

SEAFARERS LOG

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No. 29

Storm, Mine Hit SIU Ships; One Man Lost

Two SIU-contracted ships made the casualty lists and one Seafarer was reported missing this week as the result of smashing hurricane-force winds off the New England coast and a left-over mine in the North Sea.

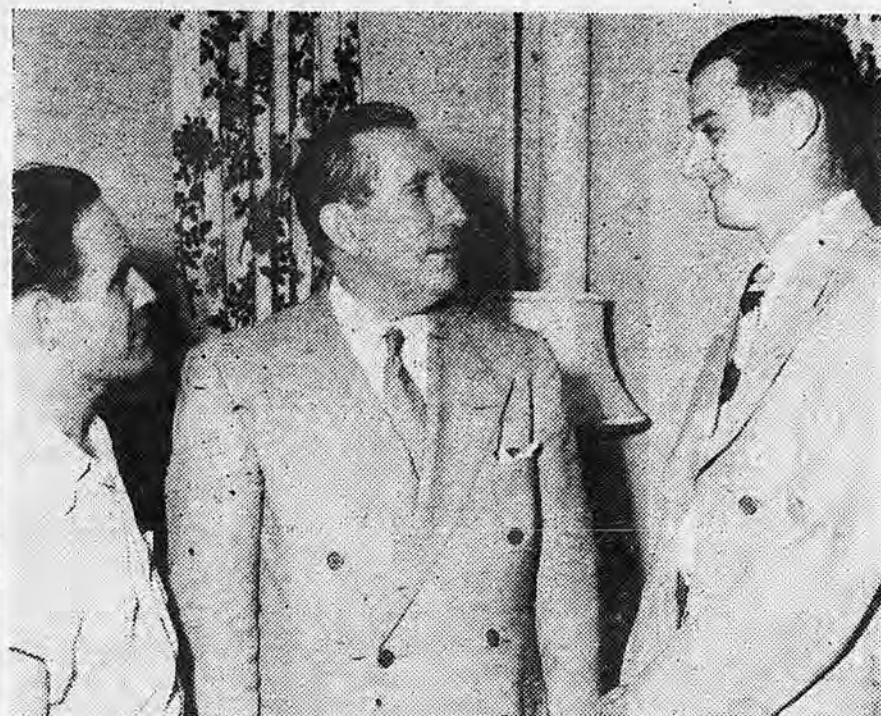
In serious condition, according to sketchy information available as the LOG went to press, was the SS John Marion, Mar-Trade Corp., which was reported at the mercy of lashing winds off Providence, R.I.

One of her crew was lost as heavy seas and winds washed all lifeboats over the side. Two Coast Guard cutters were reported steaming to the aid of the helpless vessel.

In the North Sea, the Waterman ship Maiden Creek struck a mine, but all hands escaped injury. The extent of the damage is not yet known. The Maiden Creek made the port of Bremerhaven under her own power. She is expected to spend at least two weeks in drydock there for repairs.

Ironically, the Maritime War Emergency Board will soon begin hearings on company demands that war bonus payments be terminated.

PRO-LABOR SENATOR AND AFL UNIONISTS



Senator Claude Pepper (center) of Florida, discusses important campaign ahead with Ray White (right), President of the AFL Central Trades and Labor Assembly of Tampa, and Frank Diez, Vice President of the labor group.

Acting to insure continuation of the fight against the Taft-Hartley law and other oppressive labor legislation, representatives of Tampa and Hillsborough County, Fla., trade unions met with Florida's pro-labor Senator Claude Pepper last week to discuss his campaign for re-election.

The AFL labor union representatives, Ray White, SIU Port Agent in Tampa, and Frank Diez, President of the Joint Ad-

visory Board of the AFL Cigar Makers' International Union, conferred with Senator Pepper in their capacities of president and vice-president, respectively, of the Central Trades and Labor Assembly of Tampa. They assured Pepper, a vigorous opponent of the Taft-Hartley law who is always in the forefront of fights to improve labor's position, that he will have the support of Tampa and Hillsborough County Trade unionists.

47 Candidates Are Qualified For A&G Posts

When the polls open in all SIU Atlantic and Gulf District Branches on November 1, Seafarers will begin casting votes to elect Union officials to serve in 1950. This year's ballot will contain the names of 47 qualified candidates who have been nominated for the 29 elective A&G offices.

The list of candidates was announced this week by the Credentials Committee, after it had completed examination of the qualifications of all nominees who filed notice of their intentions to run before Oct. 15, the deadline date established by the Constitution.

Of the 54 men nominated before the closing date, seven were disqualified by the Committee for failing to meet the constitutional requirements for a place on the ballot.

Of the seven nominees disqualified, five did not submit evidence of the necessary three years of seetime, and two did not present evidence of having had four months seetime during the current year.

Serving on the Credentials Committee, which was elected from the floor at the regular Headquarters meeting in the Port of New York on Oct. 12, were: Deck Department—Joseph Burns, 24993, and Roderick Smith, 26893; Engine Department—Fred Barthes, 7449, and Lars Hillertz, 48392; Stewards Department—Michael F. Dellamo, 45123, and W. J. Reidy, 6734.

The committee's report, which was approved at special membership meetings held in all ports this week, appears on page 5 of this issue. A sample of the official ballot is reproduced on page 12. Space has been pro-

vided on the ballot for write-in votes.

To aid the membership in considering the various candidates for Union office, this issue of the SEAFARERS LOG carries the biographical sketches and photographs submitted by the qualified nominees. This feature is carried in pages 5 to 8.

VOTING UNTIL DEC. 31

The ballot calls for the election of one Secretary-Treasurer, three Assistant Secretary-Treasurers, 10 Port Agents and 15 Port Patrolmen. The voting period will continue through Dec. 31, in accord with the Union Constitution.

Preparations for the coming elections got under way in September, with the adoption of the customary resolution calling for nominations and designating the Union positions to be filled in this year's balloting.

With shipping in a slump and no major improvement indicated, the resolution pointed out the necessity for continued economy in Union operations. It suggested, therefore, that the ballot list 29 elective positions, which are four less than appeared on last year's ballot.

Because West Coast A&G District Halls are operating on a temporary basis, they do not appear on the ballot in regular elections.

As the resolution stated, if developments during the coming year make the opening of additional Branches or offices necessary, the staffing of such offices should be designated by the Secretary-Treasurer, subject to the approval of the membership.

AFL Votes To Join SIU Fight On Coast Guard

The American Federation of Labor, at its 68th annual convention in St. Paul, Minn., went on record as "fully supporting and endorsing the position" of the SIU in demanding that the Coast Guard be relieved of authority over civilian seamen.

Referring to the recent commo CSU beef in Canada, the convention also hailed the SIU and other member unions of the AFL Maritime Trades Department for winning "another tremendously important battle in our war against Communism."

SEEK PRESIDENT'S AID

Convention delegates adopted a report of the AFL Executive Council recommending that the President of the United States take steps to return the Office of the U.S. Shipping Commissioner and the Bureau of Marine Inspection and Navigation to the Department of Commerce.

Action on the Coast Guard was taken after the SIU's position was set forth in an urgent request for aid from SIU International officers, among whom was Paul Hall, Secretary-Treasurer of the Atlantic and Gulf District, and first vice-president of the International.

The Executive Council's report was submitted to the convention by AFL Secretary-Treasurer George Meany, who pointed out that "American seamen, . . .

although civilian employees, are in the unique position of being under the regulation and control of a semi-military establishment . . . the United States Coast Guard."

Administration of the Federal laws affecting the rights and obligation of American seamen has traditionally been a function of the Department of Commerce, a civilian agency, Meany said. He explained that the wartime transfer of this function had been made permanent in 1945 by Executive order of President Truman.

As a result, the AFL official continued, American seamen are subject to "the extremely rigid regulation and control and wholly unsuitable and often arbitrary and unrealistic processes of a semi-military establishment."

USE ANY MEANS

Recommending that the convention back the SIU in its fight to remove the Coast Guard from authority over seamen, Meany urged the convention to advocate and support "whatever legislation may be needed to effectuate such transfer."

Meany's report for the Executive Council was delivered to the convention on Oct. 6, fourth day of the meeting. On the following day the convention adopted the report of the Committee on the Executive Council's Report.

The subcommittee's report hailed the role of the SIU in its relentless fight to drive the communists from strategic waterfront positions and for blocking the attempts of the red-dominated seamen's unions from cre-

ating chaos by means of phony political waterfront strikes.

Specifically, the AFL commended the SIU for its recent victory in behalf of free trade unionism in the recent Canadian commie beef.

CHECKING OFFICE-SEEKERS' QUALIFICATIONS



Examination of the qualifications of nominees for A&G District offices was carefully handled by the Credentials Committee, shown here as it began its task. From left to right, around the table: Roderick Smith, Joseph Burns, Michael Dellamo, W. J. Reidy, Fred Barthes and L. A. Hillertz.

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The Membership Votes

For two months beginning on November 1, Seafarers will be engaged in the vitally important business of choosing the men whom they wish to serve as officials of their Union during 1950. Polls will be open daily in all Atlantic and Gulf District ports until December 31.

Elections via the secret ballot are an outstanding example of democracy in action, but they don't mean much unless there is wide participation. For this reason, every member of the Atlantic and Gulf District is urged to cast a ballot.

Every effort has been made by our Union to encourage the fullest possible participation in the elections. In line with this policy, this issue carries the complete list of the candidates whose names appear on the ballot, along with their photographs and a summary of their Union activities, to give voters a chance to choose from the record.

We don't care how a man votes — that's his personal business. But we do care that he votes — that's the business of all of us who want to continue to enjoy the free atmosphere of democracy.

The War Area Bonus

Just as the shipping interests and the insurance companies were intensifying their campaign to terminate war bonus payments to seamen entering mined areas, unwilling testimony was submitted by an SIU ship that for seamen, at least, the war is not yet over.

The SS Maiden Creek, a Waterman C-2, was struck by a mine in the North Sea and, naturally, came off second best. The extent of the damage to the ship is not yet known, but she was able to make Bremerhaven, where she will spend two weeks or so in drydock, under her own power.

Fortunately, no one was injured, according to early reports. But that is beside the point. The fact of the matter is that mines left over from the war still are a clear and present danger to seamen travelling in foreign waters.

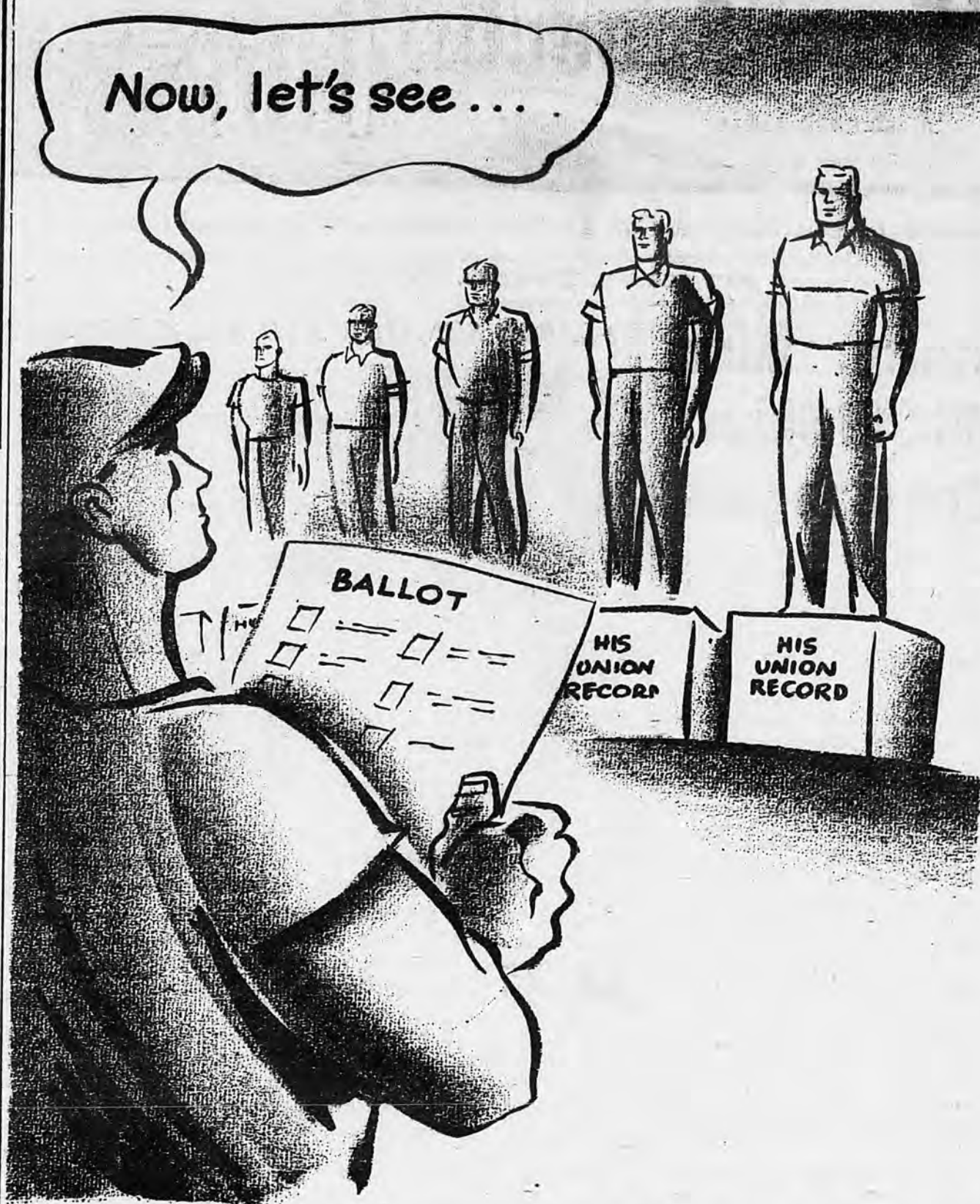
If the shipowners and insurance companies were to get their way at the hearings, which get under way Nov. 1 before the Maritime War Emergency Board, the payment of war bonuses to seamen facing injury from mines would be ended.

