

# SEAFARERS LOG



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

VOL. XII

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No. 22

## 'I Doff My Hat' To US Seamen, Says Judge Knox

In a stirring tribute to the American seamen, Federal Judge John Knox of New York recently declared that "had it not been for them the war could not have been fought, and certainly, it could not have been won."

Judge Knox's colorful description of the seamen's part in World War II was part of an address delivered in New York City.

The text of the Judge's remarks about merchant seamen follows:

At this point, I shall digress for the moment, and say a word concerning the men who, during the war, were unsung, and almost forgotten; a group of men, many of whom swear and curse, who drink and brawl, and who often take delight in raising hell. Their uniforms are dungarees, and frequently they are all but naked. Upon Fifth Avenue they never parade, and the Waldorf-Astoria knows them not. When on shore, their habitat is South Street and the New York waterfront. Yet, had it not been for them, the war could not have been fought, and certainly, it could not have been won. The supplies with which your sons engaged in combat were given them by the swearing, cursing, drinking men of whom I have spoken—men of stamina, knowledge, skill and fidelity — men whose bodies were formed in molds from which heroes come—the men of the American Merchant Marine!

### MET SURVIVORS' KIN

Down in my court, a few years ago, I had custody of hundreds of thousands of dollars. I had to distribute that money. None of it went to the persons for whom it was originally intended. Their bones were a litter on the floor of the seven seas. The throats of some were frozen stiff in the wastes of the Arctic, and others, in the South Pacific, were eaten by sharks. Still more were burned alive or coldly murdered by machine gunners of German submarines. These men no longer are in need of funds. The money went to their wives and next of kin.

From what I have seen of men on the merchant ships of the United States, I gladly doff my hat and respectfully bend my knee to the men—humble and bad as many of them be—who today go down to the sea in ships. Loyal and devotedly they serve us, and help America carry on the commerce of the world.

## Labor-Supported Candidates Thank SIU For Election Aid

In following the policy laid down by the American Federation of Labor, many hundreds of Seafarers voluntarily joined other trade unionists in supporting candidates friendly to organized labor in the campaigns that ended on Election Day. Below are reprinted some of the messages of appreciation sent to Secretary-Treasurer Paul Hall by successful candidates who were given voluntary support by SIU members in the Port of New York.

All of the candidates who were aided have put themselves on record to fight for retention of the Union Hiring Hall.

The recent election was the occasion for a gratifying participation by the people through many of their organizations in the functioning of democracy. Your organization was one of those which snared in an outstanding and constructive way in the effort to inform the people of the issues and to arouse them to the importance of voting.

I am deeply grateful for the confidence shown in me by the members of your Union and by their support as reflected in an intensive program of activity in behalf of my candidacy. I am sure that this contributed significantly to the outcome.

I hope that my work as Senator from New York during the next six years will make your members feel that their efforts have been rewarded. I shall do my best. Yours very sincerely,

Herbert H. Lehman, United States Senator

Please extend to the officials and members of your Union my sincere appreciation for their efforts on my behalf. To have had the cooperation of your members during the election campaign and the use of your sound equipment was very gratifying. It made me feel that my work in Congress has been appreciated. I'm looking forward to again serving with the best at my command when I return to Congress. Sincerely yours,

Arthur G. Klein, Member of Congress

Heartfelt thanks for your valued support in my successful campaign for re-election to Congress. Sincere personal regards and best wishes.

Louis B. Heller, Member of Congress

Your great support in behalf of my successful campaign for re-election to Congress is deeply appreciated. My sincere personal regards.

John J. Rooney, Member of Congress

Many thanks for your wholehearted support in behalf of my successful campaign for re-election to Congress. Sincere regards to your entire organization.

Donald L. O'Toole, Member of Congress

The help you gave my campaign on Staten Island and throughout the entire Congressional District with your sound truck and other activities has been of great advantage to me. Please accept my heartfelt gratitude and express my appreciation to your entire membership with warmest personal regards.

James J. Murphy, Member of Congress

Congratulations on your magnificent job in aiding my campaign. You are proving what I have contended all along, that trade unions are the bedrock of our democracy and trade union men will be found always fighting for justice and truth in our society regardless of party or other considerations. Please accept my sincere thanks for your outstandingly fine cooperation.

Jacob K. Javits, Member of Congress

Accept my sincere thanks for all your efforts in my behalf. Your help was a great factor in my re-election. Regards.

Isidore Dollinger, Member of Congress

Through the courtesy of the Seafarers International Union a sound truck has been campaigning for me in my Congressional District. Please convey my sincere thanks to all your members for the part they have played in this effort. I appreciate it very much. Please extend to all your members also my congratulations and thanks for their very effective accomplishment in the general campaign on behalf of both the Democratic and Liberal candidates. Sincerely yours.

Franklin D. Roosevelt, Jr., Member of Congress

## American Ships Played Key Role In Korean Crisis

Figures received by the SEAFARERS LOG this week showed that the US merchant marine played a highly decisive role in the UN's successful defense and counteroffensive in Korea, by delivering mountains of much needed supplies in the critical days of battle.

In the 90 days following the outbreak of hostilities US merchant shipping shifted gears from normal world trade overnight, and sent more than 80 privately owned ships steaming to Korea laden with war supplies.

### OUT OF LAY-UP

At the same time American seamen were called upon to take from the boneyard over 130 government owned idle ships, fit them out, load cargo and rush westward to the battle zone.

Of these ships, 33 privately owned vessels and 13 government owned ships were manned by crews of the SIU.

During this critical period the US ships carried 80 percent of the 3 million tons of cargo—exclusive of petroleum products—delivered. The vessels carried 300 times the amount carried by air.

Foreign ships accounted for but six percent of the dry cargo traffic.

## US Merchant Fleet On The Increase: One Vessel Is Added

America's privately owned merchant fleet increased during the month of September, according to figures compiled by the National Federation of American Shipping. One vessel was added.

The fleet now stands at 728 dry cargo ships and 450 tankers, the new addition being the purchase from the Maritime Administration of a dry cargo Liberty.

### CHARTERS

Supplementing the privately owned fleet are 193 government owned ships chartered to private operators for use in supporting UN forces in Korea.

The agency also noted that 23 additional ships have been removed from the lay-up fleet for repairs, but assignment to actual operation depends on the international situation.

The lay-up fleet now totals 2,049 ships, among which are 24 World War II tankers, 1,604 Liberty vessels and 136 Victory ships.



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## After Twelve Years

This month marks the twelfth anniversary of the birth of the SIU's Atlantic and Gulf District. According to the calendar we're young in years, but the history of our Union's activities and accomplishments shows that the A&G District has emerged from the first dozen years of its existence as a seasoned veteran in the continuing fight for greater security for the American seamen.

When the SIU A&G District stepped into the picture, the maritime industry offered American seamen nothing more than a chaotic existence. Wages were poor and shipboard conditions were worse. Job security was something that had no place in the seamen's lingo and representation was virtually non-existent. Under such circumstances it was natural that there was no dignity attached to a sailing career.

Space limitations of an editorial column do not permit a blow-by-blow account of the Union's winning battle in behalf of seafaring men. But a brief mention of a few of the solid advances we have scored to date will emphasize the fact that the picture has changed completely.

For example, Seafarers today are assured of a democratic employment procedure second to none—the rotary system of shipping. Although enemies of organized labor have repeatedly sought to smash the hiring hall, our Union has militantly preserved this backbone of the free seamen's movement.

Along with the rotary system the SIU A&G District consistently set the pace for the highest wage scales and the finest shipboard conditions in the maritime industry. And men aboard SIU-contracted ships enjoy representation that has few equals anywhere.

In the past few months, the SIU established what seamen the world over have been dreaming about for decades—a Welfare Plan designed to provide security for Seafarers and their dependents. The plan is new and benefits thus far are limited to weekly hospital benefits and death benefits to beneficiaries, but the ultimate objective is a form of security that will enable Union members to live decently after they are no longer physically able to go to sea.

No wonder one of our oldtimers summed it up this way the other day: "If anyone would have suggested when we started out 12 years ago that Seafarers would have all they have today, I'd have told him he was dreaming."

All of which proves that when Seafarers stick together and keep pitching for the common good, they can make dreams come true.

## Cast Your Vote

Between now and December 31, Seafarers will be reminded constantly of one of their primary rights and obligations as good Union men and advocates of the democratic process. We're speaking of voting in the elections now being conducted in all A&G District Branches to select officials to serve our Organization during the coming year.

Balloting started on November 1, and although the first week brought a good turnout to the Union polls, it is highly important that each and every Seafarer physically able should get his ballot and have his secret say.

Picking your Union officials by secret vote is your democratic right. Exercise this right—by voting. Do it now!



# Men in the Marine Hospital

### STATEN ISLAND

- R. P. NIEVES
- F. KUBEK
- D. KOROLIA
- J. LUCAS
- J. MOLINI
- B. RAMIREZ
- J. HANSON
- L. HOLLIDAY
- R. GRESHAM
- C. FIGUEROA
- B. DARLEY
- J. QUIMERA
- H. J. MOORE
- YOU TZANG
- E. SPAULDING
- C. HANSEN
- B. JURKOWSKI
- C. EZELL
- A. VASQUEZ
- S. GLYPTIS
- D. GARDNER
- R. CHRISTOPHER

### MANHATTAN BEACH

- A. LOMAS
- V. CHESNER
- W. PADGETT
- H. SELBY
- J. PADZIK
- R. CABRERA
- H. TUTTLE
- V. MILAZZO
- M. BRUNO
- P. VORKE
- J. J. DRISCOLL
- J. H. ASHURST
- J. SPAULDING
- J. T. EDWARDS
- J. LIGHTFOOT
- E. FERRER
- R. A. BLAKE
- E. LOPEZ
- S. BURGSTROM

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

### SAN FRANCISCO

- AH KAN HO (EDDIE HO)
- GEORGE H. NOLES
- WYLIE G. JARUIS
- THOMAS J. CONNELL
- WILLIE WATSON

- JAMES R. LEWIS
- EDWARD L. PRITCHARD
- JAMES HODO

### ELLIS ISLAND

- G. C. GAGE
- M. COLLINS
- B. T. KNEW

### NEW ORLEANS

- ADRIAN AARONS
- E. J. ALBINSKI
- C. A. BROWN
- B. P. BURKE
- JOHN L. CALDWELL
- WILSON O. CARA
- BYRON J. CHAPMAN
- ROGELIO CRUZ
- LEROY DONALD
- W. H. HARRIS
- L. A. HOLMES
- D. D. KELLY
- HUGH F. LAGAN
- LEO H. LANG
- M. E. NEWMAN
- K. RAANA
- J. A. ROZMUSZ
- CHARLES R. SANDERSON
- ROBERT W. THOMPSON
- LONNIE R. TICKLE

### BALTIMORE

- WILLIAM R. McILVEEN
- LARRY JONES
- JAMES C. HEGLIGER
- EDUARDO S. TORO
- SAM P. DRURY
- JAMES E. THOMPSON
- HEIMO A. RUITTOLA
- DAVID E. MILLER
- WALTER R. WELCOME
- WILLIAM J. WOLFE
- NORBERT PRUSZKA
- M. D. WATT
- FRED L. PITTMAN
- ROBERT V. DILLON
- WALTER J. HACKETT
- JOSEPH A. PILUTIS
- ROBERT T. WILLOUGHBY
- GAETANO MINISTERI
- PAWELL MATAN

### GALVESTON

- L. E. SURRENCY
- JOHN J. EZELL

### Staten Island Hospital

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

- Tuesday — 1:30 to 3:30 p.m. (on 5th and 6th floors.)
- Thursday — 1:30 to 3:30 p.m. (on 3rd and 4th floors.)
- Saturday — 1:30 to 3:30 p.m. (on 1st and 2nd floors.)

