

SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

VOL. X

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No. 8

A&G Port Agents Hold Meeting In New York

SETTING THE COURSE FOR THE YEAR



In the midst of the hustle and bustle of the Agents Conference, now taking place in the SIU New York Hall, time is taken out for a picture of the officials. Seated around the table, from left to right, are Earl Sheppard, Joe Algina, Sal Colls, Walter Siekmann, Sonny Simmons, Robert Matthews, Paul Hall, Lindsey Williams, and Lloyd Gardner. Standing, in the usual order, are Joe Volpian, William Rentz, Cal Tanner, Charles Starling, Keith Alsop, Ray White, and Ben Rees. As soon as this shot was snapped, the Agents and other officials went right back to the job of making plans, which will be submitted to the membership for action. J. P. Shuler, Ass't Secy.-Treas., was out on Union business when this picture was taken.

Agents Conference To Plan Seafarers' Program For 1948

NEW YORK—From eleven ports of the Atlantic and Gulf District, SIU Agents and other Officials are meeting this week to chart the future course of action of the Union. This Conference is held annually, usually in March, but due to the pressing nature of the problems affecting maritime unions, especially the anti-labor Taft-Hartley law, it was decided by the membership that the meeting be held at this time. As adopted

by the Agents on the first day meeting, "the purpose of the Conference is to acquaint the various Agents and Officials with each others problems and to formulate program and policy recommendations to the members for the following year."

Present at the meeting are Paul Hall, Secretary-Treasurer; Robert Matthews, J. P. Shuler, and Joseph Volpian, Assistant Secretary-Treasurers; Ray White, Headquarters representative; Lindsey Williams, General Organizer; Walter Siekmann, Boston Agent; Joe Algina, New York Agent; Lloyd "Blackie" Gardner, Philadelphia Agent; and William "Curly" Rentz, Baltimore Agent.

Also Ben Rees, Norfolk Agent; Charles Starling, Savannah Agent; Sonny Simmons, Tampa Agent; Cal Tanner, Mobile Agent; Earl "Bull" Sheppard, New Orleans Agent; Keith Alsop, Galveston Agent; Salvador Colls, San Juan Agent; and Charles Haymond, elected Jacksonville Agent and now Headquarters representative.

Brother Hall was elected Chairman of the meeting, and

Brother Rees was elected Recording Secretary.

AGENDA

Agenda for the Conference includes Headquarters Report, under which Finances, Contracts and Negotiations, Government Agencies and Legislation, Buildings and Halls, Operation of Union Apparatus, Strikes, etc., Shipping Rules and Constitution, and Membership as Compared with Jobs, are up for discussion.

Keynote of the Conference is
(Continued on Page 3)

Seafarers Signs Two New Companies; Tanker Outfit To Get Seven Ships

The SIU took another big step in the tanker field this week when it signed up U.S. Petroleum Carriers, Incorporated, under the standard tanker contract. The company, a brand new one, is in the process of buying seven T-2's, and may buy even more. Union and company officials put their names on the agreement Monday, February 16.

The outfit's first ship, the SS Fort Bridger, was scheduled to sail from New York with a full SIU crew of 32 men the night of February 18 bound for Aruba or Curacao.

Coming close on the heels of announcement that the SIU had scored a smashing five-to-one victory in the bargaining election in the Cities Service fleet, the signing of Petroleum Carriers was a stirring demonstration of how rapidly the SIU is advancing in the tanker field.

Negotiations are in progress now with several additional tanker operators and more good news is expected for an early issue of the LOG.

After her trip south, which will take about two weeks, the Fort Bridger will head for the Persian Gulf. For the next year she will shuttle from Ras Tanura to Bordeaux, France, and Hamburg, Germany.

Of the 32 men in the Fort Bridger crew, about 25 were among those who have been at-

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Senate Group For Ship Sale Ban

WASHINGTON — The Senate Foreign Relations Committee finally took some notice of the American Merchant Marine last week, when it reported a Bill for the Marshall Plan specifically barring the sale of ships to the participating countries.

Since the Bill would permit up to 300 ships to be chartered to the Marshall Plan countries, it could not be said that the Committee members gave the Merchant Marine and American seamen their whole-hearted support. However, they did take a faltering step in the right direction.

The State Department, in its original proposals for the Euro-

pean Recovery Program, asked that 200 ships be sold in addition to the 300 it asked to be chartered.

This request, if granted, might have swept the American flag from the high seas and certainly would have thrown thousands of American seamen out of work.

How many jobs will be saved if the Senate Committee's proposal is included in the final legislation covering the Marshall Plan is not clear.

Although up to 300 dry cargo vessels can be chartered to European countries receiving the Marshall Plan cargoes, no tankers can be transferred at all, European nations can be expected

to take full advantage of their contract privileges.

The Committee's action was interpreted as a reaction to pressure from maritime labor, the Maritime Commission and ship owners.

However, hardly had the Senate committee announced its view of the ship question than the State Department, in the person of Secretary Marshall himself, was back in the news pressing for the sale of ships to ERP countries.

In a letter to an Ohio Congressman, Marshall said that the sale "of only a few vessels" would help foreign policy.

Inland Boatmen Break CIO Tie; Turn To SIU

As the result of a referendum ballot recently completed in the Inland Boatmen's Union, the IBU will withdraw from the CIO and will request affiliation with the Seafarers International Union. The decision to break with the CIO and return to the AFL was carried by a 6-to-1 majority.

