

SEAFARERS' LOG



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THOUSANDS SUPPORT UFE STRIKERS



On Tuesday, April 13, traffic outside the Stock Exchange, on Broad Street, matched conditions inside the Exchange. A mass rally tied up the street so tightly that for over an hour automobiles and trucks were re-routed. And inside the Exchange the scabs got so far behind in their work that even the authorities have stopped talking of "business as usual." Speakers at the rally included representatives of the International Ladies Garment Workers Union, AFL; Hotel and Restaurant Workers, AFL; Seafarers International Union, AFL; and the CIO Utility Workers Union. Thousands of passers-by joined in the demonstration to signify support for the men and women of the United Financial Employees who are on strike.

Mass Rally And Strong UFE Lines Answer Police Intimidation Try

A mass rally right in the center of the Wall Street area on Tuesday and a strong picketline around the Stock Exchange on Wednesday were the answers to the intimidating tactics of Police Commissioner, pardon, Stock Exchange President Emil Schram's attempts to intimidate Stock Exchange employees. Instead of finding meekness, the Wall Street financiers have been told in no uncertain terms that the members of the United Financial Employees, Local 205, OEIU, AFL, are in this battle to the end and that the police, following the orders of the Mr. Schram, cannot force them to give up the right to peaceful picketing.

Tuesday's mass rally was from all angles a complete success. Thousands of strikers and interested spectators on Broad Street heard the Wall Street tycoons called "people of low character who run the Stock Exchange,"

and the charge was made that "a conspiracy exists between City Hall and Wall Street" to place an excessive number of police in the financial area to harass the strikers and make them feel that their cause is lost.

Representatives from the International Ladies Garment Workers Union, AFL; the AFL Hotel and Restaurant Employees Union; and the CIO Utility Workers Union pledged the support of their organizations in this struggle and pointed out that the lowest paid workers in the industries they spoke for earned more than the average wage for Wall Street workers.

The mass picketlines around the Stock Exchange on Wednesday afternoon did nothing to add to the composure of the scabs. In spite of heavy police lines which formed as soon as the picketers appeared, the strikers continued their orderly marching and chanting of slogans.

Only the usual number of policemen were present in the

Wall Street area when the heavy lines started to form. But Mr. Schram has said that he can have a thousand cops anytime he wants them, and he proved that statement to the fullest. While New York school children walked home unattended through a driving rain, Stock Exchange scabs were escorted gently through the picketlines.

As usual, the police were free with the use of their clubs, and on more than one occasion prodded and/or hit the peaceful pickets as they walked their endless circles.

When the strikers shouted, "Who Blows The Whistle For the New York Police, Commissioner Wallander or Schram?" they had plenty of evidence to prove that Schram does the blowing.

The strike in its third week gained strength, and more and more pickets showed up for duty. Some were members of the SIU and SUP who had come in from the outports to help in the beef.

(Continued on Page 4)

Tanker Drive Rolls On As New Company Signs Pact With Seafarers

NEW YORK—Announcement was made this week by Lindsey Williams, SIU Director of Organization, that a standard Tanker agreement has been signed by the Intercontinental Steamship Company, with headquarters in New York. This new company adds to the already imposing list of tanker outfits which have joined the Seafarers' ranks during the past year.

Weisberger To Attend Sea Safety Confab

Representatives from about 35 countries are expected to attend the international conference on safety of life at sea, scheduled to begin in London April 23.

Morris Weisberger, vice-president of the Seafarers International Union, will be among the 34-man delegation representing the United States.

Because of the SIU's role in the United Financial Employees' Wall Street strike, Brother Weisberger was unable to sail for London on April 14, as originally scheduled. Present plans call for his departure by plane as soon as the strike is settled.

The conference, will discuss Marine technical developments since 1929, the time of the last such meeting, and will revise international maritime safety standards.

Conference delegates will study such problems as navigation, communications, ship construction, life-saving technique and equipment.

Decisions of the conference will be incorporated into an agreement setting forth a minimum in safety requirement to be observed by the shipping interests of nations involved.

In view of the relatively high safety standard aboard American vessels, the conference's problem—from the U. S. viewpoint—will be to affect a stepping up of the standards of the other nations.

The conference will last six weeks.

Harry Lundeberg, SIU President, was originally designated to attend the conference as SIU representative. But due to the pressure of Union business, he delegated Brother Weisberger to go in his stead.

The new crew signed on in Baltimore on March 27, 1948, and immediately petitioned the SIU to represent them. Pledges were signed by the crew, and negotiations with the company started soon after. On April 13 the new agreement was signed.

First ship in the new fleet is the SS Chrysanthystar, which will soon sail. More tankers will be added to the fleet in the near future.

The SS John Hanson, White Range Steamship Company, sailed on Sunday from New York, bound for Galveston and thence to the United Kingdom. This company signed the standard dry-cargo contract last week.

On all fronts the SIU drive continues, and more contracts are expected to be added as the organizing campaign rolls on. Negotiations are in progress with more companies, and as soon as they are completed, details will be reported in the LOG.

Meanwhile, the Union is awaiting final certification as collective bargaining agent for the unlicensed Cities Service tanker-men.

The Second Region of the National Labor Relations Board a few weeks ago rejected the last-stand attempt of the company to stall any further, and final confirmation from the Board is expected momentarily.

Await Final Set-up Of Plan Machinery

The SIU has not yet been directly affected by the Marshall Plan as put into effect by the Economic Co-operation Act (ECA will be the new name for the Plan). However, there are plenty of indications that shipping will get better as the machinery of the Plan is set up and placed in operation.

Increased grain and coal shipments to Europe are expected to start on several lines in a few weeks, but it will be some time before the effect of the Plan on shipping can be properly estimated, observers say.

Warns Of Chiselling On Isthmian Scows

(Ed. Note: Many accounts have been received of resistance to the new contract by Isthmian Captains, Mates and Engineers. Apparently they have trouble realizing that an SIU agreement means what it says. The following article is both typical and comprehensive.)

By PETE BLUHM

This is just to let you know how things are faring on the SS Steel Navigator under the new Isthmian contract. One of the boys put it this way, "Ship Isthmian and avoid the rush." That has certainly proven to be the case on this ship.

To start with, when the ship left New Orleans one of the sailors was about five minutes late. The ship was turning around in the stream and the sailor was left on the dock.

The Skipper of the tug nosing the ship around in the stream offered to take the sailor out to the ship, but the Captain said "No. To hell with him. Leave him there."

"Consequently the man paid \$50 for a cab down to pilottown in order to catch the ship.

When the man got to Pilottown he got a launch out to meet the ship, but when he was about to come up the ladder, the Old Man ordered the Third Mate not to let him aboard. The Third Mate, however, being an ex-SUP man and a hell of a nice guy, ignored the Skipper.

The evening of the day before sailing the Mate ordered the Bosun to turn the crew to at 5:30 P.M. to lower and secure gear—his reason being that the men had been knocked off at 4:30.

The Bosun asked the Mate if he wanted the men to have their full meal hour, the Mate told him that at 5:30 they will have their meal hour. When the Bosun went to turn the men to, they had all gone ashore.

COFFEE TIME BEEF

While at sea I was checking overtime with the Mate and we had a beef on coffee time before turning to. The Mate turned all hands to in Houston at 5:30 A.M. All hands got up and were having their coffee, at 6 A.M. when the Mate turned us to fore and aft.

His argument was that since he didn't turn us to fore and aft until 6 A.M., our overtime didn't start until that time. If this were the game, he could call us at 12 A.M. and not turn us to until 6 A.M. and start the overtime at 6.

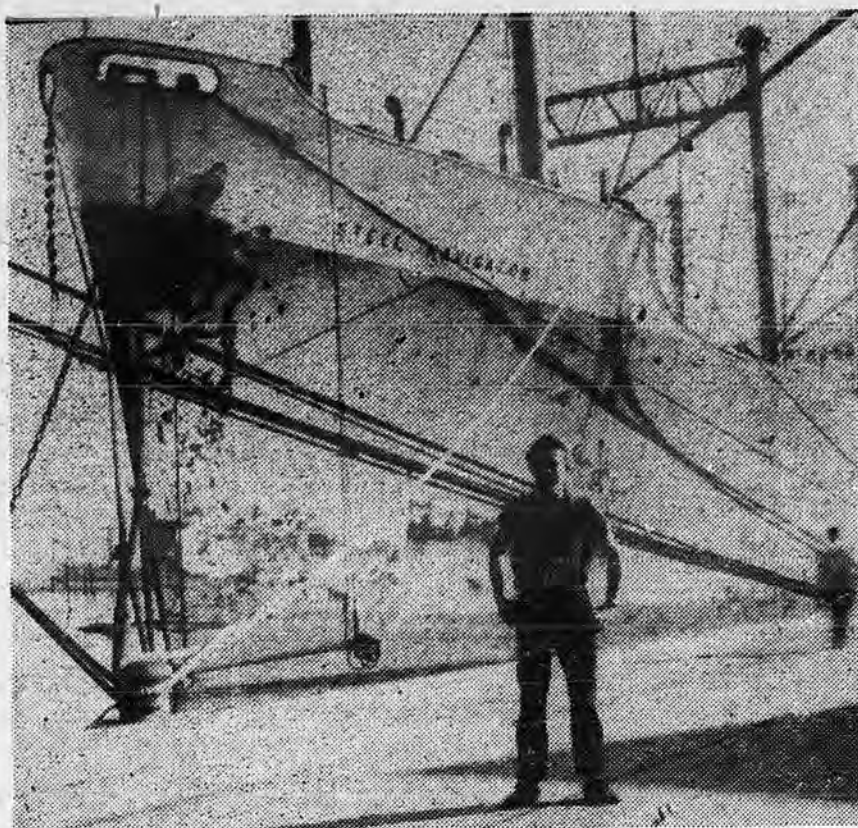
After arguing with him for quite awhile, I finally won my point and he okayed the overtime.

Our first port was Beirut, Lebanon. This, by the way, is quite a nice port. Beer and whiskey, both American, are cheap and the girls are interesting to meet.

In the Suez Canal we started having more trouble with the Captain. When tying up for another ship to pass, the Old Man let go of the ship three times without waiting for the watch below to go fore and aft.

When we arrived in the Per-

SS STEEL ADVOCATE OUT EAST



Seafarer Pete Bluhm stands near his ship, the SS Steel Advocate, in an unidentified Eastern port. He says that she would be a fine ship except for the Skipper who spoils everything by his inability to understand that an SIU contract is supposed to make things different. "Let's sail these ships and get them in line like real SIU scows," he writes.

sian Gulf a sailor was put on gangway watch. This was maintained for about two weeks. Then the Old Man took the sailors off



the gangway watch and did not put a shore watchman on.

When I went up to see him about maintaining a watch, he said he didn't think a gangway watchman was necessary. When

I showed him the agreement he said I was trying to take away his authority as master.

IMPATIENT CUSS

When leaving Bahrein the Old Man started his old way of not waiting for the watch below to go fore and aft before letting go. This guy didn't want the watch below to have their coffee time before turning to.

I think that when the other maintenance man and myself signed the articles, we made a big mistake. I think we signed on as deck boys instead of Deck Maintenance. We have done just about everything on here but maintenance work.

We sougee paint, chip and red lead for eight hours a day at sea or in port. In port we go over the side and chip. This is the first time I've ever seen a

Deck Maintenance do this kind of work.

I don't know whose idea it was, but whoever dreamed it up made it a rotten deal for us. While we are doing this type of work, the Bosun is splicing and rigging and renewing gear all the time.

We left Ras Tanura for Singapore, but about four days out our orders were changed to Galle, Ceylon.

It was there that the Skipper started the same old business. The watch on deck and the maintenance men tied up the ship, topped No. 5 gear and rigged No. 4 for working cargo.

OWN INTERPRETATION

Five men did this work between 8 A.M. and noon. When I saw the Old Man about this he said, regardless of the agreement, he didn't think any more men were necessary.

When leaving Galle, the same thing happened. The watch on deck and maintenance men unmoored the ship.

We have a character aboard who is supposed to be a Chief Electrician. At the start of the trip he was telling everyone how much he knew.

In Bahrein, he couldn't repair an electric motor. We had to send it aboard another Isthmian ship for repairs. Since then he



won't talk to, or have anything to do with anybody in the crew.

At a meeting he walked out telling us we didn't know what we were talking about. This has happened twice, so we have him

up for charges when we reach the States.

This guy made the statement that since he is head of a department he should get first Assistant's pay, have officer's accommodations and eat in the topside mess. Other than this we have no trouble within the crew.

One thing these Mates and Skippers can't stop doing is sailor's work. So far we have the Chief Mate, and Second Mate down for 30 hours overtime for doing sailor's work.

One thing I do know is that the Isthmian contract was a hard one to get, but the fight is still going on. These characters work against the contract at every



Ship's mascot of the SS Steel Advocate is this little pup Gaby, whose friendliness is partial consolation for the rigors of the trip out East. Captain and Mate have not been so friendly.

turn of the road. Their reason is to agitate the crew into blowing their tops. If they can get a few strikes against the Union, so much the better for them.

Remember fellows, when you get an Isthmian ship, keep everything going in SIU fashion. When the Steel Navigator pulls into New York, one thing will be sure, anyone looking at her will know that she is an SIU ship.

LIKE THAT CHOW

She is a clean ship and as long as SIU men sail her, she will stay clean. This is a good feeding ship, everyone in the crew testifies to that. Some of the boys say they are going to ship with these cooks from now on.

This goes to show how these Isthmian shippers are: We have a clean ship, a good feeder and these C-3s are tops for living conditions, but it takes just one guy like our Skipper to make everyone pile off.

This Skipper thinks that sailors today are street corner bums—that's what he told the ship's delegate and me. He says he will only have to put up with the Union for a year because it is only a year-long contract, so he says.

You guys who will be sailing Isthmian ships in the future—remember, it was a hard fight to get the contract and we have to keep fighting to keep it.

Let's sail these ships and get them in line like real SIU scows.

TYPICAL ISTHMIAN SEAFARERS



These men were part of the crew aboard the Steel Navigator during a recent voyage. From left to right, kneeling, are: J. Otreba, Wiper; E. Broaders, OS; B. Kennedy, Oiler; Jimmy Slaven, Deck Maint.; D. Ganes, OS, and J. Black, Bedroom Steward. Standing: C. Bumpus, Fireman; Lee Chin, 3rd Cook; J. Williams, AB; Chico, Messman; R. Bua, Chief Cook; E. Taylor, Fireman; T. Covalski, OS; A. Leonard, AB; Pete Blukne, Deck Maint.; R. Lindfars, Bosun; Bob Gilbert, Jr. Engineer; Jesse, Messman; John Frinanes; J. Rea, Wiper; (an unidentified Wiper); H. Lomg, Carpenter; unidentified, and S. Torres, Messman.

SIU Contracted Companies: Robin Line

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.

If you've ever been on a ship with an unusual name, you've probably wondered what ever prompted the company to hang such a monicker on their vessel.

Chances are, however, the company had a very good reason for the choice. It probably was chosen to meet the company's style and to them it makes a lot of sense.

Take the name Robin Tuxford, one of the latest additions to the Robin Line. To a Seafarer riding this ship, the name probably doesn't mean anything. But behind the choosing of that name lies the entire history of the Robin Line.

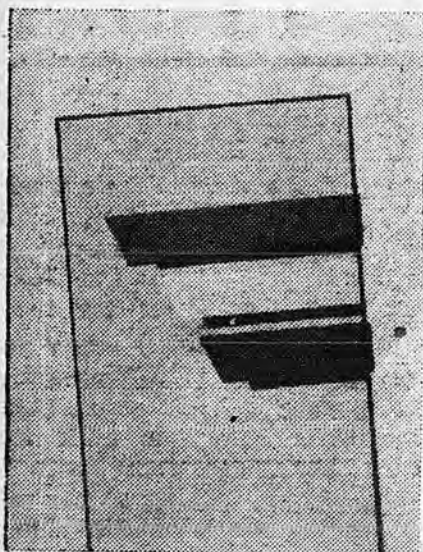
The formation of the Robin Line and the naming of the vessels is an interesting story, and one probably not known to even the longest "homesteader" on a Robin ship.

WERE WEST COASTERS

At the end of the First World War, four ships were built on the West Coast for operation by Skinner and Eddy Company. Their time with Skinner and Eddy was short. The business venture failed and the ships were sold to the Seas Shipping Company of New York.

Seas Shipping put them into operation in the intercoastal trade and occasionally chartered them out to Isthmian and Luckenbach Lines.

In 1935, the company started running ships into South and



The Robin stack emblem is blue, white and red chevrons on a grey background.

East African ports. The ships pressed into the trade were the four Robin ships.

Inasmuch as the ships already bore the Robin names, the run came to be referred to as the Robin Line. Later it was officially registered as such—a part of Seas Shipping Company.