But their contention that the damage to American vessels has been reduced to a point where continued payments are no longer necessary will not go uncontested.

The SIU Atlantic and Gulf District will be at the hearings in behalf of its membership and all American seamen, demanding that the bonus payments continue for travel in areas where floating mines may be encountered. The Union representatives will argue that no one knows how many mines are left over from the war and that, so long as a single mine remains, the lives of seamen travelling in that area are exposed to danger.

The Maiden Creek incident is one more argument which the Union will be able to present in favor of continued war bonus payments.

The shipping and insurance companies had better look at the grim facts, instead of their profit statements, when it comes to the lives and limbs of seamen.



Seafarers Members Now In The Marine Hospitals

STATEN ISLAND HOSPITAL

- BERNARD JURROWSKI
- ARCHIE KING
- FRED VYKRUTA
- SAL MANCINI
- MICHAEL ARMANDO
- WILHELM PIETERS
- JOSE REYES
- ROYAL HARGRAVES
- J. F. GAMBLICH
- JOHN C. LONG
- JOE HERNANDEZ
- R. G. ANDERSEN
- P. ALBANESE
- RICHARD GRALICKI
- ANDREW AHLSTROM
- WILLIAM ROACH
- H. E. BONEWALL
- R. R. SIERRA
- SIDNEY SWITZER
- CARLOS MATT
- M. J. LUCAS
- R. L. LAMBERT
- JOHN B. DOLAN
- FRANK NEARING
- A. M. KASAITIS
- IVAN A. THOMAS

BALTIMORE HOSPITAL

- W. MELLON
- E. A. AINSWORTH
- A. B. CHASON
- S. BOJKD
- M. A. DOUCETTE
- H. A. JEFFREY
- G. A. CARROLL
- J. KOVISH
- F. PINKOWSKI
- A. EMMONS
- A. H. SCHWARTZ
- E. F. PAUL
- F. J. RICHARDSON
- C. J. CLARK
- W. V. CONNORS
- W. L. AKINS
- L. G. LARONDE
- F. H. HOUCK
- P. G. DAUGHERTY

W. WHITE

- E. LYNCH
- A. L. MASTERS
- C. P. THOMPSON
- D. H. BRUNIE
- P. MCCORKINDALE
- F. KORVATIN
- P. B. COGLEY

SAVANNAH HOSPITAL

- O. E. MARTIN
- ARTHUR SEGO

SAN FRANCISCO HOSPITAL

- SAM DRURY
- R. FRYE
- T. ISAKSEN
- J. W. KEENAN

R. AHEARN

- R. GUTHRIE

MOBILE HOSPITAL

- L. HOWARD
- J. TAMBLING
- J. CURTIS
- R. E. LONG
- J. MILLER
- E. WASEN

BOSTON HOSPITAL

- FRANK ALASAVICH
- VIC MILAZZO
- W. SULLIVAN
- R. BOLDOC
- A. KUDARSKI
- J. GREENBAUM

STATEMENT OF OWNERSHIP

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACTS OF CONGRESS OF AUGUST 24, 1912, AND MARCH 3, 1933 OF THE SEAFARERS LOG published every other week at General Post Office, New York 1, N.Y., for October 1, 1949.

1. That the names and addresses of the publisher, editor, managing editor, and business managers are: Publisher Seafarers International Union of North America, Atlantic & Gulf District, 51 Beaver St., New York 4, N. Y. Editor, George Novick, 51 Beaver St., New York, N. Y. Managing Editor (none) Business Managers (none).

2. That the owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent of more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must

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3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent of more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. That the two paragraphs next above giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

(Signed) GEORGE NOVICK, Editor
Sworn to and subscribed before me this 1st day of October, 1949. ROSE S. ELDRIGE, Notary Public. (My commission expires March 30, 1950.)

'Free Speech' Is A Hollow Phrase To CS

By RICHARD ADELL

You can't beat Cities Service for the way it treats its seamen. You work, like I did, for the company for eight and a half months, break your back trying to do the job right, never get drunk, never miss work, do everything that's asked of you—and what happens? They fire you for what you believe in.

I was raised to believe that freedom of thought, speech, literature and opinion were my birthright as an American citizen.

I chose to think, read and talk about the many benefits Cities Service seamen would receive under an SIU contract. Yet these beliefs of mine were kept pretty much under cover until I went aboard the SS Government Camp.

There, after I let my true feelings come to light, I got the axe.

WHAT SECURITY?

That's what happened to me after eight and a half months. I wonder if this is an example of the job security they brag about giving their men? And the company probably wonders why the men are so dissatisfied on their ships.

Company officials say to themselves, "Look at the good wages we give them."

Yet, in paying, these "good wages" Cities Service does not recognize national holidays because it does not want to pay overtime for work performed on these days.

Overtime, when you do get it—and this is very seldom—is almost always disputed at the discretion of the department heads. They always try, and succeed, in clipping you out of a couple of hours.

This was especially true in the Stewards Department of the Government Camp, which I know all about. And I am sure these conditions also exist on all Cities Service ships.

Such outrages could never exist on an SIU-contracted ship, as either the Ship's Delegate or the Union Patrolman would settle all beefs on the spot.

SCUTTLEBUTT

Then there is the matter of rumors, rumors, rumors. "Who is getting fired this trip?" "There are going to be some new faces around here."

It's the same old story everytime you arrive at a payoff port. You're always wondering if it is your turn to get the axe. You never know just how you stand. Personally, I think these rumors are started on purpose so that the company can keep the men sweating it out at top speed.

But for anyone who needs a job, and who doesn't, this rumor-mongering does not help any ulcers he may have. All it does is keep everyone on edge. Nobody knows how he stands, until he is signed on again, and even then he is not sure if it is coastwise articles.

This condition never exists on an SIU ship. You never have to worry about your job on a Union-contracted vessel as long as you do your job.

On CS ships you're always afraid that some official or stooge will not like the way you act and that you'll be fired therefore. So a lot of guys, either openly or on the QT, have to



RICHARD ADELL

shine the apple so as to be sure of their jobs. Sure, they hate to do this, but with families to support, they have to.

Despite the company's efforts to improve the feeding on its ships as a cover-up for its weak spots, the food they put out is pretty rough. Having sailed as galleyman for five and one half months on the SS Paoli, and 16 days as galley man on the SS Government Camp before I went

Wiper, I know what I'm talking about.

In all fairness to the Stewards I've sailed under, I believe the food they put out is controlled by the Port Steward.

It would take up too much space to go into details here, but look at these few samples. When I first went on the Government Camp the ship had just returned from an eight month trip and there were a lot of crummy old stores aboard.

There were over 200 pounds of weevil-infested flour, 14 cases of practically rotten eggs—very noticeable to the nostrils. The Steward told me, "The Health Department inspector has condemned this flour and I'd like to throw it overboard with a lot of other stuff, but I've got to wait until the Port Steward says I should."

Yet I know for a fact, that these crummy old stores continued to be used. To the best of my knowledge, they were all used up, too. The point I'm trying to illustrate is that you could eat this stuff or go hungry—and do nothing about it.

On an SIU ship, if such a condition existed, you could call a

shipboard meeting and get some action.

Oh yes, I don't want to forget some of the excellent working conditions that CS offers on its ships.

I sailed as Wiper for the past three trips on the Government Camp. On the last trip they had us vacuum cleaning and painting the fidley while in the Gulf of Mexico. Whenever I went down to the fire room to get more paint, I felt as cool as an iceberg—118 degrees Fahrenheit.

HOT SPOT

It must have been 145 degrees in the fidley. They usually kept the fidley doors locked. They kept them locked on us the first day. When we asked the Chief Engineer if we could open the doors, he referred us to the Second, who said, "Can't open those doors. It fouls up the water level with cool air circulating past the boiler drums."

As an after thought, they unlocked the doors the next day. They probably figured our health might be impaired under such heat, and three sick Wipers would probably cost the company more money than the gain to be had from the boilers by keeping the doors locked. Yeah,

Cities Service offers "wonderful conditions."

And how is it that a certain Fireman can foul up on three consecutive times in different ports, missing watches on account of being drunk, and on one occasion causing another Fireman to stand a 20-hour watch? This man got three warnings from the Chief Engineer, but wasn't fired.

But eight of the crew were fired without warning, even though we had never fouled up once. We were all supposed to have been fired for "incompetence." Everyone on the ship knew how we stood about the SIU.

That Fireman, by the way, is still aboard the ship. He is the CTMA organizer. Do you suppose that could have anything to do with him not getting fired?

On every Cities Service ship, a notice is posted, saying in effect, "That every man shall have the right to decide whether he wants a union to represent him or not." Oh yeah!

I guess CS officials weren't raised to believe in the same things that the majority of other Americans are.

MFOW Agent Fingers SIU-SUP Men For Dumping

By WILLIAM (Curly) RENTZ

J. R. Gormley, Baltimore Agent of the Marine Firemen, Oilers, Watertenders and Wipers, in an article in the *Marine Fireman*, official organ of the MFOWW, in the issue of September 14, published the names of 14 SIU-SUP men with an indirect plea that they be dumped.

The excuse Gormley, incidentally an "ex"-commie, used for putting the finger on these SIU-SUP men was the result of an organizational job done for the SUP by a number of SIU-SUP men.

The Alaska Steamship Company, a newly-formed outfit which will run exclusively between the West Coast and Alaska ports, recently bought their first vessel to go into this trade. The ship was the MV Asa Lathrop laying in the Port of Norfolk, Va.

The SUP requested the SIU to instruct its membership to attempt to secure jobs in this vessel, for the purpose of organizing the vessel under the banner of the SUP and securing a contract. The SIU A&G District did what the SUP requested. This was done in the same manner as the SUP had previously helped the SIU in organizing such companies as Isthmian, etc.

As a result of SIU and SUP men securing jobs on this vessel, the SUP won an NLRB election by a 100 percent vote.

It goes without being said that other West Coast unions didn't like the outcome of this election.

This applies especially to guys like Gormley, who had been charged with the responsibility by the MFOWW to organize the black gang of the MV Asa Lathrop for the West Coast Firemen, and who couldn't cut the mustard.

Therefore, Gormley, to cover up his own lack of ability, fingered these SIU-SUP men and has done, and is doing, all he can possibly do to have these guys worked over.

It is interesting to note that, although the MFOWW and the Marine Cooks and Stewards have previously attacked the SUP many times for having three departments on a number of West Coast outfits' ships, they have recently gone on record themselves for the same type of Union.

For instance, only a few weeks ago, the MFOWW announced on the West Coast in the future not only will they attempt to organize the Firemen on unorganized companies, but will also organize cooks and sailors into the MFOWW.

The MCS also took this same action, and is now on record to organize into the MCS on the West Coast firemen and sailors.

This attempt on the part of the Firemen and Cooks to organize the other two departments comes at a very late date,

inasmuch as they had previously turned down the SUP's offer to go into a joint organizing campaign to knock over the West Coast tanker companies.