- THOMAS C. HICKEY
- ELMO VANCE
- L. E. COHEN
- J. M. SHIPLEY

### BOSTON (BRIGHTON)

- R. LUFLIN
- TIM BURKE
- S. P. PINER
- T. B. LASH

### FORT STANTON, N.M.

- GIDLOW WOODS
- A. McDONALD
- R. A. RADCLIFF
- S. WALKER
- H. THURMAN
- W. MEEHAN

### PONCE, PUERTO RICO

- R. V. SUAREZ
- SAN JUAN, PUERTO RICO
- R. C. LUNDQUIST
- E. S. TORO

### SAVANNAH

- LEO KODURAND
- F. CASASCO
- W. J. MORRIS
- W. W. JONES
- J. B. FULGHAM

### SEATTLE

- JACK SERATT



## Overtime Figures Corrected

In a recent story announcing the new freightship scale under the 6.38 percent increase, errors were made in announcing the standby rate and the overtime demarcation point. Here, then, are the corrected figures:

On freightships, the present overtime rate is \$1.22 for ratings under \$262.47, and \$1.54 for ratings over that figure. The standby rate is \$1.64 for an 8-hour day, with time-and-a-half for overtime and Saturdays and Sundays.

For tankers, the overtime rate is \$1.22 for ratings under \$258.24, and \$1.54 for those above that figure.

## New York Satisfied With Shipping Tempo

By JOE ALGINA

NEW YORK—During the past two weeks we handled 32 pay-offs and 8 sign-ons for what can be considered for this port a good week. We can't find room to complain when the tempo is such as it was during this period. Of course, some of the ships were in the coastwise trade and took few men, but just the same they were ships and every now and then in need of replacements.

On one of the ships that hit here, we got a call from the company that the Skipper had radioed in that the crew was the worst bunch of screwballs and foul-ups he had ever had under him and he was going to raise a rumpus when the ship docked.

We were there when she pulled in, and instead of finding a crew on the verge of mutiny we found one of the best crews we've run across in a long time. The crew—sent by the Philadelphia Hall—was on the ball and

a credit to our Union. The screwball turned out to be the Captain.

Speaking of foul-ups, we have, however, found a few Electricians on some ships who don't seem to know a good thing when they see it. The Electricians have one of the best deals in the Union and should protect it. There are only two aboard the ships and when they both take off it means trouble.

Only a few have been fouling up, but these few can cause hardships for all Electricians. These men should buckle down and protect their jobs.

We have a report that the Evangeline is due to go into operations over the holidays. We haven't anything definite on this, but if the company tells us it's a sure thing, we'll report the fact in this column.

### "VOLUNTARY WAY"

In the last weeks we've been seeing a lot of advertisements by the American Medical Association telling us that federal health insurance is no good and

the "voluntary way is the American way." In other words, nothing is the American way for the millions who cannot afford the high cost of Blue Cross and other such plans.

This country needs a health plan of some kind and needs it badly. The armed forces are rejecting 58 percent of the draftees for medical reasons. Corrective medicine would no doubt have cut this percentage way down. It's a shame to see doctors fighting to keep adequate medical care from the millions, but they are not alone. All the big drug manufacturing houses and chemical outfits are putting up millions too.

Seamen have the use of marine hospitals when they take sick, and no seaman can say he did not receive the best of treatment and the benefit of the latest in medical knowledge. To receive the same in a private hospital would be beyond the pocketbook of seamen. There should be an equivalent system set up for working people all over the country.

# One Who Escaped Exposes Russian Brand Of 'Justice'

By A. LAS

The following item is reprinted from "The Challenge," the bulletin of the Association of Former Political Prisoners of Soviet Labor Camps. The next time anyone tries to tell you about the glorious life in Russia or one of her satellite "People's Democracies," show

him this story.

May 1st, 1938. I am out in the street, walking past groups of citizens who are dressed in their Sunday best and are about to celebrate May 1, the great Labor holiday. But I must keep my hands behind my back, I must look straight before me and must not stop.

These are the orders. Two men with pistols in their hands are walking behind me. The people we pass by look at me with frightened eyes.

### BREAD AND SOUP

I spent the first month of my imprisonment in a solitary cell of our regional provincial prison. I slept on the floor, received a pound of bread a day and a bowl of thin soup. Nobody came to see me or to interrogate me.

A month later I was transferred to Orel, to the famous central prison.

In the days before the Revolution this prison generally held several hundred prisoners, and now there were 27,000 of them.

We were 168 men in our cell. We were suffocating with the heat and stuffiness, with the stench of the toilet bowl.

There was no place to lie down: I could only sit with my legs under me. At night men slept in distorted, doubled up postures. One's feet lay on the faces and shoulders of other men.

My interrogations began only a month and a half later. The charges against me was—deliberate destruction of cattle by innoculating them with infectious disease.

I was generally summoned at night. I had to stand to attention before my investigator till dawn. He demanded a confession with the names of my "accomplices." I was innocent, had no accomplices and refused to confess.

After a few nights the investigator threatened to arrest my wife. When this proved of no avail, I was transferred from prison to a basement cell of the Orel NKVD (secret police: editor).

### "CONFESSION"

Here I was interrogated several times a day. Once I was led to some special room. Here, in addition to my interrogator, there were several NKVD agents. When I insisted on my innocence they began beating me. I fell down, and they proceeded to kick me—"Confess, and we'll stop."

I could not walk back to my cell without help. Later came various forms of torture. Each has a special technical name. Here is what I had to endure:

"The candle"—this meant that I had to stand to attention immobile for several hours at a stretch.

"The swallow" meant that I had to stand on one foot, stretching out the other leg with my hands held upwards.

"The humming top"—meant that I was suspended with a special belt, then whirled round rapidly for several minutes, then let down; my eyes popped out, I was dizzy and could not stand on my feet.

### MOCK KILLING

I was also led out for a mock execution. I was put up on the "high seat," a tall narrow stool about six feet high, with no support for either arms and legs. All this was accompanied by repeated beatings with fists or revolver butts.

When all these repeated tortures failed to wring a confession out of me, I was sent back to prison.

For eight months I was left alone. Then I was told that my indictment was "requalified." I was no more a cattle exterminator, but—a plain "wrecker."

After a year and half of imprisonment I was released. I came out an invalid without teeth, with my eyesight permanently impaired.

Before my release I had to sign a pledge that I would tell no one of my experiences in the NKVD, not even my wife.

## Balloting Begins For A&G 1951 Officials



A scene typical in all SIU Branches on November 1 shows Seafarers in New York preparing to cast their ballots in the A&G election to determine officials for 1951. Handling the machinery of voting is an elected committee of members in each port. New York's committee is, seated left to right, P. J. McCann, Mike Dolano, R. Smith, W. Wallace and John Lucas. Voting will continue straight through in all ports until December 31, to give all members the opportunity to register their votes. Make sure you cast yours.



# 'Mar Log': Newest SIU Shipboard Paper

The smell of printer's ink has been added to the salt air floating across the decks of the SS Del Mar.

After weeks of detailed planning, Seafarers aboard the Delta Line passenger ship have joined the ranks of SIU shipboard publishers with an attractive, entertaining and informative sheet called the "Mar Log."

Sparking the crew's project is Editor George W. (Bill) Champlin, the Del Mar's Bosun, who has shaped one of the most distinctive publications of its kind.

The first edition, of 34 pages, is mimeographed on buff-colored heavy stock and is sprinkled with spot cartoons to liven its columns.

Brother Champlin heads up a staff that obviously has put plenty of effort into the "Mar Log." Clifton Treuil is handling the Business Manager's post, in addition to serving as Associate Editor. Because of the volume of advertising, the staff was expanded, after the first issue, to include a manager for that end of the job. Curley Liles took over the position.

## REPORTERS

Big Bill Brown and Lonnie Hargesheimer comprise the reporter staff, and Steve Sobczyk and W. Long execute the art work and layouts.

Holding down the sports-writing post is Douglas (Smiley) Claussen. Leslie Wilson's duties as treasurer will be taken over by Joe Vaccaro, when Wilson gets off the ship at the end of the current voyage.

## Smiley 'Enjoys' Real-Life Epic

Well, Brothers, especially those in the Deck Department, aboard the good ship "Del Mar," I have a real-life epic in mind, that I would like to write down. You may call it a word of advice, if you wish. Ever since I boarded this vessel last trip, I have highly admired the clean, starched uniforms of our Quartermasters and Fire-Watchmen. As I slaved on deck, in filth and grime, you could often hear my plea: "Oh, for the soft, clean job of a Watchman!"

## HAPPY CHOICE

Getting to the point, in Rio de Janeiro we left behind a very good shipmate, "Ollie," the Watchman. He had to be replaced. Much to my joy, I was selected. Not having before noticed the tired, weary look on the faces of Brothers Champlin and Reiersen, I undertook the new job with vim and vigor. Well, after having climbed once and a half as many stairs as there are in the Washington Monument, and I am about to finish the last round if I'm lucky enough to survive, I can no longer understand why they pick only men over fifty years old for this job. How do they do it? Now you can hear my revised plea: Take me back to the filth and grime on deck."

Tomorrow morning you will see me on the bow, scanning the Santos dockside for a sight of Ollie's smiling face, and hoping that he has not deserted us to go back to Oslo.

Yes, you may have your clean, starched khaki uniforms, for you have earned them. I will end this tale with just four words: "Bosun, take me back."

"Smiley"

Enterprising business concerns in ports visited by the Del Mar apparently are convinced that the shipboard publication is a sound advertising medium.