For a flag the company decided on a block "R" in a diamond on a grey background. For the stack emblem the company called in George Sharpe, marine architect who designed Mississippi Shipping Company vessels.

The accepted Sharpe design is red, white and blue chevrons on a grey stack. Other distinguishing marks of a Robin Line ship are black hull and red boottop-pirgs.

LINE ENLARGED

As the trade to South Africa increased, the company added more ships to its fleet, but no

attempt was made to make them conform to the Robin style as to name or design.

Up until this time Robin Line was not under contract to a union. In 1940 the Seafarers sent its organizers into the field against Calmar, Ore, Baltimore Insular and Robin Line.

An effective job was done in all four outfits, as is borne out by the fact that all are now contracted to the SIU. Robin Line entered the SIU fold after a NLRB election in early 1941.

It was only a few short months later that the country entered the war. The company then took on additional ships. Some they bought, and others they chartered from the Maritime Commission.

During the war three of the four original Robins—the Hood, Goodfellow and Gray—were lost. The Hood went down on April 15, 1942, the Goodfellow was sunk on July 24, 1944, and the Gray was scuttled near the Normandy coast on July 15, 1944.

Eight other SIU-manned Robin Line vessels were lost during the war. The Robin Moor gained the distinction of being the first American ship lost during the war, when she was torpedoed on May 25, 1941, fully six months before the U.S. entered the war.

At the end of the war, plans were put into effect to rebuild the severely depleted fleet and resume the trade to Africa. The decision was to operate 12 ships of late design.

Since that time, they have been gradually assembling their postwar fleet and now all 12 ships are in operation. The last ship, the Robin Doncaster, sailed from Mobile last week on her maiden voyage.

As part of the organizing of the postwar fleet, it was decided to continue with the Robin names. As can be seen, the four original Robins were named after Robin Hood of Sherwood Forest fame and his cohorts.

When the time came for naming the new ships, Mrs. A. R. Lewis Jr., wife of the Line's president, dug into the history surrounding the 12th Century Jesse James.

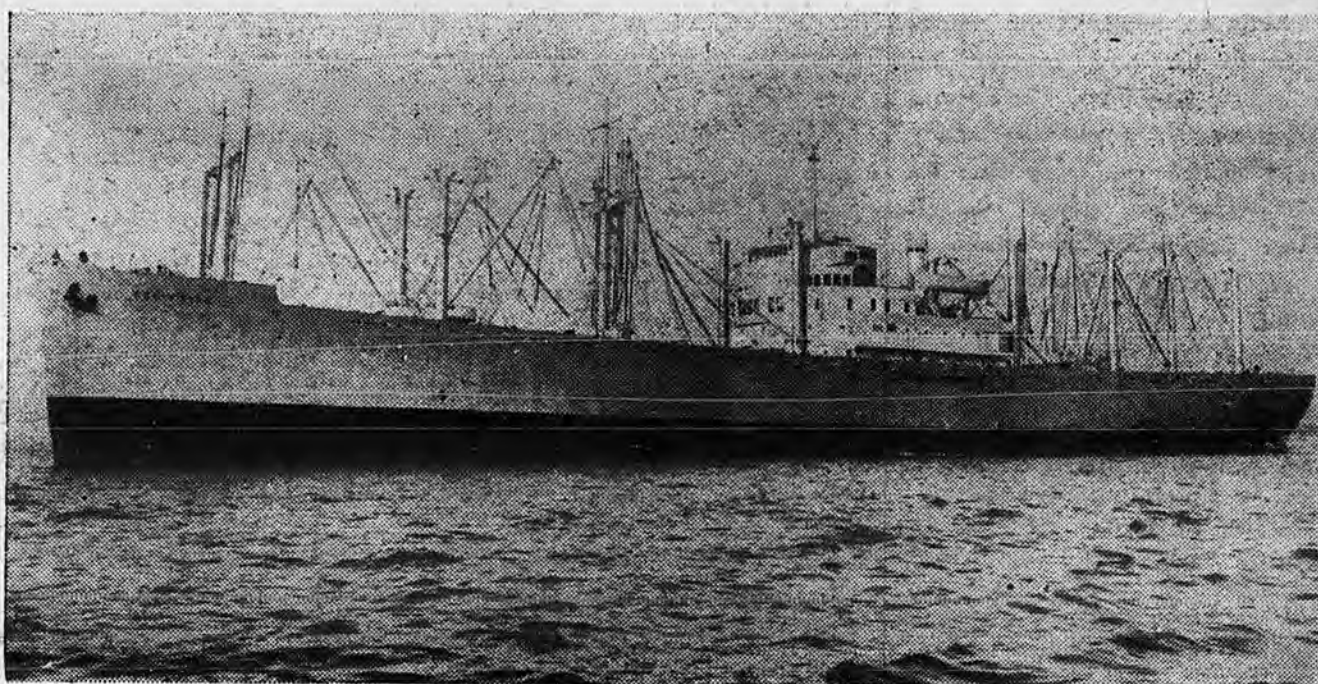
ENGLISH VILLAGES

As the number of Robin Hood's followers was limited, names of towns and hamlets surrounding the Sherwood Forest area were chosen.

The final Robin Line fleet is composed of three types of ships. Six of the ships—the Robin Locksley (supposedly Robin Hood's real name), Robin Sherwood, Robin Doncaster, Robin Kettering, Robin Tuxford and Robin Wentley—are all C-2 specials, built to company plans.

The Kirk, Mowbray and Trent are C-3s, converted from baby flattops. The Robin Hood, Gray and Goodfellow are war-built C-3s.

That completes the company's fleet and the story of how the ships were named. The name Robin Tuxford doesn't seem so strange when the whole story is known.



The Robin Kirk, a C-3 converted from a baby flattop, as she appeared when joining the Robin Line Fleet recently. Robin Line ships hit the South African ports of Capetown, Durban, Lourenco Marques, Beira and occasionally as far up the coast as Mombasa.

Mass Rally And Strong UFE Lines Answer Police Intimidation Try

(Continued from Page 1)

But the majority of those added were members of other unions.

These people picketed during their lunch hours, showed up in the morning before work, and took the time on their day's off to demonstrate their solidarity with the UFE strikers. Veteran newspapermen rubbed their eyes when they saw the other unions represented, and said that they had never seen anything to match the display in all their years of experience.

BROKERS STUBBORN

Meanwhile, during these demonstrations of strength, government negotiators tried vainly to settle the beef between the UFE and the New York Stock Exchange.

Every session with the Exchange found the brokers still maintaining their attitude of refusal to conduct negotiations in good faith.

The UFE Strike Committee called upon the City of New York to mediate the strike, "not because we are weak, but because we want to save the people

of this city money. We want the police to go back to the busy intersections, where they belong, so that children won't be killed going to and from school."

CURB RELAXES

On the Curb Exchange, however, there was a slight change in the situation, and there appeared a real possibility that the brokers were beginning to see the light.

Federal Conciliator Walter A. Maggiolo reported that "substantial progress on all issues had been made for the first time."

No details of the proposals made were announced, but the report indicated that the Curb had dropped its previous anti-union stand and was strike weary.

The pressure on the bosses mounted steadily, and as the third week of the strike drew to a close, the only question was, "How long can the brokers hold out?"

No matter how long they hold out, however, they can be sure that the UFE and the SIU-SUP will be on the picketlines and chanting slogans until the victory for the union is won!

AFL Representative



Frank Fenton, AFL International Representative addresses a meeting of UFE members at strike headquarters. Fenton came to New York as the personal representative of AFL President William Green. His presence was ample proof that the strength of the entire AFL was behind the Wall Street strikers in their effort to gain economic justice.

OEIU President



Paul Hutchings, President of the Office Workers International Union to which the UFE belongs, tells the strikers that the international membership is solidly behind them in their fight for better wages and conditions in Wall Street.

Seafarers Eligible To Apply For British Labor Scholarships

The SIU, along with other American unions, has been asked to help find candidates for two scholarships to attend Ruskin College, Oxford University, England.

The scholarships are for one year and are offered by the British Trades Union Congress, rough equivalent of the American Federation of Labor.

The scholarships are worth 200 pounds, about 800 dollars, apiece and cover tuition, room and board. The successful candidates will be expected to furnish their own transportation and pocket money.

Candidates should have at least a high school education and preferably some college work.

The ones who win the awards will probably follow the principal lines of study offered at Ruskin which are history, economics and the theory and practice of government.

They will also be able to study in other lines if they wish and all courses will be pursued under the Oxford system of lectures and personal conferences which Oxonians call "tutorials."

Application blanks for the scholarships are available at the LOG office or can be obtained by writing the Committee on Ruskin College Labor Scholarships, Room 1608, 2 West 45 Street, New York 19, N. Y. They must be submitted before June 1 of this year.

Good Shipping Stripping Beach In Savannah

By CHARLES STARLING

SAVANNAH — One thing that needs clearing up once and for all is the misconception some of the members have of the fines levelled against men for performing aboard ship.

Some Seafarers believe that these fines are handed out at the discretion of the Agent or Patrolmen and apply only to this port. This, however, is not the case. In May of 1947 the SIU, in all ports, adopted a resolution calling for the fining of all irresponsibles.

This has the backing of the entire membership and is not something we or the officials in other ports dreamed up. The membership decided that irresponsible members threaten our contracts by their fouling up, and took action. Our job is to enforce their wishes.

Shipping here can be described as damn good. We paid off the South Wind, Zachary Taylor, James Swan and Alexander Clay, all South Atlantic. At the same time we signed on the South Wind, James Swan and William Carson. These sign-ons took a good number of the men around the Hall. If shipping holds up we will end up by calling other ports for men.

COVERED CHARLESTON

In transit we went aboard the Loyola Victory, Waterman; Nelson W. Aldrich, South Atlantic; and Monroe, Bull. All of these were in Charleston. They had the usual minor beefs which were cleared up quickly.

On these ships and around the Hall the men are discussing the UFE strike. They see it as a move against all unions and are determined to do all they can to help the white collar workers win their beef.

Almost everyone around here has pitched in a few bucks to help the strikers along. There is a personal satisfaction among these men in knowing that the dough they donate is going to the battle against the Wall Street money bags. That's one gang every guy who works for a living enjoys knocking.

For you Seafarers interested in hitting a port where the weather is nice, Savannah is the place for you. The weather here is wonderful and will probably remain that way for awhile. The Weatherman promised us rain and it turned out beautiful. As long as he promises us showers we can leave our rubbers and rain gear at home.

AROUND THE PORTS

New Orleans Expects ERP To Boom Port

By EARL (Bull) SHEPPARD

NEW ORLEANS—Business and shipping for the past couple of weeks has been quite fair. We have had 12 payoffs and 11 sign-ons.

Voting on the referendum ballot has been slow for a port of this size, although the Committee has been available at all proper hours.

However, from what we hear around, just about everybody who has voted has favored the two changes in the shipping rules and the two 10-dollar assessments. Certainly those assessments should be voted "yes," if we are going to have a strong SIU for the battle of the future.

We've had the SS Legion Victory in port from a four-month trip with a big bunch of beefs from the crew.

In addition, we have a beef from the company. The company claims that the Stewards Department took it upon itself to stop feeding after fresh stores were brought down.

We don't know what the truth of this charge is, since it is a



company report. However, we told the company to hire replacements and stop the pay of the men who walked off. Meanwhile we are starting an investigation.

There is a new Isthmian ship, the SS Steel Admiral, that will crew up in New Orleans in a few days. Right now she is in the shipyard at Pascagoula, and she will move over here to load for the Persian Gulf.

BREAK FOR THE GIRLS

Some of the Stewardesses have asked whether it would be possible for them to have relief for a trip so that they could take

their vacations when they come due.

Of course, it is a general rule that when a person takes his vacation he must pile off the ship and lose claim to his job.

These Stewardesses are in a little different position from that of the rest of us. So down here we voted to let them get reliefs for one trip each and get their jobs back, there being no book Stewardesses on the beach.

Down here the boys are plenty interested in the UFE beef and are giving it a lot of support. There have been quite a few donations.

The UFE has a good beef and, in addition, many feel that a determined show by the Seafarers in Wall Street may save us a lot of trouble next summer.

Along about the time we received the news from New York that Seafarers had been brutally assaulted by Wall Street cops, we got the good news from Washington that American seamen will get at least a fair break in the Marshall Plan.

In other words, all those telegrams the boys here and in other ports sent to Congressmen and Senators paid off. And shipping should be pretty good.

Plenty Of Payoffs In Baltimore; Sign-Ons Await Coal Shipments

By WILLIAM (CURLY) RENTZ

BALTIMORE — Under normal conditions the past week would have been a good one for shipping, but due to the coal strike the number of sign-ons fell off quite a bit.

When the coal miners gain their demands there will be a long line of ships waiting to sign-on crews, and that will be a period of jobs for all comers. (It's over now, brothers—Editor.)

The last week saw 11 ships in for payoffs, 6 sign-ons and 5 vessels in transit. Those paying off were the Meredith Victory, Isthmian; Eli Whitney, Alcoa; Thomas Hayward, Waterman; Santore, Venore, Ore; Ile of Potomas; W. T. Barry, Waterman; Angelina, Bull; and M. Brady, Bernstein.

Those ships which took crews aboard were much fewer: Venore, Santore, Ore; Angelina, Bull, Ile of Potomas; Meredith Victory, Isthmian and the Robert Stuart, South Atlantic.

Ships in transit were the R. Cox, Bernstein, Emilia, Bull; B. Fisher, Alcoa; H. Kelly, Alcoa; and Azalea, Waterman. There were quite a number of beefs on these ships but everything was squared away.

A WORTHY CAUSE

On some of the ships the Patrolmen managed to lift logs against crewmembers, and those who profited donated the money to the United Financial Employees' strike. That money is better in the hands of the strikers than in the vaults of the companies.

Seafarers in this port, whether they had logs lifted or not, have taken a personal interest in the strike in Wall Street. They have given a good deal of money, and some of them have headed for the New York Hall to lend a hand on the line.

These men realize the significance of such a strike and are desirous of doing their share.

That's a healthy, broadminded way of looking at the strike. All labor must stick together in its fight for better conditions. This strike is not something remote and disconnected from us, it is our fight too.

One of our payoffs this week, the Eli Whitney, came off in a much different manner than expected. This ship has been a headache every time it hit port. A few months ago mutiny charges were levelled against ship's delegate Bill Thompson, so we expected the crew to get a hard time this trip too, but it paid off clean.

DROPPED CHARGE

Incidentally, the mutiny charge is all squared away. The company officials now admit that the Engineers aboard the ship were the cause of the trouble and the SIU men were in the right in their actions. Alcoa has been a thorn in the side of the SIU for a long time, but they're beginning to gain a lot of respect for this outfit.

They hardtimed the crews of several ships to no satisfaction. A little bit of militancy and they saw the light. Their phony mutiny charge, too, backfired on them. For the time being they aren't pulling any funny stuff but that's no reason for us to relax our guard. We protect our contracts only by constant vigilance.

SUGGESTION

The SEAFARERS LOG is the membership's paper; it is a medium for the expression and airing of your ideas, suggestions, beefs, etc. The LOG urges all Brothers to submit material for publication.

Occasionally, however, we receive a complaint saying that a beef we have printed is a personal one and without basis in fact.

To avoid recurrence of such situations in the LOG whenever possible, criticisms of individuals should be signed by the ship's delegates and/or as many of the crewmembers as are interested.

This would eliminate any possibility of the beefs being regarded as personal.

Norfolk Rallies To Support Of UFE Strikers

By BEN REES

NORFOLK—Shipping, due to the coal strike is very slack in this port. Whenever possible the companies are diverting their inbound ships to other ports in hope of picking up general cargoes.

Those ships that do tie up here are being stripped down to idle status with just skeleton crews aboard. Others are being turned back to the Maritime Commission and the boneyard.

Norfolk, unlike other ports, is not deriving any job expansion from the addition of Isthmian and other tanker companies to the SIU fold inasmuch as these ships seldom hit this port. Coal is king around here and with the miners out for their pension fund we are pretty much at a standstill.

Despite the lay-offs, the membership is little discouraged. They all realize that the miners have a beef and are settling it just as the SIU would.

There is a great deal of comment around here to the effect that, if the Washington bureaucrats run rough shod over the coal miners to pull the mine owners' chestnuts out of the fire, all organized labor should take an active part in supporting the miners.

FULL SUPPORT

To show that this is not idle chatter and the men are not talking just to hear their gums rattle, their action in the UFE strike is an example.

As soon as word reached us that the Wall Street workers were on the bricks and the SIU was helping them, 50 Seafarers headed for the big town.

Since that time men have been leaving regularly for the strike front.