Upon their refusal, the SUP went in and organized all tankers in all departments on the West Coast. Since that time, the West Coast Firemen and Cooks have been crying, claiming they had been "robbed of their jurisdiction."

This matter of being "robbed of their jurisdiction" is now settled for all times, inasmuch as they have now gone in for organizing all across the board themselves.

We, the members of the A&G District, regret very much to see the MFOWW sanction such a statement as made by their Baltimore Agent, Gormley. To this date, we have not had a fight with this outfit. But, if they

think for one minute we are going to sit on our cans, and let a fat punk like Gormley finger our guys to get worked over, then they have another guess coming.

If any of our guys do get slapped down because of Gormley, then we certainly are not going to like it. It is regrettable that characters such as Gormley, who has been labor-faking so long that he can no longer do the job for his membership, has to cover up his own lack of organizational ability by attempting to cause a fight between two organizations.

If the West Coast Firemen know what they are doing, they will immediately disavow Gormley's position of fingering our men, or else—if they do not disavow Gormley's position—then we will know exactly how we stand with the MFOWW.

Member Offers New Assessment Method

By FRANK BOSE

In 1950, the SIU Atlantic and Gulf District will enter negotiations for renewals of its contracts. These negotiations will take place against a different background from that of 1948, when our present agreements were reached.

A good indication of the current trend is the situation in the steel industry, where the giant corporations have refused to meet the steel workers' demand for an employer-financed pension system. As a result the men are out on strike.

Another example of the employers' attitude these days emerges clearly from the negotiations being conducted between the AFL International Longshoremen's Association and the shippers. Here the union's original demands were met by a counter proposal from the employers calling for a 13-cent hourly wage cut.

In all negotiations between union workers and employers throughout this country today, the employers are taking advantage of two situations to fight the workers.

One is the Taft-Hartley law. The other is the surplus of unemployed people, which the employers are attempting to use as a wedge to weaken union demands for improvements, either in wages or conditions.

I think, therefore, that we should be financially prepared for any eventuality in the future.

In the light of the situation facing union negotiators today, I should like to submit a proposal for the Brothers to comment and to make further suggestions on. The proposal is as follows:

1. That instead of the present method of assessment, we adopt a two percent annual assessment based on the money earned in a particular year.

2. That 25 percent of this money be placed in the General Fund, and 75 percent in the Strike Fund.

In support of this plan, I would like to point out some of its advantageous features. Assuming that the average annual wage of Seafarers is \$3,000 and that there are approximately 10,000 jobs, my proposal would bring in about \$600,000 annually, which is about \$400,000 more than our present income from our \$18.00 annual assessments.

Furthermore, my proposition would place the burden on those best able to bear it. The permit-man who works only a few months a year would pay in proportion to his income. An Ordinary Seaman and a Messman, for example, would pay less than an Electrician and a Bosun, who earn more money.

I ask the Brothers to consider this proposal and then say what they think of it.

Ore Ships Tie-Up In Baltimore As Steel Strikers Hold Fast

By WILLIAM (Curly) RENTZ

BALTIMORE—The steel strike is having its effect on shipping in this port. At least six Calmar and Ore ships are lying idle as a result of the shutdown of Bethlehem steel plants in this area.

How long the strike will last no one seems to know. The Steel Workers are determined to hold out until they win a pension fund, financed solely by the employers.

We hope they get what they want, for when a man has worked the best part of his life for a big corporation, he should be entitled to some security in his old age. As things now stand, most outfits give a man his walking papers after he begins to slow down. But the executives are looked out for, and they manage to retire on very comfortable pensions paid for by the companies.

GOOD PAYOFFS

Payoffs in the port were pretty good but, as pointed out above, some of the ships tied up, on account of the steel strike. These were the Bethore, Chilore, Santore, Oremar, Feltore, and Cubore.

The other payoff ships were the Warrior, Beauregard, Cape Mohican, Steel Vendore, Robin Hood and Sanford Dole.

Ships signing on were the Warrior, Beauregard, Steel Vendor, Sanford Dole and Robin Hood.

The Union has been fighting for years to free seamen from

the military authority and discipline of the Coast Guard and has proven that it is capable of disciplining men guilty of ship-board violations. In this way, a man gets more just treatment, but a beef aboard the Beauregard didn't seem to satisfy some guys—those that had fouled up, that is.

NO LOGS

A couple of foul-ups on that ship had the good fortune to have a Skipper who didn't log them and put them up before the Coast Guard, but who was willing to let the Union handle the matter. A trial committee dealt with these men, and they are the only ones who offered any objections.

The point is that the membership of this Union has repeatedly gone on record in favor of having the Coast Guard taken off the necks of merchant seamen.

Foul-ups who insist on doing as they please, without regard for the welfare of their shipmates, cannot be allowed to jeopardize the well-being of the entire Union membership.

It seems that the foul-ups are the only ones to holler, when they are finally told that they cannot get away with this stuff.

Well, we'll be seeing you all next issue. Meanwhile, we hope some good news is in the making. Steady as she goes, and no foul balls.

Savannah Calls Shipping 'Fair'

By JIM DRAWDY

SAVANNAH—Shipping is just about fair to middlin' here, with most of the jobs in the past two weeks coming from vessels calling in-transit.

These in-transit callers, each of which took from one to five men, were the SS William Carruth, Trans-Fuel Corp.; the Hurricane and the Chickasaw, Waterman; the Angelina, Bull, and the tanker New London.

Everything went smoothly aboard these ships, except for an incident on the Carruth involving three men who got into a fight. They were taken off the ship.

SEE THE "BATTLE"

We now have a 16 mm. sound motion picture projector and we're using it to run off the "Battle of Wall Street," which shows the SIU's part in the dramatic fight of the United Financial Employees for better wages and conditions.

Several members have expressed their enthusiasm over this picture and said they would like to see more of these films produced by the SIU.

Among the men who are making eight hours daily at the Dispatcher's counter these days are Brothers D. Medlock, R. J. Jones, J. B. Davis, and J. T. Moore.

Here's a reminder to all crews aboard SIU ships touching Jacksonville and Charleston. If you need any replacements you should immediately notify the Hall here in Savannah. The telephone number of the Savannah Branch is 3-1728.

While on reminders, we'd like to urge all Brothers in Savannah that, if they use cabs here, they should make sure they patronize

those of the Garden City Cab Company, as this is the only union taxi outfit in the city.

CLERKS' BEEF

On the tenth of this month, the Patrolmen and several members of the SIU from this Branch attended a hearing in the Federal Court Building between the Retail Clerks International Association, AFL, and the Leopold Adler Department Store. The Adler outfit is charged with 29 violations of the National Labor Relations Act. It appears that the head of the company is plenty worried.

There is a good possibility that the clerks of the store who were fired because of union activity will be reinstated with all back pay. The membership of the SIU in Savannah has offered its assistance to the Retail Clerks Union.

We're wishing Seafarers O. E. Martin and Arthur Segó speedy recovery. They're both in the Savannah Marine Hospital.

We're still having summer weather down here, not a cold day so far.

Full Weigh Of Shipping Slump Felt By Boston

By BEN LAWSON

BOSTON—There has been no change in shipping here in the past two weeks, and things are still moving along at a snail's pace.

The Bull Run, Petrol Tankers Industries, paid off and signed on. In addition, the following vessels called in-transit: Yorkmar, Calmar; Bessemer Victory, Waterman; Kenyon Victory and Meredith Victory, Isthmian.

There were a few overtime dis-

putes on the Bessemer Victory and they were settled right on board ship by the Port Agent.

The only excitement in this port during the past couple of weeks was the arrival of the French Liner Ile de France, which came in from New York on a courtesy call. She embarked some 700 passengers and then left. This was the first time in a long while that the Beantown has had a liner of this size in port.

LAST LOOK AT OLD LOOK



While the new look is being applied to the Mobile Hall, these Brothers try a little relaxation. Next picture of Mobile recreation room will be after alterations are completed. The faces in the picture may be the same, but the room won't be.

Shipping In Port New Orleans Keeps Pace With Registrations

By EARL (Bull) SHEPPARD

NEW ORLEANS—Things are rocking along in ship-shape fashion down here in the Crescent City. Shipping is holding its own, with as many Brothers shipping out as there were registering in the past two weeks. Thus, we are maintaining the status quo.

Several of the new companies' ships that have been recently brought under SIU contracts by the organizing department paid off here. Among them were a Victory Carriers Corporation ship and the Eagle Ocean Transport Company's SS Mother M. L.

BANG-UP JOB

The crews on these two ships did a very good job and there was absolutely no performing of any kind aboard either one. Nor were any but a few minor beefs. This was a fine job and worthy of commendation, espe-



cially since it was the first trip under SIU contract for both of these vessels.

The weather in New Orleans has changed again, and the rainy days have taken a backseat for sunshine. If we were as poeticaly inclined as our good Brother Frenchy Michelet, we could really paint a word picture of old New Orleans as she is today.

The Marine Allied Workers, the SIU's inland boatmen and marine workers affiliate, signed two-year contracts with the tug-boat operators of this area last

week. The men won an increase in wages, as well as overtime raises and improved working conditions. The new contracts also contain a clause for reopening discussions on wages and the manning scale.

THANKSGIVING PAY

Several Brothers, who apparently have not forgotten the Thanksgiving Day party that was given in the Hall here last year, have been inquiring if there is going to be another such dinner this year, and several of the first-rate Cooks that are members of our Union have already volunteered their services.

So here's looking forward to a Thanksgiving spread, with all the trimmings, here at the Hall in the "red-bean city."

In-Transits Hit Frisco Clean

By JEFF MORRISON

SAN FRANCISCO—Shipping continued on the slow side during the past two weeks, despite the fact that eight ships came into port. They were in-transits and took replacements.

These ships were the Purdue Victory, Waterman; Fairland, Waterman; Santa Clara Victory, Isthmian; Malden Victory, Waterman; Marquette Victory, Isthmian; Penmar, Calmar and the Alamar, Calmar.

All of these vessels were in good shape, with the few beefs being of a routine nature and settled in regular SIU style.

Scheduled for arrival here in the coming two weeks are the

Elections Hold Mobile's Stage

By CAL TANNER

MOBILE—"Dead slow" describes the condition of shipping in this port for the past two weeks. Activity revolved around five payoffs, six sign-ons and one ship in-transit.

Payoff vessels were the Alcoa Corsair and Alcoa Cavalier, and the Waterman company's Iberville, Kyska, and Wild Ranger. The in-transit ship was the Greeley Victory, also of Waterman.

Signing on were the Stonewall Jackson, Iberville, Kyska, Wild Ranger, Waterman, and the Alcoa Corsair and Cavalier.

The payoffs were smooth, with practically no beefs on any of the ships. The Kyska payoff was one of the smoothest we have had in the port in a long time. In addition to being free of beefs, she carried a heads-up Union crew.

PROGRESS ON BUILDING

Although the renovations on the Mobile Hall have not yet reached the final stages, it won't be long before everything is in first-class shape and ready for use. Brother Robert Matthews, who has been down in the Gulf on Union business, took time out to observe the progress of the renovations.

The Mobile Branch is keenly interested in the AFL Labor's League for Political Education, which is in the process of being formed here in Mobile. All of the Mobile seamen who have been in the State for two years are eligible to register and vote in the State, city, and county elections.

Men now sailing, who are veterans, are eligible to register without paying back poll taxes. It is very important that people friendly to organized labor be elected. The only way we can accomplish this is by registering and voting for the candidates we know are friendly to our cause.

Loyola Victory, Waterman; Fairland, Waterman; Steel Admiral, Isthmian; Santa Clara Victory, Isthmian; Alamar, Calmar and the Seamar, Calmar.

Five of these vessels are intercoastals and one is bound for the Far East, but all will call here in-transit.

The crew aboard the Malden Victory is a happy one. Bosun Red Shea is a camera bug and he totes all the standard photographic gear, from camera to darkroom equipment.

Red shares his hobby with his shipmates. And when he goes ashore, he's always carrying his camera. He says it helps him with the women.

BEACH SIGHTS

On the beach here in Frisco the past week were F. Gibbons, H. Chadburn, H. Brown, L. Twite, G. Johnson, J. Kniess, A. Anderson, T. Foster, J. Delesa, B. Wigg, S. Drury, W. O'Dea, C. Wallace, R. Myrick, R. Frye, H. Stivers and H. Hill.

We received a letter from Brother Thomas Foster in Death Valley, saying that he had been laid up for a few days on account of a sprained ankle suffered while hunting. We're wondering what he was hunting in Death Valley.