The paper, however, has a clear policy on advertisers, set forth in a statement on the editorial page:

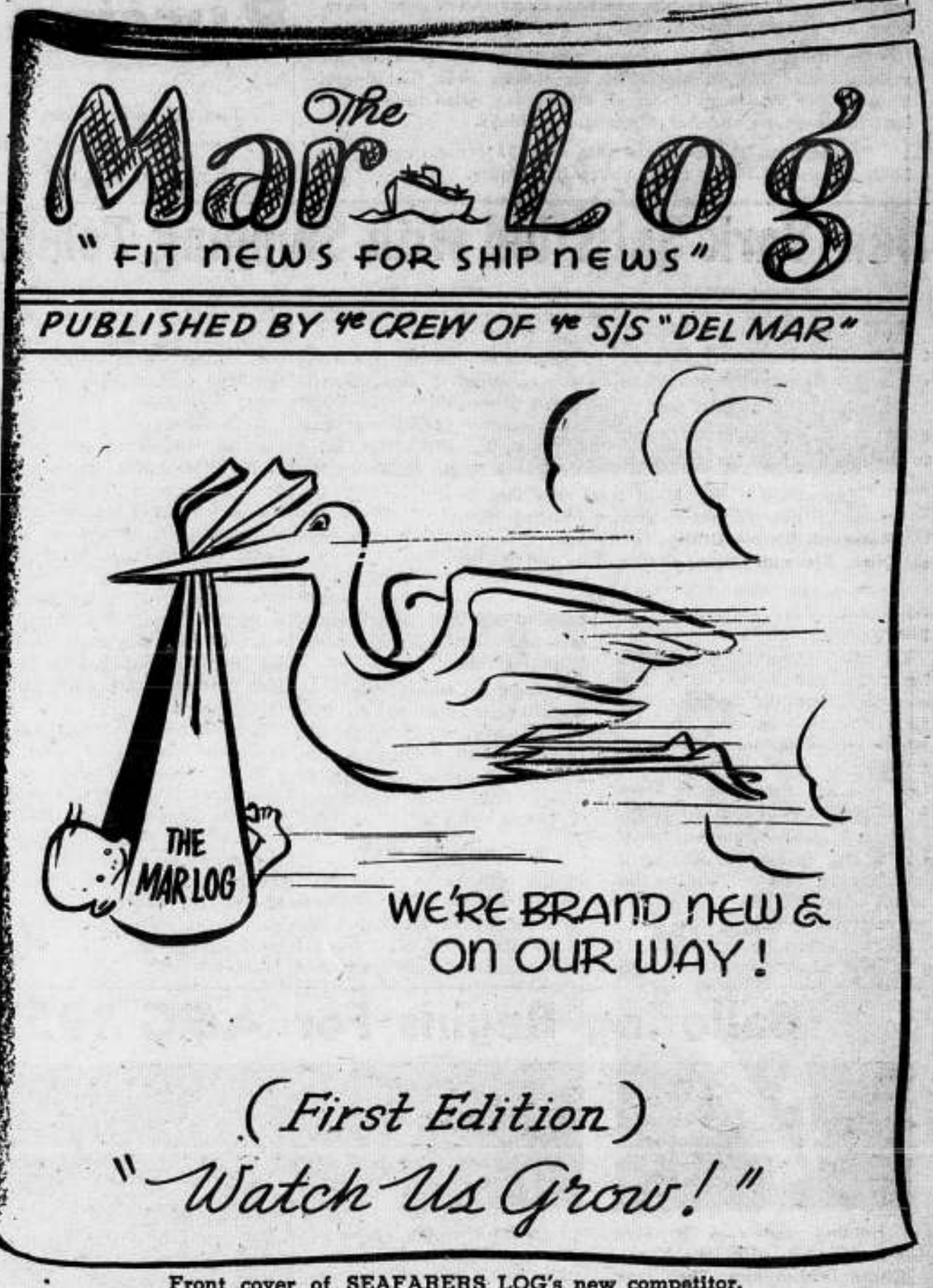
"The 'Mar Log' will not accept advertising matter from any person or firm conducting business in a manner deemed inimical to the best interests of all seamen. Any evidence of chicanery on the part of an advertiser will be taken as grounds for discontinuance of further publicity, and the return of any unexpended money. This principle is basic."

## CG FEATURE

Among the first issue's features are a story on the Coast Guard by Bill Brown, several poems by Del Mar poets, a theatre review by Vernon North and a number of sports and personal items of interest to the crew.

The three articles appearing on this page from the "Mar Log" are representative of the excellent work of the first issue.

The "Mar Log" got off to a flying start. "Watch Us Grow," the cover of the first issue says. Judging from the way Editor Champlin and his host of assistants are turning to, the future looks mighty promising for this youngest of SIU shipboard publications.



Front cover of SEAFARERS LOG's new competitor.

## The Del Mar Stewardess Goes Shopping

It's early morning, and our ship is docked. Just like all the passengers, the crewmembers also like to get their feet on dry land, after days at sea. A quick breakfast, and I'm off to shop for a few trinkets.

The most fascinating objects that I have ever seen are the curios made of the iridescent blue wings of the Morpho butterfly. As I see the beautiful work being done in shops, I ask many questions. I note the quiet and patient atmosphere around the table, where each girl is sitting with many small boxes of different species of moth and butterfly wings before her. She uses no pattern; her face expresses her concentration on what she is doing: in her mind she has a design. She draws an outline on a piece of thin paper, applies a bit of glue here and there, picks up a wing with a pair of tweezers, and, directly, you see a lovely design take form. Each girl has something different; so you see but few duplications. Some girls are making trays; others, plates, bracelets, lockets, pictures, and table-tops.

Then I asked the owner of the shop (called a factory), "Where

and how, do you get so many butterfly wings?"

He answers, "Butterflies in our country, senhorita? There are so many varieties, but none surpasses the blue Morpho. The story of them is a thing few persons ask about."

"But, please, I wish to know. How do you get them?"

"There are boats with native crews, that know the jungle. Parties are made up. They go far, many day's travel, into the jungles of our Brazil, which have so many unsolved mysteries. They have special nets. After they draw up to some interior section, of which, perhaps, they have learned from their

fathers before them, they seek and find thousands of these beautiful butterflies. They are gone many days on their mission, until, finally, they have a quota. Sometimes one or two of the hunters is missing."

"Where are they?" I asked. "Oh, perhaps they strayed too far into the jungle, and some wild animal or snake killed them; or maybe the fever got them."

"You mean that a life, or more, was given for those butterflies?"

"Yes, senhorita, many times." So, Mr. and Mrs. Tourist, and Brother seaman, try to see not only the beauty of the gift you buy on your next shopping round, but think of what drama sometimes lies behind your pur-

chase; and, when you and your friends admire your gifts back home, offer a silent prayer, for one who, perhaps, gave so much for your eyes to behold the most beautiful butterfly you have ever seen, with its everchanging hues.

Hail, Brazil, with your many untapped resources, and your brave people!

—Rosalie Rodrigue

Anent the above article, there is a phase of the butterfly wing trade that is, in many respects, even more horrible than the writer has pointed out. The ex-convicts of Guienne (which we call French Guiana), used to be compelled to remain in that country as many more years as they had served as prisoners. These libes were totally unprovided for by their government, and were hard put to it to earn a living. A disgracefully high percentage never survived to regain their freedom. Butterfly hunting was one of their resources. Unarmed, almost without clothing, lacking quinine, the toll of life was appalling.

Will some one please write an article on this intriguing subject for a future number of "The Mar Log?"

—Editor

## Why Bosuns Get Gray Hair

We recently happened to overhear this rare gem. Bosun Libby was telling a certain AB, who is no longer with us, to continue with his old job after coffee time. (I found out later that the character in question had been chipping and red-leading an open hand-rail.) "You go back top-side, and do the job you had, and don't leave a lot of holidays."

"Oh, you want me to go back and paint that fence."

It is to Brother Libby's credit that he didn't blow his top—well, not very much. I can still get an occasional rise out of him by inquiring whether his fences are all mended and white-washed.

—By Bill



# Riding A Bull Line Boneyard Job



Everybody is happy—at least they look it—in the engine room of the Simmons Victory. Sitting in the forefront is Melanson, Engine Utility. In the rear row are Butch MacLeod, Oiler; Steve Szylvian; the Jr. 3rd, and Whitey, FWT.

"I thought that you and the membership might be interested in these photographs of various members of the crew on the Simmons Victory, a Bull Line boneyard job," wrote Stanley J. Cieslals, in the letter that accompanied these pictures.

Well, we sure are, Stanley, and this page is proof. We don't like to repeat ourselves—we say the same thing on page 12 of this issue—but we do want pictures, and so does the great majority of the membership. However, make sure you include all pertinent information with the photographs: name of ship, ports of sign-on and destination, and the full names and ratings of all hands, spelled right (misspelling a man's name is one way of losing a friend) and a brief account of anything interesting that may have happened.



These fellows seem to take picture-taking seriously. They are: McCarthy, DM; Hunt, AB; Pete Karas, Carpenter, and McKenna, OS.



Holding the saw is Tom Fleming, AB, with Pete Karas, Chips, behind him. They look proud of their job.



That welcome break that makes the day's work easier on everybody aboard—coffeetime is being enjoyed by the men on the Simmons Victory. All three departments are represented in this "break" in occupational duties. Inboard in the picture are Downey, AB; Andy, Chief Cook; McKenna, OS, and "Speedy," Wiper. Outboard, facing the camera, are Hickey, AB; Karas, Carpenter; Chermesino, DM, and Norris, OS.



Pausing briefly while spooling on jumbo wire are (left) D. Downey and J. Maffuci, Able Seamen.



Bosun Stanley Cieslals titles this one "Looking into the crystal ball, to see where we're going." The head belong to Speedy, Wiper.



Posing casually on the Number 4 hatch, while in Puget Sound, are Tom Fleming, AB; E. Grose, BR; Butch MacLeod, Oiler, and Hodge and Downey, ABs.

Editor's note to Brother Cieslals: Thanks for sending these shots in and, at the risk of making pigs of ourselves, do it again—and that goes for the rest of you Seafarers, too. However, make sure that you supply the information requested in the introductory paragraphs on this page. Then everybody will be happy—we and the guys in the pictures.





# SHIPS' MINUTES AND NEWS

## Crew Letters Flood Senate Group With Praise For CS Investigation

Since the report in the SEAFARERS LOG of the Senate investigation of the Cities Service case, in which the sordid anti-union practices of the company were exposed to the public eye, SIU crews have been filling the mails with letters of thanks and praise to the Senate Labor sub-committee.

The Senate committee, headed by Senator James Murray, held week-long hearings last month in the anti-union practices of the Cities Service Oil Company's marine Division. In the hearings the SIU introduced reams of testimony proving the company discharged men for Union activity, hired labor spies and sponsored a phony company union to deny the company's sea-

men the Union representation they wanted.

On the basis of the testimony offered by the SIU the committee is pushing a full scale investigation of the hiring practices of the East Coast tanker companies.

Following receipt of the overseas LOG—which is mailed to every SIU ship on the seas—crews held special meetings in ports throughout the world to draw up letters of appreciation to the committee for its splendid work in behalf of American seamen.

Dozens of crews in ship's minutes forwarded to SIU headquarters reported that they had sent letters to the Senator and several enclosed copies of the letters.

Almost every one of the 16 Cities Service tanker crews reported its sentiments to the Senator.

In the letter sent by one Cities Service crew—that of the SS Lone Jack—the 29 crewmembers stated that the Committee's work had opened a new era for seamen. In part their letter stated:

"To us seamen, this decision means considerably more than the outcome of this singular case. It means to us that the maritime industry has entered a new era—an era in which the seamen and their conditions have finally come into the eyes of the public and responsible organizations."

### DROVE A WEDGE

The SS Kathryn crew, Bull Line, in its letter called the Senate Committee's work a "praiseworthy expose of the fanatical and illegal attempt of Cities Service to deny tankermen the right to Union representation."

The Suzanne men, also Bull Line, called the Senator's work worthy of a "crown of laurel leaves, which we would like to personally place on your head."

The SS Fairport crew, Waterman, told the committee's leader that his work has "driven a wedge into the die-hard tanker employers and has opened the door to a better way of life

for all seamen on American tankships."