When the newspapers hit town with pictures of the police clubbing Seafarers and financial workers, the Hall was in an uproar. There was a move on for



a special meeting to suspend all shipping and everybody head for New York.

It wouldn't have taken much to start a wholesale exodus from Norfolk, but we got word that headquarters in New York had the situation well in hand, so the movement was called off.

Boy, you can't beat spirit like that.

Donations and direct help to the striking Wall Street workers is Norfolk's contribution to the strike and it is because, as one Seafarer put it as he headed out the door for New York, "If the white collar workers have come to realize that it takes organizing into a union to maintain a living wage, it is the responsibility of us who have known it for years to help them."

Galveston Shipping Holds Fair

By KEITH ALSOP

GALVESTON—The waterfront in the Galveston area is a quiet spot—almost the calm before the storm which is sure to come when our contracts expire in a few months.

Ships are coming and going with fair regularity, and we're holding our own, not much more can be said for the activity in this area.

We paid off the Bret Harte, Stephen Leacock and James F. Cooper. The Leacock had 72 hours of disputed overtime on longshore work which was settled in favor of the crew.

We signed on the Bret Harte

and Leacock and that was the week's labor as far as contracted ships are concerned.

The only labor activity around here is the strike at the Galveston nail factory. They have been out on the lines for quite some time and are holding firm. However, we are in no way involved in the beef.

Rumor has it that we will have a new contract with Galveston and Houston Towing calling for an increase by the 15th of the month. This will be good news to the men aboard these ships, and will go a long way toward pulling wages up all along the line.

Shipping Upturn Expected Soon By Port Mobile

By CAL TANNER

MOBILE—Shipping continues to be as slow as it has been for the past several weeks. We don't enjoy reporting that the slow bell is on but no one can say we're not consistent anyway.

The past seven days saw the handling of three payoffs, the SS Roamer and Planter of Alcoa and the Monarch of the Seas, Waterman. Sign-ons were the Yaka, Governor Sparks, Waterman; and the Roamer, Alcoa. Not much in the way of activity, but at least we're not standing still.

The Alcoa Planter was a very clean ship, one of the cleanest seen in these parts in a long time. A good part of the credit for this goes to the delegates and such oldtimers as L. Stone, G. Stroecker, J. Morris and Brother Smith.

The Chief Engineer, I hear, was tops and all the gang had a good word for him.

The Roamer had a launch beef but otherwise she, too, was clean. The Monarch of the Seas was the first of Waterman's Puerto Rican C-2s to hit port. She was a clean baby and we're hoping more of these ships from the Island will come in here.

LOOKS BETTER

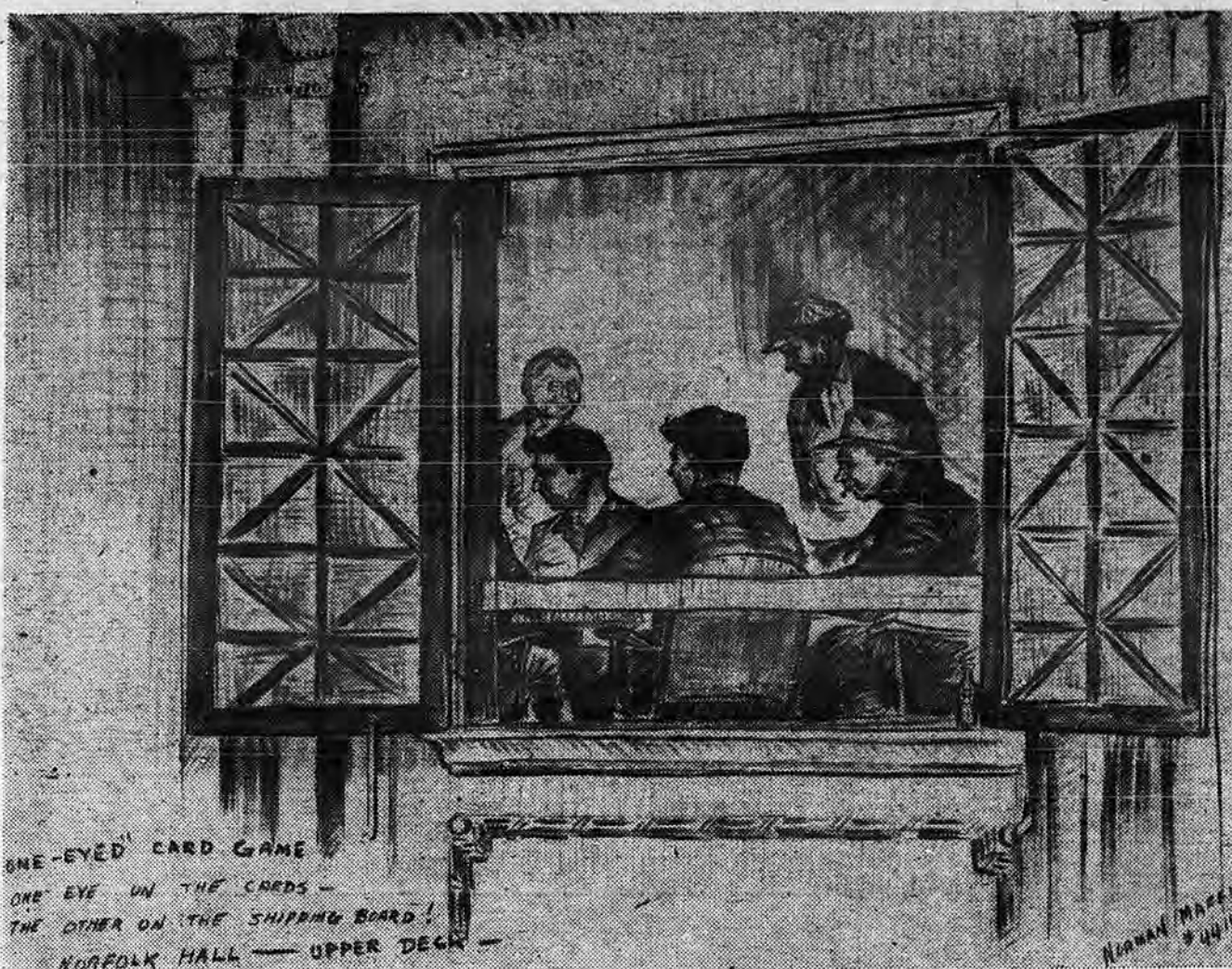
For the coming two weeks shipping looks a little better. We expect about nine Alcoa ships and seven Watermans. We have enough men on the beach for all jobs coming up on these ships, so it wouldn't be a good idea to head for this port. Maybe later, but right now stay where you are.

Here's a beef which is giving the Patrolmen a bit of trouble. It's on the payment of subsistence money for lodging on ships that have a fireman keeping up steam while on inactive status. If the company has a Steward aboard, the men should go to him and ask for their linen during the Steward's regular working hours.

If the linen is not issued we can collect the money, but if it is not requested the company is not obligated. This applies only when a Steward is aboard.

The financial workers' strike in New York continues to be a hot subject of conversation down here. As men come in off the ships that is one of the first

LEISURE SCENES IN NORFOLK HALL



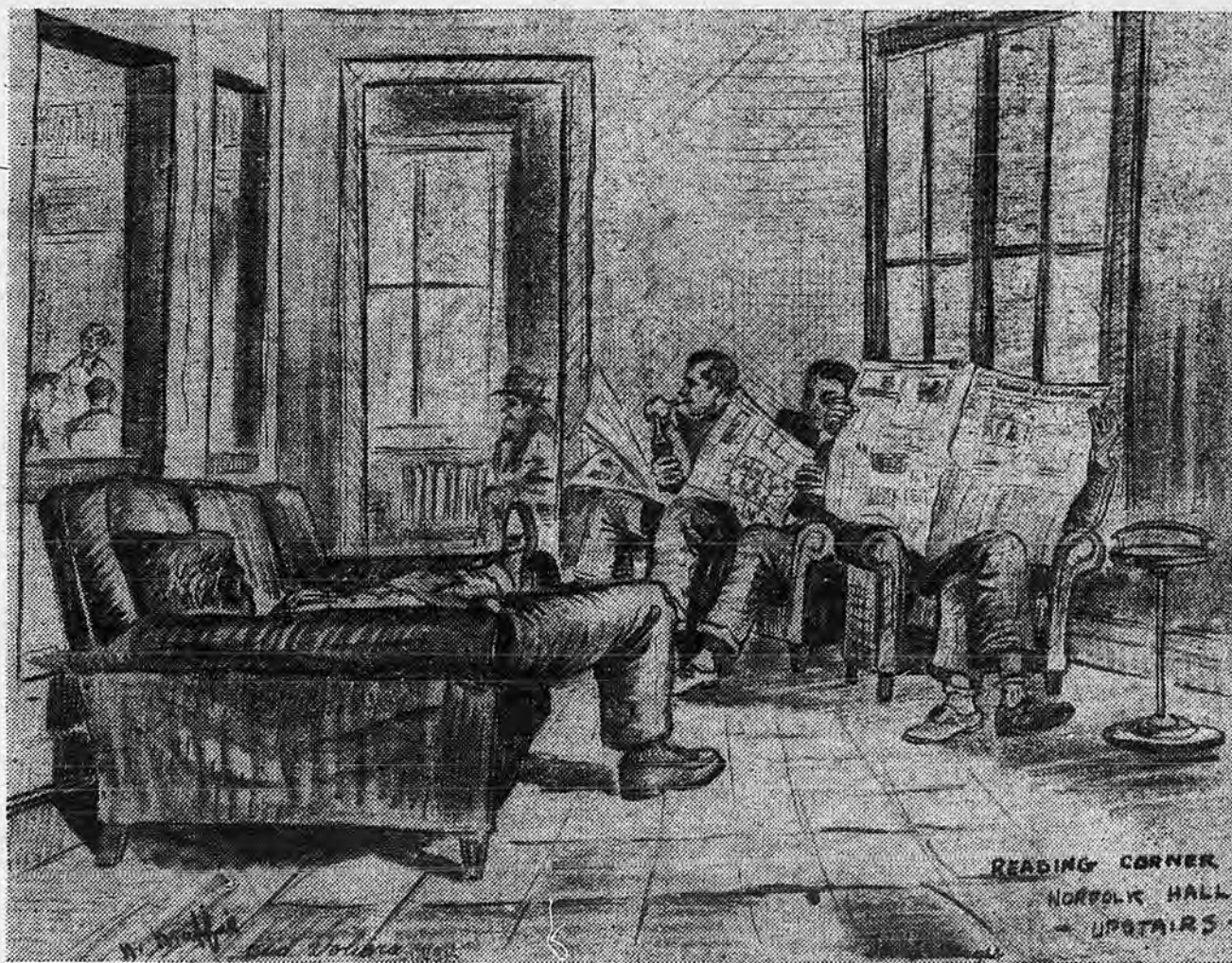
Whenever Seafarer Norman Maffie stops long enough to get out his sketching materials, he promptly records his observations. The Port of Norfolk was his latest stop. Above is what he calls "a one-eyed card game," with the Seafarers keeping one eye on the cards and the other on the shipping board. Scene below was sketched in the "reading corner" of the Norfolk hall. Sprawled on the couch at left is Brother L. Voliera. The crossed legs at right belong to Dave Derger, who is deeply interested in his newspaper.

Miners Win Pension, Return To Work

The four-week-old walkout of the hard coal miners came to an end this week with the announcement that their pension demands had been met. Under a "compromise" plan offered by Senator Styles Bridges, miners retiring at the age of 62, after 20 years service, will receive a pensions of \$100 a month.

Bridges is a trustee of the United Mine Workers', Pension and Welfare Fund, along with John L. Lewis, representing the miners and Ezra Van Horn, for the operators. Lewis accepted Styles' offer, but Van Horn dissented.

Meanwhile, Lewis and the UMW must stand trial on a contempt-of-court charge for not ordering the miners back to work, recalling a similar situation in 1946. At that time a court charged levied a \$3,500,000 fine on the union and the miners' chief. The Supreme Court later reduced the amount.



READING CORNER
NORFOLK HALL
UPPER DECK

Dispatcher Explains How Asst. Electricians Are Shipped

By PAUL GONSORCHIK

NEW YORK—There seems to be some misunderstanding of the shipping rule which applies to the Assistant Electrician. The procedure for shipping these men follows a set pattern and is the same in all ports. This is how it works:

When an Assistant Electrician's job is called, first in line, of course, is a man having the endorsement and the experience. He gets the first crack at it.

If there are no takers, then men having experience as electricians but without endorsements can throw in for the job. They must, however, show proof of their experience.

If the job still remains on the board, the next men eligible are the Engine Department men

having at least 3 years sea-time below decks. That's the procedure and it is a sensible one.

The reason these rules were so drawn up was to enable the Chief Electrician to have an able assistant. Too many men believe that their job is but to put in and take out electric light bulbs. The Coast Guard may say that's all there is to the job, but the SIU says no.

In the past the Coast Guard issued Assistant Electrician's endorsements to Cooks, but ignored members having 3 to 5 years experience in the engine room.

Our method, approved by the membership, is the best and gives those men best able to do the job the opportunity to take these jobs.

Right now here in New York,

the men don't seem to be too much interested in shipping.

Most of them prefer to stay ashore and put in picket duty in support of the United Financial Employees' Strike.

After all, it is not everyone who can get out there and give the country's biggest money bags a first class tongue lashing. The SIU members have been having a field day. I'll bet those brokers' ulcers are really hurting.

They get red and blue and purple all over when the pickets call them "scabs," "strike-breakers" and "finks." These guys are used to having people lick their boots and it drives them nuts to know they can't do anything about it.

In that white collar union there is a good bunch of people. Somewhere there should be some

justice for these people. Here is a bunch of decent Americans trying to wring a few lousy bucks from the guys who have



it all and what happens: the cops rush down to the exchanges and go into their "protection" act.

If a cop ever clubbed a broker he'd find himself in Siberia before morning.



things they want to hear about. It has sure stirred up a commotion. Most men feel that they have been dealt a personal injury through the slugging of Seafarers by the New York police.

At our regular meeting a couple of nights ago we had Brother Applewhite, President of the Central Trades Council in Mobile, who gave us a picture of the financial workers' strike and their problems. He was well received by the membership.

Minutes Of A&G Branch Meetings In Brief

GALVESTON — Chairman W. Walsh; Recording Secretary R. Wilburn; Reading Clerk J. Smith.

Minutes of all branches except Savannah accepted. Voted non-concurrence with section of Savannah report pertaining to taking of SUP men off SS Governor Graves at East Coast arrival. Moved to accept Agent's and Patrolmen's reports and reports from other districts. Voted to act on Headquarters request for support of UFE beef. Voted to act on request from SUP Seattle Agent for clarification of shipping rules for SUP men on A&G ships. Accepted report of Balloting Committee. Accepted Trial Committee recommendation to fine man \$25 for missing ship. Seven men obligated. Discussion of East and West Coast rules. Minute of silence for Brothers lost at sea.

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SAN JUAN — Chairman R. J. Morgan; Recording Secretary W. Fontan; Reading Clerk G. J. Davis.

Brother Lockwood took the floor and spoke on the wonderful treatment given American seamen on the Island. He stated that there is excellent cooperation between the Puerto Ricans and the Americans and suggested that Headquarters investigate charges made against the Puerto Rican Hall by Galveston. Voted to non-concur with the Norfolk minutes. Trial Committee report: Brother who misrepresented himself as a Patrolman aboard the Marina forbidden to ship on an SIU ship again. Brother who missed SS Ponce fined \$25. Good and Welfare: Brothers spoke on cooperation between SIU and SUP men. All felt that everyone was working together well.

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NEW ORLEANS — Chairman Frenchy Michelet; Recording Secretary Johnny Johnston; Reading Clerk Buck Stephens.

Branch reports except those from Savannah and San Juan accepted as read. Voted to refer to Headquarters that part of Savannah report regarding SUP men on East Coast ships and accept balance. Voted to refer San Juan report to Headquarters to see whether man in question was strike clear. Acting Agent reported 12 payoffs and 11 sign-ons. Urged vote on four amendments before the April 10 deadline. Recommended that Stewardness be allowed relief for vacation time, not exceeding one voyage. Reported company complaint on Stewards Department of SS Legion Victory would be investigated. Told about UFE beef and called for membership support. Reported on Marshall Plan, telling how SIU telegrams helped in Congress. Report accepted. Building Superintendent reported progress in new building. Accepted, as were Patrolmen's and Dispatcher's reports. Four men obligated. Under Good and Welfare, several Brothers called for donations for UFE beef. Minute of silence for Brothers lost at sea.

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BALTIMORE — Chairman Ben Lawson, 894; Recording Secretary John Hatgimisis, 23434; Reading Clerk Al Stanbury, 4683.

