

# SEAFARERS LOG



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

VOL. X

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No. 19

## Green And Woll Tell CIO Need For Labor Unity

A warm hope that the CIO would see fit to re-unite with the AFL, after purging its ranks of all communist influences, was the keynote of a letter from Matthew Woll, chairman of the AFL's international relations committee, to Philip Murray, president of the CIO.

Woll also urged the CIO to sever its ties with the World Federation of Trade Unions, pointing out that the WFTU was commie-dominated at every point.

"Recent events in Czechoslovakia, Hungary, Germany, Japan and in our own country have added overwhelming and irrefutable evidence that it is disastrous for men of honor and dignity, for those who love freedom and democracy to cooperate with the communists," Woll wrote.

Woll also stressed that ever greater cooperation among free trade unions was necessary if liberty was to triumph over totalitarianism and repression.

Woll's letter took on added significance because it coincided with a speech in Pittsburgh by William Green in which the AFL president also called for the organic unity of all American labor as a bulwark against the enactment of new and harsher anti-labor laws.

## Safety Parley Opens In London

LONDON, May 6—Representatives from 30 nations, including the United States, were present at the first session of the International Conference of Safety of Life at Sea, which opened here last week.

The convention, the first safety-at-sea parley to be held since 1929, is expected to last approximately six weeks.

The chief aim of the 50-men American delegation will be a new international agreement calling for safety regulations comparable to America's own. Bitter opposition is expected, notably from Norway and the Netherlands.

The 1929 convention set up international safety rules under which most of the world's merchant ships operate.

Discussed will be increased fire-proofing, better standards for electrical wiring installations, improved life-saving equipment, loran, shoran, radar and related matters.

## New York Hall

Now that the UFE strike is over, shipping in the New York Hall is back to normal.

The Hall opens at 8 AM, but registration does not start until 9 AM. Some people have been under the impression that registration begins at 8, but this is not so.

Shipping calls are every hour, on the hour, from 9 AM to 4 PM. A man can register, however, any time during the day from 9 AM to 4 PM.

Recreation facilities on the Third Deck are available all day long. So is hot coffee—on the house.

## Two More Tanker Outfits Sign Seafarers Contract With New Wage Scales

NEW YORK—The parade of tanker companies flocking to the banner of the Seafarers International Union was joined this week by two new outfits, it was announced by General Organizer Lindsey Williams. The new companies are the Philadelphia Marine Corporation and the Metro Petroleum Shipping Corporation, both of whom have their headquarters in New York. Standard agreements, including the higher wage scale won in the new contracts signed last week with Tanker Sag Harbor Corp. and Petrol Tanker Industries, were signed by the companies. At the present time each outfit

has two tankers, but there is a strong possibility that the fleets will be increased in the very near future.

The SS Sweetwater and the SS Sanford B. Dole carry the colors of the Metro Petroleum Shipping Corp., and the SS John Stagg and the SS Andrew Marchalk sail under the Philadelphia Marine Corporation flag.

In addition to signing these new companies, headquarters of the Union announced that a hearing before the Second Region of the National Labor Relations Board, on the question of representing the unlicensed personnel of the Cuba Distilling Company, was scheduled for May 7.

Before the war, the SIU represented the unlicensed men of this fleet, but during the first days of the conflict, the ships owned by the company were sunk.

### BACK IN BUSINESS

The company is now back in business, sailing the SS Catahoula and the SS Carrabelle, with more ships to be added

(Continued on Page 3)

## Adherence To 50% Rule Expected

Although the overall state of the Marshall Plan was best described this week—as one of complete confusion, the one thing that began to come clear was the shipping picture.

Early in the week, Paul Hoffman, chief executive of the Plan with the title Economic Cooperation Administrator, indicated emphatically that he intended to follow the spirit as well as the letter of the Marshall Plan legislation so far as shipping was concerned.

This meant that Hoffman will see to it that 50 percent of all cargoes sent under the Plan go in American bottoms wherever possible and practicable — once the Plan gets rolling, that is.

In particular, the point was made that the apparent loophole in the shipping clause of the legislation whereby foreign tramp operators might be able to get more than their rightful share of the cargoes would not be allowed to interfere with American shipping.

The possible loophole is this: The law says that 50 percent of the cargoes shall go American if American ships are available "at the market rates." Earlier it was felt by some that foreign tramps carrying goods at low rates might steal a disproportionate amount of the business.

### RIGHT INTERPRETATION

However, the latest information from Washington is that "market rates" will be interpreted as meaning the rates at which American operators can run their ships profitably.

When the shipments are allocated, present indications are that American ships will get half of the high-rate cargoes normally carried by berth services, as well

as half of the bulk cargoes such as grain and coal.

For the time being at least, the Marshall Plan organization will not be concerned with the mechanics of shipping beyond overall checking.

Shippers will engage space aboard ships through established commercial freight forwarding companies in the normal fashion. However, as one commentator pointed out, if there is any underhanded attempt to cut the American share of the cargoes, shippers will face the rage of all sections of the maritime industry and of the American public in general.

### SHOT IN ARM

Just what a shot in the arm to American shipping the Marshall Plan will be when it gets rolling came a little clearer the other day, when the Maritime Commission issued its quarterly report on the state of the war-built merchant fleet.

During the first three months of this year 200 vessels under bareboat charter were returned to the Commission's boneyards, the report revealed. As a result, there are only 894 MC ships now under charter compared to 1510 last June 1.

However, the charter figures are only a part of the picture, MC charters have always been limited to American-flag operations, but up until March of this year the MC was authorized to sell its ships to foreign-flag operators. It is foreign-flag shipping that has cut deeply into the American merchant marine.

### 79 TO 51

During the same three-month period, the MC sold 79 ships for foreign flag operations while selling only 51 for American-flag runs. This was in line with the pattern under the Ship Sales Act

of 1946 until foreign sales were barred in March.

As of March 31, the MC had sold a grand total 1,132 war-built ships to overseas purchasers, and peddled a mere 678 to Americans. In addition, foreign countries have been steadily launching ships of their own to compete on world trade routes with high-standard American ships.

This is where the Marshall Plan enters the picture. Congress, under heavy pressure from the SIU and other interested organizations, finally required that a minimum of 50 percent of all Marshall Plan cargoes must go under the American flag wherever possible.

If it weren't for that provision, the American flag might well have been swept from the seas within a few years, especially if the 500 ships were transferred abroad as the State Department wanted.

## Waterman To Enter West Coast To Europe Trade With Six C-2s

The Waterman Steamship Corporation will start regular runs from the West Coast to the British Isles and continental European ports late in June or early in July, it was reported early this week.

The company is expected to put six C-2s into the new service. The six ships, which will carry 12 passengers apiece as well as cargo, can be considered permanent additions to the Waterman fleet since the company is known to have been negotiating on the West Coast for a total of nine C-2s.

If Waterman gets into the West-Coast-to-Europe run, it means that American-flag shipping will at last be making a

dent in the rich trade carried on that route.

At present there are only three American lines, including Isthmian, making the West-Coast-to-Europe haul as against 20 foreign-flag lines, and before the war only one American line was in the competition. Waterman will bring the total to four.

Waterman is also reported to have applied for admission to the Pacific Coast-European Conference.

The Waterman ships making the West-Coast-to-Europe runs are expected to call at Antwerp, Rotterdam, Le Havre and intermediate ports, British ports, and, when occasion demands, to run into the Mediterranean.

# SEAFARERS LOG

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## Editorial Board

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JOE ALGINA

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George K. Novick, Editor



## Finish Fight

The anti-labor forces in the United States are now riding high. Passage of the Taft-Hartley law gave union-busting employers the go-ahead signal, and they are making the most of it.

In recent weeks, organized labor has seen a good picture of how the union-busters operate. All over the country the hysteria has spread, and strikers on the picket-lines for the United Financial Employes in New York, and for the CIO Packinghouse Workers in Chicago and Kansas City, have felt the brutality of the police.

And there is the case of the United Mine Workers. The miners and their president, John L. Lewis, have been fined for refusing to bow to an injunction, the constitutionality of which is very doubtful. But that didn't stop the Judge from adopting a new "rule of law," in disregard of every rule of evidence that the U. S. courts are supposed to enforce.

The pattern is very clear. The T-H law opens the gates for any kind of anti-labor action a boss wants to take, and he will be backed up by the police, and if necessary, by the courts.

Of course, even with the cards stacked against labor, there are some people who believe that organized labor still is too free. The so-called "watch dog" committee, set up by the House and Senate to check the operation of the Taft-Hartley law, has set hearings for May 24, aimed at tightening the act.

Senator Ball, chairman of the committee, has announced that the law must be made stronger so as to meet the threats of strikes and work stoppages. But Mr. Ball is significantly silent about the terrific increases in the cost-of-living, which has necessitated strikes for higher wages.

The enemies of democratic trade unionism have had a field day. Business has paid its kept press and radio well to libel labor and its leaders.

Fountainhead of this propaganda is the fascist section of business that wants the right to rule the workers with an iron hand. Only organized labor stands between them and the achievement of their desires.

American unions are peaceful institutions. Their goal is the improvement, through economic action, of the standard of living of the working people of this country.

What violence that has occurred in labor's history has been provoked by the employers and the bureaucrats.

Apparently the enemies of labor want a return to the days when picketline violence was the rule, not the exception.

If that is so, they will find the workers ready to meet any sort of attack they make. Labor will not, and can not, stand by while the bosses, backed up by the government, wreck the trade union movement.

This is a fight to the finish!



## Men Now In The Marine Hospitals

These are the Union Brothers currently in the marine hospitals, as reported by the Port Agents. These Brothers find time hanging heavily on their hands. Do what you can to cheer them up by writing to them.

### MOBILE HOSPITAL

J. B. MCGUFFIN  
J. HOPSON  
E. B. HALL  
J. ARANGO  
H. HAMMOND  
F. KYSER  
E. J. SILLIRS  
M. C. ALPIN  
TIM BURKE

\*\*\*

### GALVESTON HOSPITAL

FRANK NIGRO  
J. WALSH  
ADOLPH GAILIS  
E. S. LERMA  
WILLIAM H. BROWN  
FRANCIS VIGEANO

\*\*\*

### NEW ORLEANS HOSPITAL

F. GARRETSON  
A. LOOPER  
J. DENNIS  
C. MASON  
A. LIPARI  
P. D. VAUGHN  
A. AMUNDSEN  
N. A. GENOVESE  
G. BRADY  
L. D. WEBB  
R. BUNCH  
A. EDEFORS  
E. H. IVARRA

L. CLARKE  
E. DRIGGERS  
J. GAINSLAND  
B. DUFFY  
E. HEBERT  
J. KENNAIR  
J. H. ASHURST  
J. E. MAYHART  
L. A. HOLMES  
C. PETERSON  
T. DAILEY  
A. OLSEN  
R. E. GRAYAY  
S. LeBLANC  
M. PETERSON  
M. FITZGERALD

\*\*\*

### STATEN ISLAND HOSPITAL

J. W. McCASLIN  
A. DUDDE  
H. CORTES  
S. RIVERA  
I. B. GRIERSON  
P. ERANKMANIS  
E. OLSEN  
S. HEIDUCKI  
C. LYNKY  
J. M. GARDNER  
P. LOPEZ  
A. JENSBY  
F. NERING  
T. J. KURKI  
M. ROSENBERG  
G. R. MICHELL

### Hospital Patients

When entering the hospital notify the delegates by post-card, giving your name and the number of your ward.

### Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following times:

Tuesday — 1:30 to 3:30 p.m.  
(on 5th and 6th floors.)

Thursday — 1:30 to 3:30 p.m.  
(on 3rd and 4th floors.)

Saturday — 1:30 to 3:30 p.m.  
(on 1st and 2nd floors.)

A. AHLSTROM  
L. GANGAARD  
M. CASTRO  
J. W. McNEELY  
R. COLLINS  
D. E. BRAGG  
J. H. MURRAY  
C. NANGLE

\*\*\*

### SAVANNAH HOSPITAL

W. JUST  
A. C. PARKER  
J. W. TURNER  
TROP THOMAS  
J. J. FERGUSON  
W. F. REYNEN  
C. O. STROUD  
C. E. BOYD  
W. B. HARRELL

\*\*\*

### BRIGHTON MARINE HOSP.

R. LORD  
A. BONTI  
J. PENSWICK  
W. CAREY  
J. CONNOLLY  
J. KORY  
R. KING  
J. LEES  
J. CHARRETTE

LATE SEAFARER AND SHIPMATES



Seafarer Houston Wood (center), as he appeared early this year following repatriation from Antwerp where his previous ship, the Simon Bolivar, cracked up on a reef. Flanking him are John Martin, Carpenter, and George Montague, OS. Wood was Bosun on the Bolivar.

## Houston Woods Is Lost At Sea While Repairing Damaged Ship

While working on deck in the wake of a hurricane, which had struck the James A. Wetmore, Seafarer Houston Wood, AB, was swept overboard and lost at sea on March 12.

With Brother Wood at the time of the accident were Bosun Ed Tyrell and John Zigray, AB. The three men were endeavoring to plug a manhole on the fantail which had been torn loose by the storm. Heavy seas had flooded the steering engine room and made operation of the ship almost impossible.

Gripping a life line the three men had proceeded to the stern and were busy at work when a heavy sea washed over the deck and struck them with full fury.

Tyrell managed to grab the life line and Zigray the rail, where they held on until the wave had subsided. Wood, how-

ever, had been hit by the wave's crest and swept over the stern.

### SEARCH FRUITLESS

The alarm was immediately sounded and the Captain ordered the ship turned about. All hands stood by while the ship went back over the course in an effort to locate Wood. Due to the heavy seas and darkness, the search was fruitless.

Memorial services were held the following Sunday aboard ship, the Captain presiding. The entire crew was present. Services were at the same time as those held by Brother Wood's family in his home town of Wilmington, North Carolina.

Wood, who sometimes sailed as Bosun, was 23 years old at the time of his death and had been a member of the SIU since 1944, when he joined in Philadelphia.

# Seafarer Dorfman Knows The Score, And He Learned It On Picketlines

There's nothing Seafarer Melvin Dorfman despises more than a scab—unless it's a couple of scabs. A veteran of every major SIU beef—and most of the minor ones—since 1940, he knows the score.

And Brother Dorfman believes in calling a spade a spade—and a scab a scab, which he does in no uncertain terms whenever he gets the chance.

During the United Financial Employees' recent beef in Wall Street, the veteran Seafarer took full advantage of the situation to heap his scorn on the Wall Street variety of fink. Dorfman was a picket captain at the New Street entrance to the New York Exchange.



MELVIN DORFMAN

### GOOD DUTY

One of his duties was to spotlight attention on the scabs entering and leaving the building. His enthusiasm, plus the police alliance with the phony Wall Street fink brigade, led to Brother Dorfman's arrest on April 27.

Here's how it happened:

On that day, a well-heeled scab scurried out of the Exchange in the hopes of escaping attention. But the alert line of Seafarers and UFE pickets were sniffing the winds and they picked up his scent immediately. The word "scab" went roaring down the financial canyon.

The scab shook apoplectically. "Then, for some reason," says Brother Dorfman, "he came over to me."

"You can't get away with this stuff," Dorfman quotes the scab as saying. "I'd like to get you alone." Dorfman would have liked to accommodate him.

The scab then went down the street. Again the picketline shouts enraged him. He was hotter than a three-alarm fire. Back he came to the line, where he sputtered to one of the cops

that he wanted Dorfman arrested for calling him a scab.

The confused bluecoat referred him to another brass-buttoned protector of the Exchange, who in turn recommended him to still a third copper. He, too, said he couldn't do anything.

### CHAIN OF COMMAND

The police captain was called in. He sent for the Inspector, who ordered one of the cops to arrest Dorfman. He was shoved into the patrol wagon and hauled off to the Old Slip station house, where he was held incommunicado for eight hours.

The SIU got his release on \$500 bail, pending a hearing on May 3. At the trial, the magistrate found the militant Seafarer guilty of using "abusive language," with the choice of a \$10 fine or three days in jail. He paid the fine.

Dorfman says the episode only gave him further proof that the working man, in his fight for a decent living, is up against the police as well as the employers. He's been in enough beefs to know what he's talking about.

As a member of the SIU for eight years, Dorfman took part in the 1941 Bonus Beef, the 1946 General Strike, the Isthmian strike, along with most of the other Union beefs, except for the period of two years when he served with the army in the Pacific.

A firm believer in the policy of aiding other honest trade unions in legitimate beefs, Dorfman participates in every SIU

action of this sort he possibly can. Besides the UFE beef, he was in the Telephone Workers strike last year and the office workers strike against the builders of the Brooklyn-Battery tunnel.

Brother Dorfman, who sails as fireman, has seen other heavy action. During the early days of the war, when merchant seamen were being sent to the bottom in droves, he made a 13-month run to Molotovsk, which is just below Archangel. He arrived in the Russian port around Christmas 1942.

On the return trip to the States, the Nazis sent 11 of the 29 ships in the convoy to the bottom. Dorfman came through it unscathed.

Of the UFE beef, Brother Dorfman says:

"It was a fine fight. It taught Wall Street a lesson—that they can't always push the white collar workers around. I'm very glad the SIU was behind the UFE people, and I'm proud to say I had a chance to take part in their beef."

## New Orleans Backs Up UFE Beef To Hilt

By BUCK STEPHENS and FRENCHY MICHELET

NEW ORLEANS—The attitude of the SIU membership toward labor's all important "white collar" beef, the United Financial Employees' strike against Wall Street, was demonstrated in no uncertain manner when we went aboard the SS Alcoa Corsair for the second time to collect strike donations.