An incidental point worth mentioning is that when Senator Murray receives the letters coming to him from ports throughout the world he'll probably feel a tug of the wanderlust, for at the close of the hearings in Washington Senator Murray told the assembled representatives of the SIU, "After sitting here and listening to this testimony it reminds me of my boyhood desire to go to sea and see the world. I would like to be a member of the Seafarers International Union and sail aboard a ship especially at times when the problems we must sit here and deal with become so heavy."

## Galley Force Wading Wins Crew's Praise

Service above and beyond the call of duty could describe the actions of the SS DePauw Victory's Stewards Department. According to a letter from the crew, the galley force was hard put to serve the crew's meals without the use of water wings. Seems the scuppers got clogged and the water was ankle deep during the weeks following the ship's departure from New Orleans on September 17. Despite the adverse conditions the Stewards Department came through in great shape, and earned a vote of thanks from the ship's crew.

Crewmember L. Craddock describes the Stewards Department's dilemma in a letter received by the LOG this week:

"Brothers of the SIU, we take great pleasure in complimenting an excellent Stewards Department for a job well done.

"We sailed from New Orleans on September 17th and on the 18th the scuppers in the galley plugged up. The water was ankle-deep all over the galley.

"The 1st Assistant and Wipers tried in vain to open the lines. The deck gang tried, too, in vain. But the valiant Stewards Department didn't let a little water stop them. The big 3rd Cook from Hammond, La. said, 'Damn the water, bring on the raising jack.'

### IN, NOT OUT

"Well, fellows, it lasted all the way over to the Far East. The seas were coming over and holes drilled in the galley bulkhead let the water in instead of letting it out.

"Needless to say, the boys practically had to swim in order to get the meals out to the crew.

"We wish again to express our thanks to the men who didn't beef or grouch and did a swell job under the worst conditions we have ever seen."

The DePauw Victory is being operated by South Atlantic Steamship Company under MSTs charter.

## Belated Thanks

The belated thanks of the SIU are due the mother of a Seafarer who sent the New York Hall a carton of detective stories for the enjoyment of the members on the recreation deck.

Mrs. Lisa M. Prijos sent the books to the Union several weeks ago, and since then the members have given good use to the books. Our wholehearted—but somewhat belated—thanks to Mrs. Prijos for her interest in the members of the SIU.

## SWEETWATER CREW'S SWEETHEART



While the Mar-Trade tanker Sweetwater was in Ras Tanura taking on another load of oil for Europe they were visited in the messroom by an unidentified youngster. Before the boys loaded her pockets with lump sugar they posed for this picture. Seafarers are, left to right: P. Vourdiros, Steward; J. Efitathiou, OS; W. Healy, AB, and J. Gallagher, AB.

## Norte Men Find Lewis A Natural As Editor Of Shipboard Paper

The crew of the SS Del Norte had no difficulty in choosing a man to fill the editor's post when they created their ship's newspaper, the Navigator—they had a natural in their midsts. Navigator editor Thurston J. Lewis, 33-year-old AB, has aspired to be a writer and editor since his college days at Oklahoma University,

where he found writing right up his alley, but cut short his literary notions abruptly to enlist in the Navy when the Japs bombed Pearl Harbor.

Lewis put in a wartime stint as signalman and twice was torpedoed.

Now as the editor of the Navigator he has the opportunity for the first time to exercise his ambition to see his stories in print and to flay away with the blue pencil on the other guy's material.

According to the notes supplied the LOG by a fellow crewmember of Lewis', he is not only a capable editorial chief, but he is also a first rate Union member as well, whose likes and dislikes range from venison steaks (a like) to shipboard foul-ups (a dislike).

### GOOD BROTHER

The supplier of notes noted that after Lewis joined the SIU he quickly acquainted himself with the Union's operations and served capably as picket captain in San Francisco during the 1946 General Strike. He has also serv-

ed as departmental or ship's delegate on many vessels and is always available for duty in any union effort. The notetaker also reported that Lewis is as yet unmarried, but is looking around for the right girl.

His modesty is such, however, that the notetaker couldn't dig up a photograph for the LOG.

What his biographer forgot to mention was that the appreciative crew of the SS Del Norte recently presented Brother Lewis with a wrist watch in recognition of his excellent work as the Navigator editor.

## WELL, WELL, WELL! WHATTA YOU KNOW?

Would YOU like to make enough money in ONE YEAR to start a business, get a nice new car, further your education or fulfill any other similar ambition? CERTAINLY you would! Those things take money, sure, so read carefully for THIS may be YOUR OPPORTUNITY for fulfilling your chosen plan.

Every year MANY NEW MEN get JOBS on merchant ships because there is a high rate of employment turnover in the Merchant Marine. The average sailing time of a Merchant Seaman is 11 years, some men stay with the ships most of their lives but the majority sail only a few years and then there are those men who sail only a YEAR or TWO, save their money, and go ashore with a few THOUSAND dollars to back them up in some other enterprise. At any rate, whatever a man decides to do, it is certain that he will have some very enjoyable experiences never to be forgotten.

Forgetting the monetary gain for the moment there are many other attractions such as the traveling to far away places, the enchanting South Sea Islands, the mysterious Far East, the sparkle and gaiety of life in France, the romantic Latin American Countries, native dances in South Africa, pink cheeked frauleins in Germany, sight seeing in some of the worlds most famous resorts and many other interesting things are to be enjoyed while sailing in the Merchant Marine, one of the worlds most FASCINATING occupations. ALL THIS AND YOU GET PAID FOR IT TOO - PLUS good wholesome food, modern quarters and free medical attention.

This is how one character is advertising his book on how to get a job in the merchant marine. What he forgot to mention is that same thing holds true (all except "pink cheeked fraulins," etc.) of every other job—if you don't eat, drink, smoke, wear clothes, or support a family. We hope the suckers don't bite.



# Digested Minutes Of SIU Ship Meetings

**AZALEA CITY, Oct. 12** — Chairman, Al Driver; Secretary, George Leideman. Delegates requested a variety in menus. Ship's Delegate to ask Captain for a draw every five days. Motion carried to have gravies for dinner and supper. Larger variety in night lunches requested and bacon, ham or sausages be served with breakfast.

**DEL AIRES, Sept. 24** — Chairman, L. Hancock; Secretary, Ray Casanova. Delegates reported on the number of books and permits in their departments. Suggestion made that each department take a week in turn for cleaning PO messroom. Delegates to meet jointly to prepare a repair list.

**PAOLI, Oct. 8** — Chairman, Raymond Hunter; Secretary, C. Efstathion. Delegates reported no beefs. Bill Louie elected Ship's Delegate. Motion carried to send congratulatory telegram to SIU Headquarters for fine work done in securing a contract.

**PAOLI, Oct. 21** — Chairman, C. Graham; Secretary, A. Slavibauch. Motion carried to take pictures of crew and send them to the LOG accompanied with a letter.

**SEA MAGIC, Oct. 10** — Chairman, Bob Pideaux; Secretary, Bill Doran. Motion carried to see Skipper about cigarettes. Discussion on welfare benefit cards and other points relative to Welfare Plan. Delegates elected for first run of ship under SIU contract.



**STEEL APPRENTICE, Oct. 22** — Chairman, Donald Hood; Secretary, Jack Dolan. Delegates reported no beefs. Motion carried to have a letter drawn up to send to Senator Murray thanking him and the members of his Senate Committee for their good work in the Cities Service investigation. Letter written and signed in behalf of crew by four Delegates and mailed from Bombay.

**SAND CAPTAIN, Oct. 22** — Chairman, Ed. O'Rourke; Secretary, Peter Lint. Delegates reported all in order. Motion carried to have Ship's Delegate request that the LOG be mailed to the ship as it is mailed to ships on foreign runs. Linen-keeper announced new hours for each watch to change its linen.

**GOVERNMENT CAMP, Oct. 25** — Chairman, H. Meacham; Secretary, H. Goodfried. Ship's Delegate reported that delay in obtaining draw will be eliminated in the future by having a draw list made up in advance. Motion carried to request Skipper to alternate time for fire and boat drill, so as to give each watch a chance to sleep through. Chief Cook given a vote of thanks for the fine job he has done.

**STEEL VENDOR, Oct. 1** — Chairman, Handley; Secretary, Blackie Connors. Delegates reported disputed overtime in all departments. Beef to be taken up with Patrolman at payoff. Complaint made that one of the Messmen was serving food with-

## SEAFARER SAM says:

DO YOU GET THE LOG AT HOME?  
IF NOT, FILL OUT A FORM AND  
MAIL IT TO THE LOG,  
51 BEAVER ST.,  
NEW YORK 4, N.Y.



out wearing a shirt. Decision made that this practice come to a screeching halt. Discussion on poor bread aboard. Suggestion made that both the Steward and the Second Cook make a batch of bread. If they are both poor, then the crew will request that new flour be put aboard.

**ALCOA PENNANT** (date not given) — Chairman, H. Field; Secretary, J. Hicks. Delegates' reports read and accepted. Ship's Delegate instructed to write a letter to Senator Murray thanking him for the work done in the Cities Service case. Crew voted to donate \$1 apiece toward the purchase of a new washing machine.

**MALDEN VICTORY, Sept. 13** — Chairman, James McRae; Secretary, Red Brady. Delegates reported number of books and permits in their departments. Motion carried to purchase a new washing machine in the first US port reached. Cleanliness of laundry room a topic of discussion.

**BLACK EAGLE, Aug. 13** — Chairman, Raymond Queen; Secretary, Berton Meade. Delegate reported everything okay, except that Captain is giving Steward a bad time. Steward reported that Captain wants canteloupes sliced in eight instead of six parts, and to have fresh milk given out only at breakfast. Captain has made petty remarks about Steward's ability. Ship's Delegate to turn matter over to Patrolman when ship hits San Francisco. Electrician requested that all foc'sle fans be turned off when the quarters are vacant.

**ALCOA RANGER, Oct. 26** — Chairman, Little; Secretary, R. Barnes. Delegates reported all in order. Crew sent a telegram to SIU headquarters, thanking Negotiating Committee for securing a wage increase. Motion carried to give a vote of thanks to Stewards Department for a job well done.

**ROYAL OAK, Oct. 25** — Chairman, Earl Dixon; Secretary, Frank Robertson. Ship's Delegate

emphasized the importance of putting in for all overtime actually worked by turning in sheets to department Delegate. Ship's Delegate told to see Patrolman about Welfare Plan beneficiary blanks. Chairman gave a short talk on the duties of a Ship's Delegate. Request made that Port Steward be seen about having more fruit juices aboard.

**VENORE, Oct. 25** — Chairman, C. Lewelyn; Secretary, J. Easterling. Delegates reported everything in order. Statement made concerning AB who was injured when ship left safe anchorage before it was secured. Motion carried for crew to stand behind the Steward in his campaign for better food.

**CHRISTINE, Oct. 21** — Chairman, Goldferb; Secretary, Farquhar. Delegates reported everything in order. Discussion on Captain's claim that the men were not working fast enough in cleaning holds. Pointed out that the crew was one man short and being shorthanded takes two extra days to do the job.

**EDITH, Oct. 22** — Chairman, G. Smith; Secretary, L. Reno. Delegates reported on number of

books and permits in their departments. Ship's Delegate reported that milk had been left on the dock an hour until after dinner, so no penalty hour could be claimed. Stewards Department commended for fine meals. Letter to be written to Senator Murray thanking him for his committee's fine work in the Cities Service investigation.