Nine men obligated. Headquarters and all branch reports

A&G Shipping From March 24 To April 7

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston	66	31	32	129	22	18	10	50
New York	288	258	202	748	260	269	201	730
Philadelphia	77	58	43	178	60	50	48	158
Baltimore	257	270	110	637	179	112	86	376
Norfolk	307	137	94	538	77	49	35	161
Savannah	46	86	35	167	43	37	24	104
Tampa	30	34	27	91	43	39	19	101
Mobile	76	81	68	225	86	72	69	227
New Orleans	167	120	162	449	156	125	139	420
Galveston	101	51	51	203	51	35	32	118
San Juan	8	2	11	21	9	2	3	14
GRAND TOTAL	1,423	1,128	835	3,386	886	807	666	2,459

NOTE: A&G men shipping on the West Coast are not included in this report.

accepted. Accepted Committee's report dismissing charges against two Brothers and consigning a third to 99-year club. Accepted reports of Patrolmen and Dispatcher. Discussion of issues in Wall Street beef. Minute of silence for all Brothers lost at sea.

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SAVANNAH — Chairman and other officers not named. Report signed by Agent C. Starling.

Special meeting to consider report of Trial Committee. Committee recommendations accepted: Brother who left fireroom of SS Russell Alger, fined \$35; Brother who missed Isthmian strike, fined \$25; Brother who took ship's stores from SS William Carson, fined \$10; Brother who missed SS Southwind, fined \$50; Brother who took ship's stores from SS Zachary Taylor, fined \$10.

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MOBILE — Chairman H. J. Fischer; Recording Secretary James L. Carroll; Reading Clerk Jeff Morrison.

Minutes of all branches accepted. Agent's report accepted. Brother Applewhite spoke on

trade union movement in general and the UFE beef in particular, emphasizing the support being given by SIU-SUP. Dispatcher's report accepted as was Trial Committee's. Also accepted report of Rank-and-File Committee on purchase of chairs and filing cabinet.

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BOSTON — Chairman W. Siekmann, 7086; Recording Secretary J. J. Lichtman; Reading Clerk John Lane.

Minutes of all branches except Tampa accepted. Voted that a Committee assist Tampa Agent in purchase of indicated property. One Brother went on record as holding that San Juan Hall was well run in accepting Norfolk minutes. Secretary-Treasurer's report accepted. Agent reported Branch business running smoothly. Explained background of UFE beef and pointed out that police interference had increased SIU participation. Asked volunteers to be ready to go to New York following day. Patrolman reported on shipping, warned crews to wait for Patrolman before paying off. Bother reports accepted as well as report on UFE beef from New

York. Brother Connors obligated. Carried motion by Woods that crews wait for Patrolman. Minute of silence for Brothers lost at sea.

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PHILADELPHIA — Chairman Don Hall, 43372; Recording Secretary William Luth, 896; Reading Clerk William Hall, 39256.

Minutes of all branches accepted. Agent's report accepted. Carried resolution regarding Captain and Mate of Azalea City. Patrolman's report accepted as was Secretary-Treasurer. Dispatcher's report accepted. Six men obligated. Committee recommendation to fine man \$25 for missing Isthmian strike. Took donation for UFE beef. Minute of silence for Brothers lost at sea.

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TAMPA — Chairman J. Hand, 49332; Recording Secretary R. H. Hall; Reading Clerk T. Sosa.

Minutes of all branches read and accepted. Brother in Orlando Hospital credited with attendance. Secretary-Treasurer's report accepted. Voted that man sailing Deck Engineer must show same qualifications as Bosun.

Reports of Agent and Dispatcher accepted. They reported shipping looked brighter for next two weeks. Waterman, Isthmian, Atwacoal, Bull, Alcoa all have ships hitting Tampa these days. All hands took part in discussion of UFE beef and SIU's support of Wall Street workers. Further discussion of best way to keep the Hall shipshape.

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NEW YORK — Chairman E. Sheppard; Recording Secretary L. J. Williams; Reading Clerk Paul Hall.

Meeting called at 5 p.m. by Secretary-Treasurer. Motion by Pohle that meeting acting as supreme quorum according to constitution change time of regular meeting to 5 p.m., seconded and carried. Secretary-Treasurer's financial report accepted. Due to UFE beef, Secretary-Treasurer reported for entire staff. Said new companies signed would be reported by General Organizer at later date. Headquarters records now in perfect shape and being kept that way although officials busy with UFE beef and shipping. Contributions supporting beef rolling in from SIU-SUP men on all coasts and on Lakes, and they are expected to be enough to defray all expenses. UFE beef has offered wonderful opportunity to brush up SIU strike apparatus for future trouble of our own if it comes this year. Congratulations to men coming in from other ports to help. UFE strike is a tough one, and can expect cops to attack SIU members again. Minutes of all ports accepted. Communication from Anchor Hotel in New Orleans read. Trial Committee report accepted. Voted to elect Tally Committee later. Voted protest against New York cops and Wall Street brokers for beating up pickets.

New York Expects Lull, But Rated Men Are Still Welcome

By JOE ALGINA

NEW YORK—After a couple of weeks of brisk shipping, the outlook is one of a slow tapering off in the immediate future. Of course, there is a very good possibility that this is only temporary and the picture will brighten considerably after the lull.

Rated men, however, will have no difficulty in grabbing a ship. Shipping never seems to become too slack for rated men in this port.

We had a good number of payoffs this week. The old Port of New York always manages to play host to some clean ones and this week was no exception.

Bull Line's Suzanne came in and paid off clean. She is a beautiful ship recently acquired by the company. She has made a couple of trips to Puerto Rico but this time she is scheduled for a run to South Africa.

ONE GOOD, ONE BAD

Robin Line sent us two ships this week, The Marine Runner and the Wesleyan Victory. The former was clean and paid off in short style, but the Wesleyan was another story. She was far from being okay.

If the crew had a beef the

Delegate would go to the Skipper. He, however, was very uncooperative. When approached by the Delegates, he'd cut them short, refuse to talk or threaten to have them logged or tossed in the can.

He logged several men, but a good number of them were legitimate and nothing could be done. Patrolmen Goffin and Shuler got the rest of the beefs squared away before the payoff.

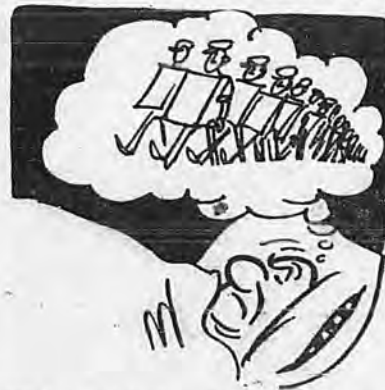
The Lahaina Victory was another good Robin ship this week. She's one of the finest we've had in port in a long time. The Delegates were a good bunch of guys and brought the ship to port clean. A couple of weeks ago they wrote in boasting that they were going to bring her in sparkling. They sure lived up to their promise.

The Brazil Victory, Mississippi, paid off here in good shape. It has been a long time since we've seen a Mississippi ship in these parts but like all SIU ships she was shipshape all through.

Isthmian's Steel Navigator came in from a voyage to the Far East. She was fouled up because the Skipper refused to go along with the SIU agreement. The Skipper and Mate were working on deck so the deck gang claimed 30 hours of

overtime. They collected it all.

Up the street a bit from the waterfront, SIU members are still out there on the line aiding the striking financial workers. The lines are holding strong and in good spirit. In spite of the howling by some of the anti-labor papers the SIU is sure becoming well known in this town.



We've aided a lot of unions in the past but this beef has made the name of the SIU known and respected by every working stiff in this town.

Crews coming into this port are supporting the strike 100 percent with generous donations. With the combination of donations and Seafarers on the line, the white collar workers are getting solid support.

We've been getting a beef from some crews regarding the refusal of some men to take innocula-

tions before leaving on a foreign voyage. One ship recently had a case of smallpox because a man had not taken his shots. This one man threatened the lives of the whole crew just through his own and the company's neglect.

It seems that this is a foolish thing for a Seafarer to do. Topside, too, has been guilty of the same thing. If a man does not take shots, then he should not be allowed to ship foreign. He can do his sailing in the coastwise trade where shots are not required.

It would be a good idea if crews would check on this before the ship sails, especially if the ship is headed for the Far East. Over there the doctors are not so easy on a man.

A few weeks ago I mentioned the importance of having a sailing board on the ship near the gangway. Some men recently have missed their ships because no board was displayed and they had taken the word of one of the crew.

To be sure of making the ship before sailing time, be sure a board is up. If it is not, have the Delegates see that one is procured and placed where every crewmember cannot help but notice it before going ashore.



SHIPS' MINUTES AND NEWS

Lahaina Skipper's Alert Move Saves Crewmember With Appendicitis

It was touch and go for Brother Eugene Dore when he was stricken with severe abdominal pains four days out of Walvis Bay off the coast of Southwest Africa.

However, Captain Anderson of the SS Lahaina Victory, Robin Line, acted with speed and determination, according to a letter from Harry Pollins, Junior Engineer, and Dore got early treatment for appendicitis.

When the Skipper realized that Dore was seriously ill he tried without much luck to contact a shoreside radio. But finally he got in touch with a ship carrying a doctor who radioed back that appendicitis was probably the correct diagnosis.

This estimate of the situation only served to confirm Captain Anderson's and everybody else's worst suspicions, for neither the Captain nor the Purser nor anybody else was equipped to perform any surgery.

INTO LIBERIA

Anderson headed the Lahaina for Monrovia on the Liberian coast and radioed the company for permission to put into that port. The company obtained permission from the State Department and radioed back.

When the Lahaina arrived at Monrovia a doctor came aboard immediately and was taken to a shoreside hospital where he got the care he needed.

The Lahaina had a good trip except for Dore's illness, Pollins says in his letter, which was endorsed by 28 crewmembers. One big reason was the fact that Captain Anderson was a highly satisfactory Skipper to sail under.

"WERE LUCKY"

Pollins puts it this way:

"We were lucky enough to make a trip with a Skipper worthy of every seaman's praise. Captain William A. Anderson gets every vote of approval from us.

"Captain Anderson went out of



Standing at extreme right is Gustave Dore, whose appendix acted up on trip to South Africa. He was taken to hospital in Monrovia, Liberia, where skipper made an emergency stop. In same row, left to right: Bill O'Connor, OS; Harry Svenson, Bosun; Alfred Nunberg, AB, and Dore. In bottom row at left is Victor Carabello; Smitty, the Baker, is at right. Man in ring was not identified.

his way many a time to comply with out wishes. I wouldn't say he pampered us, it was far from that. But I know he considered us as one happy crew that did its work well.

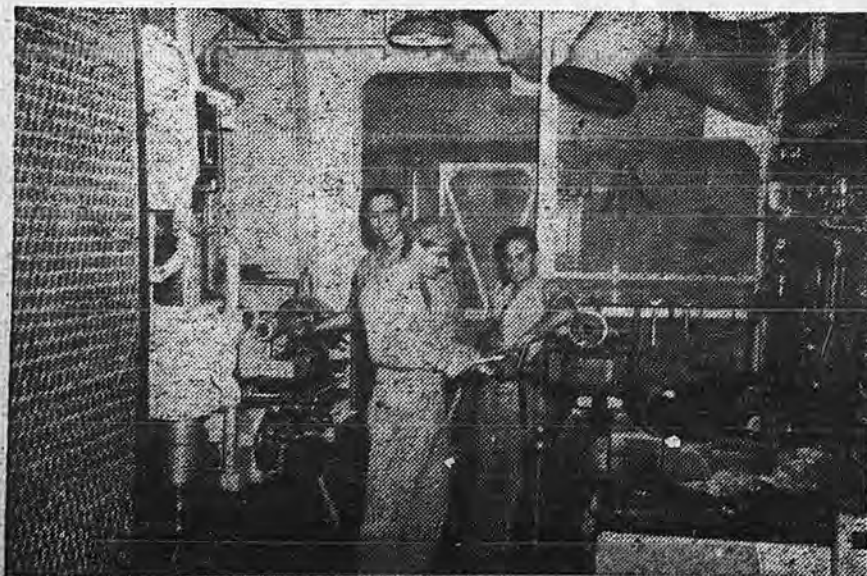
"In that way he received the utmost respect and cooperation that is due the Master of a ship.

"There may have been a few petty difficulties within the departments but that's as far as he'd let anything go. You'd be sure to find him in the midst of the trouble straightening it out and making peace.

"We made all the ports on the east coast of Africa — except Beira, thank God, and in no port was there as much as one beef about draws or shore liberty.

"In Kilwa, where none of the crew went ashore—there wasn't anything doing there anyway—the Old Man made sure there wasn't one unhappy soul aboard during our stay there...

"All in all, we can readily say we had a swell trip because we had a Captain who went out of his way to make it so."



In Lahaina Victory's machine shop are, left to right: Frank Serbeniak, Jr. Engineer; Carl Wamsley, Jr. Engineer, and D. Reynolds, Electrician.

Berea Men Want Even Break On Foreign Exchange Mart

A dollar isn't a dollar anymore no matter where you go, but when you lose 30 cents on the buck in foreign exchange, that's too much, decided the crew of the Berea Victory.

At a shipboard meeting held on April 2, after having passed through the maze of money changing in Marseilles, the crew voted a resolution calling for an end to the short changing practice by having the ship's master carry sufficient American dollars or have the company draw from dollar credits in foreign ports.

Moreover, they recommend that the Skippers procure the highest rate of exchange possible before surrendering the American money.

In making their switch to francs the crew was offered 214 francs per dollar by the company agent. The American Express offered 290 on the dollar and 295 on traveler's checks. On the Paris bourse, however, the rate fluctuated between 300 and 330 francs per dollar.

RESOLUTION

The crew's resolution is as follows:

"We recommend the following upon being concurred in by the membership in all ports: "That the Captains on all SIU contracted vessels going foreign

carry an adequate amount of American currency or have established dollar credits in foreign ports.

"We further recommend that this matter be brought to the attention of all contracted com-



panies through the medium of the Secretary-Treasurer, and that he notify them, providing this is passed upon by the membership, to instruct all captains that when in foreign ports they should get the highest rate of exchange possible for the American dollar prior to accepting the exchange offered by the various agents."

Steel Seafarer Men Stress SIU Clean-Ship Rule

BALTIMORE — The below-par sanitary condition in which the new crew of the SS Steel Seafarer found the ship led to a strong resolution condemning such conditions as unworthy of an SIU vessel. The wording of the resolution adds up to sound advice for all SIU crews.

The resolution was passed at a pre-departure shipboard meeting chaired by Warren J. Callahan and was discussed and passed under Good and Welfare.

RESOLUTION

It reads as follows:

"Every SIU ship is known and will continue to be known as a clean ship. We wish to impress on all crewmembers to carry out this policy at all times. We have all seen the condition that this ship was left in from the previous voyage. According to SIU policy it was below par and sanitary order.

"We hope in the future that this incident will never be repeated as long as we are under an SIU agreement. We wish to urge on all members the importance of this matter."

The crew of the Steel Seafarer had plenty of other things to discuss about the ship's condition and voted to delay the sign-on until necessary repairs were completed. She was scheduled to leave on her first trip under the full Isthmian contract.

MINUTES OF SIU SHIP MEETINGS DIGESTED FOR EASIER READING

SAMUEL R. AITKEN, Mar. 7 Delegate. Voted fine system for —Chairman L. J. McMillian; Secretary Clayton Carney. Delegates reports read and accepted. Motions carried: To have three men inspect quarters of crew and that men with unclean quarters be fined; that 12-4 Firemen be accepted as a permitmen. En-

line Department voted unanimously to pull permitman's card for failure to properly perform duties and sanitary work. Motion carried to have domestic water tanks checked on arrival.

JAMES DUNCAN, Jan. 24—Chairman Pat Millican; Secretary A. W. Wasiluk. Motion carried: That any man unable to perform his duties as result of intoxication shall be fined \$10 on first offense and brought up on charges on second offense; that each department take turns keeping recreation and laundry rooms clean. Pat Millican discussed effect of performers on Union brothers. It was suggested that Deck Department sougee starboard passageway and the Steward Department sougee port passageway.

JOHN A. DONALD, Feb. 29—Chairman Thomas Frazier; Secretary Lee Blanto. No beefs reported by delegates. Decided to see Patrolman about three Black Gang permitmen allowed to remain aboard for second voyage when shipping was tough in Baltimore. Elected Deck Engineer Milton Faircloth to be Ship's

EDITH, Mar. 21 — Chairman Louis W. Pepper; Secretary Louis S. Rizzo. No disputes in departments. Men requested not to accept shipboard promotions in view of expected amendment. Discussion of shortcomings of marine hospitals. Steward asked to check icebox. Crew to get new library in Philadelphia. One minute of silence for Brothers lost at sea.