This ship is out only 17 days on its regular run south, and the first time we asked the boys aboard her to help they chipped in 300 dollars. For this reason, it was heart-warming to see them come up with an even larger amount the second time around.

However, the generous action of the men on the Corsair was only an example of the way the crews of all SIU-SUP ships hitting New Orleans responded to the UFE's needs.

We mention the Corsair particularly because she came in twice and because the Purser, the Radio Operator and even the Cruise Director chipped in with the crew on both occasions.

Although there were no picketlines in this port, and although nobody here was busted in the head by the cops or rushed off to police court on phony charges, enthusiasm here was at a high pitch throughout the five weeks of the strike.

The men here did everything they could to push the beef to a happy conclusion. Naturally the best that anybody could do was to help on the financial side, and the boys really came through.

In addition to what the New Orleans membership donated, were the generous sums made available by restaurants and bars heavily patronized by Seafarers. The support from these establishments is deeply appreciated by all of us and will be remembered in the future.

## AA Fights Alcoholism As Disease

It is no secret to anybody that seamen spend a good deal of their time in ginmills, and that some of them do end up as alcoholics. To say that an important reason for this is the monotony of life aboard ship does not change the basic facts.

Comparative statistics are hard to come by, but it may well be true that there is more alcoholism among seamen than among most groups of workers. Accordingly, any program devoted to the rehabilitation of alcoholic seamen is worthy of seamen's attention. Such a program is that being conducted by the Alcoholics Anonymous Seamen's Club in New York whose accomplishments are reviewed by the Club's executive secretary in Yale University's Quarterly Journal of Studies in Alcoholism.

The Club's program is based on the sound medical premise that alcoholism is a disease, not just a regrettable habit. It is a disease of the mind, as the article makes clear, and a seaman hitting port after a tough voyage looks for an outlet for his emotions. A ginmill provides the easiest and most available outlet of all. The rest just happens as one little drink follows another, in port after port. The end is South Street.

The article in the Yale Journal gives a dreary and detailed picture of how many a seaman becomes a victim of alcoholism. It also points out that it is only recently that the Marine Hospitals of the U.S. Public Health Service recognized the alcoholic as a sick man.

Yet that is what he is, and Alcoholics Anonymous is founded on the belief that once a person becomes an abnormal drinker he can never safely drink again. Also, despite the feeling of many seamen, Alcoholics Anonymous is not a "mission."

Anxious to press a program among seamen, Alcoholics Anonymous encouraged afflicted sailors to set up their own independent group. This was about four years ago and soon those seamen who joined the independent group began to attend meetings of Alcoholics Anonymous itself. The first thing they found was that they were not the outsiders they thought they would be. Instead, they found that an alcoholic seaman was no different from an alcoholic teacher or broker. Finally they joined Alcoholics Anonymous outright and laid the groundwork for an intensive program that is now bearing fruit in the form of regenerated lives, the article discloses.

The group works closely with hospital authorities and various seamen's organizations in New York. It holds meetings and publishes a monthly newspaper, "The Ropeyarn." A pamphlet, "For Seamen Who Drink," has been widely circulated. A good example is the way the A.A. Seamen's Club works at the Ellis Island Marine Hospital.

### 8-POINT PROGRAM

At Ellis Island, any alcoholic seaman can take treatments within 90 days of getting off a ship. After he has been de-alcoholized, given vitamin injections and a general rebuilding treatment, he may want to attend the gatherings which the Club holds at the hospital and which are aimed at letting the man find himself in the company of men who have been in the same plight.

Main shortcoming of the A.A. Seamen's Club is that it operates only in the New York area. In his article, the secretary outlines an ambitious eight-point program for the future in which a principal element is the recommendation that similar groups be set up in other ports. For this reason, the author ends on a cautious note by saying that only a start has been made toward solving a difficult problem.

## Tanker Outfits Sign With SIU

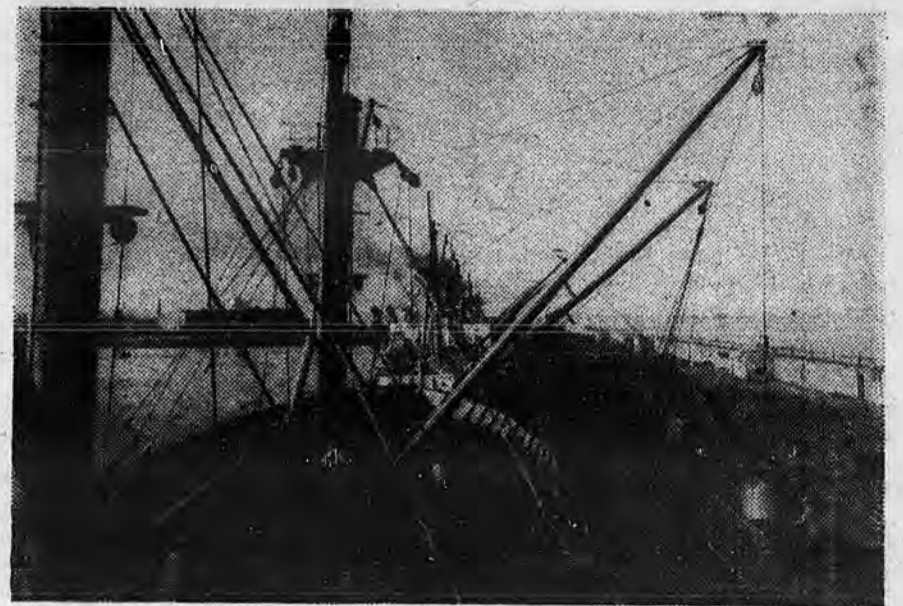
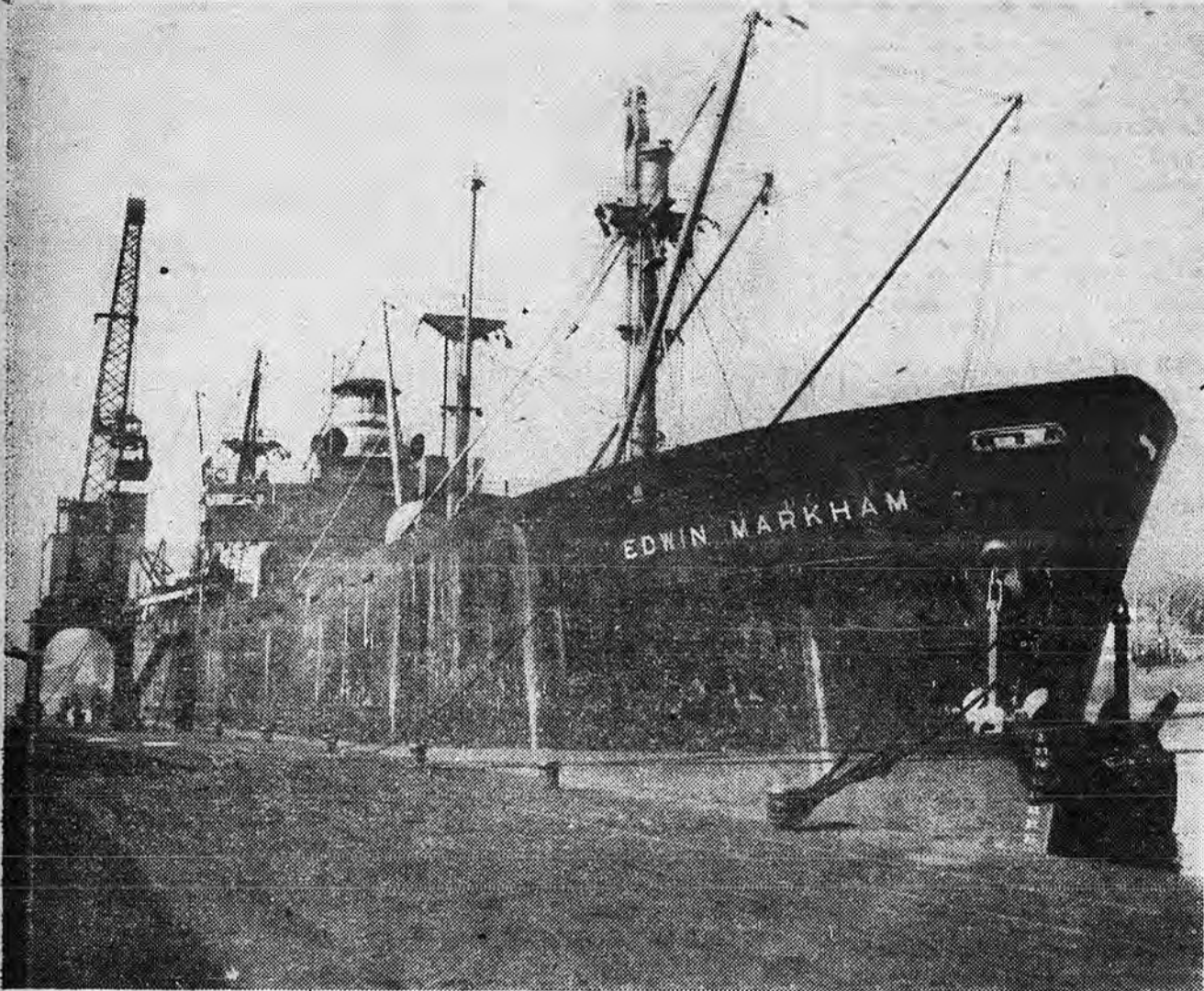
(Continued from Page 1)

soon. The men of the fleet have indicated their preference for the Seafarers International Union by signing pledge cards, to the tune of more than two-thirds of the eligibles.

As yet no word has been heard as to final disposition of the Cities Service case. More than a month ago the Second Region of the NLRB rejected a last-ditch attempt by the company to further stall proceedings, and confirmation of the Union as collective bargaining agent for the unlicensed Cities Service tankermen was expected momentarily.

Attorneys for the SIU are following up the matter, and details will be carried in the LOG as soon as word is received from Washington.

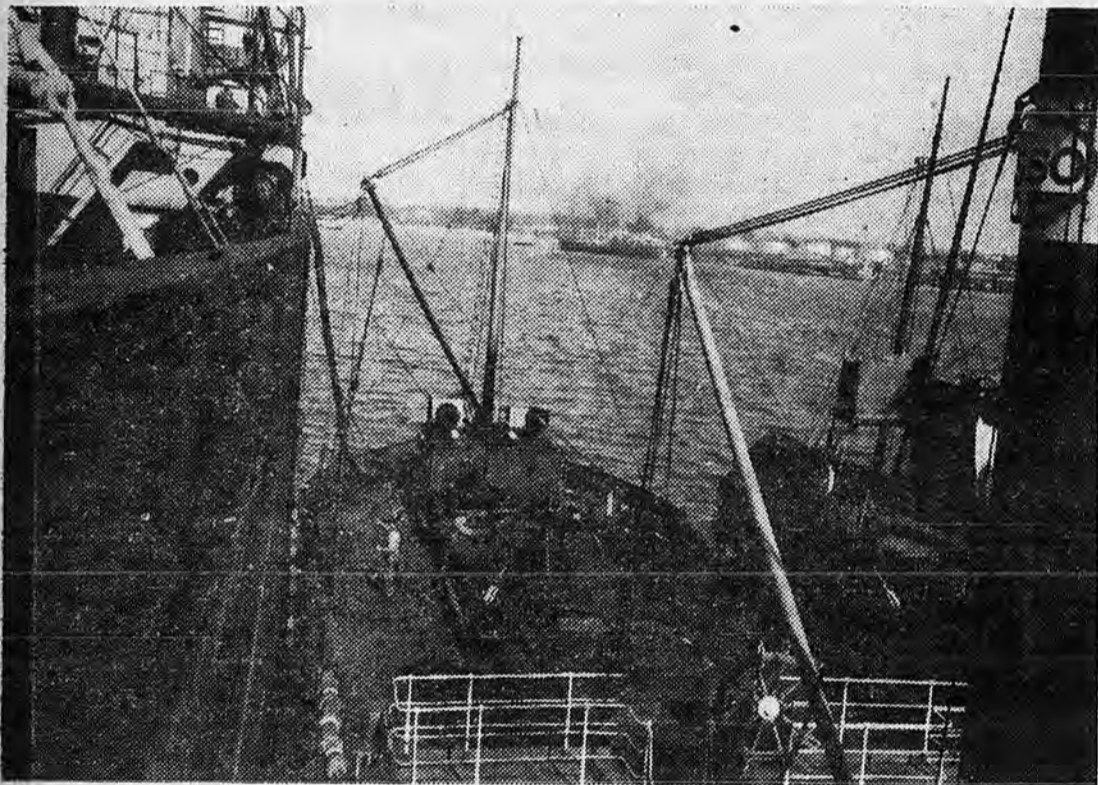
# The Edwin Markham Logs A Fine Trip



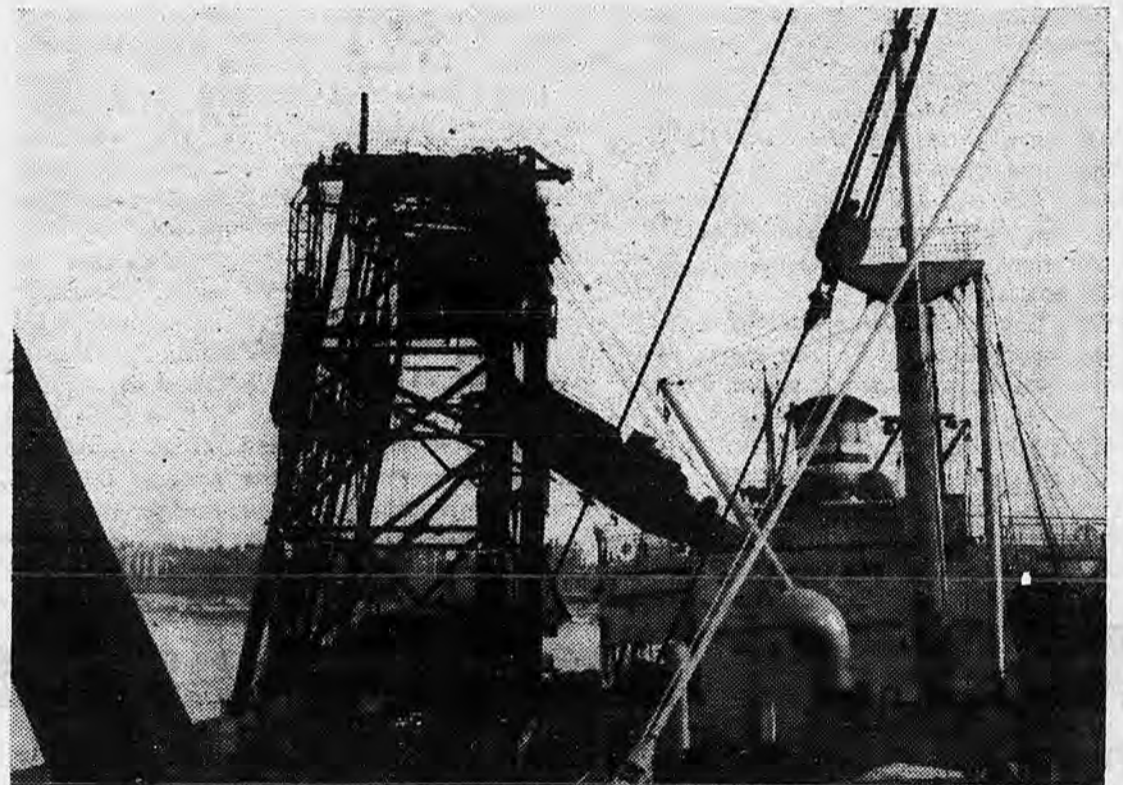
Above, the Markham discharges a load of coal in Cherbourg, France. If you look closely, you can see the coal being unloaded over the side in large buckets. The coal is dumped right into railway cars, and then, sent to places in France where the fuel is needed.

~ ~ ~

On the left is the good ship SS Edwin Markham, South Atlantic Steamship Company, looking fit and ready for a long trip. These pictures of that trip were sent in by Seafarer Glen Vinson. According to Brother Vinson, it was a good voyage, with a fine crew, and the food was well cooked. Well, what more could anyone want?