**MOSTANK, Oct. 15** — Chairman, Luke Collins; Secretary, Alfred Yarborough. Discussion on possibility of getting another man in the Stewards Department of ship, inasmuch as Messmen quit as soon as they find the ship is short one man in manning scale. Matter to be referred to Negotiating Committee.

**ELLY, Oct. 23** — Chairman, Carlan Harga; Secretary, James Davis. Delegates' reports accepted. Vote of confidence taken on Steward. Steward given majority of crew's support.

**GOLDEN CITY, Oct. 8** — Chairman, J. Mitchell; Secretary, Otto Hoepner. Ship's Delegate reported that entire ship's fund had been exhausted in the purchase of a washing machine. Motion carried that at no time should crewmembers of any department make any private deals with the department heads for overtime jobs.



**SOUTHWIND, Aug. 27** — Chairman, R. Rife; Secretary, J. McDonald. Delegates reported all in order. Ship's Delegate gave a talk on how to conduct a ship-board meeting and urged the crewmembers to read the Union literature aboard. Suggestion made that the menus be improved.

**KATHRYN, Oct. 22** — Chairman, S. Neilson; Secretary, Pedro Claudio. Delegates reported on books and permits in their departments. Letter to Senator Murray read to crew and signed by all members.

**LOGAN'S FORT, Oct. 19** — Chairman, Fred Smith; Secretary, William Morris. Delegates reported no beefs. Delegates elected for all departments. Complaint registered over Steward washing bulkhead in saloon

mess. Sanitary man delegated to get linen for entire department.

**CLAIBORNE, Sept. 17** — Chairman, P. McCann; Secretary, H. Grimes. Ship's Delegate elected. Radio operator asked to post war news for crew's benefit. Ship's fund reported as standing at \$23.50.

**CAPE MOHICAN, Oct. 26** — Chairman, Joseph Blake; Secretary, Ed Starns. Departments reported in good order. Crew asked to cooperate in keeping laundry and recreation room clean. Repair list made up for all departments.



**STEEL FLYER, Oct. 14** — Chairman, John Jacobson; Secretary, J. Goodall. Delegates reported all in order. Motion carried that water be pumped over the side and the tanks cleaned, as the water continued to have a black oily substance in it. Motion carried to write a letter of thanks to Senator James Murray thanking him for his committee's work in the Cities Service case. Discussion on the organizing drive in Cities Service. Each member agreed to send a letter to Senator Murray.

**DOROTHY, Oct. 15** — Chairman, R. Cummings; Secretary, Deacon. Delegates reported books and permits in their departments. Motion carried for each member to write Senator Murray and express his appreciation for help he has given American seamen. Witnesses to tragedy aboard ship urged to keep themselves available for questioning.

**SOUTHWIND, Oct. 8** — Chairman, W. Porter; Secretary, J. Craven. Delegates reported some disputed overtime. Steward reported that vegetables were questionable in Far East and thus had not ordered any. Crew asked for a variety of salads and pastries.



**STEEL ROVER** (date not given) — Chairman, Anderson; Secretary, Phillips. Ship's Delegate urged the crew to exercise caution in drinking ashore, both for their own protection and for the honor of the SIU. Cooperation between departments stressed. One minute of silence observed for Brothers lost at sea.

**SUZANNE, Oct. 26** — Chairman, Thornehill; Secretary, Vigo. Delegates reported books in order. Letter of appreciation written and signed by entire crew to Senator Murray for the fine work his committee did in the Cities Service investigation.

**MONROE, Oct. 15** — Chairman, P. San Miguel; Secretary, J. Flynn. Delegates reported all running smoothly. Repair list made up and approved. Crewmembers who use washing machine to pay \$1 to repair-kitty. Letter to be sent to Senator Murray thanking his committee for the Cities Service investigation.

### Notice To All SIU Members

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

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

#### PLEASE PRINT INFORMATION

To the Editor:

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

Name .....

Street Address .....

City ..... Zone..... State .....

Signed .....

Book No. ....



# THE MEMBERSHIP SPEAKS



## Dayman's OT Problem Busts Deck Harmony

To the Editor:

I wish to discuss a subject that I have found to be a bone of contention ever since the war ended. At least I have found it to come up on about every other ship I've signed on.

It is this:

In equalizing the overtime among the members of a ship's deck department, is Sunday and Holiday overtime to be considered in each man's total number of hours?

By way of an illustration, I cite this example:

Under most of our various agreements as applied to freighters it is stated that the sailors shall stand the gangway watches in port. Yet when it comes to allotting each man's turn the watch standers usually want to

exclude the deck maintenance men from this overtime work.

The watch stander's usual argument is that inasmuch as they stand the watches at sea they should stand the gangway watches in port. Although the agreement states "sailors shall stand . . ."

### WHAT AM I?

Isn't a deck maintenance man a sailor? As applied to tankers I find the same beef. But with this exception: As sea watches are seldom broken on a tanker there are no one-man gangway watches to be stood. Watch relieves watch.

The deck gang watch standers on this wagon want to exclude the figuring of their Sunday and Holiday overtime from the totals of each man, saying that they have to stand Sunday watches but the daymen only work 5½ days a week and get paid \$18 a month more than ABs to compensate them for not having the opportunity to work much overtime.

As I said before. This beef prevails. It is causing a serious split among the sailors. ABs versus daymen. It makes a dayman feel he is an outsider and that the other members of the deck department are against him. The main trouble is that we have no precedent to go by. There is much confusion and misunderstanding on both sides.

How about our Negotiating Committee rendering an opinion on this? Or our officials stating their views. When agreements were drawn up, was a deck maintenance give more base pay over an AB to compensate him for overtime loss or was it because he has to work harder in a straight eight hour day?

So, the questions are these: Are Sundays to be figured in computing each man's overtime total and why are deck maintenances paid more than AB's?

Paul Arthofer  
Fort Bridger

(Ed. Note: The extra pay for the deck maintenance is compensation for his not having the opportunity to share in the AB's overtime. On the other point the contract states that overtime shall be divided as equally as possible among the members of the deck department. This means watchstanders and day workers with the exception of the Carpenter. Thus daymen should take their turn at gangway watches along with the AB's.)

### ATTENTION!

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

## SEAFARER TAKES A BRIDE



On hand for the reception at the bride's home were several of the Del Sud's crewmembers to lend cheer to the occasion. Here with the happy bridegroom are Mike Dunne, Second Baker (left) and Dick Ramsperger, Chief Baker. Photos were submitted to the LOG by Malcolm Woods.

## Crew Cancels Meal Tickets On Gulf Run

To the Editor:

Let's make this an open letter to all beachcombers down this way on the touchy matter of "Brothers" bumming a meal or two on these ships running from Tampa on around the Gulf.

The crew of the SS DeSoto decided at our last shipboard meeting to drop a line to the LOG explaining the reason why the Steward will have to refuse any and all in search of a bite to eat.

Let's put it this way. We as Union Brothers don't want to refuse anyone, and the chances are good that the beachcombers know someone aboard and can always pick up a buck or two.

But as it happened recently, the Skipper happened into the messroom and noticed about five or six guys eating. He didn't recognize any of them as men he had signed on the ship. Brothers, that was it! The Steward got orders: "No more, or else."

### A FAST FEED

So, Brothers, take no offense at being turned down, and if things are real bad the gangway watch can always slip you a fast sandwich. I could go into more detail and tell you stories about a phony or two slipping aboard with a meal in mind and slipping ashore with somebody's suit, tie and watch, but you guys know all about that.

To change the subject, I'm riding the DeSoto now, having quit the Frances to give someone else a chance to take over the snap Bosun's job. I heard that my buddy Steve Carr is shutting on the Puerto Rico. These Waterman ships are too tough for him. I guess I'll stay on this sunshine run until Christmas—after that, who knows.

M. Olson  
Ship's Delegate



\* Del Sud crewmember Edmundo Sepulveda and his bride, the former Teresinha Bruno of Sao Paulo, Brazil. Sepulveda is porter-printer aboard the Mississippi passenger ship. The wedding took place September 18.

## Edith Seafarers Thank Crew For Donated Washer

To the Editor:

We the crew of the SS Edith wish to thank the crew of the SS Meredith Victory and the Baltimore Branch for the washing machine they turned over to us for our use. Thanks, Brothers.

H. W. Witt  
Ship's Delegate

## Send 'Em In

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

## Gotta Name For Ship Foul-Ups? Enter Contest

To the Editor:

For the past five years I have noticed on several occasions the following characters aboard our ships. I'd like to open a contest for the most suitable names for these individuals. First prize for each name: a bottle of ice cold suds of the winner's choice.

No. 1: He comes aboard a walking encyclopedia of the sea and unionism. He usually tells of his experiences on other ships as delegate. Right away he is elected delegate. As soon as he has this accomplished, he becomes the star performer.

He always has business with the Mate when heavy work is to be done.

He is always aboard ship five minutes instead of an hour before sailing time.

He is always blowing his top about everyone else but never admits his errors. And he is usually so gassed up at the payoff your beef and mine go unattended. What's his name?

### ANOTHER ONE

No. 2: At sea he is always on the ball, but on the slowbell. In port, especially on sailing day, he is so gassed up the Bosun has to run him off the deck for everyone's safety (just what he wanted).

At coffee time you can't hear anyone else because he is shooting the breeze.

Four or five days out of port, and the payoff coming up soon, he has a big smile for the Mate and Old Man and works like a demon.

As soon as he is signed on again, he goes back into his old routine. What's his name?

These characters are getting more plentiful. Suitable names for them might help decrease them and help make our Union better than the best, which it already is.

The prize is on the line. Let's hear from someone.

C. C. Cornett

## CLARK, RETIRING AS NY OFFICIAL, EXTENDS THANKS

To the Editor:

I would like to use the columns of the LOG for a brief message to the membership of the Atlantic and Gulf District of the SIU.

As you all know by now, I did not throw in again this year for New York Engine Patrolman, to which post I was elected in the last election—and I want to take this opportunity to thank the members for their past support and for their excellent cooperation throughout the past year. I would also like to extend my appreciation to the Headquarters and New York Branch officials for what was one of the most pleasant years of my life.

Tom Clark, 25027

## Log-A-Rhythms Devil's Kin

By JACK DEVERS

I sailed the windjammer Devil's Kin,

A ship named correctly. Mateys. And headed for the country of Persia.

More commonly known as Hades.

I bunked in a smelly old fo'c'sle With a rank and motley crew. And when I counted their number

I found close to thirty-two.

I sat at a rickety old table To eat what the cook called chow.

The slop that crawled maggots We ate, though I know not how.

We worked all day and half the night

Under a Mate who was truly a cur.

He'd rant and rave and holler If he saw you fail to stir.

The Bosun was a mad slave driver.

Who the crew did finally shove His ancient hate-filled carcass O'er board for the sharks to love.

The ship was at sea for three years

Who knows, it might have been four.

I never kept track of the time. I was always too tired and sore.

Well, those days are finally over And it's thankful to God I be That the Union finally brought rest

To the men who go down to sea.