LONGVIEW VICTORY, Jan. 3 —Chairman A. Vasquez; Secretary J. Offsianik. Motion made, second and carried to bring all performers up on charges for not turning to. Complaints heard that men were pilfering food before meal times and dirtying messhall. Minute of silence for Brothers lost at sea.

WACOSTA, Mar. 21 — Chairman William Daughy; Secretary Thomas Williams. No beefs re-



(Continued on Page 9)

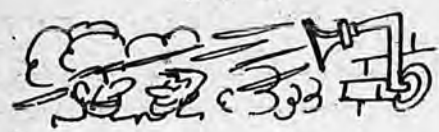
Digested Minutes Of SIU Ship Meetings

(Continued from Page 8)

ported by departments. Voted to help Messman new to the ship. Voted to limit Captain to two hours to have monies if ship docks on a Saturday. Discussion of Deck rules, laundry and food.

STEEL RECORDER, Mar. 8— Chairman John A. Sullivan; Secretary Edward De Bourbon. Extensive discussion of food and messroom equipment. Union literature distributed. Repair list recorded. Paper plates and cups should be carried to Persián Gulf for natives eating aboard. Minute of silence for Brothers lost at sea.

LAHAINA VICTORY, Jan. 18— Chairman Bill O'Connor; Secretary Frank Serbeniuk. No beefs reported by department delegates. Discussion of problem of keeping messroom clean. Changes in menu requested to which Cook in reply explained food problem. Minute of silence for Brothers lost at sea. Ship's Delegate F. Young. Deck Delegate S. A. Presto. Engine Delegate H. Goering. Stewards Delegate J. H. Brandon.



LAHAINA VICTORY, Feb. 29— Chairman F. Young; Secretary W. G. Hay. Overtime beefs on deck and in engine room were reported not to be serious. Discussion of status of stevedores in tropical ports. Suggested water line aft from scuttlebutt be repaired for stevedores' use. Discussion of how to stow cots.

WILLIAM H. ALLEN, Feb. 4— Chairman Add Gillam; Secretary Adam Hanke. Meeting held in Kailthattam, India. No beefs reported. Thomas Rodgers suggested menu changes. Steward reported he was getting everything he could under Indian conditions. Indian customs authorities limited food coming aboard. Suggested Union investigate situation in India.



BEREA VICTORY, Mar. 24— Chairman C. Wright; Secretary H. Roosecrans. Asked Delegate to see Captain about loss of time due to setting clock back each morning. Voted to ask Patrolman to check exchange rate in Marseille. Department delegates were asked to get Patrolman to clarify overtime. Recommended that permitman picked up in the Philippines be investigated.

MIDWAY HILLS, Mar. 28— Chairman L. C. Knowles; Secretary Frank W. Arndt. Delegates reported no beefs at all. Kelly said ship needed new fans for tropical runs. Fisher scored crew for laxness in messhall. Decided to refer to Patrolman question of Chief Engineer and 1st Ass't doing electrical work. Minute of silence for seamen lost at sea.



KNOX VICTORY, Feb. 10— Chairman Blackie Colucci; Secretary Al Bernard. Reports of Delegates read and accepted. Discussion on keeping messroom clean and washing out cups. Condition of laundry also discussed. It was agreed that this is one of the best Union ships sailing, with all hands treating each other as brothers. One minute of silence observed in memory of missing brothers.

FORT BRIDGER, Feb. 29— Chairman John A. Ziereis; Secretary George Quinones. Good and Welfare: Repair list made up and approved. Discussion on washing clothes brought forth the proposal that one man from each department be assigned a day for laundering the clothes in his department. One minute of silence for Brothers lost at sea.

MONTEBELLO HILLS, Mar. 12— Chairman Jack Kelly; Secretary A. J. Tannlu. Deck Delegate reported that the Chief Mate was no good and had made the statement that he wanted no one on the ship except company men. New Business: Motion carried that all repairs be made before signing foreign articles. Chief Cook paid crew compliment on brotherhood shown by crew. One minute of silence for Brothers lost at sea.



MOSOIL, Mar. 15— Chairman J. Sellers; Secretary L. Rein-chuck. Motion carried to elect Ship's Delegate only if the department delegates cannot agree. Delegates reported all smooth in their departments. Good and Welfare: General discussion of various repairs needed and suggestions for better living and working conditions. Departmental Delegates to check hospital for supplies.

STEEL WORKER, Mar. 7— Chairman Weaver G. Manning; Secretary John Straka. A Felts nominated and elected as Ship's Delegate. Delegates reported everything all right in their departments. Delegate reported that all repairs were made in New York. Motion carried to hold meeting every Sunday. Good and Welfare: Crew cautioned not to use toaster as hot plate. One minute of silence for Brothers lost at sea.

FLORIDA, Mar. 14— Chairman Vernon Bryant; Secretary Dan

Thomas. Ship's Delegate Major Costello discussed resolutions calling for new assessments and change in shipping rules. Discussion on amount of money in building fund. New Business: Discussion on new P&O agreement. Motion carried to have Ship's Delegate assist in negotiating new contract. Meeting attended by 82 crewmembers including a couple of sister members.

RICHARD YATES, Mar. 14— Chairman John Murphy; Secretary not given. New Business: Motion carried that no one sign articles until a new Chief Engineer is taken aboard. Good and Welfare: New garbage can to be put in the pantry. Men told to keep their life preservers in their respective foc'sles. One minute of silence for Brothers lost at sea.



GOVERNOR BRANDON, Mar. 12— (Chairman and Secretary not given). Deck Delegate reported no beefs; gave a word of thanks to the Stewards Department for the excellent food. New Business: Black Gang reported Chief Engineer cursing Wipers and giving entire department a bad time. Motion made for delegates to see Captain about getting Engineer on the ball. Captain has threatened to pay off Steward in Honolulu. If this happens, entire crew agreed to payoff. Good and Welfare: Committee appointed to write LOG about bonus for carrying nitrate.

SNAKEHEAD, Nov. 27— Chairman Leonard Craddock; Secretary Jack Ryan. Special meeting minutes were read regarding the death of Frank Carreiro. Ship's Delegate reported on Chief Mate breaking out the Electricians at 2 A.M. to repair winches. There was no power on deck and there was nothing wrong with the winches.

BIENVILLE, Feb. 18— Chairman Robert High; Secretary Roy D. Morris. Delegates reported on number of book and permitmen in their departments. Good and Welfare: Last standby on each watch to square away the messhall. Suggested that those who take books from the book case are to return them. One minute of silence for Brothers lost at sea.



NIANTIC VICTORY, Mar. 7— Chairman R. P. Hannigan; Secretary K. Hatgimisios. Delegates reported no beefs. New Business: Motion carried to have No. 1 and 2 lifeboats checked and repaired on arrival in Frisco. Good and Welfare: Suggestion made that men going on watch be fed first and promptly. Compliments to Chief Cook E. B. Youngblood and his cooks for the fine condition of the food being served. One minute of silence for Brothers lost at sea.

SEAFARER SAM SAYS:

IT'S NEVER TOO EARLY!

OUR CONTRACT EXPIRATION DATE IS STILL MONTHS AWAY - BUT NOW IS THE TIME TO START THINKING OF THOSE CHANGES YOU'D LIKE TO SEE IN OUR AGREEMENTS. SEND YOUR SUGGESTIONS TO HEADQUARTERS' OFFICES, SO THAT THE NEGOTIATIONS COMMITTEE WILL KNOW THE AUTHENTIC DESIRES OF THE MEMBERSHIP WHEN IT MEETS THE OPERATORS.



CUT and RUN

By HANK

There's no doubt about it. Victory will come for our AFL trade unionists, the United Financial Employees, now approaching their fourth week of their honest strike for realistic wage raises, job security and union contracts. Although the Wall Street egotistical millionaires are happily "scabbing" (beneath their traditional dignity), and sweating and cussing—they're also plenty jittery from this continuously effective strike. The huge strike rally which invited all people in the financial district—resulted in the streets being mobbed in all directions—and in these people hearing what the strike is all about—straight from the hearts of UFE union officials, SIU officials supporting this strike, and a New York minister. This must have cracked the stone hearts of Wall Street's financial dictators and their childish, miserable offer of two dollars as a wage raise—without any other realistic thing attached... One of the many important things gained by SIU-SUP participation in this strike has been the "strike experience" given to many of our sailors who may have missed "hitting the bricks" in our 1946 General Strike or the Isthmian strike—due to the fact that they were somewhere in the world aboard the ships.

Now for some brotherly letters and news: From Calcutta, India, dated March 14, Brother Leon "Chink" White writes: We have a good crew aboard Isthmian's Steel Advocate. Some of the boys aboard are from the SS Cavalier and they can't seem to get used to these long trips. We should be back to the home ports in about two months... Another letter is from Brother Franklin Smith, aboard the SS Allegheny Victory docked in Honolulu in March—We're in these coral islands with plenty of sunshine and loads of pineapples. After 18 days at sea the boys took the rolls out of their sea legs to amble over to the Waikiki Tavern to heave a few heads. Some went even further and paid a visit to the Alexandria. Me, I can't afford such night life. After all, I'm going to be a married man when I get back. It's been a swell trip and everybody is confessing what a good crew aboard. I'm having some guys taking photos of the guys in all departments and will send these to the LOG. Best regards to all in New York and to Brother "Duke" Wade, the bellyrobber.

Big "Dutch" Bolz just sailed into town from South Africa—where he says the LOGS come faithfully to various places... Without an artistic-looking beard decorating his face, Brother Ray Queen is in town again... From a long Isthmian trip Brother Willie West anchored into New York... Brother Larry White is in town—and quite a happy guy he is, indeed... Brother "Dutchy" Moore accidentally met a Commie in this town and had to convince this undeserving American that he can't annoy an AFL sailor with his presence or talk... Here are some oldtimers who may still be in town: Eddie Guszczynsky, H. Knowles, G. Geibel, M. Moore, J. Benter, C. McComiskey, C. Matt, L. Franken.

Here are a few questions passed along by one Seafarer: Who is the skipper whose scow ran aground because he was not on the bridge during a "pea-soup" fog—since he was too busy making conversation or something with a lady passenger?... Who is the Chief Mate who can tell you a "sea story" about how much power he has to throw you in the brig—but hasn't the slightest power, in the Skipper's absence, to issue a medical o.p. ticket to see a doctor?... Who is the Chief Engineer who slept through eight days while the engine room had trouble going across—and then made his "stooge" Third Assistant a First Assistant and transformed his First Assists... Third Assistant?

THE MEMBERSHIP SPEAKS



Post's Build-Up Of America Skipper Bores One Old Salt

To the Editor:

The Saturday Evening Post in its issue of February 28 came out with a malicious article entitled, "The Captain They Couldn't Blow Down." A pair of landlubbers, authors of the article, have given the finky master a press build-up that would make Hollywood green with envy. Here's an excerpt from their slick paper blurb:

Manning looks upon himself as a modern Captain Ahab, pursuing the evils. Unions are regarded by him as a form of creeping paralysis threatening the very existence of our merchant marine. Skipper of the America, our nation's only luxury liner, Harry Manning knows his mind. He insists that the captain is still master of his ship, come hell, high water—or even the maritime unions. The idea of unions makes him see a deep shade of political red. The Masters, Mates and Pilots, AFL, demanded that all unaffiliated captains join their association...

To sum up, we can well conclude that the Saturday Evening Post has publicly told its readers that the maritime unions are all communist-led. Therefore Local 88 of the Masters, Mates and Pilots has instituted a law suit for criminal libel against the magazine.

Captain Manning has already been handed a subpoena. The suit is for damages to the amount of \$500,000.

CAN DO BETTER

Captain Manning, according to the article, is a man who can do anything better than we can. "In 1917, as an apprentice," states the article, "he made a voyage to Japan. He acquired a working knowledge of Japanese, German, Russian and Spanish."

This writer only spoke Latvian at first. Then it took us seven years to learn Russian and German, and another seven years passed before we were able to speak Italian and Spanish well.

"Manning is known as a big ship captain who knows the presidents in person."

This sailor sailed out of Riga, Latvia, in 1908, as an ordinary seaman on the two-masted schooner Cornelius, and ran away from her in England wearing but the clothes in which he stood and with but five bob in pocket.

Then, after two weeks of looking for a job by day and sleeping in the cornfield by night in rainy September, we shipped out on the four-casted bark Oweenee, a skysail yarder, bound for Australia.

HIGH PRESSURE

"Mr. Manning, an officer in bright uniform, has paced the bridge of luxury liners."

We have just sailed in square riggers as AB four years and then as Chips for a couple more.

"Master Manning is a tough

man and can daily box three fast rounds with professionals. He's spoiling to show off his prowess to the crew."

I'm afraid he is too good for me. We've just sparred once—six rounds with Les Darcy, the Australian middleweight. After that I shipped out of Sydney as second mate on the four-casted bark Juteopolis in August, 1917, and went round the Horn without seaboots.

"Captain Manning is a storm-battered shellback who has been cited for heroism at sea."

This person is no hero. I've just been around the Horn five times in sail and held aloft on swaying footropes for dear life.

"Commodore Manning is a navigator who knows the latest gadgets."

We have a master's license in square-rigged sail, first issued in New York on January 20, 1919, and last renewed on March 4, 1944.

A REAL CUT-UP

"Master Manning plays the piano like a maestro; he keeps the instrument in his cabin and specializes in playing Moonlight Sonata."

We are not romantic as that. At times we invite a few of the boys into the cabin, then have a drink all around and sing the chantey we know so well:

"O, blow the man down, bullies! Blow him right down!"

"To my way, hey—blow the man down!"

Then the boys, joining in the chorus, would lustily sing:

"O, give us some time to blow the man down."

R. J. Peterson
Captain, MM&P

Parents Enjoy LOG, Learn of Ships, Sea

To the Editor:

My son, Philip L. Huss, has the LOG sent to our home weekly. I'd like to tell you how much I enjoy it. I am somewhat green when it comes to ships and sea as we are railroad people and come from far in land at Fort Scott, Kansas.

My son gets a big kick out of my asking him questions about ships, so you see that is why I enjoy the LOG so much and at the same time am learning a little about the sea. We are certainly proud that our son is a member of the SIU.

Grace Allen Huss
La Belle, Fla.

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.

A PAUSE FOR REFRESHMENT ON THE BAUXITE RUN



The rumor is that the only thing cold in Puerto La Cruz, Venezuela, is the beer. Here are five crewmembers off the SS Alcoa Roamer finding out for themselves during a recent call in Puerto.

From left to right: Herman Hendricks and Mack Wiggins, Howard Gould, William Brown and Cecil Gordon. Hendricks is the ship's radio operator, a member of the Radio Officers Union, AFL; the rest are Seafarers.

Back In Fold



Bill Scarlett, SIU oldtimer, who is now back in action after a short stay on the beach, got a hearty welcome from many of his Union brothers.

Thanks SIU For Aid In Getting His Check

To the Editor:

I wrote to the LOG a short time ago about a check which I had not received from South Atlantic SS Company.

After you called their offices they sent me a letter explaining about it and informed me as to what I should do. Today I received a check from the party who had endorsed the check with my name.

I'm sure the company would have ignored me if I had not been a Union member, and a member of the SIU at that. Thanks a million for your help.

Eldon Peterson



Log-A-Rhythms

COASTWISE PAYOFF

By BILL GILSTRAP

The sailor's eyes, like cloudspots on the sea,
Were flickering with a sharp serenity,
When they were told the rapture of the play
Offset the cost, the briefness of their stay.

The sailor's eyes, like sea haze in the night,
Were glowing quietly, as they watched the sight
Of amber liquid poured, of love songs purred,
Of creamy, shoulders, soft and neon blurred.

The sailor's eyes, like sea haze in the night,
Were mystic with disturbing clarity,
As prancing B-girls shook their hennaed manes,
And bar bills mounted up and up again.



The ship of joy sailed on toward morning's shore,
The girls drank and smiled and promised more,
The sailors grinned; the drinks were rearranged,
The jukebox blared, the barman kept the change.

The motley group watched with envious leer,
And the sailors drank their morning-after beer,
And laughing softly, lightly shook their head:
"Our money's gone, we sail today," they said.

Brandon Crewmen Request Bonus For Nitrate Load

To the Editor:

The crewmembers of the Governor Brandon, Waterman, after serious consideration both pro and con, are unanimous in their desire to have ammonium nitrate declared as penalty cargo.

The stevedores who load this cargo, under the safest conditions, receive a 100 percent bonus. Therefore, seamen should not encounter any great difficulty in obtaining similar compensation.

We believe that the views expressed in this letter are those of a large part of the membership of the SIU. In view of this fact we suggest that our representatives take immediate steps to open negotiations for a bonus of at least 100 percent.

This bonus should apply to all ships transporting this highly explosive material and should be made retroactive as per the stevedores' bonus.

We also suggest that matter be given as much publicity as possible to the membership.

