—1399 miles; San Juan to the 'Hotel Jaragua'—239 miles; Club 77 to the 'Caribe Hilton'—232 miles; 'Bayview Rest' to Hudson & Jay—1410. Signed by MGM releases—Murphy-Goldman Marbles."

Steward George Steinberg's son, Calvin, pitching for the Cleveland Indians' Class "C" farm team, the "Mattoon Indians" pitched both ends of a double-header and won both. Cal gave up three hits in one game and four in the other. Musta been getting weak. . . .

The Seafarers Welfare Plan has sent four checks of five hundred dollars each to beneficiaries of deceased members to date. Members hospitalized at the various TB hospitals such as Fort Stanton, Manhattan Beach, Neponset, etc., have written numerous letters to the Union expressing their satisfaction and pleasure over the increased weekly benefits they now receive as a result of the Welfare Plan. One member at Fort Stanton writes, "Where once we had to depend on the generosity of our Union Brothers who made donations from aboard ship to keep us from running short of cigarette, candy, stationary and toothpaste money, we are now well provided for. A pass out of the hospital is now a pleasure, for there is a dollar or two in our pocket to spend. A million thanks to the SIU."—and a million thanks to you for your letter, Brother.

The army reports clearance for Jap tramp cargo ships to hit US ports. Some joker in Washington wants a bill passed allowing foreign flag ships to run coastwise. The Union should check up to see if our maritime policy-makers are aliens or citizens.

This column will appreciate news of interest from members on all coasts. Just write to "Fore & Aft" at the New York Hall. Give us the tid-bits and we'll write them up for you. . . . Since the first of August, the New York Branch has had to ship 46 tripcard men, while members of all ratings were on the beach. This is not a healthy condition. Permit members, should, in their own interest, grab these jobs. When and if the so-called boom collapses, they will find themselves competing with all the surplus which they themselves will be responsible for.

Crewmembers of the Couer de Alene Victory, well satisfied with the conditions and officers aboard the ship, are trying to set a record of some sort for "mass homesteading." Dave Buckley, who rode for months in Cities Service as a volunteer organizer just got off that ship after almost thirteen months of oiling. Bosun John Kalmic is still aboard after thirteen months. "Tiny" (like a horse) Thomas is on over six months, along with several others too numerous to mention.

Cities Service fired men by the dozens in an attempt to beat the SIU's organizing campaign in it's fleet. A few of the fellows who are back in the fleet pitching, as a result of the Labor Board Order wherein the Company must rehire the men they fired for Union activity, are: Eddie Bamberger, Roger Carr, Roy Brace, Roger Lapointe, Mike Carlin, Charlie Wysocki, Mike Reges and Willie Dinnwiddie. More of these names will be printed as time passes. They rate a vote of thanks from the membership for a job well done. Ted Weaver and Floyd Wilt just got off the Winter Hill with a year's vacation pay coming. If the Union issued Purple Hearts these boys would have several due them. Presently on the Cities Service firing line along with the above mentioned re-instatements are Johnny Kleczek, Joe Scaramutz, Charlie Ashcom, and Wally Hoepfner. Give them a hand!