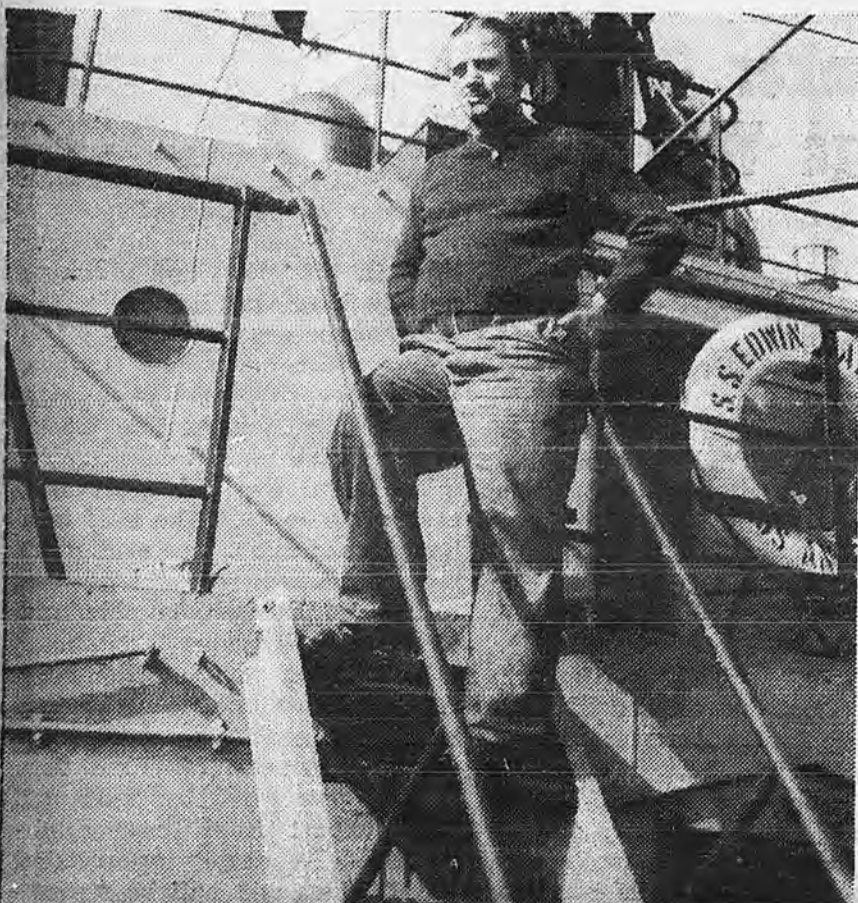


Refueling is quite a task, as the crewmembers found out in Southampton, England. A close look at the picture will show the hose snaking over the side of the Markham, while the oil is pumped into the ship.



In Edgewater, N. J., the Markham loaded a cargo of fuel for Europe. A whole railroad car at a time is lifted to a chute, and then upended. The coal comes tumbling down the chute and into the hold.

~ ~ ~



On the left, Seafarer "Dutch" Palmer enjoys the sun while finishing a smoke. Soon after this shot was snapped, Brother Palmer was hard at work.

~ ~ ~

High in the air, right, Bill Brady paints the South Atlantic colors on the stack of the Markham. That's a tough job, but it sure dresses up the ship.

~ ~ ~



# Shipping Holding Up In Mobile; Port Awaiting Effects Of ERP

By CAL TANNER

MOBILE — Shipping in this port has been fairly steady. The proof lies in the fact that last week we shipped more than 200 men.

There were 11 payoffs in addition to seven sign-ons, the payoffs including eight Watermans plus three Alcoas.

By and large the payoffs were clean, but there were a few complications of a not overly serious nature.

The SS Ovid Butler, Waterman, had been out eight months, so it was no surprise to find an accumulation of small beefs that took a little time to settle.

Another Waterman, the SS Governor Dixon, was held up three hours because the Mate had neglected to turn some overtime in to the company. However, we got all of it collected.

Roughest payoff was the SS Span Splice, Alcoa. The Stewards Department overtime record was fouled up on this ship because the Steward himself hadn't put everything down.

It was the Steward's first trip in the rating, and, to add to the confusion, he didn't get much cooperation from the boys in his Department. As a result it took the Patrolman two days to get things straightened out. At the

making a coastwise shake-down before heading for Europe.

Since our last report to the LOG, the seamen's unemployment compensation problem in Alabama has not changed. The court is studying the appeal cases, but we must say that from here it looks as if seamen who get off ships of their own accord, or have to get off because of Union rules on permits and trip-cards, will not be eligible for compensation.

You see there is a clause in the law which says that as long as a steamship company offers a man continuous employment on a vessel the company is absolved from paying unemployment benefits if the man leaves.

However, the point is up to the judge on the court of appeal, and we will let everybody know when he hands down a decision.

We are still hard at work on the organizational drive of the SIU affiliate down here, the Marine Allied Workers. There is nothing sensational to report in the line of new developments, but we are managing to obtain jobs for quite a few men in the shoregangs here. Next week we hope to have something on the unorganized towboats.

Here are some oldtimers who are in Mobile: Blacky Kennan, G. Saucier, J. L. Madden, H. W. Miller, A. Chappell, R. Toombs, John Weimer, and R. Carter.



# Baltimore Shipping Holds To Slow Course

By WILLIAM (Curly) RENTZ

BALTIMORE—Shipping is still slow in the Port of Baltimore, but we are hoping that it will pick up soon. There certainly are plenty of men on the beach for all the jobs we have listed.

Of course, we've had our share of payoffs, 10 to be exact, but that was four more ships than we signed on last week. We paid off a Robin, two Isthmians, two Watermans, a Calmar, two Bulls and two Ores.

When we came to the sign-ons, however, we found that the Ores and the Bulls were our main support, which seems to be the rule here when shipping is a bit on the slow side. Ships in transit help out too.

### IDLE SHIPS

On the payoffs we had the usual assortment of beefs to square and you may be sure we got them squared the right way. We couldn't get all the logs lifted, but there were some we manager to cut from 4-for-1 all the way down to 2-for-1, which was quite an improvement.

Ships are still going to the

boneyard despite the Marshall Plan, but that trend may change when the Plan gets organized. We can't say yet, but we can hope for the best.

Certainly there's not much point in our having the largest merchant marine afloat if most of it's floating idle in quiet coves up the river. The ships ought to be doing the job they were built for, carrying cargoes under the U. S. flag.

We certainly are glad to see those two assessments in effect. They mean plenty to all of us. When we pay them, we know exactly what they are for and what they will accomplish for the Union.

That big strike fund is going to take care of us if we have to make any use of it. And that building fund is going to make us strong ashore.

### FEED THE KITTY

Back in the days when we were a struggling little Union we had to make a little go a long way. Perhaps we still have to, when we consider the power we are up against, but we sure are a lot better prepared for

action than we were in those old days.

Our advice to the membership is to get those assessments into the kitty as soon as possible and to keep those books paid up to date. In our opinion, a good Union man keeps his dues and assessments paid ahead of time so that neither he nor anybody else has to worry.

Moreover, a good Union man is as careful to live up to the SIU's side of every agreement as he is diligent in seeing that each company does its part.

The men here are happy that the UFE beef is over and that those "white collar" workers won pretty much what they were after.

They certainly had no easy job fighting the financial titans of Wall Street, and we certainly are proud of the part played by the SIU.

A lot of the men on the beach here have been taking odd jobs



end, the Patrolman gave the Steward a few words on the score.

### BACKED UFE

The seven sign-ons were accomplished with an absolute minimum of trouble, the necessary repairs all being completed before the sign-ons occurred.

The boys on the ships and on the beach backed the UFE strike to the end. As soon as a crew came off a ship and learned the score on the beef everybody chipped in a few bucks to help his fellow workers in New York's financial empire. Everybody realized that the UFE cause was the cause of all labor.

So far, Mobile has not felt any effect from the Marshall Plan, but everyone is anxious to see what happens to shipping once things get rolling. In our talks with the various companies, we understand that every outfit expects something big to happen very soon, but nobody has anything definite as yet. It takes time for such a big deal to get under way.

At any rate, three of the Waterman Libertys headed for the boneyard last week which did not help the men on the beach very much. Although the beach list has been growing smaller, we still have quite a few men around.

### UP TO THE JUDGE

One thing that helped out last week was an Ampac tanker which took on a crew. This was the SS Mission San Miguel, one of the seven sign-ons, which is

# Savannah Has Need For Men With Ratings

By CHARLES STARLING

SAVANNAH—Now that the strike of the United Financial Employees against Wall Street is over, the members around this port are wondering whether we will have to take action on our own account when our contracts expire this summer.

That is why they are paying the 1948 strike assessment so cheerfully. They know that once that money is in the bank they will have the fighting power to back us up in any possible trouble.

They know they need the power if they are going to keep the hardwon Hiring Hall. They got the Hiring Hall after a tough struggle and they have no intention of giving it up.

Now for a little shipping news. Down Savannah way things dropped off some this past week in comparison to what we've been having recently.

### OUTPORT PAYOFFS

We did not have a single payoff in Savannah proper, but we did have two in our outports. Both of them were South Atlantics, as, indeed, are most of the ships we handle.

The SS Southland paid off in Charleston. It was a good clean payoff too with everything smooth. And to make things even better we sent 20 replacements aboard her.

The SS Frank E. Spencer paid off down in Jacksonville, and she was another clean one to add to the list. However, the Spencer went into idle status, keeping nobody but three FWTs aboard.

That makes four ships we have in that status. Two of them are in Jacksonville, and the other two are right here in Savannah. However, we understand that

South Atlantic is putting on a weekly sailing from Norfolk starting May 14. The company will use C-2s on this run and each ship will carry 12 passengers, according to the reports.

Now a tip to the membership:



If you do not have a rating, stay away from Savannah for the time being. We have more unrated men than we can use.

### NO COOKS

For rated men the situation here is much better. In fact, we can say flatly that we are currently short of rated men in the

Stewards and Engine departments. There is only one Steward registered who has a full book and there are no Cooks here at all.

We expect several ships to be crewing up, and if they do we will be caught short of rated men unless some come in.

Our biggest headache these days is that the Hall in Jacksonville is closed. The men have to come to Savannah to ship on a vessel tied up in Jacksonville, which sometimes is awkward. The same goes for Charleston.

In fact South Atlantic is beefing quite a bit about the situation, but as long as the membership is on record to keep the Jacksonville Hall closed South Atlantic will have to lump it.

To men living in Jacksonville and Charleston we have this to say: Don't take any chances shipping off the dock. If you do, you may find yourself behind the eight-ball.

# Good Shipping Brightens Scene In Philly

By LLOYD (Blackie) GARDNER

PHILADELPHIA—The City of Brotherly Love is enjoying the delightful combination of good spring weather and good shipping.

In the past week, which was no exception to either rule, we paid off three ships, the SS Rosario, Bull, the SS Casa Grande, Pacific Tankers, and the SS Adria Victory. In addition we hit a number of ships in transit whose crews came up with generous donations for the UFE beef.

What's more, the week to come shapes up just as busy. How-

ever, there is a somber note. Three tankers that are paying off will be transferred to the Panama flag.

At this time, we would like to point out to members on the beach here and elsewhere that the SIU is under contract to man and sail all the ships under SIU agreement.

### TOO FUSSY

For some time now, especially here, too many men have been trying to pick their ships and their runs. The result is that too many ships have departed short-handed, a fact which has left a "dark taste" in the mouths of the operators.

Let's get together on this point. We have to live up to our side of the agreements too.

Now that the crews are back in Philadelphia for their payoffs we see a lot of familiar faces that we haven't seen for a long time. Among them: George Nobles, Ray Oates, "Red" Healy, and "Moon" Mullins, all of whom report that they've had smooth sailing.

Incidentally, it looks as if our Philadelphia Organizer is readying himself for that fateful plunge into the sea of matrimony. In fact, he plans to make the leap next month. To him we say: "Good luck, Bob Pohle."



with shoregangs, notably on tank-cleaning contracts at full union wages of \$2.10 an hour.

### OLD NMU GAME

The only trouble with this has been the action of the NMU. The NMU crowd has gone to the firm that has these tank-cleaning contracts and offered men at \$1.40 an hour, 60 cents under the regular rate the SIU men have been receiving.

Talk about finks and scabs! As usual the NMU takes the cake. But let the NMU eat it, we say. We'll get the situation straightened out. One thing in our favor is that the man who has these contracts is an old SIU member whose book is in retirement.

## New York Reports Ship Lay-Ups, But Rated Men Can Still Get Out

By JOE ALGINA

NEW YORK—Where, or where, are the ships going that come into New York? We're getting a good number of payoffs but sign-ons don't seem to balance. As the ships come into port they very mysteriously disappear into the mists.

It doesn't seem possible that there is a boneyard large enough to hold all of the ships that have been laid up from this port since the end of the war, but the parade continues and when it will end is anybody's guess.

In spite of the gradual siphoning off of ships and jobs, rated men in the deck and engine departments can get jobs on those ships left without too much trouble. All others, rated and unrated, are finding it necessary to spend a spell on the beach before getting something they want.

One ship that didn't go to the boneyard but will be out of running for awhile is the Yarmouth. She discontinued her cruises to the Islands and will have a bit of shipyard work done before going into the trade to Nova Scotia for the summer.

The Petrolite, Mathiasen Tanker Industries, hit this port after an 11-months trip to the Persian Gulf and France. The crew paid off with plenty of overtime beefs and over sixty logs against crewmembers. The beefs and almost all of the logs were taken care of.

### GOOD GANG ABOARD

The Petrolite had a good bunch of men aboard, however they had had enough of running around the coast of Europe. They piled off to a man. The Petrolite will turn around and head back to the same area and go through the whole business again.

Some other good ships in were the Seatrader, Sea Trades; Simmons Victory, Waterman; Frances, Bull Line, and Purdue Victory, Waterman. All of them paid off in good shape with just a few beefs to be squared away with dispatch by the Patrolmen.

## Galveston Waiting For Grain Movements To Begin Next Month

By KEITH ALSOP

GALVESTON — The way it looks right now, this port should have plenty of shipping for at least the next thirty days. There's a lot of grain that's going to flow through this port, bound for Europe, and so we should have jobs for practically all the men who want to ship.

The N. Currier, and the Governor Miller, both Waterman, paid off in Houston last week, and we were able to settle all beefs at the payoff. The Currier signed on again without trouble.

A few unorganized ships have come into this port, or into Houston or Corpus Christie, and we have contacted the crewmembers. We've gotten quite a few pledge cards signed, and these have been forwarded to Headquarters.

We're all glad down here that the four resolutions passed. We knew they would pass because we're sure that all Seafarers want our Union to remain strong, and to be able to stand up against the Taft-Hartley guys.

The Frances was beef-free, so she was cleared away in a breeze.

A matter not so breezy came to the attention of the Special Services Representative here the other day, and it took quite a bit of patient explaining to satisfy the brother that he was asking for the moon with sour cream.

The brother had been hospitalized in a private hospital and had run up quite a bill for medical and doctor's fees. He came to the SIU to see when the Seafarers would start paying his bill.

We hated to disappoint the brother, but he was way off base on that one. He had misunderstood the purpose and extent of the hospital assessment, once levied by the Union.

This brother was due his \$3 a week, but his personal hospital bills are something he will have to wrestle with himself about.



On February 15, 1948, Brother Claude Nicholson, OS, was lost overboard from the Algonquin Victory in the North Atlantic. In Antwerp, a wreath was purchased by the crewmembers and enroute to the United States, at the nearest point to where Brother Nicholson was lost, a funeral service was conducted by the Master of the vessel. Photograph was taken by Wilfred W. Lachance, Electrician, and he sent it in for publication in the LOG.



By JAMES PURCELL

There's something about the stories of the "good old days" that makes them worth repeating. All hands probably like to hear them told because they emphasize the benefits which the Union has brought about for the men who go to sea.

Since my last article on those so-called "good old days" I've been requested to dig into my recollections and come up with another sample of how it used to be.

Two recent payoffs on Isthmian scows provide the opportunity. These two ships had just completed their first trip under an SIU contract.

### BELL-TO-BELL

On one of the wagons was a fast and smooth talking Skipper. "Old Bell-to-Bell Joe," they called him. He had his Mate stand by the messroom at coffee time, with a stop watch in his hand. At the stroke of 14 and three-quarter minutes, the Mate would bellow, "Let's go!"

The Old Man started to tell about the "old days" when coffee time was optional and was only conferred on the men on rare occasions.

This gave me the cue to break in and recall our "field days." You should have seen the gleam that came into the Old Man's eyes at the mention of them. He rubbed his hands together and smiled.

"Yeah," he said, "those were the days when a fellow went ashore for two or three days and then worked his time back on the return trip home. We sure could have the ship all spruced up that way."

Tears as big as oranges welled in his eyes. "Them days is gone," he sighed. "Now we pay overtime for those chores under your SIU agreement."

(I guess he figured on cashing fewer dividend checks this

year). Incidentally, not a day off was given to any member of the crew during the five-and-a-half-month trip.

Yes, those were the "good old days," when the Deck Gang sougeed and painted under cluster lights at night, and there was no overtime. Neither was there any overtime when the Fireman and Oiler on a turbine job chipped, red-leaded and painted on watch, day or night.

Thanks to the Seafarers, these conditions have been eliminated for good. The "good old days" may be missed — but only by guys like the Engineer, who would put his gear in a bucket and hand them to the first Black Gang man he met.

"Wash this stuff," he would order. And he didn't fail to add, "It better be a good job or you don't make another trip!"

Those were the days, too, when the Stewards Department got up at 5 A. M., made coffee and toast and brought them to the Mate on the bridge and down to the Engineer on watch. Woe to the man who forgot this ritual!

### ERA OF HASH

That's not all of the picture. It was the Old Man and not the Steward who made the menu. Tender steak for the saloon; stew or hash for the crew—these were the orders. And the Steward who failed to carry them out found the going tough.

I remember very clearly being on one ship, where the crew had a very sumptuous Thanksgiving Dinner consisting of beef stew. Can you imagine sitting down to a deal like that today?

I could go on indefinitely illustrating the things that some guys refer to as the "good old days." But what's been brought out here is enough to mull over for a little bit. Meanwhile, I'll reminisce with some of the boys and come up with some more later.

## Shipping And Shoregang Jobs Keep Puerto Rico Pretty Happy

By SALVADOR COLLS

SAN JUAN—Seafaring in and around this port for the past couple of weeks has been pretty good. Shipping has picked up as expected, and shoregang jobs are fairly plentiful.

Every Bull Line ship coming in takes on a shoregang, either to chip, paint, or for cleaning holds. This keeps the boys happy as they can continue their regular rations of rum and coke.

Last week the SS Isle of Patmos hit this port. It had never been here before, and so we were all surprised to see the ship

come in and start to unload fertilizer. Within a few minutes after she tied up the news was all over the place.