M. Darley
Ship's Delegate
Governor Brandon

BECOMES PAPA, RUNS FOR OFFICE, WANTS TO SHIP

To the Editor:

Well it happened. I am the proud father of a seven-and-a-half pound baby girl. Mother and daughter are doing fine.

Maybe I'm sorry she isn't a boy so she could ship out SIU, but we are pretty proud of Marguerite Lynne Greenlee.

Now this will give you a laugh. I am running for Constable here on the Democratic ticket.

We were sitting around the other day drinking and batting the breeze and I was ribbing some guy about running for Constable and he said he would bet me 15 dollars that I wouldn't even sign up to run.

Well, I bet him because it only cost 10 dollars to announce for the job and I could make five dollars.

What's more, a lot of people seem to think I can win—and wouldn't that be something!

H. W. Greenlee
1333 West 5th Avenue
Huntington, West Virginia

THE BARTENDER HAS A BIRTHDAY



Shipmates gather around Eddie Mooney, barman on the SS Alcoa Cavalier, as he proudly displays cake tendered him in celebration of his birthday (we weren't told which one). Kneeling are from left to right: Joe Magdalena, Waiter; Mooney; Harvey Dawson, Messman; Eddie Mulford, Bartender; and Ray Mileck, Pantryman. Chief Cook Walter Ready (white hat) looks on approvingly. The other Brothers were not identified.

Green Cites Delays On Long Voyage Home; He And Hughes Marooned In South Africa

To the Editor:

On February 16, due to medical reasons, Ernie Hughes and I signed off the Joseph H. Hollister here in Lourenco Marques. We were the only crewmembers whose conditions warranted hospitalization. I'd say 99 percent of the crew was sick during our time in Beira.

Hughes was suffering with heart trouble and I had appendicitis.

ADVANCES NO PROBLEM

It has been the consul's practice to give men their discharges when signing off and insist at the same time that their money be deposited with him or the Agent. Although this happened to us we have had no trouble in getting advances.

We went to the hospital the same afternoon. The only thing worth commenting about was the food. You get pretty hungry after a few days; it's either do or die, so scrape the grease off, close your eyes, hold your nose and hope for the best.

I lost ten pounds. Maybe it was due to the operation, but water doesn't exactly put meat on your bones.

FINALLY SPRUNG

I finally got out on the 27th of February; Hughes about a week later. My time came when the sister came in and told me I was finished and could leave.

The doctor was to take me downtown. It was after five when we left and I knew the agent's office would be closed, but I figured they had a room arranged. Luckily there was someone at the office and after a hurried conference they sent me to the Savoy Hotel.

If you've ever seen a boar's nest, that joint is it.

The cheapest, dirtiest, smelliest house I've ever seen. To top it off they call it a hotel. The night I was there was one I'll never forget. I cleared out the next day and haven't been near it since.

I moved my gear into the Carlton which is not a bad dump.

They call it a moderate hotel, if you can call \$50 a week moderate for a double room without private bath. Meals are \$4 a day extra for each of us.

We can't figure out why they are keeping us here when it costs so much. They have refused to send us to Durban. The Consul says he doesn't want to put us on a ship as workaways. Someone must have gotten on his neck for working men out of this port. Anyway, that's why we have been here so long.

THREE COMING IN

At the end of the month there will be three ships in for New



York. They are the Joliet Victory, Robin Gray and Robin Tuxford. Apparently Robin is the only line we can get transportation aboard. If we don't get aboard one of these ships we'll be calling the SIU to help us get out of here.

It would be a good idea to put a clause in our agreements with companies sailing passenger ships that they agree to give priority first class passage to all stranded SIU men.

In closing, I hope you will publish this in the LOG and give this warning to all men sailing around African ports: Do not sign off your ship unless it is an extreme emergency. If necessary, make it an English speaking port—it makes things a lot easier.

Les Green

Feels Performers Foul-Up Union 'Bread & Butter'

To the Editor:

Sensible crewmembers are getting tired of all these so-called good union men who are glad to raise the roof about some minor beef on the ship or in the Hall, but when there is a bookman, permitman or whitecarder on the ship who is a performer they start the old cry, "I don't want to take a man's bread and better away from him."

This is a lot of bull. If a man is going to be an asset to our Union, he has to be able to take care of the job for which he holds a rating. He also should not be allowed to perform and gradually knock down the prestige we all have worked so hard to build.

These guys are a liability. It is up to all of us to get rid of them. Sure, it is a little trouble to the men who must prefer the charges, but it was a little trouble to win the Isthmian beef and the 1946 General Strike and all the previous beefs.

CAN'T SEE IT

Why should we weaken our present position for the sake of a few jerks who cannot do their work?

We don't take away their bread and butter. They can go and weaken the finks. Having them in our Union really takes away the bread and butter of our capable non-performing brothers every time one of them takes a job off the board.

All this sounds hard and cruel, maybe it is, but this is a hard world to get along in. It is especially so if a man expects to take all the breaks but will not do his part. Let's shake these guys a little. This is the only way we can keep our position.

Add Gilham

SUP BROTHER RIDES SEATRAINS, LIKES THE SET-UP

To the Editor:

I have held several jobs on the Seatrails when these jobs were allocated to the New York SUP Hall after there were no takers in the SIU Hall.

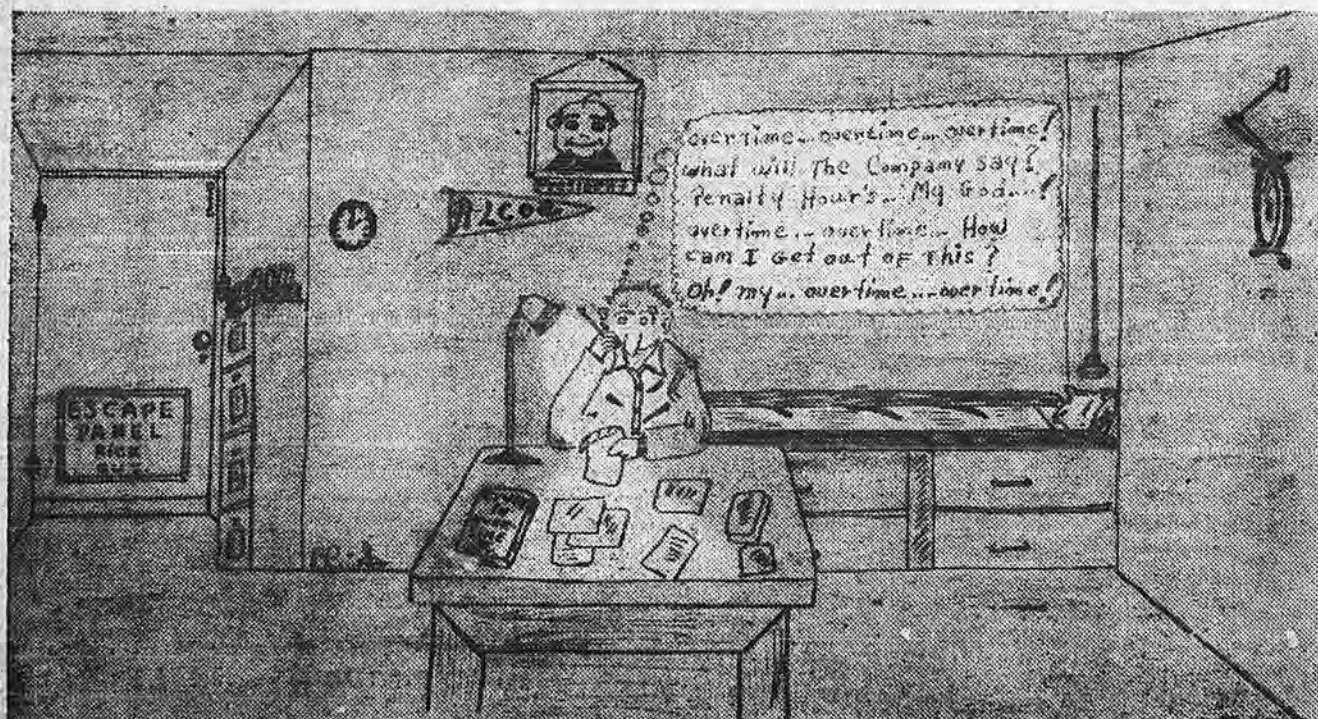
I wish to express appreciation not only for myself but in behalf of all SUP men who ride these jobs. Most of them have their homes and families in this sector of the Atlantic coast and these jobs sure come in handy.

There are, at present, five SUP men on deck and one below. Some of the permitmen aboard will have to get off as their 60 days are up. However, as far as my SIU shipmates are concerned, I have never sailed with a friendlier bunch, and I have been sailing since 1912.

I hope that some day soon we will have ironed out the slight difference between the two greatest AFL waterfront Unions and by so doing will show the rest of maritime that there is unity, strength and good will between our organizations.

Harry A. Thompson (SUP)

LIFE CAN BE MISERABLE



"A lot of sailors probably often wonder what Chief Mates do off watch?" writes Seafarer John J. Bluit, of the MV Mooring Hitch, Alcoa "Well, here's my version."

Crimp Halls, Foreign Flag Ships Justify New Assessments: Dugina

To the Editor:

Along South Street in New York crimp halls, bearing the unassuming names of "shipping agencies," are thriving. Business is so good they even have runners to go out and get the men for them.

Although they aren't using the more violent methods to acquire the men, they are still resorting to some tactics of the old shipping days.

These halls supply men to ships flying the Panamanian, Honduran and other foreign flags. When a foreign ship's crew piles off here—and who could blame them—the runners are out in force to scare up live ones.

All of this has come about because some American operators have found out that they can make more money by operating ships under a foreign registry, namely the Panamanian flag. There registration rates are very low.

At the present time, Panama ranks third in the world in merchant marine registered net tonnage. The majority of these ships are owned by Americans

or sponsored by American capital and run by a dummy corporation formed in Panama.

LAX REQUIREMENTS

Since these ships do not come under such strict regulations as American flag vessels in so far as annual inspections, safety measures and sanitary conditions; low wages, poor food and no corporation taxes are the primary reasons some of the chiseling operators have taken the chance to operate ships under foreign registry.

These are the same ships that were built and paid for by the American taxpayer's money during the war. Now these ships are used to make money for the unscrupulous operators while the American seamen are thrown out of work.

This is where the crimps come in with their low wages, bad food and bad conditions. It's hard to man this huge fleet so the companies, hard pressed for men, have to resort to some method of getting men to man the ships. The crimps are called and the scouts are sent out.

For their services the crimps get as much as ten to fifteen dollars and expenses per man, twenty dollars and expenses for officers. In some cases aliens are made to pay for a job on one of these ships.

In their scouting for men the crimps usually pick up drunks in bars, from park benches and gutters. They usually help the victims along through the aid of a bottle of booze and then out to the ship they go.

THE DOUBLE-CROSS

If they pick up a man who isn't a seaman they fill him with fancy stories of adventure, high wages and easy work. Out at sea it is a different story, for the articles they have signed aren't worth a damn. If they are not satisfactory to the Master the men can be put off the ship in any port and other men hired in their place.

One practice is to reduce the wages out at sea, claiming the

men are incompetent in their duties. They also make a practice of transferring aliens from one ship to another with the threat that they will be turned over to Immigration authorities.

If a man is injured aboard one of these ships he can't collect compensation because men are not protected under their own country's maritime laws while on the vessel of another flag.

To sum it up, we can plainly see what is going on and how the shipowners would like to force us into the above situation.

This is one of the many reasons why I think that the ten dollar strike and ten dollar building assessment are good ideas. They will insure us a hiring hall and the strike fund will be future insurance against the operators who will undoubtedly try to use the Taft-Hartley Act against us.

Let's show them how strong we are financially, physically and in union spirit.

John Dugina

CAREFREE CAPE CREWMEMBERS



Life seems to be enjoyable aboard the Cape Mohican, at least the smiles on the faces of the crewmembers would lead one to believe such was the case. The names of the hoisters and the hoisted were not given. Ship is a former Bull Line vessel now being operated by Mar-Ancha Corporation, a newly SIU-contracted company. The run is between the Islands and East Coast ports. Picture was taken by Seafarer M. B. Aycock.

Montebello Crew

Thanks Philly

For Beef Speed

To the Editor:

Inasmuch as the beef on the SS Montebello Hills has been settled, we the crewmembers of that ship would like to offer our sincere thanks and appreciation for the representation and co-operation we received from the membership as a whole and from Philadelphia Agent Blackie Gardner, Don Hall, Bob Pohle, Bill Luth and, last but not least, attorney Philip Goldstein.

The officials in Philly leaned over backwards to have the dispute settled amicably. Due to their untiring efforts we are now making ready to sail, the beef having settled in our favor.

The membership can read an account of the beef which appeared in the LOG dated April 2, 1948.

With this type of representation we know that the SIU can only go forward to bigger and better things. In closing, we again say "Thank you, Philadelphia."

Crew, SS Montebello Hills

(Ed. Note: The Mate of the Montebello Hills fired the Delegates for union activity, and two men were hauled before the Coast Guard. The Philadelphia Branch had the charges dropped and forced the Mate off the ship.)

Send Those Minutes

Send in the minutes of your ship's meeting to the New York Hall. Only in that way can the membership act on your recommendations, and then the minutes can be printed in the LOG for the benefit of all other SIU crews.

Hunted Hall, No Dice; Wants Sign

To the Editor:

By chance a few weeks ago my ship headed into Savannah, Georgia, for a payoff. The ship, the SS Samuel McIntyre, South Atlantic, docked on February 21, so before paying off I decided to stroll up to the Hall for a copy of the SEAFARERS LOG. Little did I know the difficulty I was going to have before achieving my objective.

After arriving at the address where our Hall is supposed to be, I was surprised to find not even a sign to direct me. After walking a couple of blocks I, by chance, ran into a couple of seamen in the local beer hall who took me to the Hall.

Of course I thought it had moved or something, but this was untrue. I inquired around and was told the sign identifying the Hall as belonging to the SIU had blown down six months before and had never been hung up again.

TAKE CARE

Now, brothers, we all know that our Union appropriates money every week to better our

Halls and property, and our officials are paid to see that our property is taken care of. Why, hasn't it been replaced?

This kind of business should be taken care of as soon as it happens. I feel that this sort of matter warrants the attention of all. After all, the Hall is upstairs and a stranger not knowing where the Hall is would get disgusted just looking.

Like I said before it probably has been overlooked but we Seafarers like to know the whereabouts of our Hall when we go looking for it.

Fred R. Hicks Jr.

Permitmen Can Have Log Mailed To Their Homes

To the Editor:

Being a permitman I do not know whether I am entitled to receive the LOG. If I am, I wish you would please send it to my home. My mother and father both enjoy the LOG very much.

John B. Geissler
New Orleans, La.

(Ed. Note: Of course, of course.)

Mulholland Is Rough; Pities New Crew

To the Editor:

I signed on the William Mulholland January 5 in Vancouver, British Vancouver, due to the fact that the ship was short two messmen. The steward was a good egg, but the Chief Mate never got along with anybody.

In London it was cold, and the conveyor belt didn't work. We got the job done but only after we spent a good hunk of dough.

Sparks came back to the ship and there was no gangway so he came up the ladder. He was half way up when he fell. He was injured so badly that he died at 5 A. M. If the Chief had left the gangway up the accident



Looking somewhat disgruntled with conditions, three Mulhollanders line up on the stern for a picture. Left to right, they are: Ken Ollenburger, MM; Shorty, AB; and Eboe, AB. Shot by Angelo Bello.

yard. The gangway was lowered and the Company Agent came aboard with letters for the crew.

I thought there was something funny so I went to the Port Captain next morning. He said the mail had been stolen, but he had not told anyone of it. The Port Purser said he turned the case over to the FBI. This is strictly chopped nuts.

This is just a sample of the hard luck the boys got on this ship: "Hard Luck Mulholland." The latest rumor has it that the Maritime Commission will get the ship. If this is a hard luck ship now, there is no telling what will happen when those poor souls take over.

Angelo Bello

ARMY WAY VEXES CORPORAL McVEIGH

To the Editor:

As you can see by my address, I am in the army now. I would like to get a copy of the SEAFARERS LOG and the West Coast Sailors, if you could send it to me.

If I ever get out of the army I expect to sail again as a member of the SIU. I know it is the best Union in the maritime field.

I came over here to Norway on the General Taylor. On the way over, we had some sailors on that army transport. I noticed that they were out painting the bulkhead as well as some shoulders, which being a union man, I didn't like. But you know how the army is.

Cpl. William J. McVeigh
Straubing, Germany

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.

never would have happened.

We finally got away and ran into a storm. The Mulholland rolled like a rolling pin. Every time she shook, the Messman and Eboe stood frozen as if Boris Karloff had sprayed them with a death ray.