The Qualified Candidates For A&G Offices

Secretary-Treasurer

(One to be elected)

PAUL HALL — No. 190: A member of the Seafarers International Union since its beginning. Holds clearances for all strikes.



Sailed actively in all areas during late war. First assumed elective office in 1944 as New York Port Agent. Was Director of Isthmian Organizing drive. Was elected Secretary-Treasurer in 1947. Has served as a member of SIU negotiating committee during all recent contract talks. Has also served in various capacities in practically all emergencies and strikes during history of the Union.

all emergencies and strikes during history of the Union.

† † †

Assistant Secretary-Treasurers

(Three to be elected)

LLOYD A. (Blackie) GARDNER — No. 3697: Has been a member of the Seafarers International Union since its formation. During the war sailed into all combat areas. Holds clearances for all strikes, beefs and organizational drives of the Union. Served as Dispatcher in the Port of New York. Worked as volunteer Organizer in many drives. Was elected Agent for the Port of Philadelphia for 1948. Did not run for office in 1949. Has served as Headquarters Representative for past year in New York.



Representative for past year in New York.

† † †

ROBERT MATTHEWS — No. 154: Joined the SIU when it was first formed. Sailed as Engine and/or Ship's Delegate on many ships. Served as Patrolman and Agent in the port of Mobile, and later as Jacksonville Agent and San Francisco Agent. Was assigned by the 1946 Agents Conference to New York as Headquarters Representative. Served as member of the Negotiating Committee, 1946 and 1947. Was elected Assistant Secretary-Treasurer in 1947. Has worked on organizational and educational projects for the Union. Has participated in all SIU strikes and job actions. Is strike clear.



Is strike clear.

† † †

JOSEPH A. VOLPIAN — No. 56: First went to sea in 1922. Active in organized maritime labor for many years before joining the SIU in 1940 in Port of New Orleans. Served as Engine Patrolman in Port of New York from 1943 to 1945. Later served as Special Services representative in charge of membership problems relating to Coast Guard, immigration, unemployment insurance and other matters. Was elected Assistant Secretary-Treasurer in 1947. Has a clear record for all past SIU strikes and beefs.



clear record for all past SIU strikes and beefs.

Report On Credentials

We, the undersigned Committee on Credentials, duly elected at the regular business meeting at Headquarters on October 12, 1949, have examined the credentials of the candidates for the election of the officers of the Seafarers International Union of North America, Atlantic and Gulf District, for the year 1950, and submit the following report:

We recommend that the men who are qualified for office be placed on the ballot in alphabetical form under the offices for which they run, and that the ports, following the Headquarters Offices, beginning with Boston, be arranged on the ballot geographically as has been done in the past.

Letters of acceptance were submitted to the Credentials Committee for the respective ports, as follows:

John L. Crowley, 42061—Baltimore Deck Patrolman

Benjamin Rucker, 39187—Baltimore Stewards Patrolman

Ted Thomson, 36236—Baltimore Stewards Patrolman

Lawson Rynes, 20870—Tampa Agent

Edwin Westphal, 46203—New Orleans Stewards Patrolman

These men did not submit the necessary three years' seetime; therefore, the letters are being filed in Headquarters Office and these men are hereby disqualified.

Letters of acceptance were also submitted to the Credentials Committee for the respective ports, as follows:

Frank Sullivan, 2—New Orleans Deck Department

Jack Kelly, 10—Galveston Patrolman

Inasmuch as Article XIII, Section 2, Subsection (e), in the Constitution states that a man must submit four months' discharges for the current year, this Committee did not accept anything but certified discharges as proof of seetime for the current year, and the above men are hereby disqualified.

Joseph Burns, 24933

Lars Hilleretz, 48392

Fred Barthes, 7449

Roderick Smith, 26893

Michael Dellamo, 45123

W. J. Reidy, 6734

Boston Agent

(One to be elected)

BEN LAWSON — No. 894: Has been a member of the SIU since 1938. Has taken part actively in all strikes and has aided in the organizing of several steamship companies. Served as Patrolman in Norfolk and was elected as Deck Patrolman in Baltimore for 1948. Was Chairman of 1946 Strike Committee in Port of Norfolk and held same job during Isthmian Strike in 1946. Was elected Boston Joint Patrolman for 1949. Was appointed head of Boston Branch when Agent was transferred to the West Coast and is currently in charge there.



is currently in charge there.

† † †

New York Agent

(One to be elected)

JOE ALGINA — No. 1320: Transferred from AFLSU into the SIU when this organization was formed. Sailed actively during the war until going to work for Union as Organizer. Has served in various capacities such as New York Deck Patrolman and Acting Agent. Was elected Agent in the Port of New York for 1948 and 1949. Participated actively in Longshore and Coos Bay beefs, 1946 General Strike, UFE beef, and Isthmian Strike. Has been on Negotiating Committee for past three years.



Has been on Negotiating Committee for past three years.

New York Deck Patrolmen

(Two to be elected)

LOUIS GOFFIN — No. 4526: Transferred into Seafarers from AFL Seamen's Union in March, 1939. Participated in 1941 Bonus Beef, 1946 General Strike, and Isthmian Strike. Has been Patrolman and Agent in Philadelphia and Jacksonville, and Assistant Secretary-Treasurer of the Atlantic and Gulf District. Was elected Deck Patrolman in the Port of New York for 1947, 1948 and 1949. Has clearances for all Union actions of past ten years. Has taken part in negotiating new contracts for SIU.



part in negotiating new contracts for SIU.

† † †

CHARLES (Cotton) HAYMOND — No. 98: One of original SIU members. Has been active in organizing and has held elective and appointive positions in the Union. Was elected Houston Agent for 1947, but returned to sea when the membership closed the Branch for reasons of economy. Sailed during the war in all areas. Was active in all SIU strikes since joining the Union. Was elected Jacksonville Agent for 1948; port was closed before he took office.



Has since been Headquarters Representative in New York.

† † †

New York Engine Patrolmen

(Two to be elected)

TEDDY BABKOWSKI — No. 7391: Joined the SIU in 1941 and sailed during the war to all zones. Served as a volunteer Organizer in the Isthmian fleet and with tanker companies now under contract to the SIU. Served on the New York Isthmian Strike Committee. Participated in the 1941 Strike, Coos Bay and Shipyard beefs. In aiding the shipyard workers and telephone workers, he served on the Baltimore committees. Has held various appointive Union positions and was elected New York Engine Patrolman for 1948.



was elected New York Engine Patrolman for 1948.

† † †

THOMAS J. CLARK — No. 25027: Joined the Seafarers International Union in 1943 in the Port of New York. Has an active strike record since then, having participated in the 1946 General Strike, the Isthmian Strike and other waterfront actions of the Atlantic and Gulf District. Sailed throughout the war into the war zones of the world. During active sailing days has served as black gang delegate aboard many vessels. Latest ship was the SS St. Augustine Victory, Isthmian.



Latest ship was the SS St. Augustine Victory, Isthmian.

VICTORIO D'INDIA — No. 20875: Became a member of the Seafarers International Union in 1941 when he joined in the Port of Boston. Since that date has actively participated in all beefs, strikes and organizational drives of the Union, holding clearances for all strikes. Was elected by his shipmates to serve as black gang delegate on many occasions. Sailed throughout late war, hitting several battle zones. Latest ship was the SS Bret Harte, Waterman, where he served as Deck Engineer.



JAMES PURCELL—No. 7802: Has been going to sea since 1919, and has been a Union member the entire time. Joined the SIU in 1942, and sailed into all zones during the recent war. Has participated in all strikes, beefs and organizational campaigns of the Union since joining. Served as Engine Patrolman in New York during 1946, 1947, 1948 and 1949. In past years has sat in on Engine Department negotiations and clarifications and has helped write SIU contracts.



CHARLES SCOFIELD — No. 21536: Became a member of the SIU in 1941 in the Port of Norfolk. Served as an active Seafarer throughout the war, hitting most of the combat zones. Aboard ship has been elected engine delegate and ship's delegate many times by crewmembers. Has clearances for all strikes and beefs of Union since time of joining. During 1946 General Strike served on Savannah Strike Committee. Recently served as Chief Electrician aboard the Southstar, South Atlantic Steamship Co.



New York Stewards Patrolmen

(Two to be elected)

RAY GONZALES—No. 174: Joined the SIU in 1940, transferring from the ILA tugboat branch. Has participated in all strikes since date of joining. Sailed throughout the war as Chief Steward. Elected Stewards Patrolman for the year of 1946 and has been re-elected each year since. Has participated in negotiations on Stewards Department clauses of contracts. Was Area Commander in 1946 General Strike and Wall Street Strike. Chairman of Food and Housing Committee during Isthmian Strike. Active in Canada during recent CSU-SIU beef of 1949.



HOWARD GUINIER—No. 478: Came into Union at its beginning. Was Organizer for the SIU from 1938 to 1941. Represented the Union before the National Defense Mediation Board contract dispute in Washington, D.C., in 1941, Chairman Headquarters Branch Bonus Strike Committee, and Chairman New York Branch Food and Housing Committee during 1946 General Strike. Secured 3000 berths for members during the action. Stewards Patrolman in New York during 1946, 1947, 1948 and 1949.



These pictures and biographical sketches of the qualified candidates are printed for your information and benefit, in order to acquaint you more fully with the men who will be your union representatives for the year of 1950.

Read these carefully before you vote, so that your ballot will be based on the fullest possible information.

FREDDIE STEWART — No. 4935: Was a volunteer Organizer for the Seafarers International Union from its beginning. Participated in all major strikes — Bonus, Isthmian, '46 General — and other actions of the Union. Led direct action to secure milk, provisions and decent shipboard conditions for seamen. Was New York Stewards Patrolman in 1947, and Joint Patrolman in Port of New York in 1948 and 1949. Assisted in the drawing up of many of the Union's past agreements.



Philadelphia Agent

(One to be elected)

STEVE CARDULLO — No. 24599: Has been an active participant in all SIU strikes and beefs since joining the organization. Served as Marcus Hook Agent until that port was closed. Has also served as Patrolman in Philadelphia and as West Coast Representative. Is presently serving as Headquarters Representative in New York. During the war sailed into all zones of action. Holds clearances for all Union waterfront actions. Actively participated in successful organizing and striking of Isthmian SS Company in 1945-47.



JAMES SHEEHAN—No. 306: A member of the SIU since its formation in 1938; saw service as an Organizer for the Union in the Gulf Area during 1938 and 1939. Was elected to Union office in 1944 and has been re-elected to various Union posts since: Deck Patrolman for New York in 1947 and 1948, and Philadelphia Agent for 1949. Began sailing in 1924 and shipped as AB and Bosun since then, holding down shipboard delegate jobs. Holds clearances for strikes and actions of SIU for past ten years.



Baltimore Agent

(One to be elected)

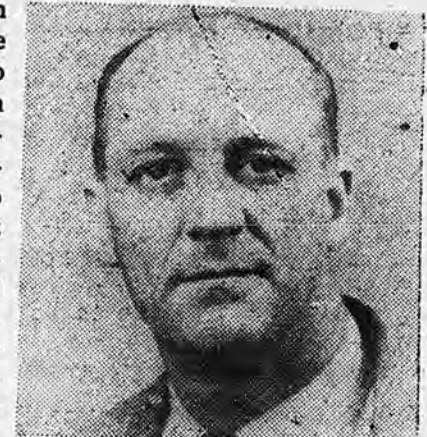
WILLIAM (Curly) RENTZ—No. 26445: Helped organize the SIU in the Gulf area in 1939. Was wounded five times and crippled. Went back to sea in 1942, after being laid up for more than two years. Active during Isthmian Drive and Isthmian Strike. Also directed activities for Port of Baltimore during General Strike of 1946. Elected Agent in Port of Baltimore for 1947, 1948 and 1949. Has clear record for all SIU actions and strikes.



Baltimore Deck Patrolman

(One to be elected)

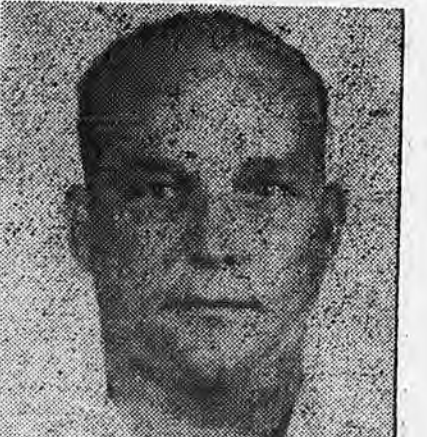
R. E. DICKEY — No. 652: Has belonged to Seafarers International Union since its formation. Was Deck Patrolman in Baltimore from 1938 to 1942, when given leave of absence by membership to ship out. Returned to job in June, 1943. Was delegate to first SIU Convention and helped to draw up the present Constitution. Took active part in all SIU strikes in Union's history, and has a clear record. Last ran for Union office in 1948 election for Deck Patrolman in Port of Baltimore.