We went down to the ship and found that it is operated by the Panormetis Steamship Company.

### TWO EXPECTED

This week we are expecting the SS Cape Mohican and the MV Ponce, two southern ports ships which will be covered as soon as they hit.

The educational program is moving along smoothly. The membership has access to the books on the rack, and many men have been taking them out to read.

Business is good. The usual routine of collecting dues, and settling any problems aboard the ships, goes on.

All of us down here are very much interested in the UFE strike. We saw the pictures in the LOG of our Brothers being beaten by Wall Street cops, and we are proud of our Brother members who went to the aid of a weaker union.

Now that the four resolutions have been passed, the SIU should be prepared for anything. We will have plenty of funds available for a strike, and we will also be able to buy buildings in various ports.

By the way, this week we are appointing a committee to investigate the possibilities of buying a building in this port. The membership here favors buying a two-story Hall so that the recreation room can be separated from the Shipping Hall.

### Painted The Placards



Those picket signs you saw—in pictures or in person—carried by Seafarers in the Wall Street Strike, were the handiwork of Seafarer Alexander Greenwell. Brother Greenwell, AB, who knocked out countless hundreds of the signs during the five-week beef, has been putting the brush to cardboard for as long as he can remember.

He's no fair-weather sailor, however, as he was in the thick of the war and all Union beefs. In the invasion of Leyte, he came out the sole survivor of the SS Antoine Sourgrains, which was sunk by enemy bombs. He was awarded a presidential citation.

### Send 'Em In

Don't hold your pictures and stories of shipboard activities. Mail them to the Seafarers Log, 51 Beaver St., New York 4, N. Y. If you haven't the time or don't feel in the mood, just forward details. We'll do the rest. Pictures will be returned if you wish.

# SIU Contracted Companies: Seatrain

To better acquaint the SIU membership with the ships they sail and the SIU contracted companies behind them, a series of short articles on these companies and their ships is being run in the LOG.

Some of the companies have long and interesting records in American maritime history—some of that history was made with SIU crews aboard the ships.

Because one man decided that the transferral of cargo from freight cars to ships and then back to freight cars at the destination was expensive and time consuming, a whole new form of transportation—Seatrain Lines Incorporated was born in 1929.

His idea was a simple one: Just load the entire freight car aboard the ship. No unloading and no damage; loading time cut, and money saved. The sense of his reasoning has paid off during the past twenty years of operating Seatrain with a strong, prosperous company.

The founder of the company, Graham M. Brush, made a complete study of the possibility of carrying loaded freight cars in place of loose cargo. Analysis of the costs of American steamship companies operating in the North American trades showed that all the lines were spending fifty cents or more for terminal expenses out of every dollar received.

Too, he discovered that vessels were engaged more than half their time loading and discharging; and the cost of vessels lying at docks paying wharfage was virtually as great as when at sea burning fuel.

The first trip of a Seatrain was in January, 1929, when the SS Seatrain made the first trip from

In 1940, the company added the last two ships to its fleet when the Seatrain Texas and Seatrain New Jersey came off the ways from the Sun Shipbuilding and Dry Dock Company in Chester, Pennsylvania.

Before the addition of the two new Seatrain, the SIU, in 1939, had signed the company to a full agreement. Some of the provisions of the Seatrain agreement are different due to the unusual nature of the work. The Stewards and Engine Departments are practically the same as on any ship, but the Deck Department's duties are much different.

There is none of the usual work on deck. Instead, the men are concerned primarily with the maintenance of the freight cars in transit. The men grease the jacks and tighten up the turnbuckles when the lashings come loose at sea.

The work is dirty and dangerous, but the crews of these ships enjoy it and stay aboard for months on end. The men swear by the excellent chow and the fine conditions of the foc'sles. The ships were the first to install modern crew conveniences, long before the other companies made living aboard ship more comfortable for the crew.

On top of this, the relations between the company and the Union have always been the best. It is a rare occasion when a Seatrain comes in with a load of beefs.

Here are some of the particulars on the ships:

They carry 100 fully loaded freight cars of all types: gondolas, tank cars, refrigerator cars and box cars. Loading time varies, but a ship can be fully loaded and unloaded in ten hours, if necessary. Ordinary vessels require six days to handle an equal amount of freight.

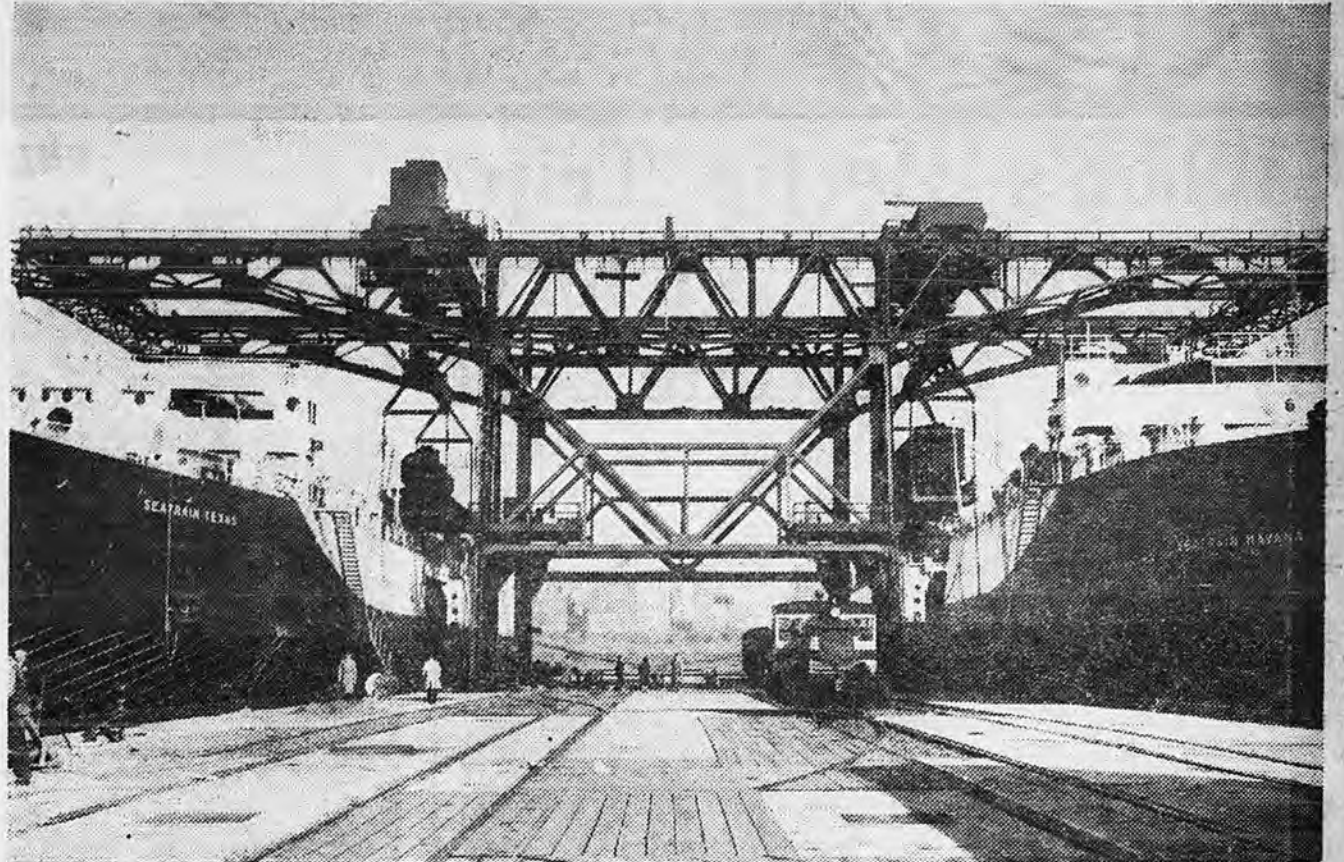
The ships have four decks which handle 26 in the hold, 26 on the 'tween deck, 30 on the main deck and 18 on the superstructure.

### ALONE IN THE FIELD

The only company of its kind, seatrain vessels load and discharge unlike other car-carrying vessels. Car ferries on the Great Lakes and the Florida East Coast Ferries load mobile freight through the stern and are not equipped to make the long and sometimes rugged sea trips.

Seatrain vessels are loaded 'midship by a crane capable of lifting 125 tons. One by one the cars are moved into a cradle under the crane and then swung up to the ship where they are lowered to the desired deck. There they are towed into position and the wheels locked in place by means of four rail-clamps to prevent rolling along the tracks.

Powerful jacks, relieve the car springs from the tension normally imposed upon them by the weight of the car. Four stout chains and turnbuckles from the



The Seatrain Texas and Seatrain Havana shown loading simultaneously from a double crane at the company's Edgewater, New Jersey Pier. Each ship is about to accept another freight car as the cradle is readied for swinging over to the ship.

frame of the car then draw the car firmly down upon the jacks.

The time necessary to complete the loading is so little that the company has rigid schedules for the ships, under which they run with almost unerring regularity.

On the run between Edgewater, New Jersey and Texas City, Texas every Friday morning the Seatrain New York and Seatrain Havana depart from each port. Every Wednesday the same is true of the Seatrain New Jersey and Seatrain Havana which run between Edgewater, New Jersey and Belle Chasse, Louisiana. These two ships stop in Havana on the way down and on the return trip.

The Seatrain New Orleans continues to run between Havana and New Orleans, with an occasional trip to New York.

Back and forth the ships have operated uninterruptedly since going into service except for the time spent in the armed forces during the war. Their wartime service, like the ships themselves, was out of the ordinary.

Recognizing immediately the use these ships could be put to, the Army took two and the Navy two. The New Orleans was not taken over.

### CARRIED THE GOODS

The Navy put the New York (renamed the Kitty Hawk) and the Havana (renamed the Hammond's Port) to transporting airplanes; the Army used the Texas and New Jersey (renamed the Lakehurst) for the transporting of tanks and locomotives.

Of the four ships engaged in war service, none was sunk or damaged. The Texas, early in 1942, while returning to New York was but a few miles from the ill-fated City of Atlanta when she was sent to the bottom off Cape Hatteras with the loss of 39 SIU men. The Seatrain Texas, ignoring the possibility that the sub might still be lurking nearby, steamed into the disaster area and took aboard the three survivors.

Another credit to the Texas, though exactly how great cannot be determined, is its aid in turning the tide against The German Africa Corps in Egypt.

The story goes that the Texas made the British victory against Rommel possible by being there "firstest with the mostest."

In late 1942, the war in Africa was not going too good for the Allies. Rommel had given the British a crushing defeat. Of 300 tanks sent against him, only 70 returned. It was necessary to get new equipment before he made another thrust at the Suez Canal.

The work was rushed in the factories, the tanks and guns were rushed to the ships and a hurry-up convoy sailed. One ship, carrying the most essential guns and tanks, was placed in the middle. Several days out, a sub got through and sank that ship.

### TO THE RESCUE

Word was flashed back. Again the materials were rushed to the Eastern Seaboard. Tanks, being used in training camps were hurriedly placed aboard railroad flat cars. The Texas was in port at the time and was given the assignment of getting the materials through to the British.

In record time she was loaded—with twice the cargo of the

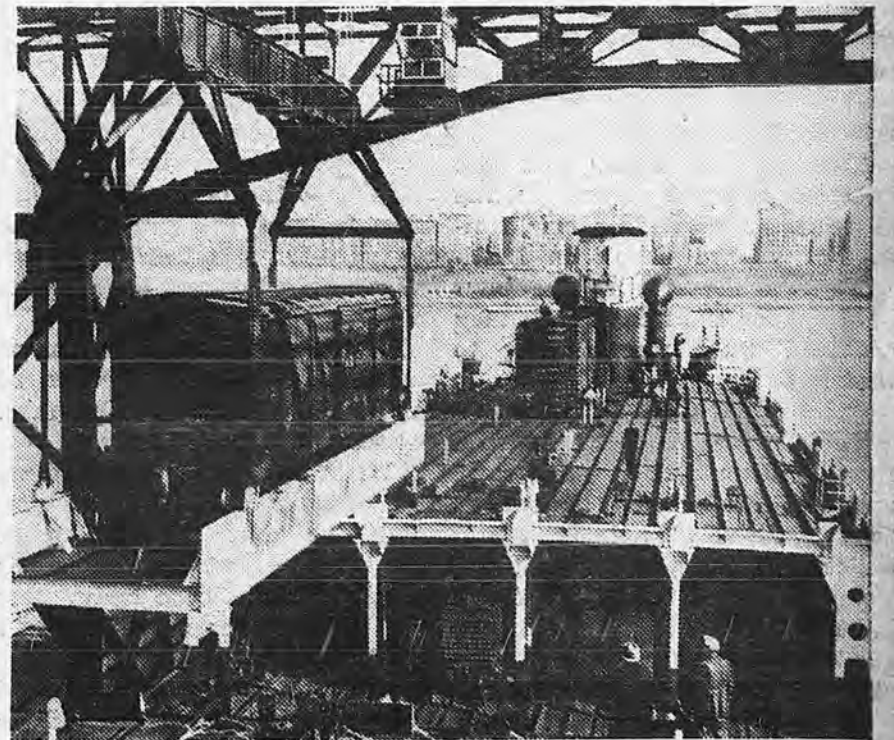
sunken ship. Alone, without naval escort, she steamed through the sub-infested Caribbean, across the South Atlantic, around the Cape of Good Hope and into the Red Sea and the Suez.

She overtook the convoy but did not seek its protection. She arrived a day ahead of it and was half unloaded when the other ships appeared.

Two days after the equipment was in British hands, Rommel struck. He knew nothing of the new tanks and artillery the Americans had rushed in. He was smashed back, and started on his way out of Africa.

This story probably won't appear in any history book, but the company likes to think the Seatrain Texas turned the tide at El Alamein.

After less spectacular service, the Seatrain was mustered out and reconverted to carrying freight cars once more. Any Wednesday or Friday, if you are around Belle Chasse, Texas City or Edgewater, drop over—a Seatrain will be leaving on another trip.



A close view of the actual loading shows the crane about to discharge a freight car on the superstructure deck of the Seatrain Texas. In the foreground cars are already loaded in position on the main deck.



Seatrain's stack is half black, half white with red rails running at an angle around the white upper half.

New Orleans to Havana carrying a mile-long train of loaded freight cars. That was twenty years ago. Now named the Seatrain New Orleans, she is still going strong in the same trade.

### INCREASED FLEET

After three years of operating, Seatrain was found to have prospered. With one vessel, Seatrain Lines had become the largest common carrier from the United States to Cuba.

The idea caught on with shippers to the extent that the company had two new and faster vessels, of the same type, built in 1932. The two new ones, Seatrain New York and Seatrain Havana, were the first freighters to be built in the United States after the first World War.



# SHIPS' MINUTES AND NEWS

## Gibbon's Hectic Trip Climaxed By Victory In 8-Day Overtime Beef

The only trouble with the last voyage of the SS John Gibbon, a Bernstein scow, was that it turned out to be "a miserable trip," according to Franz W. Tompkins, AB and Deck Delegate.

The Gibbon signed on her crew in Norfolk on February 19 and carried a load of coal to Ghent, Belgium. She came back across the Atlantic in water ballast and paid off in Baltimore on April 20.

During the whole voyage, the Master, Captain William Wilson, went out of his way to give the crew a tough time, and, as a result, the boys held up the payoff eight days.

By Tompkins' testimony, Wilson would make a perfect Chief Mate for Commodore Harry Manning, the super-hard-timing Master of the liner America whose views and ways are notorious along the waterfront.

Wilson's principal aim was to make sure that everybody knew who was boss aboard his ship, Tompkins says. In addition, seems to have devoted a good deal of time and energy to trying to change the contract to his and Bernstein's advantage.

### MILITARY MANNER

When a person or persons unknown broke into a food locker on the other side, the Old Man proceeded to log the Chief Steward 4-for-1. This was later reduced to 2 for 1, Tompkins reports, but 2-for-1 was more than plenty under the circumstances. There were lots of logs handed out to the Deck Gang too, Tompkins declares.

A favorite trick of the Gibbon's Skipper was to post daily notices drawn up in a highly military manner. "From the office of the Master," these notices would say.

These notices were extremely preemptory and in no way necessary to the proper operation of the ship. Certainly they were not conducive to good relations between the crew and the topside.

Here is an example of the kind of orders which the Old Man pinned on the board: "Helmsman will not talk to Mate. Mate will not talk to Helmsman."

This sort of thing plus the overtime hours in dispute put the crew in no mood for any run-around at the payoff in Baltimore which was why the boys held out for eight days until they obtained what was coming to them.

### "WE GOT IT"

There were about 35 hours a man in dispute, Tompkins says, and the Master had announced that "positively" nobody would collect. "We got it, though," Tompkins adds, "even if we did have to eat chili and 'Baltimore steaks' — hot dogs to you — for eight days while we held fast."

The run to Ghent and back was not Tompkins' first trip on the Gibbon by any means, and he has plenty of reason to recall the previous one with a shiver.

Tompkins was one of the lucky survivors of being washed over-



FRANZ W. TOMPKINS

board from the Gibbon in the North Atlantic in January of this year. An account of the near tragedy appeared in the LOG of January 30, but Tompkins adds some extra details to the story—as indeed he should be able to if anybody is.

On that occasion, heavy seas swept both Tompkins and fellow crewman Jimmy Hoyle into the cold winter ocean. Hoyle had the extra good luck to be swept right back again. However, he was pretty badly banged up, suffering a broken pelvis and other injuries.