So take heed all you Seafarers. Put this tip down deep in your pipe:

Before you start fussin and bitchin

Make sure you've got a good grips.

For if your beef is a phony. Or at payoff you're full of gin. You may wake up one morning A sailing the old Devil's Kin.



## UNCLE SAM'S GOT THEM NOW



Seafarers Charles Bulecca, AB, left and Joseph Fidalgo, Messman, accept retirement cards from Headquarters Record Clerk Louis Goffin before reporting for service in the Army. The two Seafarers are hometown pals from Perth Amboy, New Jersey, and have sailed together regularly.

## Strathcape Crew Reports Smooth Is Word For Voyage

To the Editor:

It's a pleasure to write a letter of the trip of the SS Strathcape and of the cooperation and events we enjoyed.

When we arrived in Baltimore last trip, among the new men signing on were Brothers Pete Solberg, Stone and Larry Tyron. Then we sailed for Galveston to load sulphur for Immingham, England, for which we set out on July 13.

Our Captain, A. Loucas, is a good one. In fact, he has the crew's welfare at heart in whatever he does, and frequently cautions crewmembers at work to exercise great care for their physical safety, particularly in the Deck Gang.

On the matter of draws, Captain Foucas is more than fair. And he will open the slopchest at sea at anytime if a crewmember needs anything.

The Mates, too, are tops for standing watches with.

The Engine Department seems okay. And the Stewards Department is okay as we have a very good Steward aboard this trip.

We spent 12 days in England and I have never seen Romeos

vie for each other's girl friends as I did this trip. I also want to mention that one of the crew was married while in England.

From England we went to Narvik, Norway, the land of the midnight sun. We were only there two days, leaving for Baltimore on August 16 and arriving there on September 2.

All around our trip was exceptionally good. The weather was perfect. Until we meet again, smooth sailing to you Brothers.

Charles B. Martin

## Saunders Okays Gordon's Bar In New Orleans

To the Editor:

I have established my beachhead in the Crescent City and Operation Gordon's Bar is now in full swing. After spending a happy ten months on the Alcoa Pilgrim, where I met many SIU Brothers on the Island run, I think I rate a bit of shoreside relaxation.

Things are quiet here. Shipping is practically at a standstill. Some of my fellow beachcombers are getting longer faces daily, such as Norman Hall, Alfred Cravon, Saleco and Neville Williams.

Jimmy Battles passed through here recently after getting off the Del Sol. He had to make an emergency flight to New York as his house burned down. Hope he made out alright.

### BAR MAN NOW

Remember Gordon, the slave driver on the George Washington? He's running a swell joint here in New Orleans at 207 South Rampart Street. Drop in some time and swap yarns with an old SIU Brother.

I saw Coffee Joe in Barbados in the New York Club. In case you don't know it you can pick up LOGs there.

Sonny Rankin, I hear, is aboard the Del Viento and Leon Franklin is chief bellyrobber on the Alcoa Roamer. George Bury is still running things on the Alcoa Partner.

Right now I'm running the bartender ragged, so I'll sign off.

Dennis Saunders

## Oldtimer Describes Adventurous Trading Voyage To Czarist Russia

To the Editor:

An item in the New York Times, recalling the adventurous English merchants and their trade relations with "frozen Muscovites" by way of the Arctic, reminds me of the venturesome voyage I made from England to Arctic Siberia in the year of 1911.

We had a narrow escape from shipwreck in a storm off Cape North. We almost struck the rocks in Kara Straits of Novaya Zemlya. We ran aground in fog when we hit an uncharted island in Kara Sea. We lay for a fortnight, caught in pack ice, while the blizzard howled like a pack of hungry wolves. We crashed against icebergs in the Yenisei Gulf. We drove over, scraping the rocky bottom of the shallow Gulf off Dickson Island; we anchored there, drank rum, sang chauties; then went ashore on Dickson Island to explore but, finding a warehouse with a sign: "Ruskaya Poliarnaya Expeditsiya," we broke into it, looking for vodka.

I was a young sailor then, on a steam barkentine, and the only one who knew Russian aboard ship at the time. It made me the interpreter; and the Skipper had to depend upon me when doing business with the Russians who traded along the banks and at the mouth of the Yenisei River.

We started out and sailed from Liverpool with a cargo of salt, rice, tea, whiskey, rifles, and other contraband—bound for Dudinka on the Yenisei.

### 'WHALING' TRIP

A misty wind was blowing in the face when we left at dark, going, supposedly, on a whaling expedition and carrying, purposely as a blind, a moving picture man and his son to take the shots. But it came on thick and, with the raucous steam whistle going day and night, we had to stop at Stornaway, Hebrides, for a rest, a bit of sleep . . . just to close the eyes.

It was a relief, for the vessel, an ex-whaler of 226 tons, rolled like a tub in a rough. Anchored in the bay, near a romantic castle, here the Captain would stay a day or two, a week perhaps—so we thought. But not he.

Too much of a business man, the Captain did not waste any time and, as soon as the sea went down, sailed strangely for

Christiania, Norway, to pick up a whaling Captain whom he did not need and did not pick up for that very reason, though many applied for the job.

After an uneasy rest in the fiord, he sailed North, hugging the Norwegian Coast as the ship rolled, restless, from side to side, as though in pain, setting out for Siberia, full of business. It was midnight and the sun, round and red, seemed to be giving us a curious stare as we left the cod-fish smelling harbor behind us and went to sea, facing the unknown.

Favored by the weather we found the Kara Straits clear of ice and, passing through them, left the crags of Novaya Zemlya in a gloom. It began to blow, easterly winds prevailed, mist came, ice followed, fields and fields of ice. For a whole month we fought our way forward through mist, fog, and ice.

### WHISKEY SOUR

At last we arrived, anchored at Sopochnaya Korga, and began to trade, selling whiskey to the Russians at seven czarist roubles a quart. The Captain was delighted. He took the Russians for fools: sold them watches that did not keep time; told them lies; made false promises.

It did not last long. The Russians became wise and came back with vengeance as the Captain found out, later, to his sorrow. Emboldened by the success

of the venture, after some of the contraband had been sold at a handsome profit, he loaded the rest of the cargo on lighters and took it up the river to Krasnoyarsk.

It was a long travel by water but he had an old friend there, the British Consul, for whom he was bringing an automobile. But then it happened as the Russians had anticipated it would happen, as even the mouzhiks and the Yenisei boatmen knew it beforehand.

The Captain was arrested, put in jail at Krasnoyarsk, and spent a fortnight in company with passportless "brodiagas" or vagabonds. It was a costly company. He paid a fine of 40,000 roubles.

Meantime we on the ship at Sopochnaya Korga had to heave up anchor in hurry, had to fire up, raise steam by forced draft, and run out to sea as fast as the old engines would stand.

It was a narrow escape. There was the patrol of Russian soldiers coming down to search and seize the ship. Four political prisoners had escaped and we had them aboard, stowed away. We just took the chance and it all ended well for the four Russians when they arrived with us at London, where we all paid off and scattered to four winds.

I never saw them again but heard that one of them, a robust fellow, came later to New York and went into business.

R. J. Peterson

## Texan Invites SIU To 'Round-Up'

To the Editor:

I am an old Seafarer who has carried the oar inland to a place where they asked me what it is. That's where I've settled down. I am now running the "Hi-Plains Roundup," a weekly hillbilly show from the city auditorium.

I sure wish that I could still sail the old rust buckets under the SIU, but the wife and kiddies say no.

Having sent quite a few pictures and stories to the LOG during the four years I was in the Union, I really miss the newspaper now. Can I subscribe to it, and if so will you let me know what the rates are? Also inform all Seafarers who might

be in the vicinity of Plainview, Texas, either on visit or permanently that a paid up book or permit will get them a free pass to the "Hi-Plains Roundup." This hospitality is, of course, extended to all members of the LOG staff and all SIU officials, too.

I have some excellent pictures of the show that the LOG can have on request, if you think they will be of interest to LOG readers.

Charles Cummins

(Ed. Note: You should begin receiving the LOG shortly, which is sent free of charge to all active and former members. By all means, Brothers, send in those pictures.)

## Little Frenchie



Nine-month Joy LeBlanc tries an experimental step and it seems to please her. She's the daughter of Mr. and Mrs. Benjamin LeBlanc, of Baltimore. Her pappy, known to his shipmates as Frenchie, is presently aboard the SS Tini.

## Is It A Yacht? No, It's The SS Golden City

To the Editor:

To substantiate the claim that an SIU ship is a clean ship allow me to report the following:

When our ship visited Rotterdam on our last trip, Mr. D. Callichio, a mate on the SS American Consular paid us a visit. After an inspection of our ship—the SS Golden City—he asked us if this was a yacht or a cargo ship. Everything was so clean and good looking it was unbelievable to him that we were first and foremost a freight carrier.

Due credit can go to the Bosun, Edmund Abualy, of Philadelphia.

Dutch Palmer  
Ship's Delegate

## SS STEEL SEAFARER HOBBYIST



SS Steel Seafarer crewmember H. Clemens, AB, poses with a model boat he fashioned during the ship's extensive voyage to Far Eastern ports recently. Photo was by the ship's delegate.



# Asian Workers Get US Help And Guidance

Many key labor and government officials are dusting off their world maps to search out a faraway land—an area that one day soon may be as familiar to the man in the street in the US as Korea now is.

At Washington headquarters of the AFL—the CIO, at the State Department, the Economic Cooperation Administration—acute minds are grappling with an old-new problem. Although most Americans know virtually nothing about it, how it is handled may well determine how they will live tomorrow and tomorrow—and if they will live.

It has caused the midnight oil to burn in capitols all over the world—in London, Paris, the Hague, and probably Moscow—and has sent scores of Americans on long ocean voyages.

The problem concerns an area vaguely associated in the public mind with a magical, South Sea-Island-type paradise—but identified in geography books as Southeast Asia, home to almost as many people as the 148 million housed in the US, producer of rubber, tin, oil, quinine, kapok and copra, mountainous and jungle-covered, poor in development but rich in resources—strategically placed at the crossroads between India and China.

The US recently launched a program to assist the Southeast Asian countries, its purposes akin to those in Europe at the start of the Marshall Plan, namely: to strengthen the countries economically, thus strengthening them politically and making them less vulnerable to Soviet pressures.

## AID IN USE

Already small outposts of Americans—from Kansas, Oregon, Texas and other States—have started the job rolling. Rolling as well are \$91,000 worth of asphalt, on route to Cambodia, in Indo-China; \$35,000 worth of DDT for Indonesia and other US products.

US Public Health Service experts already have arrived in Saigon, and have launched a program to fight malaria and other dread diseases.

The ECA, which succeeded in shooting life into a withering Western Europe, is carrying out the government's program for Southeast Asia—a program which continues US policy laid down with the Open Door Treaty of 1900. The countries on the ECA's current Southeast Asia agenda are:

Indo-China, Thailand, Burma and Indonesia. The first three lie on the peninsula that forms the Southeast tip of continental Asia; the fourth consists of an adjacent chain of islands.

Free labor is as conscious of the need for outside, democratic assistance to these areas as is the US State Department.

Acting swiftly in recognition of this obvious need, the International Confederation of Free Trade Unions—with which the AFL is affiliated—last summer dispatched a special mission to the Far East to "strengthen materially the forces of freedom and progress."