CARL (Red) GIBBS — No. 2341: A charter member of the Union, and a veteran of the Union's early job actions, strikes and beefs. Has clearances for all beefs, major and minor, in Union's history. Has had activity as an Organizer, ship and shoreside, in the Isthmian campaign and Great Lakes Drive. Has served as a delegate to International convention. Elected Joint Patrolman for 1948 and Deck Patrolman for 1949 in Port of New York.



LEON (Blondie) JOHNSON — No. 108: Was one of the first seamen to join the newly-formed SIU in 1939. Took part in the P&O Strike, Bonus Strike, anti-commie Longshore beef and other major actions of the SIU, holding strike clearances from each. Was Agent in Port Arthur during the 1946 General Strike. Has served as Patrolman in New Orleans, Galveston, New York and Norfolk. Was elected Patrolman in Galveston in 1947. Elected Deck Patrolman for Baltimore in last year's election. Sailed during the war.



Baltimore Engine Patrolman

(One to be elected)

AL STANSBURY — No. 4683: A member of the Seafarers International Union, A&G District, since its inception in 1939. Joined in the Port of Baltimore. Has taken active part in all actions of the Union both strike and organizational. Sailed during the war into most active war zones. Has served the SIU in various appointive capacities. At present Dispatcher for the Port of Baltimore. Aboard ship served in many capacities in the engine room. Also served the crew often as black gang delegate.



Baltimore Stewards Patrolman

(One to be elected)

JOHN (Hoggie) HATGIMISIOS—No. 23434: Worked as organizer for the AFL Restaurant Workers in Philadelphia, and also helped the U.S. Army Dredges before going to sea. Joined the SIU in 1942 and sailed throughout the war. During the 1946 General Strike was active in Baltimore set-up. Was active in organizing Isthmian ships in Baltimore and Philadelphia. Participated in Isthmian Strike. Was elected Stewards Patrolman for Baltimore for 1948. At present is acting Patrolman in Baltimore.



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GEORGE F. HAZEN — No. 4075: Known to most Seafarers as Frank Hazen. A member of the SIU since its inception, transferring over from the AFL Seamen's Union in 1939. Since that time has participated in all beefs and organizational drives of the Union. Holds strike clearances. During 1946 was acting Stewards Department Patrolman under Ray White, then Agent in Norfolk. Sailed during the war and saw action in many of the war zones. Recently served as Steward aboard the SS The Cabins, Mathiasen Tankers, Incorporated.



ly served as Steward aboard the SS The Cabins, Mathiasen Tankers, Incorporated.

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Norfolk Agent

(One to be elected)

D. E. (Casey) JONES — No. 116: A member of the SIU since its formation; active in waterfront campaigns of Union. A veteran of 1946 General Strike, during which he served part-time as chairman of the Strike Committee in the Port of Norfolk. Served as Patrolman in the Port of Norfolk during 1944 and 1945. Prior to that he sailed to various war zones. Served as a volunteer. Organizer in the Isthmian fleet, helping to bring that company into the SIU. Has since done organizational work in other companies now under SIU flag.



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BEN REES — No. 95: Joined the SIU in 1938. Appointed Patrolman for Port of Norfolk in June, 1945. Served until elected Joint Patrolman for that port for 1947. Re-elected to post for 1948. Appointed Agent for Port of Norfolk in March, 1948. In charge of stewpot and publicity for Norfolk Strike Committee in 1946 General Strike. Active for Strike Committee in Isthmian Strike. Also active in UFE Strike. Organized crews and signed contract with Virginia Ferries Corporation this year.



Savannah Agent

(One to be elected)

ERNEST M. BRYANT — No. 25806: Since joining the Union has participated in all beefs and actions, notably the 1946 General Strike and the 1947 Isthmian Strike. Holds clearances for all major SIU actions and has aided the organization in various organizational capacities. Has served in temporary official positions in the Ports of Jacksonville and Savannah. Saw service aboard ship during the war. Latest trip was as Steward aboard the Afoundria, Waterman Steamship Company.



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JIMMIE DRAWDY—No. 28523: Joined the SIU in 1943. Sailed actively during the war until coming ashore to work as SIU official in the Port of New York. Was then sent to Wilmington as West Coast Representative. When West Coast office closed, went back to sea until elected as Joint Patrolman for New York in 1946; in 1947 was elected Engine Patrolman. Took part in 1946 General Strike, Coos Bay and Isthmian beefs. Was elected Engine Patrolman for 1949; was later transferred to Savannah as Agent by Headquarters.



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Tampa Agent

(One to be elected)

RAY WHITE — No. 57: Transferred into the Seafarers International Union in 1938 from the AFL Seamen's Union. Helped organize the P&O Line. Was Patrolman in the Port of New York for six months, and served as Norfolk Agent for three years. Has served as Tampa Agent for past year. Was active in Isthmian Drive and Strike. Has a clear record for all Union beefs. Prior to election as Tampa Agent last year served as Headquarters Representative, entering negotiations in Deck Department matters.



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Mobile Agent

(One to be elected)

CAL TANNER — No. 44: Has been a member of the SIU since it was granted a charter by the AFL. During the war was an active seaman, seeing service in most combat zones. Was active in the Isthmian Drive, both as ship and shore-side Organizer. Was elected Agent in Port of Mobile for 1947, 1948 and 1949. Participated in various organizational campaigns of Union in the Gulf area. Was active in all beefs of the SIU and holds strike clearances.



Mobile Joint Patrolmen

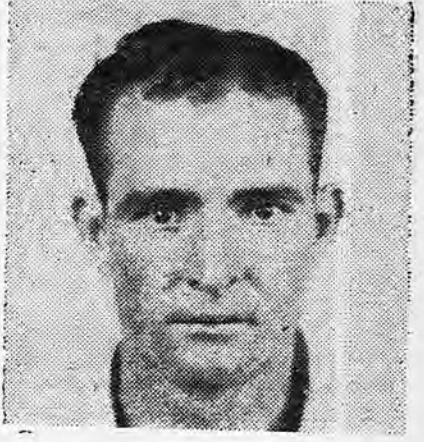
(Two to be elected)

ROBERT J. JORDAN — No. 71: Has sailed since 1938, always in the Engine Department. Was appointed Organizer for Isthmian ships and tugs in the Gulf area in September, 1945. Appointed Engine Patrolman in Port of Mobile in February, 1946, and also acted as Dispatcher and Organizer. Elected Engine Patrolman for the Port of Mobile for 1947 and reelected for 1948. Has been active in all strikes and is strike clear. Was elected to Joint Patrolman post in Mobile for 1949.



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W. J. (Red) MORRIS — No. 264: Has sailed since 1939. In March 1945, was appointed Acting Agent in Port of Jacksonville. Was later assigned first to New York, then to Norfolk as Patrolman. Was also Acting Agent in Charleston until that Branch closed in February 1947. Went back to sea until appointed Patrolman in Port of Mobile on September 1, 1947. Was elected Deck Patrolman for Port of Mobile for 1948 and Mobile Joint Patrolman for 1949. Is strike clear for all Union beef and actions.



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New Orleans Agent

(One to be elected)

EARL (Bull) SHEPPARD — No. 203: Was one of the SIU's original members. Active in P&O Strike and other early actions in Union's formative years. Appointed by Director of Organization to direct field work for Isthmian campaign. Also participated in Great Lakes drive. Director of waterfront activities in New York during 1946 General Strike. Was appointed New Orleans Agent in summer of 1947 by membership action. Elected New Orleans Agent for 1948 and 1949. Sailed all through war. Is strike clear.

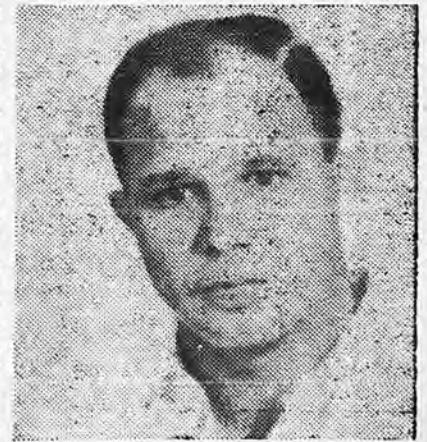


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New Orleans Deck Patrolman

(One to be elected)

L. S. (Johnny) JOHNSTON — No. 53: Joined the Union in December 1938, before that being a member of other AFL seamen's unions. Has an active record for all strikes and beefs in which SIU has been involved since 1938: 1946 General Strike, Isthmian Strike among those actively entered in. Shipped to all areas during the war. Was Assistant Dispatcher and Joint Patrolman for Port of New York in 1945 and 1946. Elected New Orleans Deck Patrolman for 1947, 1948 and 1949. Has also assisted in organizational work of the Union.



You Can Vote In Any Branch Nov. 1—Dec. 31

EDDIE METROS — No. 299: Has sailed on deck of various vessels for the past twenty years, often serving as deck and ship's delegate. Has participated in all SIU strikes when in port and holds clearances for these actions. Has taken active part in all shipboard meetings, serving often as chairman or recording secretary. Sailed during the war and entered most combat zones. In recent months was AB aboard the Seatrain New Orleans and Del Santos.



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New Orleans Engine Patrolman

(One to be elected)

C. J. (Buck) STEPHENS — No. 76: Joined the SIU in December 1938. Was active in 1939 Isthmian Strike, 1939 Bonus Strike, 1946 General Strike and 1947 Isthmian Strike. Has served the A&G District in different capacities, ranging from Dispatcher to Agent in Port of New Orleans. Shipped to all areas during the war. Co-chairman of UFE Strike Committee in New Orleans. Holds clearances for all Union strikes and actions. Elected New Orleans Engine

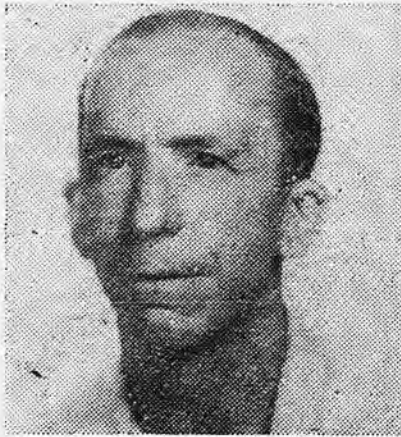


Patrolman for 1947, 1948 and 1949.

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New Orleans Stewards Patrolman

(One to be elected)

ADOLFO CAPOTE — No. 66: Has served aboard scores of ships, always in Stewards Department. Has had ten years experience in the Stewards Department. Participated actively in all SIU strikes and beefs, also aided in the organizational campaigns waged by the SIU. Aboard ship has served as delegate, also as chairman and recording secretary in shipboard meetings. Has a strike clear record. During the war sailed into war zones. Sailed several months this year aboard the Seatrain New Orleans.



A. W. GOWDER — No. 36884: Became a member of the Seafarers International Union, A&G District, in 1944 in the Port of Savannah. Since then has been active in all Union beefs, strikes and organizational campaigns, among them the Isthmian drive and Strike, the 1946 General Strike. Has served on numerous shoreside Branch committees. Has also served as delegate, chairman and recording secretary aboard many SIU vessels. At present is a crewmember of the SS Trinity, Carras, Inc.



HERMAN TROXCLAIR — No. 6743: Joined the Seafarers International Union, A&G District, on March 12, 1941, and has been an active member since that date, partaking in all strikes, beefs and organizational campaigns of the Union. Holds clearances for all strikes. During the late war sailed in nearly all combat areas. Has always sailed Stewards Department. Was elected Stewards Department Patrolman for New Orleans for 1948, and re-elected for 1949.



These are the Branches of the Atlantic and Gulf District, where you can cast your vote for the officers who represent you in 1950.

- Baltimore 14 North Gay St.
- Boston 276 State St.
- Galveston 308½ — 23rd St.
- Mobile 1 South Lawrence St.
- New Orleans 523 Bienville St.
- New York 51 Beaver St.
- Norfolk 127-129 Bank St.
- Philadelphia 337 Market St.
- San Francisco 85 Third St.
- Savannah 2 Abercorn St.
- Seattle 86 Seneca St.
- Tampa 1809-1811 N. Franklin St.
- Wilmington, Calif. 227½ Avalon Blvd.