Tompkins wasn't so badly hurt, but that was just his good fortune since he was in the water nearly half an hour.

The first thing that happened was that Hoyle, injured though he was, cried "Man overboard" as soon as he was washed back on deck. Hoyle's shout brought Bosun William Chandler and seamen Pete Pierprinski and Brice Ruggi running.

### UPHILL SWIM

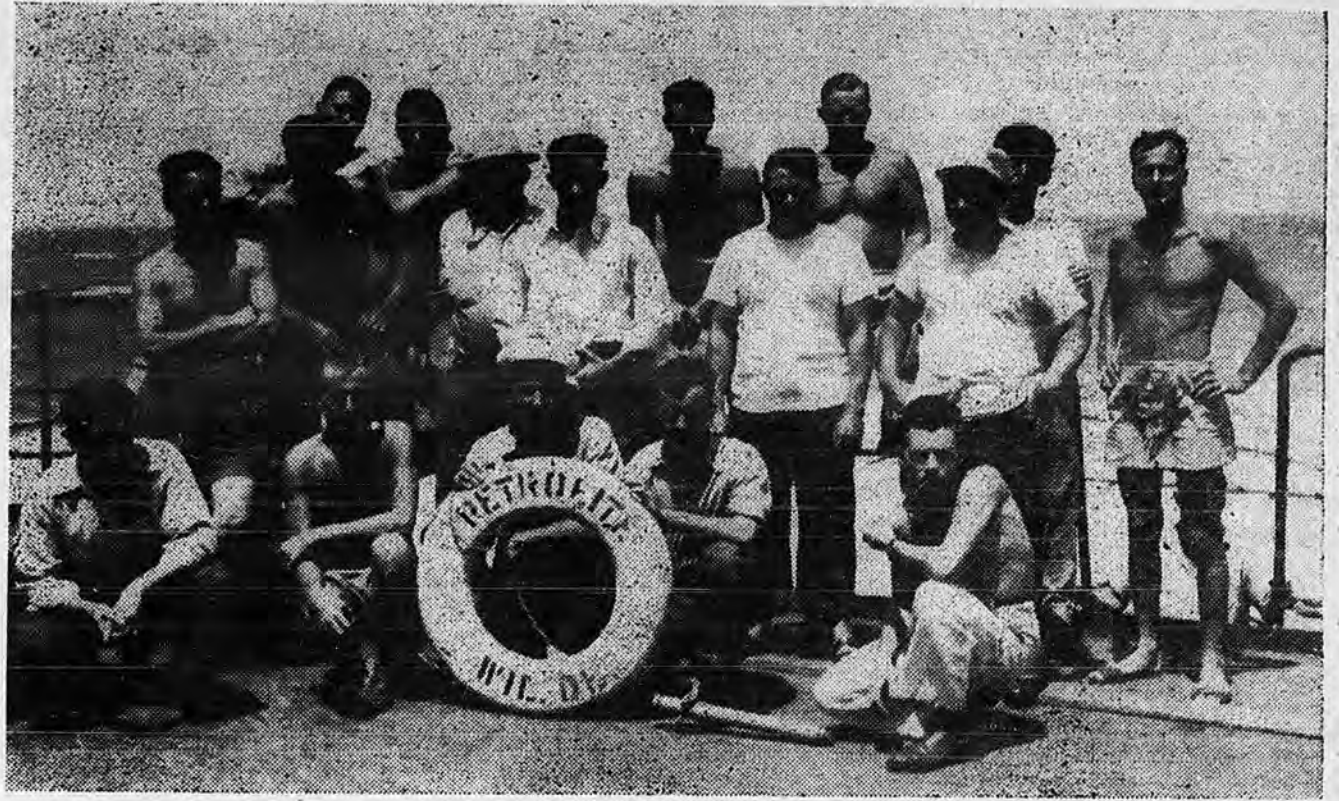
Ruggie threw three life rings over the side while Chandler dashed for the bridge. The Third Mate stopped the ship, and the Skipper, it wasn't Wilson then but Captain Edward Foster, took over.

The Skipper kept Tompkins on the lee side until he could be pulled in. But let Tompkins himself take it from here.

"When I came up I kicked off my seaboots and started swimming," he says. "I swam uphill and downhill at least a ship's length through those heavy seas until I got to the first life ring I could reach."

Tompkins was badly bruised from a bang against the rail he took as he went over, and he suffered somewhat from exposure. But beyond that he wasn't particularly hurt, and he was that much better off than Hoyle.

## SHUTTLING THE OIL TO FRANCE



In various and assorted attire, crewmembers of the SS Petrolite display the informal dress required by the heat of the Persian Gulf and, more important, the shortage of clothing in the ship's slopchest.

Front row, left to right: Bill Williams, Oiler; Charlie Marshall, Oiler; Hubert Robertson, AB; Mike Toner, OS, and Herbert Bannister, Wiper. Middle row: Howardson, English MM; John Odom, DM; Pop Averson, Pumpman; Lucky Nawl, Oiler; Jack Thompson, Fireman, and Shorty Alexander, DM. Back row: Streamline Purvis, Pumpman; John Crews, OS; B. C. Jones, QM; Andy Anderson, AB; Larsen, Bosun, and Joe Phillips, Jr. 3rd Mate.

## Steady Crew Keeps 11-Month Trip Serene

Living together within the restricted confines of a ship for almost a year, far away from home and hitting a leave port but rarely, can fray the nerves and sharpen the tempers of the hardest seagoer.

The SIU crew of the SS Petrolite, Mathiasen Tanker Industries vessel, which paid off in New York this week, had that experience during its recent arduous shuttle run between Ras Tanura and Le Havre. But while everything else seemed to happen to the crew, amazingly enough, the relations among the crew never became strained and no explosions of temperament occurred, though tension ran high at times.

In relating the story of the Petrolite's long hitch on the oil shuttle to France, crewmembers Mike Toner and John Crews condemned the Skipper's practice of giving the men a difficult time,

## Brothers Donate Overtime To Injured Shipmate

When the Deck Gang of the SS Warrior, a Waterman ship, collected all their disputed overtime at the payoff they found a brotherly use for the money.

Instead of shoving the extra green stuff into their jeans, they put it in a big pile for one of their shipmates, Seafarer John H. Elliott, who had been severely injured during the voyage.

They sent the money along to Elliott with brotherly wishes for a speedy recovery and good sailing in the future.

The men who contributed to this typical SIU act were the following:

P. Prasinus, A. Brown, C. Pinetiel, P. Wilkinson, M. Hanson, W. Hallet, G. Fleming, G. Herrmann, H. Blake, F. Fall, G. Scully, and P. Christopher.

but had only words of praise for the crew's conduct and behavior.

In spite of little shore leave, the monotony of shipboard life, the gradual exhaustion of slops and eating utensils, and the sixty-odd bum logs lodged against the crew by the skipper, "the harmony of the unlicensed men was unbeatable," Crews and Toner pointed out. "Everybody was on edge after awhile, but we all realized that we were in it together and no one went off the deep end," they added.

### SEVEN ROUND TRIPS

The grueling voyage of the Petrolite began in Mobile in June of last year, and for eleven months the ship shuttled between the Persian Gulf and French ports. In all, seven complete round trips were made before she headed home in April.

During that time the ship hit ports where liberty was given only 11 times and then only for 15 to 28 hours, depending on the time necessary to pump the oil in or out.

During their rare times in port the crew made the best of it. In Casablanca they resolved that if the trip was going to be a long one, something had to be done to relieve the monotony. They decided that inasmuch as the ship had no radio they would get a phonograph.

After hours of searching they finally bought a phonograph of doubtful vintage and ten records of French, English and Egyptian origins for the shake-down price of \$112.

"It was a gyp, but it kept us sane," said Toner.

While in Casablanca the crew gained insight into the type of Skipper they were stuck with

for the duration. In making the exchange to francs he gave 212 francs to the dollar, but the American Consul told the crew the official rate was 305.

The Captain was warned twice of the practice, but continued the short change until the crew, at a shipboard meeting, made it known that he would be out ship hunting at the end of the trip if he didn't cease the swindle. He thought it over and reluctantly made up the difference.

Later capers, however, changed the crew's mind and the skipper took the long walk at the payoff.

As the months passed and supplies ran low American food was gradually replaced with Egyptian sugar, Australian meat and butter, French flour and English coffee. The quality of the food, in spite of stores difficulties, remained good throughout the trip.

The eating gear, however, didn't hold up so well. After a few months there were but three cups and no glasses left in the mess, so the crew fashioned cups from tin cans.

Slops, too ran low. Men with waists narrower than 30 or greater than 40 found the going rough.

The slopchest had dungarees in the between sizes only, but, according to Brother Crews, it didn't make much difference as they were so poorly made they survived only a few washings.

When the crew hit New York the crew's clothing was a mass of patches with patches on the patches, but they didn't care they were back home.

The Petrolite is heading out for another trip and has a three-year contract with the French government. Anybody interested?



# Digested Minutes Of SIU Ship Meetings

**AFOUNDRIA, Jan. 15**—Chairman Alfred Zalewski; Secretary Bryon Faanes. Delegates reported on number of books in their departments. New Business: Discussion on inferior foods brought aboard ship. Motion carried that delegate collect repair list and mail it to headquarters from Hamburg. One minute of silence for Brothers lost at sea.

~ ~ ~

**ANTINOUS, March 17**—Chairman H. F. Holmes; Secretary O. L. Ridge. Delegates reported no beefs. Good and Welfare: Motion by Woodruff that the Stewards Department be given a vote of thanks for the excellent manner in which the food was prepared and served. Discussion as to possibility of having frozen food put aboard. Reported that New York port steward turned the request down.



~ ~ ~

**TRINITY VICTORY, Mar. 21**—Chairman J. Burns; Secretary M. Steme. Ship's Delegate reported that question up at previous meeting is to be referred to Patrolman. Said Captain promised better slopchest after next port. Engine Delegate reported beef about painting squared. Stewards Delegate's report accepted. Stewards Delegate thank Deck Delegate for cooperation. Discussion of inadequacies of ship's stores under Good and Welfare. Ship's Delegate warned against paying off without a Patrolman. Deck Delegate said he'd told Captain he couldn't hand out painting to select few. Minute of silence for departed Brothers.

~ ~ ~

**SEATRAN NEW JERSEY, April 26**—Chairman Richardson; Secretary Foster. Voted to send Ship's Delegate to see about keys for foc'sles and heads, Ships and Department Delegate's reports accepted. Voted to have new mattresses procured. Molina suggested a fine for men leaving messroom dirty. Voted fines and to have penalties already in effect enforced. Ship's Delegate Foster to see whether crew had to sign for cots. Voted food was right-up to par for SIU ship. Minute of silence for Brothers lost at sea.



~ ~ ~

**SEATRAN HAVANA, April 27**—Chairman S. S. Freilich; Secretary Fred Shaia. No beefs in Stewards Department. Deck and Engine Delegates report beefs to be settled at payoff. Ship's Delegate McIntyre reported that signing for cots and keys was according to Union policy. Promotions must be sanctioned at next port. Baggage must be searched in Texas. Voted that nobody to go to topside quarters except on business. Voted that all mattresses be taken ashore, motion by Cirelli, second by Pappan. Decided to make repair list. Voted to wait for Patrolman before paying off. Minute of silence for Brothers lost at sea.



**SPAN SPLICE, April 18**—Chairman William Melton; Secretary Robert Taylor. All Delegates' reports accepted. Repair lists discussed. Elected Noble to inform boarding quarantine doctor of presence of rats on ship. Asked that Union check Alcoa launch services in various ports. Voted that draws in various ports be governed by official notification by government to crew and not by company agents' say-so. Called for investigation of medical charges, provision for cold weather protection. Minute of silence for Brothers lost at sea.

~ ~ ~

**BLUE ISLAND VICTORY, April 11**—Chairman C. Kean; Secretary I. Joyce. Delegates reported that repair list had been turned in. Motion by C. Long, seconded by W. Rahl, to pick up all books, permits and cards an hour before payoff, carried unanimously. Motion by William Young, Bosun, that all men wanting more than \$100 wait for Patrolman to pass on legitimacy of Captain's \$100 limit. Motion by J. Bazin that tie vote of last meeting be re-voted now since missing men were present. Result: charges against Chief Cook dropped. Tripcarder Katransky recommended for permit. Blackwelder, Calquahon, Piersall, Chaytor, Joyace recommended for pro-books.



**BEAVER VICTORY, April 10**—Chairman James Kelly; Secretary John Barr. Ships Delegate said repairs were shaping up. No beefs from the departments. Voted for new fans, for delegates to see Captain about painting messroom, for storeroom and iceboxes to be fumigated. Matters to be referred to Patrolman if not done. Voted also for fly-catch rolls. Under education it was stressed that new members should be active in Union matters.

~ ~ ~

**DEL SANTOS, April 18**—Chairman Spider Korolia; Secretary Floyd Crumpler. No department beefs. Passed motion by Bill Simmons, seconded by F. M. Welch, to keep messroom closed in port except for meal hours. Korolia relinquished chair to move a fining system for leaving messroom, laundry and passageways dirty, fines to go to men in marine hospitals. Motion seconded by Bob Hubbs, C. M. Willet and J. Ponson suggested that instead of fines men simply donate to hospitals, which was the way vote went. Various proposals made about keeping ship clean and meal orderly. Minute of silence for Brothers lost at sea.

**CAPE MOHICAN, April 14**—Chairman Chester White; Secretary Walter Szymczak. Delegates reported no beefs. Charges to be preferred by Black Gang against permitman on arrival in port. Chief Steward Naujalis, moved, second by Van Dusen recommendation of two men for books as they had helped organize ship. Motion carried unanimously. Voted unanimously on Greany's motion to bring men on charges if they left without 24 hours notice.

~ ~ ~

**YARMOUTH, April 25**—Chairman Morton; Secretary Melanson. Engine Delegate's report accepted on motion by Diaz seconded by Smith. Murphy moved and Martinez seconded that meeting go to Good and Welfare, motion passed. Decided ship should be fumigated with cyanide. Asked for sterilization machine to wash crew's dishes. Minute of silence for Brothers lost at sea.



~ ~ ~

**SPAN SPLICE, Feb. 29**—Chairman William Mellon; Secretary Winston Pearsall. Special meeting to consider food situation. Decided that men in Stewards Department engaged in preparing extra meals be notified beforehand by persons authorized to seat. General discussion of menu, stores and manner of preparing food. Cooks agreed to try harder to please crew. Minute of silence for Brothers lost at sea.

~ ~ ~

**JOHN M. MILLER, April 4**—Chairman E. M. Crist; Secretary W. L. Hammock. Delegates reported all overtime was in order. Ship's Carpenter had been busted for performing in North Africa. Discussed proper Union action. Decided that since man had conducted himself properly since that matter be overlooked so far as crew concerned and be left to Port Agent. Congratulated 4-to-8 watch for keeping messroom shipshape. Suggestions made that every member buy four or five pocket-size novels and non-fiction before shipping out so that nobody will run out of reading matter. Repair list approved. Minute of silence for Brothers lost at sea.



~ ~ ~

**TOPA TOPA, Mar. 21**—Chairman John Marshall; Secretary William Hahn. Ship's Delegate said most repairs completed. Departments reported no beefs. Voted to bring any performers up on charges. Under Good and Welfare suggested Delegates check books closely, that fruit menu be changed, that pantry be cleaner and that whole ship be kept SIU fashion. Minute of silence for Brothers lost at sea.

~ ~ ~

**YARMOUTH, April 28**—Chairman Hunt; Secretary Thompson. Discussion on action of Deck MM. Voted to give MM another chance. Voted that Deck Delegate Keyes give MM some good guidance. Minute of silence for Brothers lost at sea.

## SEAFARER SAM SAYS:

GOOD JOB, WELL DONE!

GOOD JOB, WELL DONE!



WE

CAN WELL PAT OURSELVES ON THE BACK FOR THE JOB WE DID IN THE UFE STRIKE. WE SHOWED THE WORLD THAT "BROTHERHOOD OF THE SEA" IS NOT ONLY A SLOGAN, THAT IT IS BIG ENOUGH TO COVER OUR BROTHER TRADE UNIONISTS WHO MAY BE INVOLVED IN A BONA FIDE BEEF—AND WE SHOWED THE MARITIME INDUSTRY THAT WE ARE GEARED TO TAKE CARE OF OUR OWN BEEFS—WHENEVER THEY COME!

## CUT and RUN

By HANK

Westbrook Pegler, the columnist, has vomited forth another grave injustice upon the character and jobs of American merchant seamen. This comical magician of distorted and decayed journalism, who hates everything and everybody, wrote last week in his garbage column his opinion of the Wall Street strike: "...the foul-mouthed scum of the seas who joined up with the Wall Street clerical workers... The American Merchant sailor is more often than not a bum so low that American passengers will not ride with him if they can book aboard foreign ships. The ranks are heavily infested with lazy, degraded trash not to be trusted with unprotected women, unguarded jewelry or even small change in the staterooms."

~ ~ ~

We wonder if Westbrook Pegler would be a more happy American if our American merchant marine could be operated more efficiently and bravely by foreign ships and foreign seamen? Pegler's putrid ridicule of the majority of American merchant seamen (who are decent and come from decent families) is not only cheap Un-Americanism, it is treacherous enough to be classed with Communism. This journalistic ignoramus has tried hard to paint all merchant seamen with black disgrace. However, since he is another lonesome pebble on the beach, washed by the bilge water of the sea, his savage lies will never break the truth about the lives of merchant seamen.