American labor not only lent its full support to the venture of the ICFTU, the young organization of free trade unions throughout the world, but supplied able men to participate.

Gordon W. Chapman, secretary-treasurer, Federation of State, County and Municipal Employees, represented the AFL. John Brophy, national director of industrial union councils, went for the CIO.

They found a standard of living lower than that of our poorest poor, and labor organizations so young and haphazardly organized that they could not cope alone with the gigantic job to be done.

They noted a lack of enlightened management and government practices with regard to labor, which left industrial workers without the legal protections which workers in the Western world take for granted.

They discovered that labor bosses are widely used and that frequently workers who complain to the government and seek to improve their conditions by joining a union are blacklisted, intimidated—or possibly even beaten up.

And, unhappily, they learned that most trade unions suffer from inexperienced leadership and an uninformed membership, making it difficult for them to win gains for the workers.

Chapman, on his return, reported:

"We were pleasantly surprised with the wonderful reception which we received and the genuine desire on the part of the workers to learn how to develop and build free trade unions.

In some instances we were met with communist propaganda naming us as agents of Wall Street and urging us to stay away.

"We ignored this propaganda and told the story of free trade unionism as we know it is in

our own country. In each country that we visited we found communist influence waning the longer we remained there . . ."

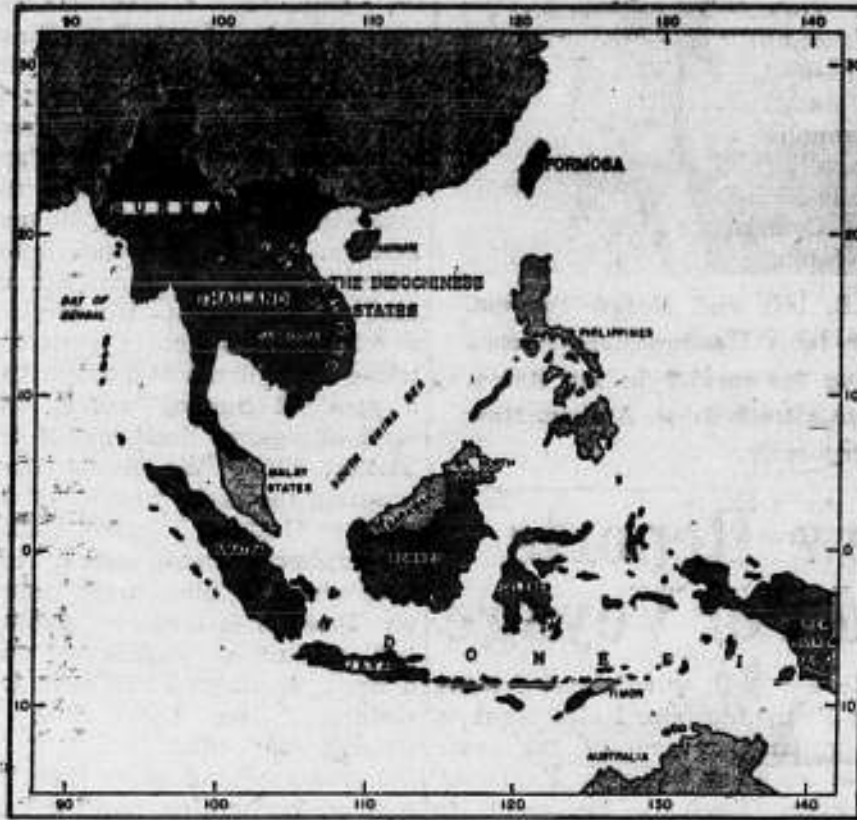
Chapman emphasized that in the countries he visited the workers are "searching for freedom." While many have obtained political freedom, he explained, economic freedom has "not yet been realized."

John Brophy, who represented the CIO on the same mission, reported in an interview later that an immediate start must be made to boost the living standards of the people, if we are to have them as friends in the battle of survival of democracy.

"It is not enough merely to urge private enterprise and its benefits," he declared. "Many enlightened people we met believe in a mixed economy—some private enterprise and some governmental. Business interests in Asia owned or financed or managed by Western businessmen also must show greater interest in the free operations of labor unions.

And then:

"We have a tremendous opportunity for democratic progress and modern unionism in Asia. I hope we don't muff it."



## FORE 'N AFT

by Johnny Arabasz

Do not get the idea that you have been forsaken, if you have written in for the questions and answers for Electricians and have not received them yet. Due to the great demand, they had to be reprinted and, therefore, the delay. . . . John Grimes is ship's delegate aboard the Feltore. . . . Our G-2 informs us that Joe Martin is department delegate on the Southwind. How are Yokohama's sights these nights, Joe? . . . Bob Stevens had to go south of the border into Mexico to find himself a wife. . . . His old shipmates will be sorry to hear that Paul Sanford, formerly of the SS Puerto Rico, has been laid up at his home for several months with an affliction that has paralyzed his body from

The men listed below are holding up the final accounting and distribution of the monies due former Cities Service seamen, fired for Union activity. They are urged to get in touch immediately with Mr. William O'Loughlin, National Labor Relations Board, 2 Park Avenue, New York City, so that this matter may be concluded.

Howard Hammons  
George Murphy  
James F. Welch  
José Abrew  
Robert Byrd  
Charles Garner  
Norman Early

Vince Chamblain  
George W. Eberdino  
Gilbert Arnett  
Fred Wings  
Paul Coone  
James Monroe

the waist down. He'd be glad to hear from his friends, or better still would like to have them call on him. His address is 3352 Fulton Avenue, Brooklyn.

The crew of the Mississippi passenger wagon, Del Mar has come out with a brand spanking-new ship's paper, named the "MarLog." First edition consisted of 32 pages. Congratulations to Editor-in-Chief Bill Champlin (remember his "Why Bosuns Get Gray" articles?) and associate Editor Clifton Trueil for a fine job. This paper is so big it even has a sports editor, business manager, reporters, etc. The Editor of the LOG is getting jealous. . . . The secretary of the ship's meeting held on the Steel Rover makes a note that never was the minute of silence observed so solemnly. Seven hours before, the ship was being shelled off Hong Kong. Shades of World War II!

Shipping on the West Coast slacking off—so stay home, fellows. . . . The Jim Benson referred to in last week's LOG wants it known that the real name is Bencic. Okay, but I still say Benson sounds better. . . . The Dispatcher had quite a coincidence. Two men named Greenhaw registered one right after the other in Group I on the deck list. They do

not even know each other. . . . Big John O'Rourke around town soaking up the atmosphere, at so much a shot—just paid off the Doncaster.

Frank Paskuric (I can also pronounce the name) waiting for a short trip, preferably on that Eastern vessel when she comes out for the winter. Now Eastern will probably call off the whole deal, just to make me a liar. . . . James Welch, former Oiler on the Chrysanthy Star: your gear is now in the baggage room at 51 Beaver Street. Come and get it, before that paper suitcase falls apart.

Cities Service improving all the time. If the oldtimers will lend a hand, these ships will be in first class shape before long. The job is not over yet, so pitch in and help. Take those Cities Service jobs, and do a job. . . . The NMU getting alarmed over our success in Cities Service. Their national officers tell their membership, "We cannot stand idly by and permit the SIU to organize in these fields (tankers) without any steps being taken by the NMU."

Frenchy Michelet just gave me a tip on how to be a good Steward in one easy lesson—do everything the opposite of what a chap named Shuler would do. Gad, what humor! . . . Be sure to take advantage of your full book and vote for whomever you'd like to have represent you next year. The proper place to express your opinion of the candidates is on that ballot—now and not six months later in some gin mill.

## Mobile Expecting Slow Weeks

By CAL TANNER

MOBILE — Shipping for the coming two weeks will be very slow with the following ships due to hit this port: The Morning Light, Iberville, Wild Ranger, Fairhope, Monarch of the Sea, Cavalier and the Alcoa Pioneer. The Fairhope and the Pioneer are foreign and the others are coastwise and Puerto Rican ships.

Waterman Steamship Company informed me that the only two ships on the foreign run that will hit the Gulf area will be the Mobilian and the Fairhope. Alcoa informed me that it will start the bauxite run around November 27, 1950.

As you all know, voting for the 1951 A&G officials is now in effect—so when ever you hit port to register or to get your mail, don't forget to vote before you leave the Hall as voting will be going on during the hours that the Hall is open.

Some of the oldtimers on the beach are: D. Horn, C. Aubert, R. C. Stepp, F. E. Hobin, F. Drozak, and C. F. Aycock.

S. P. Piner, T. B. Lash and Tim Burke are in the Mobile Marine Hospital. If you can make it, drop in to say "hello." If not, write them a line, and let them know their friends haven't forgotten them.



# Minutes Of A&G Branch Meetings In Brief

**BALTIMORE**—Chairman, William Rantz, 28445; Recording Secretary, G. A. Masterson, 20297; Reading Clerk, A. F. Stansbury, 4583.

Following men took the Union Oath of Obligation: Charles Aschon, Fred L. Miller, Peter Lameros, Walter S. Smith, Harvey Higgins and William E. Kennedy. Trial Committee's report and recommendations read and approved. Motion carried to concur in Credential Committee's report on candidates. Secretary-Treasurer's financial report and Headquarters report to the membership read and concurred in. Minutes of previous Branch meetings read and approved. Communications read and excuses referred to the Dispatcher. Motion carried to accept Hospital Committee's report. Dr. Wilson of the Baltimore Marine Hospital staff addressed the meeting. Meeting adjourned at 8:20 PM with 240 members present.

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**SAN FRANCISCO**—Chairman, Lloyd Gardner, 3697; Recording Secretary, H. Krohn, 34819; Reading Clerk, H. J. Fischer, 59.

Minutes of previous meetings in all Branches read and approved. Motion carried to concur in report of Credentials Committee on candidates seeking election to Union office. Communications read and excuses acted upon. Agent reported on prospects for shipping during the next two weeks. He said there were two probable payoffs and eight in-transit ships scheduled to call in the next two weeks. He also reminded membership that voting for Union officials was to begin today and advised members of



draft age to keep in touch with their local boards. He announced that a political rally was being held in the SUP Hall here, and said that members were invited to attend. Motion carried to accept Secretary-Treasurer's financial report and Headquarters report to the membership. Motion carried to concur in recommendations of Trial Committee. Meeting adjourned at 7:40 PM with 89 members present.

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**PHILADELPHIA** — Chairman, D. C. Hall, 43372; Recording Secretary, W. Bouttelle, 40992; Reading Clerk, V. E. Bursak, 42763.

Minutes of previous meetings read and approved. Agent discussed shipping in the port, saying that it had quieted down a bit in the past two weeks. Charges read and motion carried to elect a Trial Committee. Motions carried to concur in Secretary-Treasurer's financial report and Headquarters report to the membership. Meeting adjourned at 7:45 PM, with 127 members present.

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**MOBILE**—Chairman, O. Stevens, 115; Recording Secretary, J. L. Carroll, 14; Reading Clerk, 71.

Motions carried to accept previous Branch minutes, Secretary-Treasurer's and Headquarters reports as read. Minutes of all Branch meetings concurred in.