Galveston Agent

(One to be elected)

KEITH ALSOP — No. 7311: Has about fifteen years of sea service, most of it spent in Engine Department. Sailed during the war to various combat zones of the world. Has been Port Agent in Charleston and Galveston. In addition, has been Patrolman in New York, New Orleans and Norfolk. Was on the General Strike Committee for the Port of Norfolk in 1946, and was chairman of the Isthmian Strike Committee for the Port of Galveston. Has been



Galveston Agent since 1948.

RAY W. SWEENEY — No. 20: Joined the SIU in November 1938, in Mobile, and has taken part in all strikes since the Union started. Was Patrolman in Mobile in 1941, Patrolman in New York in 1942 and 1943. Was elected Agent for Galveston in 1944; was at sea in 1945. In 1946 and 1947 served as Patrolman for the Port of Galveston. Since then has been sailing. At present is a crewmember of the Jefferson City Victory.



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Galveston Patrolman

(One to be elected)

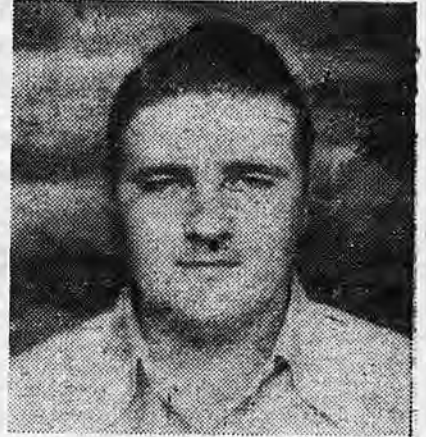
CHARLES ALLEN — No. 21795: Has been going to sea off and on for twenty years. Stopped going to sea in 1934 to help organize Local 515, of the Steelworkers, Shipmen's Branch, in Baltimore. Returned to sea when the war began and has sailed since. Since becoming a member of the Seafarers International Union, has taken part in practically all of the Union's strike, beef and organizational campaigns. His last two ships, where he served as AB, are the SS John Hansen and the Jefferson City Victory, the last recently organized.



F. HOLCOMBE — No. 151: Joined the Seafarers International Union in December of 1938. Has a clear record of all strikes since, including the Isthmian Strike and the 1946 General Strike. Was active during the war, sailing into most of the war zones. Has served on various ships as ship or departmental delegate. Has also served as chairman and recording secretary. Sails deck department. Latest ship: the Antinous, where he was AB.



PERCIVAL L. SHAUGER — No. 48325: Joined the Union in 1945 in New York. Sailed aboard an Isthmian ship in drive, earning Union book for organizational work. Stood picket duty in the anti-commie Longshore beef in New York and, during the General Strike, worked in the galley in the New York Hall. Was aboard the SS Trinity, Carras, when she was organized, and is now a member of the SS Ames Victory, Victory Carriers ship, which he helped crew when she was being organized. Is strike clear.



C. M. TANNEHILL — No. 25922: Was ship's Organizer during the Isthmian Drive, during which time he spent eighteen months on Isthmian ships. Also worked as shoreside Organizer in Ports of New York, Mobile and New Orleans. Participated in many beefs, including the 1945 Longshore beef, the Coos Bay beef, 1946 General Strike and Isthmian Strike. Has assisted in contract negotiations. Was elected Boston Joint Patrolman for 1948. Currently aiding in Cities Service organizing drive.



JAMES L. TUCKER — No. 2209: Has been going to sea since 1932, most of the time in the Deck Department. Acting Patrolman in Port of Norfolk from October, 1943, through January 15, 1944, when he resigned to go back to sea. Appointed in June, 1944, to go to Charleston, S.C., to open Branch there. Later was assigned to Mobile to act as Agent. Was relieved by newly elected Agent in February, 1946, and went back to sea. Holds strike clearances for all actions of the Union.



Here is the complete dope on the election for Atlantic and Gulf District officials:
Place: Any branch of the A&G District.
Date: From November 1 To December 31.
Who: All members in good standing.

Minutes Of A&G Branch Meetings In Brief

GALVESTON — Chairman, Keith Alsop, 7311; Recording Secretary, R. Wilburn, 37739; Reading Clerk, J. Raniera, 50272.

Minutes of previous meetings in all Branches read and accepted. Secretary-Treasurer's financial report and Headquarters' report to the membership approved. Agent reported on shipping and Dispatcher gave shipping figures for the past two weeks; both reports being approved. Resolution setting forth Union's all-out campaign to remove Coast Guard from jurisdiction over seamen, was read and motion carried to concur in it. Also read was resolution announcing elective offices that will appear on ballot in forthcoming Union elections. A motion carried to accept this resolution. Meeting adjourned at 7:40 P.M.

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NEW ORLEANS — Chairman, Jack Parker, 27693; Recording Secretary, Bill Fredericks, 94; Reading Clerk, Buck Stephens, 76.

Charges read against member, and motion carried to instruct all ports not to ship him until he appears before trial committee in this port. Minutes of previous meetings read and accepted. Secretary-Treasurer's financial report read and approved. Port Agent announced that, although shipping had fallen off, it was just about holding its own in relation to the amount of members registered. There were nine sign-ons, nine payoffs and about 20 ships in-transit during the past two weeks, he said. The Alcoa Runner is undergoing repairs and, if she is completed in time, her old crew will get their jobs back. The Agent said that the Mother M.L. came in here after her first trip as an SIU ship, and that the crew was to be commended for doing a bangup job. The ship is now awaiting orders and may sail by the end of the week. The Agent also spoke against the reported agreements made between Electricians and Engineers regarding overtime. He warned that any such practice, if true, was not in accordance with the agreement and might react to the disadvantage of the parties involved. Patrolmen reported on the various beefs, sign-ons, etc., with a minor beef pending on the Del Valle. Resolution on the Coast Guard, which the Union is seeking to have removed from authority over merchant seamen, was read and carried after motion was made to concur in it. Trial committee reported its ruling in cases of two members with charges against them. Committee recommended that Robert E. Allen, Book No. 38443, who is over one year in arrears, be allowed to register and ship as he has shown ample proof that he is not at fault in being in arrears. After short discussion on forthcoming elections, meeting adjourned at 8:25 PM, with 280 bookmembers present.

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SAVANNAH — Chairman, Jim Drawdy, 28423; Recording Secretary, L. E. Hodges, 255; Reading Clerk, Ernest D. Sims, 48971.

Previous meetings' minutes and Secretary-Treasurer's financial report read and approved, as well as Headquarters' report to the membership. Agent reported that shipping was very quiet. A

A&G Shipping From Sept. 28 To Oct. 12

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	5	13	17	35	2	2	7	11
New York.....	117	102	83	302	98	73	61	232
Philadelphia.....	24	22	24	70	37	34	36	107
Baltimore.....		(No Figures Received)			34	39	28	101
Norfolk.....	37	26	10	73	2	1	3	6
Savannah.....	12	9	12	33	10	7	3	20
Tampa.....	9	4	9	22	7	6	8	21
Mobile.....	30	18	26	74	23	22	22	67
New Orleans.....	71	77	82	230	76	77	107	260
Galveston.....	75	52	24	151	10	10	17	37
West Coast.....	25	20	14	59	18	24	14	56
GRAND TOTAL.....	405	343	301	1,049	317	295	306	918

few ships that hit port in-transit each took from one to five men and they accounted for the number of men shipped during the past two weeks. Motion carried to excuse Brothers McCranie and J. B. Davis from meetings as they were on official Union business in Jacksonville. Motion carried to concur in Headquarters' resolution condemning Coast Guard and calling for its removal from authority over seamen. Meeting adjourned at 7:45 PM, with 105 members present.

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BOSTON — Chairman, S. Bayne, 13; Recording Secretary, M. Norris, 5725; Reading Clerk, B. Lawson, 894.

Other Branches' minutes of previous meetings read and accepted, except for motion to non-concur with Galveston New Business. Agent discussed shipping in this port. Dispatcher gave shipping figures for past two weeks. Headquarters' report to the membership read and approved. Motion carried to excuse Brother F. Burns, P. King, J. Hunt and A. Collello from the meeting. After one minute of silence in memory of departed Brothers, meeting adjourned at 7:40 PM with 148 members present.

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NORFOLK — Chairman, Ben Rees, 95; Recording Secretary, J. A. Bullock, 4747; Reading Clerk, C. Moser, 36392.

Mr. Morrison of the local Social Security Administration Field Office spoke to the membership on the subject of unemployment insurance. Branch minutes of Norfolk and other ports read and approved. Headquarters' report to the membership read and accepted. Agent discussed the plight of shipping in this port, and Dispatcher read the shipping figures. Brother John W. Iglebeck, Book No. 50744, took the Union Oath of Obligation. Motion carried to excuse the following Brothers from the meeting: John R. Hudgins, G. Daniels and F. E. Taylor. One minute of silence in memory of departed Union Brothers. Meeting adjourned at 8:10 PM, with 73 members present.

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MOBILE — Chairman, D. L. Parker, 160; Recording Secretary, E. D. Moyd, 10829; Reading Clerk, Robert A. Matthews, 154.

Minutes of previous meetings in Mobile and other Branches read and approved. Port Agent spoke on the prospects of shipping for the coming two weeks and said that the following ships were due in the Port of Mobile: Monarch of the Sea, Chickasaw,

Bessemer Victory, Wacosta, Fair-ise, Alcoa Clipper, Alcoa Runner and Alcoa Corsair. He also reported that the dispute on the Greeley Victory had been settled to the satisfaction of the men involved. The Agent said that he and Assistant Secretary-Treasurer Robert Matthews were going to Montgomery to meet with the Director of Unemployment Insurance and other state authorities to see if adjustments could be made in the present set-up, so that seamen may be able to get benefits which are rightfully theirs. Agent Tanner concluded his report by explaining the need for interest in the political field within the ranks of organized labor to help elect candidates with a pro-labor viewpoint. He said that the International, along with the other AFL internationals, had formed the AFL Labor League for Political Education, for this purpose. At this point, the Agent turned the floor over to Assistant Secretary-Treasurer Matthews who elaborated further on the subject. Motion carried to accept the resolution concerning the annual SIU elections. Motion also carried to accept the Headquarters' resolution announcing the Union's intensification of its fight to drive the Coast Guard out of the merchant marine, "by returning its functions over civilian seamen to the Department of Commerce. Headquarters' reports read and approved. Meeting adjourned at 7:35 PM, with 356 members present.

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SAN FRANCISCO — Chairman, Jeff Morrison, 34213; Recording Secretary, P. M. Robertson; Reading Clerk, W. Shea, 43186.

Minutes of previous meetings in all ports read and approved. Agent reported that shipping had been slow for the past two weeks. Although eight ships were in port, they were in-transits and few replacements were called for. The prospects for the next two weeks are not too bright, he said. Several factors are responsible for this situation, he pointed out, among them the foreign flag transfers. But the greatest factor is the policy of several of the commie-dominated Pacific coast waterfront unions in setting their sights for long strikes with political purposes in mind. Dispatcher made his report. Secretary-Treasurer's and Headquarters' reports read and accepted. Motion carried to accept Headquarters' Reinstatement Committee's report. Brothers T. E. Foster, J. Otto and F. W. Schmidiel, excused from meeting. Motion carried to concur in Headquarters' resolution on

Coast Guard. Under Good and Welfare, Agent expressed his appreciation for the cooperation all hands had given in keeping the Hall clean. Also for the good of the Union, it was pointed out that men on ships hitting the Port of Seattle should avoid the Mahoney beef, and that if any of these disgruntled characters come around with their smear and disruptive literature they should be told in no uncertain terms to hit the road. Meeting adjourned at 8:20 PM, with 28 bookmen present.

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NEW YORK — Chairman, J. Algina, 1320; Recording Secretary, F. Stewart, 4935; Reading Clerk, C. Tannehill, 25922.