~ ~ ~

Brother Frank Smith is wondering if Bob McQueen is still in town. Frank, who came in recently from the West Coast, says he saw Bob about a year and a half ago... Big Jimmy Hand, who is building himself a home, just went down the coast towards Florida way... To Brother James Earl of Philadelphia: There are no available copies of the LOG from 1944 and 1945. There are bound volumes of the LOG from 1946 and 1947, four in number and priced at \$2.50 each... Good News: Waterman Line is scheduled to have ships sailing from Pacific ports to England, Le Havre, Antwerp, Rotterdam, etc., every 14 days. At least six C-2 type ships will be used with accommodations on each ship for 12 passengers.

~ ~ ~

Here are some oldtimers who may still be in town: C. Burns, W. Gonzales, J. Dames, D. Crockett, James Thacker, R. Ortiz, R. O. Paul, S. Rosario, E. Belpre, P. Taurasi, T. Shea, J. Bussineau, C. W. Smith, D. Seda, F. Constantine, John Cabral, C. Raborn, C. F. Eberhart, E. Rydon and S. O. Borlang.

~ ~ ~

In all SIU halls there are many informational booklets of complete and important benefit to all SIU brothers—permitmen, new bookmen and the oldtimers. All hands should pick up all these booklets and study them—while in port or out on that trip. Remember, this is your union and these booklets are strictly for your benefit and the welfare of the entire union apparatus. You'll be not only more informed but happier you read every one of these important books. Here are the titles of most of them: Seafarer's Organizing Program, Handbook for Permitmen, Shipboard Handbook for Crewmembers and Delegates, Strikes and Strike Strategy.

~ ~ ~

The weekly LOG will be traveling free of cost all over the country to the following brothers: James O'Malia of Ohio, John Crews of Alabama, Raymond Michaud of Pennsylvania, Lawrence Gerck of Illinois, H. Thompson of Alabama, Thomas Bolton of Texas, Joseph Whalen of New York, Hubert Robertson of Missouri, Bernard Toner of Pennsylvania, Carlton Richards of Texas, Hubert Saucier of Mississippi and H. Blackwelder of Florida.

# THE MEMBERSHIP SPEAKS



## Upholds Galley Men In Painting Issue

To the Editor:

It seems that almost every ship I have gone aboard since our contracts were changed after the end of the war, there has been nothing but trouble and more trouble and arguments between the Deck and Stewards Departments as to who was going to paint the galley, passageways, pantry, messrooms and so on down the line.

In reply to Brother Fred Stewart's article in the LOG some few weeks ago, I would now like to pass my views on the subject.

It seems to me that our old contracts, which were in force before my time, stated that the Stewards Department was required to paint, chip and scale and keep clean all places where they are working, without the payment of overtime. On top of that there were many more duties required of the Stewards Department.

But now, with the new contracts, the Steward Department does not get in on the overtime. Now it is my opinion that the Deck Department has enough overtime without trying to take away what little overtime the Stewards Department has. On my last three voyages the Bosuns and ABs all came in with 250 hours overtime for a 59-day trip. The galley men were all low men, some with barely 90 hours.

I know we're supposed to work eight hours a day per agreement. I know, too, that a man in the Stewards Department is also a union man.

### MAKE LESS

Brother Stewart made it plain that cooking and baking and painting don't mix but does he also know there are many men sailing in the Stewards Department making far less than an ordinary seaman? In so far as the Stewards Department men being capable painters, does he know there are many men in the department who have also sailed as Bosuns and ABs.

Those so-called characters he mentioned who put down one and two hundred hours for painting messrooms and galleys should have been told that such overtime was phony and strictly no good. Just because such guys pulled phony stunts, the rest of the men should not be penalized. I feel that those guys should have been taken care of at the port of payoff and reported to the proper officials.

Those guys were not good Union men who follow this trade as a profession but guys who just want to make dough quick.

There are many men in the Stewards Department who have large families and who need that little take-home pay they were getting when painting.

I feel that when a man is told to keep a messroom or pantry clean and maintained at all times, he should also be allowed to paint it when it becomes necessary. And I might add, that when a Steward even considers okaying 200 hours overtime for painting, he should have his head examined.

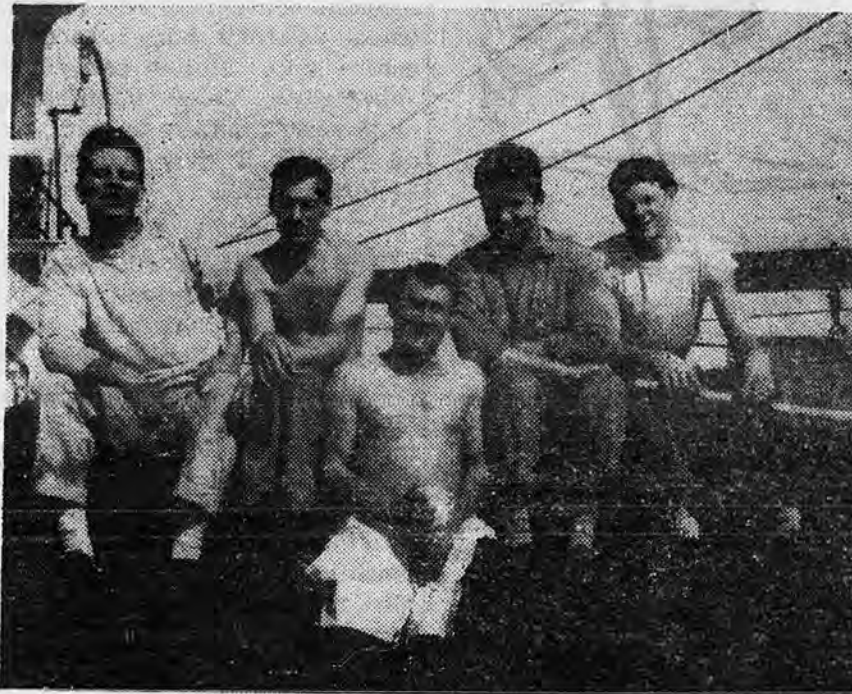
I consider myself a good Union man. I sail continually in the Stewards Department and I am proud to be a member of that department. But since I first began in that department I found that we have had to put up with many beefs that many times were not our fault.

Brother Stewart, don't you feel that a Messman should, at least make as much as an OS? What does an OS know about painting? Does he have to have a ticket to prove he is a painter? No! And neither does a Messman, Cook or Steward.

I speak for myself but I feel every man in the Stewards Department is of the same opinion. Please consider this beef a little more before discounting the Stewards Department's claims.

Fred R. Hicks, Steward

## THEY SAILED THE DUNCAN



During the course of the SS James Duncan's voyage to France and return to Mobile last month, crewmember A. W. Wasilick spent some active moments with his camera. Above he shows some of the Seafarers aboard as they caught some sunshine off the Florida coast.



Brother Wasilick grouped these Duncan Deck men for a "shot" just as they knocked off for coffee time after a session of work in the holds. The camera-carrying Seafarer writes that the lads had a "very good trip."

## Wall Street Beef Displayed Militancy Of UFE Members

To the Editor:

During the beef on Wall Street it was heartening to see the turn-out among the Seafarers in supporting the fellows and girls of the United Financial Employees.

Our men have really shown these people what a real labor organization can do to make the "men of money" come around to their way of thinking.

When these UFE people go back to their jobs, they can hold their heads high and tell their finky bosses they are now members of a full-fledged labor organization. And, also, that they want to be respected as such.

Believe you me, brothers, those so-and-so's on Wall Street had better show some consideration to their employes or they will step on their toes the same way we do when the shipowners get tough with us.

### MILITANT GROUP

All in all, the United Financial Employees is one tough bunch, considering that this was their first attempt at bucking the Wall Street "Williams." They have

shown all experienced trade unionists that for green-horns they have guts—even if they aren't experienced.

So to all you brothers and sisters I say: Keep your eyes on the UFE. It is an up and coming union. I wouldn't be at least surprised if, in a few years, they are near the top of the list of strong and respected unions in this country.

And all you Seafarers can say to yourselves that you have helped someone step closer to his goal in the fight for a decent wage and normal living.

A. J. (Fritz) Tanner, SUP

### ATTENTION!

The slop chest is your corner store while you are at sea. You can't take your trade someplace else if the slop chest doesn't have what you need.

## Ship's Officers Okay, But One Bucko Fouls Trip

To the Editor:

Just a few complimentary and uncomplimentary words in regard to the licensed and unlicensed personnel of the Minot Victory.

The Steward, an Isthmian man, has on various occasions, shown partiality to topside in serving salads and other foods. He seems very modest when around the officers, but is a bully among the crew.

We have had a couple of characters among the unlicensed personnel, but they have been well taken care of.

The Skipper has been a fair sort of Old Man and has conformed to the union contract to the best of his ability. The Mate, with a little more schooling, will be a damn good man.

The Chief Engineer, however, is different. The man is not worthy of being on a seagoing ship, but belongs aboard a flat-bottom river scow. He has used all sorts of profane language against the Union and its membership.

### TWO-FACED

On many occasions he has disputed overtime that was clearly legitimate. When the Patrolmen tried to settle these disputes, the Engineer agreed whole-heartedly, but when the department delegates went to interview him, he disputed all overtime he had previously okayed in the presence of the Patrolmen.

Several times the delegates went to see the Chief Engineer with beefs, but the Engineer refused to listen to the men.

We, the crew, have tried from time to time to pull this phony from the ship, but have had no success.

To the next crew of this ship, we wish the best of luck and hope they do not encounter the difficulties which plagued us.

Ex-crew Minot Victory

## Log-A-Rhythms

### The Sailor's Yarn

By "TOP 'N' LIFT"

The youngster climbed  
On his father's knee  
In quest of tales  
Of the ships at sea,  
Of storms and calms  
And the lives of men,  
While his father relives  
Those years again.

"The great war came  
And convoys sailed;  
Our crews never faltered,  
Our hearts never failed;  
In the nation's peril  
Our valiant men  
Vanished, appeared  
And sailed again.

"Into the mists  
And the unknown  
'gainst lurking dangers  
O'er wild seas lone  
Building the future,  
An American morn  
For hearths and homes  
And the yet unborn.

"Those were the men  
Of the SIU,  
No Russia-firsters  
Of alien view;  
Americans all,  
Democracy's stride,  
Old Glory our banner  
O'er ships and tide.



"We counted the dead,  
Our ships listed lost,  
With face to the sea  
We yet mourned our cost.  
But the hands on the helms  
Were steady and strong  
Our courage was high  
The convoys sailed on.

"The tyrants thundered  
And tyrants fell.  
We sailed the ships  
From the gates of Hell;  
Our dead were resting  
Neath the Seven Seas,  
As we turned homeward  
To dreams of peace.

"We earned our laurels  
In war's red glare,  
Through the years of peril  
We knew no despair,  
The Torch of Democracy  
Was in our hands,  
The flame of the future  
For darkened lands.

"New tyrants are rising  
To replace the old,  
New traitors and labels  
For an ever same mold,  
New arms are now reaching  
To strangle our might,  
New hands seek to blackout  
The Torch and the Light."

THIS IS NO FISH STORY



Flanked by two admirers, Seafarer George Howard, Chief Cook aboard the Cape Mohican, proudly displays 35 pounds of fish he hooked during recent trip. Man at right is vessel's third mate; other chap is unidentified.

Mate Who Filled All Jobs Draws Fire Of Brady Crew

To the Editor:

We have had such a miserable trip due to the Chief Mate that we feel our Union brothers should know about him so they won't be victims like we were.

His tactics on most ships, as they were aboard the Matthew Brady, Bernstein, is to pat the crewmembers on the back and say that he wants to play ball with everybody. But let him get you on articles and then he starts pitching.

We are due in Baltimore soon and you can bet your life that he has got to get off before another crew comes aboard. We wouldn't wish a Mate like him on our worst enemy.

He made the remark to some of the crew that he had been fired by ten companies already, and if we had him kicked off he would go right back on another ship.

Talking about Mates staying on deck, this one puts in eight hours a day. He wants to be Bosun and Mate both. The Bosun would tell the gang what to do and the Mate would tell them something else.

"THROW HIM IN IRONS"

Naturally the Bosun got tired of this so he gave the Mate the keys and told him he could be Bosun. The Mate hauled the Bosun before the Captain and together they threatened to have him put in irons unless he (the Bosun) kept the keys. The ship's delegate asked him to keep the keys because we didn't want to see him in irons.

(This is something that we think ought to be put in the agreement. Bosuns should be empowered to turn the men to, work them as he sees fit and knock them off.)

If a man turns to in port with a bit of whiskey on his breath, the Mate wants him logged, in fact every Log in the Deck Department was perferred by the

Mate. Some of the Logs are not justified and we think they will be lifted by the Patrolmen.

One of the logs was against a crewman because there was a woman in the 12-4 room. The Mate doesn't even know who brought her aboard, yet he is logging this crewman two for one.

Another is against a crewman for being off the gangway. The man had stepped inside for his jacket and had been gone but a moment. We believe the Mate had been drinking as there were words and so he logged the man for being drunk on watch. The guy was sober ten minutes earlier when the watch was changed, so we can't figure out how he got drunk in ten minutes

ABUSIVE LANGUAGE

On several occasions the Mate would be in a hurry to get the men on deck and if they didn't jump to suit him, he would start cursing them. One time it go so bad that the ship's delegate started for the Captain's room but we figured the Captain would back the Mate.

We kept warning him that if he didn't quit doing the Bosun's job, the Bosun would put down for overtime. One day he turned the 4-8 watch to at noon without telling the Bosun and when he put in for overtime, the Mate blew a gasket. From then on he made life miserable for the Serang.

Half of the Deck Department overtime is disputed in spite of being in black and white in the agreement. This we are to get at the payoff.

If I kept on I would write a book, but you get the general idea. Most of the fellows aboard say the difference in the Deck and Engine Departments is like hell and heaven.

Frank Jones  
For the crew of the  
Matthew Brady

Davis Crewmen, Stranded In B.A., Given Aid By Del Valle Seafarers

To the Editor:

The crew of the SIU-contracted ship SS J. M. Davis of the Pratt Steamship Company, wants to let you know what a swell

gang they have on the SS Del Valle, a Delta Line ship out of New Orleans.

We, the crew of the Davis, are in a tough spot here in Buenos Aires, where we have

been stuck for the last couple of months.

It is all attributable to the present owner of this scow who has turned out to be a fly-by-night operator, who appears to be trying to chisel us out of our dough. He is the same guy who was tied up in the ammunition affair that occurred in New York a few months ago.

FLAT BROKE

We have been without a draw since Jan. 17. No allotments have gone through since that time either. We were loaded and ready to sail about Feb. 20, but due to the fact that there were a lot of unpaid bills against the ship in this port, the authorities wouldn't let it sail.

All this forced us to take matters into our own hands. The ship was attached with a maritime lien by us to insure payment of wages. The ship has now been dead for lack of fuel. We have been completely abandoned by the owners and their agents.

We are now living on consular relief, which means room and board—and no more! You know how tough it is to get anything of a consul and this one is certainly no exception.

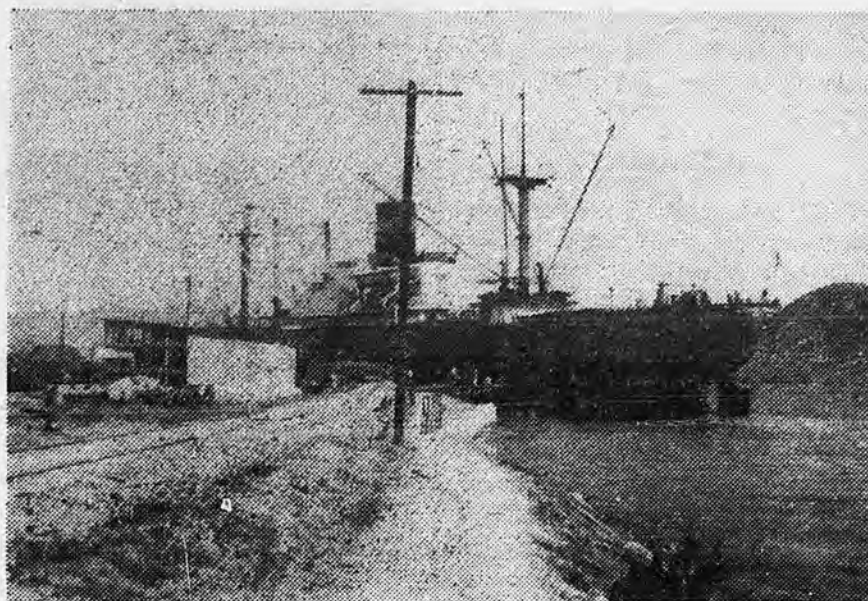
VALLE MEN HELP

We laid our case out for the crew of the Del Valle and they unanimously decided to help us out. Everybody pitched in and so far they have donated \$85, cigarettes and some books. They also invited our gang to come aboard when they wanted to get some good American chow. The money donated will take care of communications, carfare and several other things that are necessary to keep our case going down here.

We sure appreciate it, fellows, and we wish there were more ships like yours hitting this port.

Thanks a lot in behalf of the crew of the SS James J. M. Davis.

J. B. Jensen  
Ship's Delegate



Here's the Cape Mohican, tied up at the Ensenada, P. R. docks. Formerly a Bull line scow, the Mohican is now operated by Mar Ancha on a sugar run to Cuba and Puerto Rico. Her home port is Philadelphia. The name of the Seafarer who took these photos was not submitted.