FALSE ALARM

One night after the storm, we were on the hatch when Abe the Fireman sighted an object three miles to the port side. The Old Man said "hard left" so we circled until we got close. It was just an old raft.

Coming into Mobile River we were struck by fog and lay at anchor. The fog lifted and we were on our way. The pilot boat came but the pilot would not come aboard so he went all the way back for another one.

Halfway up the river fog struck in again so they dropped the hook. Five A. M. next morning we tried again and passed Sand Island to the lower

Shaia Asserts Savannah Branch Operates Soundly

To the Editor:

In a recent issue of the LOG, I noticed in the spaced called "Beef Box," a complaint about the Hall in Savannah. The brother wrote that there was some back-door shipping going on there.

In reply to the brother who made that complaint, I would like to say, in plain words, that I don't think he is on the right course.

I have shipped out of the Savannah branch on several occasions and I could not see where there was any so-called back-door shipping. I think the Savannah dispatching is being run as well as it is in New York, where it is under the supervision of our capable Brother, Paul Gonsorchik.

And as far as Brother Charles Starling is concerned, I should be the last one in the world to put in a good word in his favor as he once brought me up on charges, which kept me from shipping for awhile. That is, until at trial committee cleared me.

However, as they saying goes, I must give him his due. I must say that Brother Starling, the Savannah Agent has his hands full and in all my experience with the Hall I down there, I have always found it to be run in a 100 per cent SIU manner.

**Fred Shaia, Steward
SS Seatrain Havana**

Woolcott Was Sluggish On Voyage To Venice

To the Editor:

After 28 days of fast (?) travelling, this Alcoa scow, SS Alexander Woolcott, reached Gondolaville (Venice) from Galveston, a distance of 6,000 miles, without much fanfare.

On our return we may hit New Orleans. If there are any brothers who want to take a slow ship across, they can come to this Alcoa grain carrier and she will see to it that her sailor boys get tired of going to sea.

V. Perez

Bradley Sets Record Straight; He Pushed 50 Percent Rider

April 7, 1948

To the Editor:

I think your paper should have one or two slaps on the wrist for its reporting of the proceedings in the House (of Representatives) a few days ago on the shipping provisions of the ERP bill.

I note in the issue of 2 April that on page one and on the editorial page, you state that the House did not adopt the provision requiring 50 per cent of the cargoes purchased in the United States with ERP funds to be carried in American bottoms and that this would go to Conferees for adjudication.

Let's keep the record straight by noting that I offered an amendment to that effect immediately after the acceptance of the amendment striking out the 200 ship charter provision and that my amendment was accepted by voice vote thereby bringing the House bill into

THEY SAILED STEEL CHEMIST



Earl Laws, who took these photos on the Isthmian ship's latest trip says he doesn't know the full names of his subjects. These boys will no doubt forgive him; left to right: Brothers Cox, F. Cook and Brooks.

Boy Likes Log But Wants News Of Dad's Ship

To the Editor:

My dad is on the SS Del Mundo and ships out of New Orleans.

He has been on the Del Mundo since it first sailed, but we never read anything about his ship in the LOG.

My dad has the LOG sent to us and we really enjoy reading it, but we would like to read about his ship sometime.

He is in South America now and is supposed to return to New Orleans sometime in April.

They call my dad "Val" and my own nickname is "Fella." I am 13 years old.

I hope you can find something to print about the SS Del Mundo. We will keep on reading the LOG anyway, however, because it is really interesting.

Milfred (Fella) Valentine, Jr.

(Ed. Note: All right, you men on the Del Mundo, how about giving "Fella" Valentine a break? Get out your pens and paper and limber up your cameras. Send your stories to the LOG.)

exact conformity with the Senate bill in so far as this phase of the legislation is concerned.

As this amendment was originally offered in the Senate by Senator Knowland of California and in the House by me (also from California) I think it might well be thought of as a contribution of California Members of Congress to the shipping industry of the United States.

**Willis W. Bradley, M.C.
House of Representatives
Washington, D. C.**

(Ed. Note: Our wrists are tingling. As we explained in the LOG of April 9, we had an incomplete report of the proceedings of the House of Representatives when the LOG of April 2 went to press. Representative Bradley is to be commended for his consistently leading role in behalf of American seamen and shipping.

Hails Support Of UFE, Says He's Proud Of SIU

To the Editor:

The strike of the United Financial Employees on Wall Street in which the Seafarers have been helping is a wonderful demonstration of union cooperation. I don't think there has been a finer sample of solidarity anywhere.

I, for one, am proud to say that I am a member of the Seafarers International Union on the basis of our brotherly attitude alone.

I don't want anyone to think I am underestimating the support given the striking financial workers by the scores of other

trade unions, who have responded with help of all kinds: food, money and pickets. All organized labor seems to understand what this beef means to the UFE and to all labor unions.

But the fact that the Seafarers were out there militantly demonstrating that they know the score and that an injury to one union member is an injury to all union members made me feel extra good. We don't take any attack on trade unionism lightly. This is serious stuff to all union men.

Some of our brothers have never had any actual experience in a real beef. This UFE strike gave them an opportunity to see how the employers will use every means—fair or foul—to smash their efforts to win a better life. It doesn't matter whether you're a white collar worker, a painter, miner, or a seaman. The fact that you belong to a union labels you as a threat in the bosses' eyes.

We have shown we know the score. That a militant bunch of men in a strong union is the only chance we have to maintain the decent things all working stiffs are entitled to. We've shown this to the entire nation. Our support of the UFE has won the respect and admiration of trade unions all over. In fact, anyone who is fair-minded and wants to see the underdog get a break has applauded our action.

CAN BE PROUD

As a union of hardworking, honest union men wishing to see other union guys get a decent break, we can be proud—all of us—for the part we are playing in the UFE strike. Our reputation has grown by leaps and bounds. And that is what we should want—to let everyone know we will fight for what is right.

Every man who has been out there doing his bit in this strike can say to himself:

"I can afford to be proud of what we are doing for we are fighting on the side of decency and fair-play. We are showing the world we have the guts and determination to get into a fight where the going is tough—and stay with it."

That's the reason we Seafarers are sailing under the best conditions and wages in the maritime industry. Those wages and conditions are no accident.

And that's how I feel about it.

Frank Schutz

Working At Inn, Offers Lodging To Seafarers

To the Editor:

I am still going to sea and am keeping my book up to date, but for the time being I have taken a shoreside job. I'm doing business at the Martha Washington Tourist Inn and Trailer Court in Alexandria, Virginia—just six miles from Washington, D. C.

I'd like to have the LOG sent to me here and, above all, if any Seafarers are passing through this neighborhood, stop in and see me. I'll always have a bed for an SIU brother.

C. D. Myers



Spud, galley man on the Steel Chemist, suns himself while he catches up on some reading matter.

Claims Baltimore Hospital Is Ahead Of Staten Island

To the Editor:

I would like to disagree with Brother Frank Schutz' favorable verdict on the marine hospitals.

However, I certainly am glad to learn that he has been fixed up and is well satisfied. Plenty of others I know aren't satisfied.

I was at Staten Island Hospital for three months. I went in with one bad leg and came out with two.

When the doctors discovered their mistake, they tried hard enough to get me back in. But I came down to Baltimore instead.

I am certainly glad I came down here, for if there is anything that can be done the doctors here will do it. They really take good care of you.

CHECK-UP

I arrived here on March 24 and they did more checking on me the first week than they did in the whole three months at Staten Island. I am beginning to feel a lot better.

It's going to be some time before I'll be back in the condition I was in last year, however. The chow here is good too,



and those milk rounds are something you don't find in other hospitals.

Brother, if you have to get sick, make it Baltimore. That's where you'll be treated well and given the proper care.

For instance, the other night the Veterans Service League put on a show for us. It was just a try to see if the men liked it better than playing bingo.

Mrs. Joseph Kurdle, the president of the league, gave a little talk asking the boys if they wouldn't rather have the show. The yes vote was unanimous.

IN GOOD VOICE

Then there was Mrs. Ella Barks who did some good singing and had the boys join in with her for a few songs which everybody enjoyed.

Then there was the star of the show, little Dorothy Butts. She was, I'd judge, about 10 years old.

Dorothy was the little girl who kissed a soldier who'd lost his voice during the war. After she kissed him he regained his speech and, they say, he hasn't stopped talking since.

Dorothy sang and tap-danced and put out the numbers for the door prizes, which were five cartons of cigarettes.

If you can find a spot to express our thanks to the men and women who go out of their way to provide cheer for men who can't get out themselves I think it will make them feel a little better.

George T. Freshwater

Bellboy 'Little Joe' Kotalik Is Called Colorful Personality By Del Norte Crew

By SALTY DICK

ABOARD SS DEL NORTE — There's nothing small about Joseph (Little Joe) Kotalik — despite the fact that he is not much more than four feet tall. His shipmates aboard this Mississippi cruise ship know him as a guy who does things in a big way. Little Joe, they readily agree, is an asset to his Union, and to the entire ship's company.

Little Joe is one of the Del Norte's bellboys and he responds to the bong with the pep and vigor of a flyweight champ. Before he took over that job he sweated out a stint as a Black Gang messman. He's glad he was able to make the change.

Brother Kotalik holds undisputed title as the Del Norte's most colorful personality. That's understandable for Joe has travelled life's road in anything but the conventional way.

KEYSTONE STATE

As a kid in a small Pennsylvania town, Brother Joe indulged in the same stunts and boyish pranks as the rest of his schoolmates. He differed from the rest only in that he was always caught.

Politically-minded at that early age, Joe used to keep the teacher on his side by plumping the old red apple on her desk every morning.

This astuteness paid our Seafarer-to-be worthwhile dividends. Whatever teacher would accumulate by way of gifts and confiscated material from the class, she would give to Joey at the end of the day.

In later years, when the rest of the guys were hefty enough to go out for the football team, Joe stuck to his marbles with a vengeance. He became one of the town's best shooters.

At an age when most guys are still trudging off to school with the lunch mother packed for them, Little Joe was touring the countryside with a troupe



"LITTLE JOE" KOTALIK

of midgets—with the truant officer right behind them. He was 14 then.

He numbers among his friends John Boles of the movies and Ozzie Nelson, the orchestra leader, both of whom he has appeared with.

HAS A GIRL

Cupid inflicted a wound in Joe's heart during a stopover in Chicago and apparently he's never quite recovered. The girl in the case still corresponds with him. Some day the wedding bells may ring out.

For eight years, Brother Kotalik stayed on the road touching hamlets and villages which don't even show up on our largest maps. Finally, he landed in New Orleans, where he got a job on

the knee of a ventriloquist appearing at the Roosevelt Hotel.

Having saved his pennies, Joe was able to fulfill a life-long dream. He got a location and a partner and set up a business, selling firewater to the thirsties. (Joe, by the way, is a teetotaler—doesn't touch the stuff.)

The enterprise stepped off as a success. Shelves were cleared of bottles with astounding speed and Joe's dreams of a soft living were inflated. But they collapsed with a big poof when Joey found that the cash register didn't hold the key to his dreams.

His partner had been working overtime—drinking up the business. That ended the enterprise.

It was shortly after this debacle that Joey went to sea. He became a member of the SIU. He's the second member of his family to carry membership in the Seafarers. Brother Tom, who, believe it or not, measures six feet, one inch, is the other sailing Kotalik. Joey is the boss, he claims.

A PROBLEM, BUD?

The life of the present day seaman is difficult and often very complicated. He is 'at the mercy of unscrupulous companies, government agencies, brass hats and human sharks of various descriptions, everyone trying to take advantage of him. If he happens to know some of his rights, he is sneeringly referred to as a Sea Lawyer.

A Special Services Dept. of the Union has been set up to consult with you on all your problems involving the Coast Guard, Shipping Commissioners, Unemployment Insurance, personal injury claims, your statutory rights when you become ill aboard ship, Immigration Laws, and your dear, beloved Draft Board.

If you happen to be in New York, contact us personally, or if you are out of town, write and you will receive a prompt reply.

Address all mail to SPECIAL SERVICES, 51 Beaver Street, New York 4, N. Y. Your Union is your shoreside contact. USE IT'S FACILITIES.

Port Tampa Riding Crest Of Shipping Wave

By C. SIMMONS

TAMPA — Shipping and business have been very good in this port for the past couple of weeks. We have had one payoff and shipped several men to different ships on the coastwise run. A big boost was the full crew we shipped aboard the Robert M. McBurney, Overlakes.

We are getting Isthmian ships in this port now. During the past ten days we had two to take loads for the Near East. The William H. Allen will dock here tomorrow and that will make it three. Being newcomers to this port there was a slight misunderstanding concerning stores when the last Isthmian arrived.

The Steward soon learned the story of the finky ship chandlers in this port and all supplies were purchased elsewhere. It's going on two years since they used police protection to store ships during our strike, but we haven't relented one bit on our stand against them. They'll never store another SIU ship in this port.

The outlook for the coming week is pretty good. We are shipping men to the Florida quite regularly and Waterman's coastwise ships put in frequent calls for men.

NOT SO SMART HOUND

Brother Nevin Ellis dropped in Saturday with quite a tale about a dog he had seen that morning. Ellis, his story went, had started downtown to the Hall when he saw an old fellow sitting on the curb playing checkers with a big hound dog.

Ellis watched him for a while then told the old man that he had never seen such a smart dog. The old fellow moved a man, spat out a plug of tobacco, and said, "He ain't so damn smart, I've beat him two out of the last three games."

A real oldtimer in the SIU, Brother John C. White, passed away in San Pedro last week. His body was returned here to his home for burial. Seafarers from the Tampa Hall served as pallbearers at his funeral and gave him a real Seafarers send-off. Brother White held book No. 252 and was in good standing at the time of his death.

Frisco SIU Rallies Coast Labor To The Support Of UFE Workers

By STEVE CARDULLO

SAN FRANCISCO — To the members of the United Financial Employees now on the picket lines to raise your wages from a starvation level to a living level:

Your strike has been publicized in newsreels and newspapers out here on the West Coast, but the true picture has not been given. I don't think we have to tell you why.

Much of the press out here is Hearst-controlled, and that is explanation enough, but there are other reasons.

However, the SIU-SUP have informed all locals of all branches of organized labor of the truth of the situation and financial as well as moral support is in the offing.

This week we have scheduled a complete tour of all the unions in San Francisco so that there will be no question in anybody's mind what the issues actually are. The people to whom we already have spoken are amazed at conditions in Wall Street.

THIRTY A WEEK

Many of you in Wall Street are doing skilled work for less than 30 dollars a week.

In contrast, we know of many bootblacks and janitors, doing work that requires nothing much in the way of education or training, who average 60 to 70 dollars a week, and of bus boys who draw nine dollars a day plus three square meals.

Of course, many of those wages were obtained only after long and hard fought battles by men and women organized into unions. These battles were similar to the one you of the UFE are fighting today.

All labor is answering your call for help. All labor realizes that you are struggling against men who spend more each week for cigars, or club dues, or old brandy than you make to meet the rent and the grocery bill.

These are the men who control industries, shipping lines, lumber companies and banks. But em-

ployees in most of those lines of business have organized themselves to obtain better wages and conditions.

These men talk about "loyal employees." That talk is so much hot air. And you can't pay the landlord in hot air.

Why don't these men reward loyalty by giving their employees a decent break instead of refusing to arbitrate, and instead of provoking police demonstrations.

Of course, many unions have come up the hard way—through the opposition of police and hired thugs and bosses who wouldn't talk. And more will.

Out here we're sure you can win your fight because you are fighting for your bread.

How can so few hold so many in bondage at starvation wages?

As Americans you have the right to strike. As Americans you have struck. As Americans you will win. Here's to success.

Philly Sends Call For Ratings

By L. (Blackie) GARDNER

PHILADELPHIA—Come flood, famine, fire or war, shipping is still good in the port of Philadelphia. We can use rated men in all departments—so consider yourself invited, if you're carrying a rating around in your pocket and are looking for a quick ship.

If you need any more encouragement, the new Hall here in Philly is shaping up very nicely. The new furniture will be installed within a few days. By the end of the week the new hangout will be ship-shape and will withstand the criticism of the most critical of Seafarers.

On the shipping front we paid off the John M. Miller, Ampac Los Angeles and the Platt Park. All beefs, of which there were only a few, were squared away in short order.

We also paid off the Governor Bibbs and the Azalea City, both Waterman.

The Bibbs had pretty clean payoff except that the Night Cook and Baker had some disputed overtime about building fires in a coal range each morning. We settled things to his satisfaction.

The Azalea had some disputed hours too, but everybody got everything the way he wanted it.

We had several ships here in transit, all of which were contacted. The crews of these ships had heard the news of the UFE strike and the aid the SIU is giving. They made such generous donations that now we have collected around \$560 from all ships hitting here.