## A & G Shipping From Oct. 18 To Nov. 1

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	23	10	8	41	21	10	8	39
New York.....	136	118	133	387	102	99	85	286
Philadelphia.....	23	26	17	66	12	6	7	25
Baltimore.....	54	55	43	152	89	74	43	206
Norfolk.....				(NO FIGURES RECEIVED)				
Savannah.....	14	9	11	34	5	7	4	16
Tampa.....	11	8	6	25	9	9	11	29
Mobile.....	34	25	30	89	35	38	32	105
New Orleans.....	37	32	55	124	69	62	74	205
Galveston.....	26	24	22	72	19	26	10	55
West Coast.....	65	39	36	142	59	36	42	137
<b>GRAND TOTAL.....</b>	<b>423</b>	<b>346</b>	<b>363</b>	<b>1,132</b>	<b>420</b>	<b>367</b>	<b>316</b>	<b>1,103</b>

Agent reported that shipping was expected to be slow in the coming two weeks. He said that under the new security plan, the Coast Guard authority would be vested in the local Port Captain, who could prevent any one from



boarding a ship or entering a waterfront area, if his presence was considered harmful to US security. He added that balloting for 1951 officials had begun and that every member eligible to vote should do so. Motion carried that we make same donation as other labor unions to the Mobile Building Trades Defense Fund. Meeting adjourned at 8:10 PM, with 235 members present.

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**NEW ORLEANS** — Chairman, Johnny Johnston, 53; Recording Secretary, Herman Troxclair, 6743; Reading Clerk, Lindsey Williams, 21550.

Motion carried to concur in special meeting's action on report of Credentials Committee. Motion carried that Brothers requesting extensions be referred to a committee. Headquarters report and Secretary-Treasurer's financial report read and concurred in. Agent reported that business affairs of port are in good shape. He said that shipping had picked up since the last meeting, with more members being shipped than had registered during the two-week period. The Agent urged all members to cast ballots in the current A&G District election for officials in all ports. He also advised the membership to file their beneficiary cards for death benefits under the SIU Welfare Plan. Cards are available in the Patrolman's office on the third deck and from the Dispatcher on the second deck in the New Orleans Hall, he said. Minutes of all meetings in the various Branches read and accepted. Communication read from local Bartenders' Union, citing an anti-union shop catering to seamen. Motion carried to support bartenders in their beef with this establishment, and to stay out of the place until he squares away with the union. Credential Committee's report read, and motion carried to concur with a vote of thanks. Charges and trial committee's report read and concurred in. The following took the Union Oath of Obligation: Sam Munici, Sam Brunson, Kenneth Blackstone, Edgar Dillion, Lewis Henry. Under Good and Welfare there was a good deal of discussion regarding the improved appearance of the Hall since the last meeting. Brothers who help-

ed clean up the place were given a vote of thanks. Meeting adjourned at 8:10 PM, with 310 members present.

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**SAVANNAH**—Chairman, E. B. Tilley; Recording Secretary, T. W. Burke, 36802; Reading Clerk, A. Smith, 36970.

Motion carried to suspend regular order of business to elect Trial Committee, with following elected: W. Sanders, W. Stall, R. J. Jones, H. F. Bacon, J. B. Farrow, J. A. Call. Also elected was Balloting Committee: M. McClure, E. H. Searcey, R. J. Jones, R. A. Carter, F. Kagelmacher, O. P. Preussler. Secretary-Treasurer's financial report and Headquarters report to the membership read and approved. Minutes of other Branch meetings read and accepted. Agent reported on shipping. Brothers J. Kite, W. Ivey, M. McClure, G. H. Hiers, A. R. Baker took the Union Oath of Obligation. Motions carried to concur in Trial Committee's and Balloting Committee's reports as read. Meeting adjourned 8:10 PM, with 39 members present.

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**TAMPA**—Meeting called to order at 7 PM but members present did not constitute a quorum so a regular meeting could not be held.

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

Headquarters report to the membership and Secretary-Treasurer's financial report read and approved. Minutes of other port



meetings read and concurred in. Shipping in this area was discussed by Agent in his report to the membership. Meeting adjourned at 7:25 PM.

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**NORFOLK** — Chairman, Ben Rees, 95; Recording Secretary, James A. Bullock, 4747.

Chairman pointed out that since a quorum was not present, that a special meeting would be held for purpose of checking cards and passing on excuses.

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**BOSTON**—Chairman, B. Lawson, 894; Recording Secretary, D. Sheehan, 22856.

Minutes of meetings in other Branches read and approved. Motions carried to accept Secretary-Treasurer's financial report and Headquarters report to the membership as read. Motion carried to concur in report of Cre-

entials Committee on candidates for general election in Union. Agent's report on shipping was accepted. Meeting adjourned at 7:40 PM, with 65 members present.

\*\*\*  
**NEW YORK**—Chairman, Joe Algina, 1320; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Al Kerr, 29314.

Minutes of previous meetings in all Branches read and concurred in. Port Agent discussed

the shipping situation in this port. He said job opportunities had been good during the past two weeks, marking a slight improvement over the previous period. Secretary-Treasurer's financial report read and approved. In Headquarters report to the membership, it was reported that contracts for the alteration of the new Headquarters-Port of New York building would be



awarded shortly, relations with the Cities Service Oil Company are improving and that minor beefs with that outfit will be ironed out at meeting scheduled for this week. The report also disclosed that the Negotiating Committee had been cleaning up odds and ends such as war risk, area bonus, welfare plan, wage increases and other matters. Motion carried to concur in Headquarters report. Meeting adjourned with 995 members present.

## Personals



**WALTER TRACH**  
Get in touch with Bud Leavitt, 20 Hovey St., Quincy, Mass. Telephone: PR 3-5126.

\*\*\*  
**JOHN ARROYO**  
Contact Benjamin B. Sterling or Marvin Schwartz at 42 Broadway, New York City.

\*\*\*  
**LIEF NIELSEN**  
Your brother Erik asks you to write him: c/o SS Calumet, c/o Marine Postoffice, Soo, Michigan.

\*\*\*  
**WM. MICKEY POWERS**  
This Brother would appreciate hearing from his friends, at 169 Laurel Avenue, Bridgeport, Connecticut.

\*\*\*  
**JOSEPH NORMAND RIOUX**  
Mrs. Shirley Wessel, Seamen's Church Institute, 25 South Street, New York City, has an important message for you.

\*\*\*  
**RICHARD EGAN**  
Contact Prudential Insurance Company, Newark 1, New Jersey. Money is due you.

\*\*\*  
**BERTIL SVENSSON**  
Get in touch with Irwin Suall, 1548 President Street, Brooklyn, New York.

\*\*\*  
**GILBERT MUIRHEAD**  
Contact Benjamin B. Sterling, 42 Broadway, New York City. There is money owed and due you.

\*\*\*  
**CONNALLY PLATT**  
Miss Jeral Stovall wants you to contact her: c/o Mrs. C. E. Rivers, 208 W. Ross, Tampa 2, Florida.

\*\*\*  
**W. SPENCER**  
**CHRIS HALVORSEN**  
**SOLOMON BISHAW**  
Contact J. J. Doyle, 510 California Street, San Francisco 4, California, regarding case of Waclaw Lueschner.

**HERMANUS OUT**  
Get in touch with William Gannon, SS Puerto Rico, 51 Beaver St., New York.

\*\*\*  
**PEDRO ARTEAGA**  
Your mother has passed away. Write your sister: Mrs. R. A. De Suescum, PO Box 610, Guayaquil, Ecuador.

\*\*\*  
**ED YANCEY**  
Robert G. Cowdrey asks that you write him: SS Steel Chemist, c/o Isthmian SS Company, 71 Broadway, New York, New York.

\*\*\*  
**BLICKER ROBBINS**  
**JOHN FLYNN**  
Get in touch with Peter Ger-navage, in Savannah, in reference to your case.

\*\*\*  
**CHARLES T. HALL**  
Get in touch with your mother, 321 South Pearl Street, Youngstown, Ohio.

\*\*\*  
**THOMAS F. WHITESIDE**  
Get in touch with Richard Gyory, 15 Moore Street, New York City, concerning a settlement of your case.

## Notices

All senders of mail and packages to crewmembers on ships operated by Orion Shipping & Trading Company are requested to include the vessel's name in the address, to insure prompt and proper delivery.

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Anyone finding a service watch left on SS Steel Designer, on November 3, in Hoboken, please send it to Donald J. Moore, 9 Haddon Avenue, Camden, New Jersey.



# Traveler Crew Puts Best Face Forward

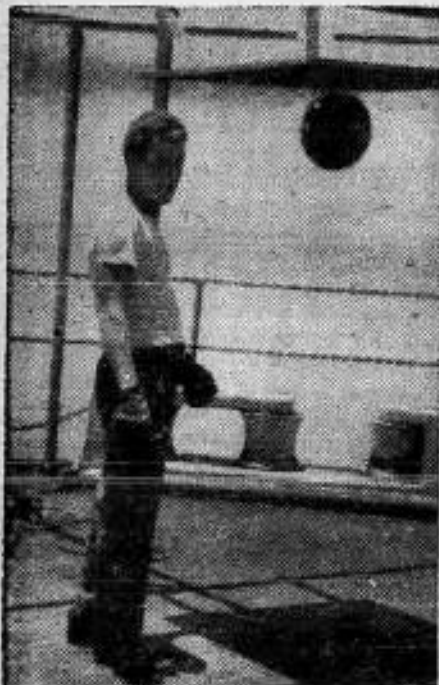


This is the deck gang of the Steel Traveler, looking happy and well fed. Unfortunately, Brother Watson did not identify all of the men in the photo. The only ones labelled are Bosun John (Bananas) Ziereis on the far left, standing (behind the beard), and Peter Blanco, AB, on the far right. Looking on from the rear is Alfonso Formasanto, Oiler.

M. E. Watson, Chief Electrician, took the pains to send these photos of the crewmembers of the Steel Traveler, Isthmian, taken on a recent voyage to the Far East. To Brother Watson, "Thanks." To other Seafarers, "Go thou and do likewise."



The one and only John (Bananas) Ziereis shown "in his native garb," according to Watson.



George Mitchell tunes up for the strenuous (so Brother Watson says) work of an Electrician.



Steward Delapenha can dish it out, and the men like it.



Here are the men responsible for the satisfied looks on the faces of the Steel Traveler crewmembers:

Front row: F. A. Delapenha, Steward; Leonard Rhino, Saloon Messman; L. Nelson, Chief Cook; F. Bradley, 3rd Cook.

Back row: J. Styles, Saloon Pantryman; R. Patterson, Jr., Pantryman; W. Clark, BR; Cecil Thomas, PBR, and L. Brown, BR Utility.



Carlos Rodriguez, Deck Maintenance, all smiles, is "a good man and everybody's friend," says Watson.



It's on the arm, fellows, and these guys on the left seem to like it, especially the brave guy with the hypo. Sorry, we don't have the full names, but taking the usual shots for Near and Far East trips are: the Jr. Third Mate; Bauer, FWT; Mac, OS, and Bob, AB.

On the right are some representatives of the engine department, with Port Said, Egypt, serving as the backdrop: Francis Panette, Jr., Wiper; Herbert White, FWT; F. A. Wainwright, FWT, and Jim Moore, Oiler, who is also the Delegate.