'The Voice Of The Sea'

By "SALTY DICK"

ABOARD DEL NORTE—Dan Marine, 4th Cook on this scow, had a brainstorm again. This time he wants to be a bush pilot in Alaska. He's interested in gold and furs. He wants a backer... Jose Castellon, Butcher, has finally bought a pair of shoes. His work shoes had been ready for the sea for a long time... While in B. A. don't fail to go to Parque Retiro to have some fun. It's like Coney Island but much smaller, of course.

When you buy a drink at any dump on the Sawdust Trail, make sure you pay for each round. I was taken over for 118 pesos and 50 centavos... Stay away from the Odeon, if you can... Montevideo is the port where the girls come to greet you and then wave goodbye to you after they take you over... The Anda Bar seems to be the favorite bar for seamen. They should have the LOG there.

Harry Hill, Messman, refuses to sing while serving. He claims he's no singing waiter. Have you seen his striped suit?... Bernard McNeil, gloryhole Steward, is a Bostonian and very proud of it... Santos is one port where the boys have a good time. Too bad we're here so short a time.

One of the passengers has asked a few of the crew to visit his coffee plantation. I intend to accept his offer... One of the crew is named Elmer, but he wants everyone to call him "Chuck." Why, Elmer?... Rio is the most beautiful harbor in the world... Lopa is not the same old paradise.

Richard Carrillo, 2nd Pantryman, serves the Chief Pantryman. Being the Chief is deaf, he has to be like Paramount News. The eyes and ears... We are very fortunate to have the Fontan boys for bakers. When I asked Harold why he wanted to be a baker, he replied: "I always wanted to be in the dough"... Charles Pe-

coraro, Waiter, has been in the business for 30 years. We should have more like him.

When the Del Norte arrives at the Virgin Islands, we always go in search of pleasure. But we don't find it here like in the other ports. At Trinidad we only stop for eight hours and none of the crew can go ashore. All I say is let the girls suffer.

Alfred Duarte, Galley Utility, wants everyone to know he's no chavante from the interior of the Amazon. He was born in Portugal and raised in Rio. He spent 18 years in Loyola University—waiting on tables. Frank Fernandez, BR, comes from Ybor City and is determined to operate some business in the near future. (Do you know Ybor City?)



STEPS FOR RECORDING OVERTIME OUTLINED AT BROTHER'S REQUEST

How about a bit in the LOG on the correct way to write up overtime properly? Many men, not familiar with overtime sheets, let it go and forget when and how much overtime work they did.

William Downie

ANSWER—In recording overtime it is important that these simple steps are correctly and completely followed: 1) The exact date of work. 2) Place where work was done—at sea or in port (name port). 3) Time work was begun and time knocked off. 4) Type of work done. This must be stated in detail. If working on deck while shifting ship, do not merely state "working on deck," but rather, "working on deck while shifting ship from Brooklyn to New York." 5) Total overtime hours worked. 6) The approving signature of the department head. This okay must be had within 72 hours after work is completed.

To be safe, record all work immediately after completion, even work which is doubtful as to overtime. It is easier to scratch it out at the payoff than to lose out completely.

# Sees Useful Knowledge Gained In UFE Strike

To the Editor:

Well, I guess everyone has had a chance to see how the big shots of Wall Street use their money to stop an American worker from trying to make a decent wage. The United Financial Employees beef certainly had some good lessons for all of us.

Schram, the president of the Stock Exchange, no doubt figured that as long as he had police protection (and he had practically an army of bluecoats) he didn't have to worry about his employees demands for decent wages. He also figured he could starve the people back to work.

### WRONG SLANT

But he didn't figure on the right things. One thing he certainly didn't take into consideration was that his workers were out fighting a just cause. And he didn't know that when you fight a just cause not even police brutality inspired by Schram can stop you.

These UFE people were sick and tired of being stepped on for so long. When they got on the lines they were a militant bunch who showed they were willing to go all the way.

Another thing Schram didn't figure on was that the people of

the UFE weren't fighting alone. They had the full support of the SIU-SUP and many other groups. He never expected that the UFE would stay out on the lines as long as they did.

This beef accomplished great things, besides proving that the UFE, backed by the SIU-SUP, could stand up and remain firm against hundreds of cops, clubs and all.

### SPOTLIGHT

The beef focused the nation's attention to conditions among white-collar workers and how important it is that they have a strong union to fight for their just demands. It showed, too, that the bosses will use everything means, fair or foul, to deny their workers what they justly seek through democratic means. We also saw how the Taft-Hartley law is only something for the bosses to use as a whip.

The Wall Street beef should be a good lesson for all organized labor. One thing is for sure, our guys who were out there helping these white-collar workers, have learned the score. Now we will be able to use this experience to advantage in our own future affairs.

Blackie Colucci

## "Red," The Story Teller



A frequent contributor to the LOG, "Red" Campbell's humorous accounts of ports visited and characters met, are always good for a chuckle. "Red" is out on a ship now, but he'll no doubt have something for LOG readers shortly.

## Had Gear Lifted In N.Y. Hotel, Warns Brothers

To the Editor:

I would like to pass along, as a warning to all brothers, an experience I had recently.

On April 16, I obtained a room at the Hotel York, 7th Avenue at 36th Street in New York. I left my room at 3:30 P.M. to return at 9:30 P.M.

While I was out someone entered and stole almost all of my gear. Two new suits and an overcoat were taken. In the pocket of the overcoat was my wallet containing all of my seaman's papers, identification certificates and Union book.

The room was registered in my name and I had taken no one to the room so it was not a "roll job." The room was locked when I left and locked when I returned.

I value the loss at about \$250, but the Hotel disclaimed any responsibility.

A word to the wise is sufficient, brothers, if you have gear to leave in a hotel room, don't stop at the Hotel York.

Albert Klein

# Pop's Books Show America's Skipper As Amateur Tyrant

To the Editor:

What's this about Captain Petersen blowing a head of steam over a Saturday Evening Post article glorifying Captain Manning of the SS America?

Why Captain Petersen, don't you know matinee idols must go into their act every so often, and that it's not navigational knowledge and seamanship that earn some jobs as much as knowledge of the art of handshaking?

Captain Manning would never tie his luxurious ship alongside the coal unloading crane at Port "Dirty" beyond Marseilles and then to Dirty "Dick" in Trinidad, with lime and coal dust and bauxite in his holds and on his eggs and down his lungs, captain.

Gold braid does not a captain make, nor magazines the sailor. Takes the sea for that.

I've had a little payoff and I'll bet Captain Manning \$500 I can find a couple of women on the beach who can lose him on his own bridge with his own sextant, and then take him in hand and teach him as much as he can hold of navigation. Wanna bet, Captain?

Told my watch mate, Blackie Seahold, aboard the Alcoa ship Oliver Loring, that if bull slinging was music I could organize a brass band. Well, if I only had Captain Manning's lip, blowing his own horn, that would make a Sousa out of me.

### FIRST STRIKE BREAKERS

Don't you know, Captain, the first strike in the new world was pulled by sailors on a wind ship anchored off St. George, Staten Island? They tried the crew for "mutiny" and hanged four of them in City Prison, the rest were returned to the ship.

When the crew again struck against long hours, decayed food and no shore liberty, the authorities hung another batch of the crew from the ships yardarms.

Sure, that's history. You'll find it on the docket in New York City, and it happened before Ben Franklin founded the Saturday Evening Post.

If you'll pick up another history, in Genesis you'll read of one of the first recorded voyages of 150 days. The skipper went ashore and planted a vine, came a husbandman (farmer). He squeezed the juice then of the grape and got drunk thereon.

Ray E. Sparks

He put in a "performance" and wound up stark naked on the deck of his tent. A Captain, too. Sure. Noah was his name.

Did you ever read the history of the voyage of the Golden Fleece? Jason was that skipper's name and he had to lash his crew to the masts to keep them from jumping overboard and swimming to the sirens on the beach.

All of those things happened long ago and have happened again since. Sailors—and women



—are the way God made them and you can't do a thing with them, Captain Manning.

By the way, Captain, have you tried to peddle your sorrows to "True Confessions."

James (Pop) Martin

## WANTS TO SEE ELIMINATION OF ELECTRICIAN BEEFS

To the Editor:

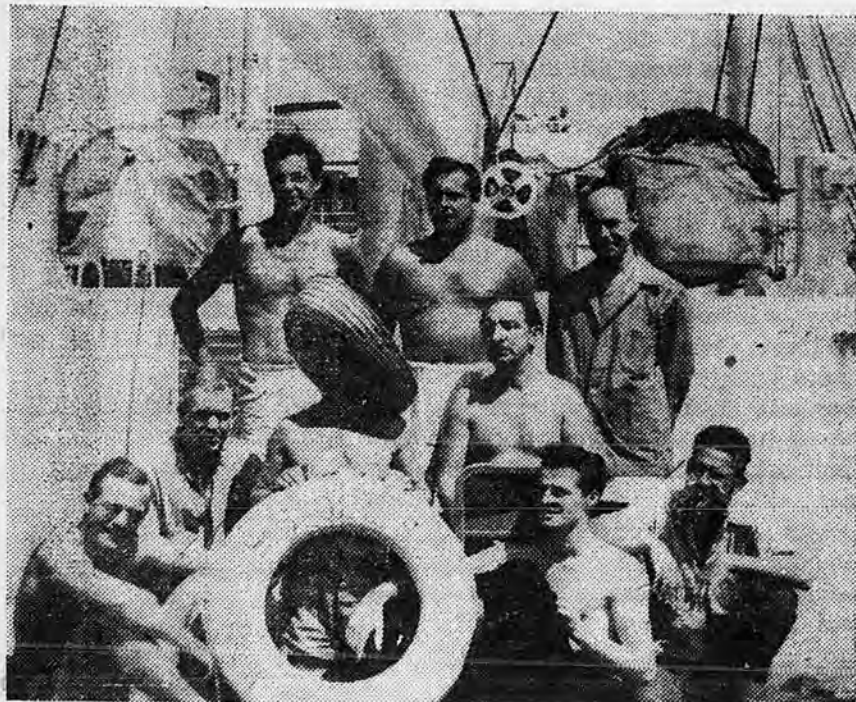
I read with great interest the letter by Electrician George S. Velie Jr. What he says is very true of practically all cases concerning the duties of Electricians.

The present agreement, as it relates to Electricians, is not clear enough to eliminate beefs aboard ship. These beefs are causing much friction. Something should be done to calm the waters.

I've written a letter to the Secretary-Treasurer on this subject and hope he will write an article to straighten this mess out.

A committee of Electricians should get together to work out some kind of agreement. Furthermore, Electricians should sit in when contracts are discussed to protect their interests. I hope some action will come of this or, at least, some discussion aroused.

## DEL SUD'S SINGING WAITERS



According to crewmember Edward B. Grothus the boys above "constitute one of the best working teams aboard the Del Sud." The vocalizers are, left to right, front row—Whity North and Red McNamera. Second row—Red Beers, Pedro Hammel (with hat), Red McConville and Johnnie Newchurch. Back row—Eduardo Grothus, Joe Hilton and Curly Weisbrot.

# Feels Grippers Split SIU Ranks

To the Editor:

Some individuals seem to think that to be a good Union member they must always find fault with everything, including their Union brothers. Whenever a man reaches that state of mind he is isolating himself from his fellow workers, and the Union nor the company should tolerate him no longer.

On SIU ships men must live in close contact with one another and it is a bad situation at best without being burdened with a perpetual griper who is always belittling and finding fault needlessly.

He may call it unionism; I call it bad fellowship.

Whenever you find a ship where the brothers pass along good deeds and kind words to

one another, you'll find a happy ship. Much more can be accomplished by these means than by continual harping over some senseless matter which beyond the power of the crew.

There is always one of these troublemakers aboard a ship where the members have been having difficulties with each other. A chronic griper, tattle tale, gossip and agitator hides behind his Union book, proclaiming his belief in the "brotherhood of the sea."

### FOUND LACKING

This type is usually found sadly lacking in time of Union stress. These persons are neurotic and should retire from the sea. Many grippers who are self-appointed sea lawyers and super militants, aid not in the least

in straightening out matters, but cause the Union only trouble.

If we are imposed upon by our enemies we do not waste time by plain griping and yelling. We act to correct the situation. Get up and take a walk around yourself to ascertain if you have contracted any of these faults. If you have, I assure you that you must take corrective steps toward becoming a real brother in the SIU.

A good Union member is a good shipmate, who would give his right arm for his brother and would uphold him in his undertakings.

God knows we have ample trouble from anti-union sources without having to content with internal friction.

Paul Parsons

## "IS THERE ANY NEW BUSINESS?"



Chairman H. A. Thompson, in "T" shirt at right, asks the members of the Seatrains New York to hit the deck if they have anything to say. Shot was taken during shipboard meeting on April 18 while at sea.

## UFE Man Hails Seafarers' Brotherly Stand In Beef

The thousands of Seafarers from all ports who walked the Wall Street picketlines in support of the United Financial Employees can tingle with pride at a good job well done.

They can also be certain that their part in getting the UFE a decent contract was fully recognized by the financial workers themselves. There is plenty of testimony to their gratitude, but none is more heart-warming than that contained in a letter from UFE-member Clifford C. Thomas received at SIU Headquarters.

"You are the first people, outside of my family, who ever did anything for me knowing that I could never repay your kindness," Thomas writes, in the course of his moving tribute to the SIU's readiness to lend a helping hand.

The complete text of Thomas' letter to Headquarters follows:

"You wouldn't know me from Adam if you met me. I am just another UFE man.

"Rather than waste your time by a personal call, I am sending you this note to express my thanks for the help you and your men gave to me and my friends.

"You are the first people, outside of my family, who ever did anything for me knowing that I could never repay your kindness.

"Thanks again for showing how to stand up for my rights like a man."

## Lauds Planning Of UFE Beef; Has Value For SIU

To the Editor:

At the regular meeting in New York held on Wednesday, April 21, the Secretary-Treasurer spoke in high praise of the manner in which our Union members had conducted themselves on the picket lines and through all phases of the Wall Street strike thus far.

He asserted his pride in our members who did not flinch even under the swinging clubs of Police Commissioner Wallender's scab-herders.

In reply to his praise I can say only that the courage and steadfastness of our pickets was indeed wonderful and played a great part in the battle, but there is also another factor that bears mention, the praise due those Brothers who planned and executed our role in the strike action.

I have been a member of the SIU for eight years, and have seen it grow into one of the strongest unions in the country. It has become that way for the same reason we have done so well in this strike, because of the careful planning and capable leadership from both the officials and the rank-and-file.

The UFE beef is a good indication of what we can expect when and if we have a beef of our own this year.

John H. Hunt

## ATTENTION!

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

## Former Seafarer Finds Organizing Union Tough Job

To the Editor:

As a retired book carrying Seafarer, and living in a non-union State and a very anti-union town, I would like to tell you what a union is up against down here.

After leaving the SIU, I had a job with the Southern Screw Company. That job didn't last long so I took a job with the J. C. Penney Company, which had just erected a huge 14 acre warehouse here. That was six months ago.

After a few months I saw we would have to have a Union in the place. A few other union-minded men thought the same and so we called in an organizer for the CIO warehouse workers union.

The company is conducting a smear campaign with high-powered literature. Could you give us a few hints as to how we might win?

John Carson Jr.  
Statesville, N.C.

(Ed. Note: Brother Carson included a copy of a company sheet which includes reprints from a Hearst Newspaper attacking the Union as "Red." It is true that a couple of locals are controlled by the communists, but the majority of the locals and International Union is anti-communist. This they didn't mention.)

# Raps Skippers Who Refused Holiday Chow To Seamen In French Drydock

To the Editor:

Attention should be called to the attitude displayed by some of the Skippers of American ships in Le Havre, France, around Thanksgiving time.

And, in fact, those Skippers should open their eyes to what I have to say in this letter which is written for their benefit. They seem to forget, most of them, that they themselves have sailed in the foc'sle in their early days.

There were eight American ships in Le Havre over Thanksgiving, and all eight refused to aid the 40 American seamen who were ashore in the local hospital at the time.

This indictment applies to some of the Stewards as well as to the Masters, for although a few Stewards came through even those who did failed to do enough.

The lady from the Seamen's

Club want around to the American ships asking for food for a Thanksgiving dinner for the men on the beach. She did it that way because there was a food shortage ashore. Nevertheless, she was refused.

## SAW WRONG GUYS

If she had known the way around the ships, she would have spoken to the crews or their Unions delegates, and she would have gotten results. But she did her talking to the Stewards and the Masters.

Any of the crews would have taken it upon their shoulders to get the men fed.

That is why I stated that the Skippers forget their own days in the foc'sle. With eight American ships in the harbor, it would have been a simple matter to

## BEFORE CURB EXCHANGE CAPITULATED



This photo, taken shortly before the UFE announced its victory over the Curb Exchange, shows one of the spirited groups picketing the building in Trinity Place. Man at extreme right is Seafarer Jo Jo Touart.

## Crack Crew On Steel Maker But Picture Was Negative

To the Editor:

Here is a picture of part of the crew of the SS Steel Maker while we were loading onions here in Alexandria, Egypt, for New York.

We have a very good Union crew except for one member who was performing aboard ship and giving the Union a black eye. The rest of the crew voted unanimously to have this man thrown off which was done in Port Said.

Closing, we hope the rest of the Brothers will keep up the good work for the Union.