Minutes of previous meetings in other Branches read and approved. Port Agent discussed shipping, which he described as fair. A communication from Radio Station WFDR was referred to the auditing committee. Secretary-Treasurer Hall, in his Headquarters' report, told of his attendance at the convention of the American Federation of Labor in St. Paul, Minn., where he presented the SIU's stand on the Coast Guard, and sought the aid of the AFL in the fight to remove seamen from the jurisdiction of the military body. He also reported that Asst. Secretary-Treasurer Robert Matthews was in the Gulf area attending to Union matters, among which was the problem of unemployment insurance for seamen. Matthews, with Mobile

Agent Tanner, will confer with Alabama state authorities in an effort to win a better deal for seamen in that state. Hall reported on the organizing victories of the SIU-affiliated Marine Allied Workers in the New Castle Ferries, of Philadelphia, and the Virginia Ferry Company. He said that at the moment there were no indications of a strike by the ILA and MMP, both of which had extended their contract talks for another 30 days. A SIU representative will be maintained in Puerto Rico to protect the interests of the Union there, the Secretary-Treasurer said. Motion carried to accept Secretary-Treasurer's report. Motion carried to open nominations for credentials committee, as per constitution; two men to be elected from each department. Nominated were R. Martinez, W. C. Grosvenor, W. Thornton, M. F. Dellano, W. J. Reidy, Stewards; L. R. White, Fred Barthes, L. Hillertz, Engine; Joe Burns, Robert High, Charles Palmer, Roderick Smith, C. S. Loades, Deck. Elected were Brothers Reidy, Dellano, Barthes, Hillertz, Burns and Smith. Motion by Guild carried that man be assigned every meeting night to stamp shipping cards up to 7:30 PM.

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PHILADELPHIA — Chairman, Don Hall, 43372; Recording Secretary, C. I. Cooper; Reading Clerk, James Sheehan, 316.

Minutes of other port meetings read and approved. Agent discussed shipping which had been fair during the past two weeks. Motion carried to concur in Headquarters' resolution on forthcoming election for officers to serve Union in 1950. Motion carried to concur in resolution setting forth Union's position on Coast Guard, and signalling for all-out fight to have its supervisory powers over seamen transferred to the Department of Commerce. Secretary-Treasurer's financial report and Headquarters' report to the membership read and accepted. Excuses were referred to the Dispatcher. Charges read and trial committee elected. One minute of silence in memory of departed Brothers. Meeting adjourned at 8 PM.

Shipping Still Fair In New York

By JOE ALGINA

NEW YORK — Shipping was fair in this port during the past two weeks, despite the adverse effects of the steel and coal strikes on conditions in general. New York numbered among its payoffs the following ships: Kathryn, Frances, Ann Marie, Puerto Rico, Cornelia, Elizabeth and Evelyn, Bull; Steel Rover, Meredith Victory, Isthmian; Bessemer Victory, Claiborne; Waterman; Calmar, Yorkmar, Calmar; Irenestar and Evistar, Triton; Colabee, American Hawaiian; Mankato Victory, Victory Carriers; Algonquin Victory, St. Lawrence Navigation; The Cabins, Mathiasen; Southstar, South Atlantic and the Seatrail New York. Sign-ons took place aboard the Bull Line ships, the Steel Rover, Evistar, Colabee, Yorkmar, Mankato Victory, Algonquin Victory, The Cabins, Southstar and the Bessemer Victory.

All vessels paying off and signing on were in good shape, thanks to the fact that they were crewed by a good bunch of men. An occasional gashound popped up, but was taken care of without harming the efficient functioning of any of the vessels.

GOOD CREWS

We'd like to remind the men that they should take good care of their Union books. Some fellows have lost as many as three books in the space of a few years. These guys might take a lesson from some of the original members of the Union who are still carrying the first book issued to them. The Union membership book is one of the most important items in a Seafarer's working gear and should be guarded as such. A little care in this matter will save a lot of headaches and time later on.

THE MEMBERSHIP SPEAKS



Sounds As Though The Lads Found Home On The Ranger

To the Editor:

We are on the last lap of a very short and pleasant cruise. Down in the islands we had good weather and the usual amount of fun — such as the ports' we visited had to offer.

We stopped for a few hours at Paramaribo, and after leaving there called at Paranam, where we took on a partial load of bauxite. Having a good and capable Bosun, Sam Marinello and Deck Department, that was soon taken care of, and an SIU ship that is always a clean ship emerged in the sun once more.

We all know that on any ship the Stewards Department plays an important part in keeping up morale. We have an efficient Steward, C. F. Aycock, who does just that. Our menus are always good. Our Chief Cook, J. Barker, is one of the best I've ever sailed with.

SIZZLING, TOO

Steaks are to order on this ship. The food is well prepared. Barker knows his stuff. Now girls, don't get excited. He's very much married to a wonderful little lady.

Baker Roy M. Ayers is also tops in his line. His cokes, pies and bread are superb. By the way, Ship's Delegate Daniel Clifford is no longer a Yankee, he's strictly rebel. We're going to keep him in the Gulf. He even eats corn bread now without scratching his throat.

To you boys who are wondering where John Buckley, Esq., is, the man with the butterfly net doesn't have him. He is eating and singing his way home on the Ranger.

We have a real good bunch of men in all departments. There are no cliques aboard and the Brotherhood of the Sea is practiced here, not just preached. Last trip, the boys had a table top muster and put a washing machine aboard. All feel they got their money's worth out of it on the first trip in use.

We're not trying to put our Union in the household appliance business but in these days of sudden switches in flags and boneyard tie-ups, we're making sure that no flinks have the comforts of a washer at our expense. So the washing machine became Union property by unanimous vote at a shipboard meeting. In case the ship is switched or tied-up, the washer goes to the nearest Union Hall. It's an idea all delegates on ships having machines should check into.

This little story of a pleasant cruise can be a lesson to those who form cliques aboard ship. We have on here real SIU cooperation and team work. The habits of team work and cooperation which are the basis of leadership, are acquired chiefly through group activities. This is sound SIU policy. And it is the reason we on the Ranger are practicing and living a real Brotherhood of the Sea.

So as my Brothers on the beach are getting lean around the hip-pers, I will fasten my bag with a zipper—and over the gangway goes a one-tripper.

W. H. N.
SS Alcoa Ranger

The Log Will Remain In the Becar Family

To the Editor:

I would like to make a request. I hope it is possible for you to send the LOG to my fiancée, who is soon to become my wife.

When she visits my home, she always reads the LOG. She likes its colorful stories, its democratic style and free expression. Therefore, I would like her to receive it at her home regularly.

Stephan Becar

(Ed. Note: The LOG is happy to place Brother Becar's fiancée on the LOG mailing list. Don't forget to let us know when the wedding bells ring out.)

YAKA MEN ENGAGE IN SOME SHORESIDE YAKA-TA-YAKA-TA



"Short Circuit" Lumpkin (seated at left) points out something amusing to his shipmates and the waitresses at a Houston tavern. Others in photo are: left to right, Bosun Sjoberg (behind Lumpkin), John Walker, Bobbie Jordan, Slim Barnett, Taylor and Lonnie Lonski.

Fun? Yeah, But Don't Try Any Funny Work On The Yaka, Warns The Hardworking Crew

To the Editor:

The Brothers who passed up a job on this scow, the SS Yaka, in Baltimore last August sure missed a good job. Practically all of the officers, from Captain Hans Hansen, on down are well-liked by the crew, and can be classified as good Joes.

Chief Mate "Catfish" Kenopke is an ex-SIU man and I believe he knows the agreement word for word. He's strictly on the level with us.

This is the first C-2 I've been on that only has three mates, a Chief, Third and Junior Third. What happens to the Second Mate? Why he's referred to as the "second maid." In fact, he acts like a frustrated old maid.

I've heard it rumored that he was a door-to-door salesman before going to sea, though he claims he's a retired Navy man. We have a bell rigged up from the bridge to the crew's pantry, for the standby. The Mate will ring on the slightest pretext. So

draw your own conclusions as to his former occupation.

This is a harddrinking, but hardworking crew and it won't tolerate any performing aboard ship, as one of the ABs found out. He never turned to when we secured for sea and even missed a couple of his wheel watches. He was warned repeatedly but to no avail, and when the Mate fired him he said the crew was against him. He doesn't know how close he came to being brought up on charges.

There's only one thing wrong with these Far East runs—every time you turn around, someone takes a swipe at you with a needle. We got nine shots and a vaccination so far. It was the first time I didn't ask for a

one of which was taken in the Manila Bar in Houston, during happy moments.

Incidentally boys, "Red Lead" Anderson is back in circulation. He is now Skipper of the Jean LaFitte.

Jerry (Lonnie) Lonski
SS Yaka



UNPOPULAR SONG

By "POP MARTIN"

I don't see meat
In the stews any more;
What good is gravy
If the beef's in the store?
I eat some spuds,
In their jackets, I mean:
If I get coffee
There ain't any cream.

When on the beach,
I don't feed so damn well;
Pound after pound goes,
I'm skinny as hell.
In times like these,
Ghosts don't walk as before;
I can't build stews if
I don't see meat any more.

OLD SAILOR'S AMBITION

By "POP MARTIN"

When I'm working on the decks
I do the best I can;
It's a great disadvantage
To be a sailorman.

I'd like to tell the Mate off
When he's on the ram,
But I have to gripe, real low,
Or be as silent as a clam.

Wish I was a bivalve,
I'd tell him, "Go to hell."
Back right up, pull the hatch
And close my little shell.

They're Eager For Bulletins On Beaver; Men Marvel At Speedy Overseas Service

To the Editor:

The first thing I want to write about is the receiving of the Bulletin. We have received several copies of this news sheet and they sure hit the bull's eye as a publication which lets us Seafarers know what's going on at home and in the Union.

The next thing I want to commend you on is this: our next port of call was supposed to have been Belawan Deli, Sumatra. But due to Isthmian efficiency we are now on the shore of this barren island of Jabal, Zuquar, instead of at Belawan Deli. What I want to bring out is that even though we're ashore here, someone is on the ball. Because we received the last edi-

tion of the Bulletin here, where it had been forwarded from Aden. Thanks a million.

I'll try to give you a little dope on our condition here.

RAN AGROUND

We ran aground here 23 days ago at 3:53 AM. No one knows who, if any one, is to blame. About four days later the SS Steel Rover tried to pull us off, but this didn't work.

A week ago a salvage tug showed up from Bombay. They rigged their tackle and gave a try at refloating us. But again, no good. They then ordered a 1,000-ton coastal steamer, which has since arrived and is now just about loaded. When she's finished, another 500-ton job,

which is standing by, will take her turn at unloading us.

Our shower water on this tub is so hot that one has to duck in and out unless he wants to get scalded. And the weather is just as hot. The Chief Mate has the watch over the side with hammers working on a chipping assignment. No rest, I guess. A lot of the boys are all broken out with septic heat rash, but the tempers on here are still cool.

So, again, thanks for the Bulletins.

Antonio Schiavone
SS Beaver Victory

(Ed. Note: And thanks to you, Brother Schiavone, for the news of the Beaver Victory.)



Responsible for the excellent chow aboard the Yaka are Steward Bill Chandler (left) and Baker Roosevelt Brown.

double, when I was told to get a shot.

The Steward Department, headed by Bill Chandler is doing a swell job on the chow situation, and all hands have compliments for Baker Roosevelt Brown for his rolls and doughnuts that appear frequently at coffee time.

Enclosed are a few pictures,

Digested Minutes Of SIU Ship Meetings

CAROLYN, July 17 — Snow, Chairman; F. J. Hall, Secretary. Deck Delegate reported that one of the men missed ship in Rouen. Only disputed overtime was in Black Gang. Requested that side dishes be supplied for crew mess-hall. Suggested that fans be taken ashore and repaired. Also that a couple of spares be procured. A suggestion that letter be drawn up for Patrolmen concerning man who missed ship. Change in sailing schedule was the cause, and crew felt he wasn't guilty.

GREELEY VICTORY, July 31 — W. O. Turner, Chairman; L. N. Stricklin, Secretary. L. H. Pentecost elected Ship's Delegate. Motion carried that recreation room be cleaned by all three departments, times to be set by Ship's Delegate. Discussion on ship's stores. Decision on Fireman who missed ship in Tampa to be reported to Patrolman. Each department is to turn beefs over to its delegate before reporting to Ship's Delegate. To have two meetings each trip, one after leaving Mobile, and one before the ship arrives in New Orleans. Repair list to be posted on bulletin board.



SEATRIN NEW ORLEANS, July 12 — Gaufreau, Chairman; A. Capote, Secretary. Ship's Delegate McKay said that company had agreed to put innerspring mattresses aboard and that he had instructed Steward to accept nothing else. Deck Delegate Newberry reported that some overtime was pending. Engine Delegate Robinson reported no beefs. Stewards Delegate Eklund also reported on his department, which had no beefs. Motion by Alphonse that Chief Cook be allowed to clean galley stove at least once a week. Brother Tim-ongue expressed his appreciation for the consideration given him while in the hospital in Havana. Men were instructed not to leave cots out on deck.