That's about it from Philly for this week. Next week we hope to extend the invitation to men of all ratings so look to the Philly report when you get your LOG.

Boston Warns Crewmen To Wait For Patrolman Before Paying Off

By WALTER SIEKMANN

BOSTON—Shipping is sort of slow here but we did pay two Watermans off and both of them signed right on again.

The Berea Victory had beefs galore, and we had to tell the Chief Engineer to sit down with the agreement during his time off and learn what's in it.

Some of the beefs turned out to be bum ones as sometimes happens. However, all legitimate overtime was collected at the point of production.

The Knox Victory had the same old rough and tough 1st Assistant Engineer, but you'd never know him. He's rough and tough no longer. He's turned into a meek little lamb of a guy.

In addition to the Watermans we've had some Isthmians here in transit, as we usually do.

There's one thing we'd like to bring home to the membership. It's something which happened on a couple of our contracted tankers recently. It's partly the fault of the companies, but certainly the crews should never have let it happen.

What happened was this: Company agents were "misinformed" about the time of payoff, or just "neglected" to let the SIU Hall know when the payoff would be.

As a result, two tankers, the SS Hood River and SS Idaho Falls, paid off without a Patrolman present.

The crews lost good overtime. And they lost other beefs that couldn't be squared afterwards. What's more, these crews jeopardized the entire agreement by irresponsibility.

These just happened to be tanker crews, but this warning goes to all crews. Don't pay off in any port without an Agent or a Patrolman present.

We've had good reports from the 50-odd men who went to New York to help out in the UFE beef in Wall Street. Some of the boys who remained here are pretty steamed up and wish they could go too.

We haven't had any more college girls down to see the ships, and that's our biggest complaint.

Smith, Hugh W.	1.37
Smith, Irving	.46
Smith, J.	38.32
Smith, J.	3.73
Smith, J.	1.83
Smith, Jack O.	3.73
Smith, James G.	2.68
Smith, James H.	5.57
Smith, James M.	7.72
Smith, James T.	3.56
Smith, James W.	10.74
Smith, Jesse Talmage	5.80
Smith, John A.	31.55
Smith, John R.	55.31
Smith, John W.	12.81
Smith, Joseph F.	.89
Smith, Karl G.	.69
Smith, Kenneth E.	7.20
Smith, Leslie A.	5.10
Smith, Louis H.	7.75
Smith, M.	10.46
Smith, Marion C.	2.84
Smith, Marion E.	4.74
Smith, Murray W.	3.73
Smith, Neal	.56
Smith, Neal J.	.94
Smith, Paul	1.98
Smith, Phillip John	3.84
Smith, R. E.	4.76
Smith, Raymond	9.33
Smith, R. G.	5.69
Smith, Robert G.	1.70
Smith, Robert L.	6.68
Smith, Roderick	2.23
Smith, Roy C.	24.02
Smith, Sidney	10.70
Smith, T.	.60
Smith, Thomas E., Jr.	13.68
Smith, W. H.	12.41
Smith, Warren J.	62.71
Smith, William	6.29
Smith, William A.	120.32
Smith, William E.	5.99
Smith, Wm. E.	.12
Smith, Wm. H.	48.99
Smith, William L.	8.91
Smith, William V.	.40
Smithart, Alvin F., Jr.	6.94
Smithers, G. W.	25.52

Unclaimed Wages

Mississippi Steamship Company

501 HIBERNIA BLDG., NEW ORLEANS, LA.

The following is a list of unclaimed wages and Federal Old Age Benefit over-deductions now being paid by the Mississippi Steamship Company covering the period up to December 31, 1946.

Men due money should call or write the company office, 501 Hibernia Bldg., New Orleans, La. All claims should be addressed to Mr. Ellerbush and include full name, Social Security number, Z number, rating, date and place of birth and the address to which the money is to be sent.

Smithy, Lonnie Joe	2.79	Springman, Louis	20.64	Stimac, Albert	62.95
Smolinski, William J.	4.66	Spry, Harold L.	19.28	Stinger, Phillip N.	30.46
Smothermon, Jack D.	2.75	Spurlock, Buford E.	8.63	St. Mary, Franklin H.	1.24
Smullen, John W.	2.80	Spuron, John G.	12.74	St. Nicholas, Benjamin J.	2.97
Smyk, Joseph C.	60.00	Squyres, J. T.	24.79	Stocke, Carl C.	1.34
Smyley, Bern	87.62	Stacy, Dave	2.64	Stocking, Gordon C.	13.17
Smythe, Julius	1.29	Stachlek, Edw.	2.84	Stockvoag, S.	37.60
Snead, Albert F.	.46	Stack, Michael J.	2.23	Stockwell, Louis G.	4.27
Smedeger, Dean R.	15.15	Stack, Robert D.	28.00	Stoddard, E. G.	9.80
Snelling, Wesley E.	21.81	Stafford, Leman L., Jr.	43.39	Stoddard, Edwin S.	11.59
Snidach, Henry	6.50	Stafford, Milton V.	2.79	Stoddard, Thomas S.	7.73
Snider, Paul	19.91	Stagg, Bertie	4.98	Stoffel, Paul J.	.29
Snider, Phillip J.	5.60	Stagg, Preston W.	16.59	Stokaylo, Theodore	5.69
Snipes, Willard, N.	2.88	Stallings, John S.	1.63	Stoker, Charles L.	15.50
Snitcher, Daniel	2.75	Stampley, Maurice C.	.74	Stokes, Bill	14.47
Snitcher, Warren	3.44	Stanfield, Earl A.	45.58	Stokes, Frank	10.67
Snoddy, James Donald	29.85	Stanford, John P.	14.07	Stokes, Joseph B.	.74
Snow, J. F.	1.45	Stankey, F. J.	8.63	Stokken, Askid M.	5.75
Snow, John S.	10.50	Stankovich, Edward S.	26.82	Stoltz, Casimire, A.	5.78
Snowden, James A.	3.56	Stanley, Clyde H.	5.13	Stoltz, D.	1.50
Snowden, James Cabeb	5.04	Stanley, Goldman H.	.59	Stone, Charles	.01
Snyder, Edward G.	10.32	Stanley, William E.	3.31	Stone, Forrest H.	60.00
Snyder, Walter	8.26	Stanley, Willie	16.00	Stone, Henry M.	137.46
Sobczyk, Chester	100.47	Stannatich, A.	22.85	Stone, Howard A.	20.53
Sobeck, William G.	13.54	Stansky, William	8.26	Stonebarger, Glen	1.98
Sohl, James D.	15.40	Stanton, Eugene A.	1.26	Storozinski, John	9.90
Sohlinger, Barney R.	.39	Stanton, Floyd H.	25.66	Story, Samuel	68.76
Sokoloff, Harry	3.09	Stark, John	.04	Stouffer, Richard G.	.46
Solberg, Perley O.	8.03	Starling, Homer	7.77	Stout, George T.	10.74
Solis, Trapindio P.	27.64	St. Arnold, Russell Geo.	.45	Stovall, Walter H.	.17
Solomon, Nathan	65.53	Stauter, George L.	25.19	Stover, Chauncey V.	10.21
Somers, Charles F.	52.83	Stead, Henry G.	44.99	St. Pierre, Joseph	15.12
Soper, Neal W.	18.78	Steakin, Patrick J.	5.94	Strahle, Wesley O.	2.64
Sopp, George C.	5.69	Stearns, Leroy F.	.69	Straka, John	8.26
Sordelet, Jennings L.	4.83	Steeber, Chas.	1.37	Strand, Harold	3.66
Sorenson, Ejond M.	1.37	Steed, Robert L.	2.13	Strange, Leland J.	2.75
Sorenson, Raoul D.	9.70	Steele, Clair R.	2.97	Straton, Nighbert	4.27
Souby, W. J.	1.88	Steele, Lee W.	10.74	Straw, Vergel W.	45.35
Souldier, Hubert J.	23.50	Steever, Willard Elmea	.39	Straw, William T.	1.40
Soule, Wm. D.	6.15	Steffan, Harry	.59	Strayer, John E.	134.86
Souzer, August	1.34	Steffen, Paul J.	1.98	Street, George	10.74
Soverign, Alvin M.	6.06	Stehmeyer, Henry F.	9.99	Streeter, Carl	5.57
Sowards, D.	.05	Stein, R.	3.26	Strelitz, Frank B.	10.57
Spafford, Geo. T.	9.72	Stein, T. F.	5.63	Strider, Harry E.	4.20
Spann, Norman	2.23	Steinberg, Sidney	.99	Stringer, William R.	8.39
Sparks, H.	.44	Steiniger, Wallace E.	13.37	Stripling, Lonnie A.	4.13
Sparrow, James A.	8.54	Steinel, Michael	6.54	Stritzinger, August	2.00
Spayd, Leo	1.40	Steiner, Edward	.92	Ströbel, Oscar A.	1.87
Speaker, William A.	1.44	Steinhouser, Franklin P.	1.60	Stroecker, G. W.	.46
Specht, Geo. H.	3.70	Stedhenson, A.	1.90	Strom, Donald	33.39
Speck, Gerald B.	2.87	Stephenson, Robert A.	3.00	Strom, G.	4.83
Speck, Rufus C.	13.08	Stephenson, Robert L.	13.07	Strong, Clinton	1.78
Speed, David C.	16.39	Stepnosky, Edward L.	12.37	Strong, John A.	7.18
Spencer, Earl James	2.30	Sterling, Charles A.	30.38	Strong, John W.	1.70
Spencer, Elmo E.	9.94	Sterling, Lewis	5.15		
Spencer, Gordon H.	68.39	Sterns, Daniel	28.80		
Spencer, Thomas E.	12.11	Stevens, Charles G.	1.00		
Spencer, William N.	1.42	Stevens, Edward J.	41.62		
Spicer, Clarence H.	6.94	Stevens, Eugene	1.44		
Spicer, Harry J.	2.33	Stevens, Green	3.28		
Spicer, Otis	85.50	Stevens, J. R.	.12		
Spicer, Richard L.	148.35	Stevens, A. J.	.33		
Spicer, Wm. L.	7.69	Stevens, Robert E.	14.86		
Spiers, Willie P.	2.16	Stevens, Robia C.	10.74		
Spina, Jos.	87.20	Stevens, Stanley N.	1.40		
Spira, Henry	6.40	Stevens, W. C.	2.31		
Sprague, Samuel F.	2.26	Stevens, William	6.52		
Spring, Leroy	6.45	Stevenson, B. Jr.	.08		
Spring, Wilfred	1.80	Stevenson, Gunnar H.	1.44		
Springer, Erwin P.	2.23	Stever, Harold M.	45.69		
Springett, George B.	2.12	Stewart, Alexander	4.10		
		Stewart, Byron	1.29		
		Stewart, Clarence	4.43		
		Stewart, E.	.02		
		Stewart, J. F.	46.00		
		Stewart, James W.	36.49		
		Stewart, Junius E.	14.27		
		Stewart, Malcolm E.	15.88		
		Stewart, William	30.31		
		Steyer, John R.	3.00		
		St. Germain, Rudolph S.	3.73		
		Stiedel, H. A.	2.29		
		Stiener, Ray A.	132.28		
		Stiles, Donovan	20.09		
		Stilley, Joseph R.	3.26		

PERSONALS

SALVATOR VOLPI
Contact Mrs. Edna Bailey.

GEORGE FRESHWATER
You are asked to get in touch with your wife.

JOSEPH TASSIN
Your Brother Alvin asks you to get in touch with him.

JOSEPH ARRAS
Contact J. Taggart, Water Street, North Pembroke, Mass.

HARRY TOAL
Get in touch with Joseph A. Marion, 1055-1057 Ellicott Square, Buffalo 3, N. Y.

FRANK McMAY
Contact L. V. Caldwell, Welder Foreman, Welding Gang No. 15, c/o Roadmaster S. P. Company, Sparks, Nevada.

ALBERT DUNK
Your wife wishes you to get in touch with her.

MONROE C. LONG
W. D. Boyce asks you to write him at 3443 Parkland Road, Norfolk 2, Va.

SIDNEY LEROY WILSON
Your father and mother are both sick and wish you to get in touch with them. They have moved from Hammond and their new address is: 132 West Desoto Street, Memphis, Tennessee.

GEORGE M. SCHEMM
Get in touch with your mother. This is serious. Her address: Mrs. Charles E. Schemm, R-1, Fredericksburg, Maryland.

THOMAS L. JEERS
Your papers are being held for you at the baggage room of the New York Hall.

ROBERT ANDERSON
Get in touch with R. W. Davidson, Manager, Educational Adjustment Associates, 841 East 63 St., Chicago, Ill.

ALBERT ALONZI
Anthony Alonzi asks that you get in touch with him at Hawk Auto Sales, Inc., 33 Myrtle Ave., Stamford, Conn.

SIU HALLS

SIU, A&G District

BALTIMORE	14 North Gay St.
William Rentz, Agent	Calvert 4539
BOSTON	276 State St.
Walter Siekmann, Agent	Bowdoin 4455
GALVESTON	308 1/2-23rd St.
Keith Alsop, Agent	Phone 2-8448
MOBILE	1 South Lawrence St.
Cal Tanner, Agent	Phone 2-1754
NEW ORLEANS	339 Chartres St.
E. Sheppard, Agent	Magnolia 6112-6113
NEW YORK	51 Beaver St.
Joe Algina, Agent	HANOVER 2-2784
NORFOLK	127-129 Bank St.
Ban Rees, Agent	Phone 4-1083
PHILADELPHIA	614-16 N. 13th St.
Lloyd Gardner, Agent	Poplar 5-1217
SAN FRANCISCO	105 Market St.
Steve Cardullo, Agent	Douglas 2-5475
SAN JUAN, P.R.	252 Ponce de Leon
Sal Colls, Agent	San Juan 2-5996
SAVANNAH	220 East Bay St.
Charles Starling, Agent	Phone 3-1728
TAMPA	1809-1811 N. Franklin St.
Claude Simmons, Agent	Phone M-1323

SUP

HONOLULU	16 Merchant St.
	Phone 58777
PORTLAND	111 W. Burnside St.
	Beacon 4336
RICHMOND, Calif.	257 5th St.
	Phone 2599
SAN FRANCISCO	59 Clay St.
	Douglas 25475
SEATTLE	86 Seneca St.
	Main 0290
WILMINGTON	440 Avalon Blvd.
	Terminal 4-3131

Gt. Lakes District

BUFFALO	10 Exchange St.
	Cleveland 7391
CHICAGO	24 W. Superior Ave.
	Superior 5175
CLEVELAND	2602 Carroll St.
	Main 0147
DETROIT	1038 Third St.
	Cadillac 6857
DULUTH	531 W. Michigan St.
	Melrose 4110
TOLEDO	615 Summit St.
	Garfield 2112

Canadian District

MONTREAL	1227 Phillips Square
VICTORIA, B.C.	902 Boughton St.
	Empire 4531
VANCOUVER	565 Hamilton St.
	Pacific 7824

NOTICE!

SS ANTINOUS CREW
A box containing the belongings of Fred Paul was mislaid while he was leaving the ship Monday night, March 22, at Pier C, South Mobile, Ala. It may have been picked up in error by one of the crew. Will the finder please send it to Fred Paul, SIU Hall, 51 Beaver St., New York 4, N. Y., via express, collect.

Notice To All SIU Members

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

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

PLEASE PRINT INFORMATION

To the Editor:

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

Name

Street Address

City State

Signed

Book No.

On Picket And Chow Lines With The UFE



As the United Financial Employees' strike against the New York Stock and Curb Exchanges and four brokerage houses entered its third week, picketlines and strike apparatus reached a new high in efficiency and morale.

UFE strikers, roundly encouraged by the staunch support of the Seafarers International Union, maintained their lines in good spirits before main Curb Exchange entrance.



Part of the overflow audience of UFE strikers who gathered at SIU headquarters last week to hear a discussion of the issues and progress of the beef.



Pickets were served hot meals prepared by SIU galley men. Facilities of restaurant in SIU building were loaned for the purpose. Photo above shows some of the men who partook of the Friday evening meal.

The cops tightened their lines, too. In front of the Stock Exchange, 11 policemen stood shoulder-to-shoulder to form a complete circle around four pickets (photo left). The cops thinned out after news photographers scrambled to make shots of the "iron ring" and passers-by made ludicrous comment.



Another group of men as they downed a hot supper consisting of Hungarian goulash, buttered noodles, bread and butter and hot coffee. Over 300 men were fed at this serving.

In photo left are the men who saw to it that the plates were heaped high and coffee cups kept full. Ready to deliver coffee from galley are (l. to r.): James O'Connell, AB; Joseph Rousseau, serving as Chief Cook; Oscar Grimm, pouring coffee, Chief Steward of the operation; Charles Sheridan, working as Cook, and Joseph Morelli, Galleyman.