The Crew  
SS Steel Maker

(Ed. Note: Unfortunately, the boys on the Steel Maker sent in a photograph of the negative of another photograph. To use it would have involved some complicated laboratory processes in the course of which any chance to identify the crewmembers would have been lost. If we could have used the photo, here are the SIU members you would have seen:

Pete Walsh, Junior Engineer; Freddie Delacruz, AB; Ollie Nerkiewicz, Deck Maintenance; Sam Jonas, 2nd Electrician; John Fronden, Utility; Bill Baumgardner, 3rd Cook; G. Walker, Messman; R. Schwarz, Chief Cook; F. Quintero, Utility; Bill Hastetter, AB; Don

Faulkner, Deck Maintenance; J. Rodriguez, Utility; J. Strickland, AB; H. Witt, Messman; W. Kaylor, Steward; A. Sprengel, 2nd Cook and Baker; J. Thornton, Utility; R. Williams, Bosun; Tony Annelar; and Joe Coelho.)

## RIDER CREW DOFF CAPS TO SKIPPER: 'REAL GENTLEMAN'

To the Editor:

Having been a member of the SIU since 1943, I think it is about time I send my two cents worth to the LOG.

I am just finishing up my second inter-coastal trip on the Rider Victory of the Isthmian Line, and would like to say a word about one of the best skippers afloat today, Captain Vintant Bulwich, who has been master on this bucket since last February. Speaking for all hands, he is tops.

I have been black gang delegate this trip, and the two other delegates and myself have not once had to go to Captain Bulwich with a beef.

I have heard that most Isthmian skippers are difficult to get along with. If this is true, I am glad that Captain Bulwich is an exception. So, for the whole gang on the Rider Victory, I say: "Hats off to him, a real gentleman."

William J. Prince  
Asst. Electrician  
SS Rider Victory



have given the hospitalized Americans a Thanksgiving dinner with all the fixings.

If each ship had agreed to be responsible for five men, eight ships could have handled the 40 men without any trouble.

The Stewards on the ships who refused to help out their shipmates ashore would be the first ones to claim they were being neglected in a reverse situation. They were just passing the buck when they sent the lady from the Club to the Masters.

## NOT THE FIRST TIME

A Steward couldn't do a thing without his Skipper's consent, they told her.

Any Seafarer knows they could have helped out easily enough. The Skippers need never have known a thing about it. It wouldn't be the first time in American maritime history that something—a couple of turkeys, say—went over the side unbeknownst to the Old Man.

If you ever are asked to help a few men out, especially at Thanksgiving or Christmas or a similar occasion, don't be afraid to do your part.

You might be on the beach or sick in a French hospital yourself some day.

George Meaney

## Folks Back Home Enjoy The LOG, Keaton Says

To the Editor:

This is the second time I've written to you concerning the LOG. I would like very much to have the paper sent to my home.

I have been with the Seafarers since 1943 and I think it's tops. And I know the folks back home would enjoy very much reading our paper.

At present I'm here in the Baltimore Marine Hospital but I hope to be out soon and back to sea again.

So here's hoping you put us on the mailing list this time.

Clyde Keaton

(Ed. Note: We sure will.)





# Unclaimed Wages

## South Atlantic Steamship Company

The following is a list of men and unclaimed wages due them from South Atlantic Steamship Company. To collect, write South Atlantic Steamship Company, Post Office Box 670, Savannah, Georgia, Attention: Accounting Department. Be sure to send full and correct identification.

Isidore Cononico	2.00
Millard N. Williams	17.38
Eric Evison	3.48
Lloyd D. Thomas	4.27
Kenneth Guenther	2.63
Norman Lucas	51.90
Anthony Glambona	47.28
Searol Miller	54.04
Garrett Hogan	56.88
Sidney G. Moran	6.24
William Stephens	1.49
Patrick O'Sullivan	12.91
Earl C. Corkrin	11.02
John P. Callanan	17.16
Therold McIntosh	25.84
Robert Russell	1.78
Thomas J. Swafford	10.69
Earl C. Robbins	8.26
Earl A. Shadeck	331.82
Lee Byrnes	43.11
Albert J. Morgan	22.07
John A. Sullivan, Jr.	.72
Thomas O. St. Germain	11.63
G. Hanson	1.99
J. Silva	1.44
D. R. Doane	2.52
C. R. Stephens	7.92
J. L. Rubble	8.64
W. Harris	2.88
Ernest R. Watson	17.00
Moyle H. Fesperman	80.00
Norman Jones	3.70
Milan Herchek	3.49
George M. Christmas	4.82
Harry L. Rogers	5.51
Marvin L. Platt	1.04
Cecil M. Tutch	1.72
Raymond L. Rotter	1.04
Raymond E. Thorne	7.57
John Poulos	6.30
M. K. Higgenbotham	6.30
Shirley Olds	6.30
H. P. DeGroat	3.50
R. L. Smith	2.70
T. F. Mock	2.70
W. A. Boller	2.70
Robert H. Rhode	214.74
Robert H. Rhode	5.76
William Gunther	1.44
Louis B. Copestick	26.16
Jack Buhia	1.44

Samuel Williamson	42.50
Michael Messina	20.00
Harold McLin	20.00
Fred Brown	19.20
Bentram Agol	20.00
George Lee Bales	1.84
James Stewart	1.84
M. E. Chandler	1.84
Paul Melch	1.84
Charles R. Hensley	1.44
J. E. Listman	1.44
C. Kinsley	1.44
D. F. McDonald	5.76
M. Atkinson	1.44
William M. Bush	2.16
R. Baker	4.57
W. A. Kennedy	.72
R. Snyder	5.29
D. D. Burill	.72
Z. Dent	1.78
H. Henze	4.45
W. C. Spirey, Jr.	.60
L. Del Rasco	12.61
F. G. Furman	9.90
Philip Mendoza	22.23
David Rivers	2.88
August Leite	4.76
Rondall L. Willis	5.05
Truman A. Patriquin	15.02
W. D. Graham	7.93
Garland W. Brown	3.44
Homer W. Hahne	11.43
H. V. Walsh	5.30
L. F. Carter	1.61
R. E. Kellogg	.65
Floyd C. Nolan	1.27
Thomas R. Parrett	1.27
S. Widman	37.66
John P. Synnatt	2.59
Raymond J. Marpool	1.00
Raymond J. Marpool	.47
Alton P. O'Neill	6.18
Harold D. Jewell	1.34
Fred Fatro	3.38
William T. Gay	1.37
William P. Dunn	3.56
William H. Smith	3.56
D. B. Braselton	3.56
Francesco Fano	3.56
Alfred C. Wallace	11.82
Allen W. Marshall	30.17
Robert Sharrenberg	32.90
Claude B. Arms	6.65
Douglas B. Patterson	27.71
Claude B. Arms	6.65
Costa Tiskins	6.33
Lloyd Sego	1.37
Joseph L. Hudson	5.51
William B. Brewton	.69
Walter Sickerman	3.07
William H. Marshall	7.41
Paul Mohoney	1.44
Al Chapman	1.44
Kendall R. Bowen	14.19
Jack P. Farrow	10.66
Clarence A. Nash	11.38
Reamer C. Grimes	10.66
John H. Prescott	.71
Ernest P. Manly, Jr.	.71
Guy R. Relz	2.00
Francisco Ruiz	6.98
Fred T. Miller	.47
William C. Donohue	6.53
Joseph Bowden	5.98
Juan Cruz, Jr.	6.98
Raymond Rodriguez	6.23
Thomas Mills	5.98
P. G. Cardinal	2.06
Louis A. Tharpe	2.06
Henry C. Buckner	2.06
Murray Kays	12.75
Norman D. Armstrong	12.75
Myers R. Blair	12.75
Ernest W. Mitchell	12.75
Lloyd L. Raves	12.75
Robert J. Wilkinson	12.75
Albert J. Martinelli	33.92
Carmine Grande	1.62
Herbert H. Crowell	34.56
Anthony Myez	64.08
Reamer C. Grimes	2.96
Irvin Gorgas	.72

Ascisclo Perez	13.02
Mario Columbo	11.23
Antonio Ditello	21.60
Easton Skinner	20.00
Harrison Whittemore	2.16
James L. Siniard	20.79
John Henry Flood	13.61
Pascal J. Crosby	10.00
William L. Smith	5.69
John R. Kleban	.99
Arnold J. Evard	.76
Clarence J. Novak	1.31
George D. Stell	.42
Joseph Buckingham	5.00
Joseph Kwiec	2.84
Carl Mielnik	3.55
Alfred Borjer	3.10
Albert Pescatore	9.24
William B. McAdams	5.69
Ray McDonald	10.66
Joseph Dinkins	4.27
Irving S. Mumford	24.53
G. White	.89
Felix A. Loughlin	52.59
Billy Robertson	14.80
Marshall C. Jenkins	9.18
Roy A. Pollock	14.61
James B. Bailey, Jr.	11.18
Lindsay Clemmons	6.77
James R. Beale	2.79
William V. Knight	2.79
Francis A. Ginsley	8.10
Louis E. Nagy	8.10
Nolan L. Wethington	8.10
David M. Whatmough	8.10
Haskel N. Wright	8.10
Andrew N. Baldwin	5.40
William L. Davidson	5.40
Richard J. Kraniak	5.40
Ellen E. Landry	5.40
Herbert Stark	5.40
Sebastian Barberino	72.42
Edward J. Jordan	5.04
Paul L. Edward	2.88
James R. Buskey	2.88
John Kovachic	5.76
John Kovachic	5.76
Joseph R. Letarte	5.04
William J. Wolfe	5.76
Edward W. Young	5.04
Edgar Nelson	5.04
Richard Tolbert	2.88
Julius W. Wichartz	3.59
Charles D. Rumney	3.59
Edgar L. Krotzer	3.59
Joseph Sheehan	.73
E. R. Scherzer	10.56
Louis Peres	2.96
Carroll R. Wilson	2.96
Ronald Canallton	8.50
B. Benedict	30.03
J. Koppersmith	2.00
M. D. Green	2.00
M. H. Grace	2.00
Karl H. Lewis	35.33
S. Janowski	5.69
S. V. D'Emanuęle	5.69
M. C. Kleiber	5.69
L. G. Stockwell	5.69
J. H. Bales	5.69
J. W. Mize	2.82
Adolphus H. Lowers	1.07
George H. F. Baker	2.13
Poul Madsen	1.07
William T. Nicholson	1.07
Alfred A. Bernard	31.28
Chambers O. Kinsky	31.28
James N. Leizear	28.44
Russell J. Grenon	31.28
N. Viperman	2.86
James Toothman	3.56
Charles Pritchard	6.95
Edwin F. Mortimer	6.95
Earl C. Bubar	5.73
Peter C. Walsh	7.15
Gerald Stalker	9.95
Edward Levinthal	4.30
Russell A. Porter	8.53
Jacob Tojalowski	6.44
Karl E. F. Anderson	107.31
Harold W. Witt	2.17
Earl C. Matthews	2.17

## PERSONALS

**ROBERT ALVIN WEISS**  
Get in touch with Mrs. Leona Weiss, 9260 Elston Avenue, Chicago 18, Ill.

**WILLIAM MAJOR WEST**  
You are asked to contact Mrs. A. C. West, 512 Maycox Avenue, Norfolk 5, Va.

**PERCY F. COBURN**  
Contact Ralph V. Mull, Public Accountant, Sylvania Bank Building, Sylvania, Ohio.

**VINCENT PAUL MURRAY**  
Contact George H. Lamb, Court House, Long Island City 1, New York.

**GERALD GJERSETH**  
Your grandfather, Louis J. Franz, wishes you to contact him at 514 Dillmore Street, Black River Falls, Wisconsin.

**RUBEN PLUTARCO CARBO**  
Contact B. Oquendo H., Consul, Consulado General Del Ecuador, 30 Rockefeller Plaza, New York, N. Y.

**WILLIAM ROBERT DIXON**  
Contact Seamen's Church Institute of N. Y., 25 South St., New York.

**ROBERT GALE**  
Contact Mrs. M. Moon, Department of Welfare, 902 Broadway, New York City.

**ALEXANDER SALINSKY**  
Contact your mother, Mrs. Eva Salinsky. Her address: 248 East Second Street, New York City.

**JULIO CALDERON VIVAS**  
Get in touch with Edvugis Montanez Rexach, 43 Jorge Bird Leon Street, Fajardo, Puerto Rico.

**HARRY L. SCHULER**  
E. Barwick, 1733 "P" Street, N.W., Washington, D. C., wishes to hear from you.

**GEORGE ENGELIHARD**  
Contact Edward G. Tesko, 531 Avenue E, Bayonne, New Jersey. This pertains to your accident on the Hastings.

**HERBERT KNIGHT**  
Get in touch with Jesse, the bartender, 51 Beaver Street, New York. He is holding money and papers for you.

### Notice To All SIU Members

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

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

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# HERE'S WHAT I THINK...



**QUESTION:** What do you think was the most important lesson learned by the Seafarers International Union while we assisted the United Financial Employees in the Wall Street strike?



AL LOPEZ, MM:

We all learned the lessons of solidarity and unity. We in the SIU believe in the "Brotherhood of the Sea," but other people don't. So, by helping out the UFE we showed what Brotherhood really means and the younger men in our organization saw real trade union solidarity in action. Only a union can protect the guys who work for a living. The UFE is a small union, and so it came to us for help. Lots of people said we were un-American. Well, most of us sailed all through the war, and some men were in the Armed Services. I'd like to know why it's un-American to fight for decent wages.



RUDOLPH EVANS, MM:

I thought that the method of getting the food out to the picketlines was good experience for all of us. We ironed out the difficulties quickly and had no trouble keeping the chow moving to the men. We sure learned who our friends are. Some unions didn't send men to our picketlines, and some refused to help the UFE in any way. On the other hand, most unions really tried to do something, and Local 202 of the Teamsters sent a whole truckload of food for the strikers. If we ever get involved in our own beef, I'm sure that we can depend on plenty of help from other organizations.



G. CASTRO, AB:

First of all, we learned how to go from normal operation into strike action without a lot of fuss and bother. One day we were carrying on regular business, and the next day we had pickets on the line and we were serving hot food to strikers and had the whole strike machinery set up. We learned a lot, but I'll bet the operators learned even more. They know now, if they weren't sure before, that this Union can and will fight. If the shipowners try to play games and take away the Hiring Hall, we are ready for them. We have the training and we have the courage to go out and fight.



MANUEL AGUAS, Oiler:

The UFE strike showed that the SIU can step into a beef on short notice, any kind of a beef, and do a good job. I think that it made the Union known all over the United States, and it proved to the big shots that we have power to fight for other unions as well as for ourselves. No matter what the newspapers said, we picketed peacefully. We tried to stay away from fights because we knew that the police had it in for us. The newer SIU men had a chance to see how the SIU works in action, and the lessons they learned on the picketlines couldn't be gotten from a set of books.



WILLIAM SHAW, Messman:

I think like most all Seafarers do—that we were able to stand up even though the police were cut there in full force to protect the brokers interests and beat us down. You can see how phony the T-H Act is when it can be used by employers in anyway that is to their advantage. Our support of this beef was a good show of how organized labor will stick together when anybody tries to knock down a union's attempt to get decent wage and working conditions for its members. We learned things in this beef that will make us better able to meet our own beefs of this kind if they come up.



MELVIN BASS, MM:

One thing we learned was that we have friends in the labor movement, and I think they will back us up if we have trouble of our own. They know that we will help them when they need it, and that Seafarers aren't afraid of anybody including the toughest cops on the New York force. We got our strike machinery oiled and ready for use, too. If we have to use it we'll know how. On that score, maybe the shipowners learned something too. One thing they ought to have learned if they didn't is that anybody who goes up against us is in for a rough time. I think we did ourselves a lot of good, because we may have it easier later on as a result.



ARNOLD JEPSEN, FOW:

In the UFE beef, we got an opportunity to see how the bosses are determined to use the Taft-Hartley law for union-busting and to beat down the working man. We saw, too, that the police can be relied upon to help them try to do the job. Our support of the UFE people gave them a chance to stand up for their rights as working men and women. We certainly couldn't have let them down because once the bosses got them down, they would get ready to go right down the line on the rest of organized labor. The UFE beef showed that the fight of any union group is the fight of all labor.



M. HANSEN, AB:

Our Union deserves lots of credit for the way it handled the mass picketlines. It was a sight few New Yorkers had seen before—and certainly not in the labor-hating financial district. Our men showed that they know how to conduct a tremendous picketline, something that should come in handy later. Maybe the cops didn't like it, or the brokers, but union people did. This UFE beef showed that if it comes to a pinch and the employers want to use the Taft-Hartley law to break us, we are able and willing to stand up and defend our Union and our rights.



RUDOLPH PASCHAL, OS:

One thing the SIU learned, and the UFE learned it too, is that any union of workers has to fight for everything it gets. Nobody gives you anything in the way of better wages and working conditions, you go get it for yourself. We learned, and everybody learned, that nobody can sit back and wait for things to happen. If you do, the big shots grab everything and you end up with nothing. Another thing the SIU learned was how to set up its strike machinery, if and when we have to use it. In addition, we found out who were our friends in the labor movement, and we showed them we weren't afraid of anybody including the New York cops.



JACK TURNER, Second Cook:

I think one of the things we got out of this strike is a reputation from coast to coast as a bunch of trade unionists who will back working men and women fighting for decent wages and conditions, no matter how great the odds are against them. We have seen how fair-minded people and organizations applauded our stand. We set an example on the picketlines and showed that we can continue regardless of police intimidation. We had a chance to demonstrate a well-organized, tightly-knit strike machinery. With capable leadership, such as we now have, we Seafarers are a force in the labor movement.