MEREDITH VICTORY, Aug. 22—Joseph Mucia, Chairman; E. C. Eaton, Secretary. No beefs in any of the departments, except for few hours disputed overtime in Stewards. Everyone is in favor of the bulletins being sent from headquarters to all ships. In response to request for more fresh vegetables in port, Steward said that they had been ordered.



TAINARON, July 10 — W. T. Dalton, Chairman; Richard Zubrod, Secretary. Ship's Delegate spoke to Captain about the mats which men had voted on at previous meeting. Captain said mats would be obtained if possible. He also will try to get fresh vegetables and fruits in season and will cooperate with men within reason. Ship's Delegate also said that Captain would give a draw before the ship docks. No beefs in the departments. Men were informed that sick man's room was to be cleaned every day and his dishes sterilized. Men agreed that any



guests brought aboard should be fed after crew has eaten. One minute of silent prayer in memory of Brothers lost at sea.

AMES VICTORY, Aug. 14—C. Simmons, Chairman; D. Jones, Secretary. Delegates reports accepted. Brother Webber elected Ship's Delegate to succeed Jones, who resigned. Motions carried: Chief Engineer be asked to repair dringing fountain in engine room; that Steward move gear from recreation room and have it cleaned. BR volunteered to keep rec room clean for rest of trip. Ship's Delegate is to collect department repair lists and present them to the Captain.

STEEL RECORDER, Aug. 22—Laurence D. Cook, Chairman; Stanley Gotowski, Secretary. Ship's Delegate reported all in good order; Deck—penalty meal hours disputed; Engine—Delayed sailing time disputed at Columbo; Stewards—Dispute on how to divide passenger and extra meal money. Motions carried: That Ship's Delegate see that each man has a receipt for his draws and slopchest; That Patrolmen check stores and slopchest before next voyage. Under Education, there was discussion on how to become a good Union member. Also discussed was the new overseas news bulletins, which was acclaimed as a good idea.



OREMAR, Aug. 28—Eugene Senff, Chairman; Ted Thompson, Secretary. No beefs of any kind to report. Motion carried to allow non-members to attend meeting. Other motions carried: Engine Department to take care of laundry room, Deck to be responsible for Lounge and Stewards to take care of pantry. Steward Department given vote of thanks for good feeding. Members putting feet on chairs, sitting on tables, or leaving coffee cups on deck or in lounge to be fined one dollar and proceeds to go to men in hospitals.

AFOUNDRIA, Aug. 21—W. C. McCuistion, Chairman; D. W. Conroy, Secretary. Motion by Weaver, seconded by Roy Pierce, that crew leaving ship in Portland Ore., stand criticized for leaving quarters in disorderly condition and for failing to cooperate with Port Agent. Amended by O'Sullivan calling for committee to draft letter regarding these actions and that copies be sent to Headquarters,

Mobile (port of origin) and Seattle. Motion by Conroy carried to give vote of appreciation and confidence to Seattle Agent McKay for able manner in which he handled payoff. A large number took part in discussion on proper SIU way of leaving ship for new crew and conduct at payoff.

ANTINOUS, Oct. 2—E. Higdon, Chairman; M. C. Gaddy, Secretary. Motion by E. R. Smith that Ship's Delegate get clarification on time off in port, also clarification about missing ship in port where we do not have a Branch and catching it in another port. Under Good and Welfare there was discussion on proper procedure to be followed in dealing with licensed personnel: Suggested by Lopez that members see department delegates, who in turn will see the department head.



SEATRIN NEW JERSEY, Aug. 15—Robert Adams, Chairman; John Bourg, Secretary. No beefs in the departments. Ship's Delegate reported that repair list had been taken care of in New Orleans. Also that due to insurance company requirements, passageway lights cannot be blacked out any more. He reported that one man missed the ship in New Orleans and another had been put off for misconduct.

SOUTHLAND, Aug. 31—Alex Jones, Chairman; F. Chamberlayne, Secretary. Delegates reported everything okay in their departments. Delegates were to serve as committee to purchase new washing machine out of ship's fund. Leo Weeks volunteered to act as treasurer till next meeting. Ship's Delegate welcomed Engineers to meeting on behalf of all members of A&G District. Chairman outlined history and growth of SIU and spoke on recent granting of charter to BME in response to demands from Engineers.

ALCOA PIONEER, Aug. 20—Red Sully, Chairman; Bill Hay, Secretary. Delegates reported no beefs. Charlie Moore elected Ship's Delegate by acclamation. After discussion on need for fan in recreation room, Chief Electrician said he would have one fixed up and installed. Bill Story suggested that Deck and Engine Departments alternate in cleaning of laundry, and Stewards to take care of recreation room. Chairman Sully recommended that DM look into all minor repairs.



TINI, Aug. 24—Jack Long, Chairman; L. Gooch, Secretary. Steward and Chief Cook reported they had taken inventory as requested at last meeting and that they have requisitioned enough supplies to carry us from Honolulu to Japan and back to Panama. Suggested that laundry be taken care of in Honolulu. Steward stated that he would issue linen piece for piece, in accordance with procedure recommended in agreement.

Seafarer Sam says



CUT and RUN

By HANK

The Brooklyn Dodgers lost the World Series. England and other countries devalued their bloody pounds. The steel strike is gradually affecting shipping and this town of New York is getting chilled for the winter. There's not much of newsy items about the Brothers so here goes with what we have for this issue... One of the friends of Brother Art Walsh, the Baltimore shipper-outer, writes in to say that Brother Walsh sailed into that port sporting a ring on a portside finger... Brother Harold Laurvik of Kansas writes to say he's taking a little vacation. Take it easy, oldtimer, and you're logged for the good old LOG to keep you informed of what's going on in the SIU... A vote of thanks to Bill Champlin. He wants it to be known that he's definitely not a homesteader for any ship... Warren Callahan is in town and so is his brother, Buddy, after mucho New Orleans shipping... Over there in the Persian Gulf area are two seamen's clubs which receive bundles of LOGS. That's in the port of Ras Tanura, Arabia, and in the port of Abadan, Iran. Any Brothers know if they have been picking up any LOGS from these places?

The Black Swan Tavern in Cork, Ireland, is now on the mailing list for a bundle of LOGS... Percy Boyer, that New Orleans humorist, sailed into town after a voyage on the Steel Advocate. Percy's latest yarn about Brother Moon Kouns of New Orleans is about an overcoat. Ask Percy to tell you the yarn—as only he knows how... Chuck Allen, the oldtimer, sailed into New York from a voyage on the Jefferson City Victory... Brother Cornelia Presclars, who just finished some hospitalization, has been nominated as being one of the best Bosuns in the SIU. He's been sailing the Robin Sherwood for a long time, we're informed, and is now anchored down in Baltimore waiting for a scow... Brother Cyril Loades made the Deck Maintenance job for the Southstar. Speaking of the Southstar—we have a story about a hat. One of the crewmembers owns one of those world-famous Italian-made fedoras called "Borsalino," bought in Trieste for five dollars. In Turkey the Brother was caught in a heavy rain with his "Borsalino." But the next morning he says you would never have thought the hat had ever got soaked. Here in the States this imported hat sells for more than thirty dollars. Well, "hat's off" to the "Borsalino" hats.

The SEAFARERS LOG will be sailing free of cost to the homes of the following Brothers—Thomas Wadsworth of Pennsylvania, Seward Cantrell of Georgia, James Maxey of South Carolina, Eugene Wood of Pennsylvania, Carl Pierce of Florida, Harry Dismuke of Georgia, Michael Kicko of Pennsylvania, Allen Bullard of Georgia, Carroll Rollins of Virginia, William Smith of Florida, J. S. Capp of Texas, John Bednar of New Jersey, John Velasco of Florida, Palle Gylov of New Jersey... Brother Timmy McCCarthy sailed into our town recently wearing that familiar smile... Frank Brown is in town... Brother Ray Queen sailed on the Steel Admiral, we're informed. Brother John Crowley also grabbed a job on her... Brother Tony Zalewski recently sailed into town after a tanker trip.

One of the Brothers who came in from some tanker-sailing says his ship has been receiving those overseas Bulletins which the SIU air-mails to all ships throughout the world. He said it sure was a good idea although some articles were too brief... Brothers, hold those shipboard meetings. Keep those ships clean and the jobs running in ship-shape SIU style... For the benefit of the Brothers aboard ships we would like to urge them to check as to whether every ship has the following important booklets so that they are read and understood by all hands. These particular booklets are called "Food for Thought" and "Shipping Guide for Seafarers."

Official Ballot For A&G Election

9572
 ELECTION OF OFFICERS FOR 1950
 November 1st through December 31, 1949
SAMPLE BALLOT

Official Ballot For Election Of 1950 Officers

Seafarers International Union of North America

ATLANTIC & GULF DISTRICT

1949 ELECTION OF OFFICERS FOR 1950

VOTING PERIOD NOVEMBER 1st THROUGH DECEMBER 31, 1949

INSTRUCTIONS TO VOTERS — In order to vote for a candidate, mark a cross (X) in voting square to the left of name. If you vote for more candidates for office than specified herein your vote for such office will be invalid.

YOU MAY WRITE THE NAME OF ANY MEMBER WHOSE NAME DOES NOT APPEAR ON THE BALLOT IN THE BLANK SPACE PROVIDED FOR THAT PURPOSE UNDER EACH OFFICE.

Do not use a lead pencil in marking the ballot. Ballots marked with lead pencil will not be counted.

MARK YOUR BALLOT WITH PEN AND INK OR INDELIBLE PENCIL.

SECRETARY-TREASURER

Vote for One

Paul Hall, No. 190

ASSISTANT SECRETARY-TREASURERS

Vote for Three

Lloyd A. Gardner, No. 3697

Robert Matthews, No. 154

J. H. Volpian, No. 56

BOSTON AGENT

Vote for One

Ben Lawson, No. 894

NEW YORK AGENT

Vote for One

Joe Algina, No. 130

NEW YORK DECK PATROLMAN

Vote for Two

Louis Goffin, No. 4526

Chas. G. Haymond, No. 98

NEW YORK ENGINE PATROLMAN

Vote for Two

Teddy Babkowski, No. 7391

Thos. J. Clark, No. 25027

Victorio D'India, No. 20875

James Purcell, No. 7802

Chas. Scofield, No. 21536

NEW YORK STEWARDS PATROLMAN

Vote for Two

Ray Gonzales, No. 174

Howard Guinier, No. 478

Freddie Stewart, No. 4935

PHILADELPHIA AGENT

Vote for One

A. Steve Cardullo, No. 24599

Jim Sheehan, No. 306

BALTIMORE AGENT

Vote for One

W. (Curly) Rentz, No. 26445

BALTIMORE DECK PATROLMAN

Vote for One

R. E. (Rex) Dickey, No. 652

Carl (Red) Gibbs, No. 2341

L. (Blondie) Johnson, No. 108

BALTIMORE ENGINE PATROLMAN

Vote for One

Al Sansbury, No. 4683

BALTIMORE STEWARDS PATROLMAN

Vote for One

J. (Hoggie) Hatgimisios, No. 23434

Geo. F. Hazen, No. 4075

NORFOLK AGENT

Vote for One

D. E. (Casey) Jones, No. 116

Ben Rees, No. 95

SAVANNAH AGENT

Vote for One

E. M. Bryant, No. 25806

Jimmie Drawdy, No. 28523

TAMPA AGENT

Vote for One

Ray White, No. 57

MOBILE AGENT

Vote for One

Cal Tanner, No. 44

MOBILE JOINT PATROLMAN

Vote for Two

Robert Jordan, No. 71

Wm. (Red) Morris, No. 264

NEW ORLEANS AGENT

Vote for One

Earl (Bull) Sheppard, No. 203

NEW ORLEANS DECK PATROLMAN

Vote for One

L. (Johnny) Johnston, No. 53

Eddie Metros, No. 299

NEW ORLEANS ENGINE PATROLMAN

Vote for One

C. J. (Buck) Stephens, No. 76

NEW ORLEANS STEWARDS PATROLMAN

Vote for One

Adolfo Capote, No. 66

A. W. (Andy) Gowder, No. 36884

Herman Troxclair, No. 6743

GALVESTON AGENT

Vote for One

Keith Alsop, No. 7311

Ray Sweeney, No. 20

GALVESTON JOINT PATROLMAN

Vote for One

Chas. Allen, No. 21795

F. Holcombe, No. 151

Percival L. Shauger, No. 48325

C. M. Tannehill, No. 25922

James L. Tucker, No. 2209

SAMPLE BALLOT