Dissatisfaction with the commie principles of the CIO waterfront unions and with the fact that the CIO has not worked actively for labor unity were given as the reasons for disaffiliation.

The Inland Boatmen's Union was part of the Committee for Maritime Unity, but having seen how the communists stabbed their brother unionists in the back, the IBU thereupon started the machinery for withdrawing from the CIO and returning to the AFL.

The IBU has about 4,000 members employed on the West Coast, mainly on ferry boats and inland towboats. The union's jurisdiction extends from Puget Sound to San Diego.

Announcement of the union's action was made by Captain John M. Fox, president of the IBU. At the same time he stated that the union, which left the AFL in 1937, would rejoin the Federation.

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J. P. SHULER PAUL HALL

JOE ALGINA

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George K. Novick, Editor



Teamwork Will Win

In these days many unions are meeting, frantically casting about for a way to fight the bosses, the government bureaucrats, and the slave-labor provisions of the Taft-Hartley law. Their frenzy is caused by the fact that for a long time they relied on the government to organize for them, and on the bosses to collect dues for them.

The Port Agents of the Atlantic and Gulf District of the Seafarers International Union are also in meeting now. But there is no frenzy or fear marking this get-together.

The officials and the membership of the SIU have always relied upon their own strength to organize, to consolidate gains and to enforce the provisions of contracts. This method has made the SIU the foremost Union in the maritime industry, and has enabled the Union to organize extensively while at the same time beating off government attempts to shackle merchant seamen.

This Agents Conference is also working within the tried and proven methods which have been so successful in the past. Nothing extraneous is being shouted about, and out of the meeting will come a realistic program for the betterment of all men who go to sea for a living.

At this time, the proposals and recommendations of the Conference are not yet available. But in next week's edition of the LOG they will be carried in full.

Before that, however, mimeographed copies will be sent to every SIU Hall, so that the membership can discuss and debate the new plans before the next regular Branch meetings.

The Agents of the SIU are just what their name implies—agents of the membership. The program adopted at the Conference was one advocated by the membership in instructions given to the various port officials.

But, even so, there is another democratic control before the recommendations can become part of the SIU Rules and Regulations. In regular meetings the reports and proposals will be read carefully, and then the membership will have the right to concur or non-concur.

The best program in the world is not worth the paper it's printed on if there is nothing done to carry it out. It can't be carried out on a "let George do it" basis.

If the Seafarers is to continue to grow and to advance, it will only be because the membership continues to back up its elected officials—right down the line.

This year could prove to be one of the biggest and most successful in the history of the Union. And it will be as long as we all keep our eyes on the ball.

The winning combination for the Seafarers is the Agents and the membership working together firmly for a common goal. The Conference is only the first part.

Now it is up to the membership to carry on. Once the program is approved, the course has been charted and the goal will be more easily reached.



Men Now In The Marine Hospitals

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

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| <p>GALVESTON HOSPITAL</p> <p>W. CANAVAN
 ROY E. WILSON
 D. N. De PLANK
 Q. JOHNSON
 F. KOPF
 OSWALD
 J. F. MARTIN
 C. R. HANSON
 O. M. STIREWALT
 CLIFF MOUNCE</p> <p>***</p> <p>NEW ORLEANS HOSPITAL</p> <p>A. R. CHISHOLM
 A. C. KIMBERLY
 W. WILCOXON
 R. E. STRIPPY
 ROBERT JOHNSON
 S. LeBLANC
 JAMES GORDAN
 T. M. LYNCH
 PAUL KRONBERGS
 G. ROCZAN
 R. SMITH
 P. PETAK
 JOHN E. KENNAIR
 P. R. CALLAHAN
 L. CLARKE
 C. McHILBERRY
 R. LUNDQUIST
 GEORGE BRADY
 J. GONIGLIA
 L. A. HOLMES
 A. AMUNDSON</p> | <p>J. CARROLL
 J. MAGUIRE
 A. M. LIPARI
 A. A. SAMPSON
 A. M. LUPER
 E. FITZER
 D. PARKER
 J. J. O'NEAL
 A. L. MALONE
 C. MASON
 J. DENNIS</p> <p>***</p> <p>SAN FRANCISCO HOSPITAL</p> <p>K. DICKINSON
 JOHN A. FERDENSKY
 ERLING MELLE
 J. HODO
 W. J. SULLIVAN
 B. WIGG</p> <p>***</p> <p>STATEN ISLAND HOSPITAL</p> <p>F. J. SCHUTZ
 J. E. FARQUHAR
 J. PRATS
 J. PREZEDPELSKI
 J. GARDNER
 T. MUSCOVAGE
 D. HERON
 E. LARSON
 A. MENDOCINI
 G. FRANKLIN
 W. G. H. BAUSE
 R. RIVERA
 G. T. FRESHWATER</p> |
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Hospital Patients

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

Staten Island Hospital

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

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

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

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

- J. VATLAND
 G. GAGE
 E. LACHOFF
 J. H. HOAR
 J. McNEELY
- ***
- BRIGHTON HOSPITAL**
- D. RILEY
 T. BOGUS
 E. DELLAMANO
 W. FEENEY
 J. McDONOUGH
 A. PINCHOOK
 A. PANCER
 W. CAREY
 W. WELLS
 R. TIDWELL
 M. FOLAN
 J. SCULLY
 P. CASALINOMO
 R. LORD
 J. LEE
- ***
- FT. STANTON MARINE HOSP.**
- R. B. WRIGHT
 ARCH McGUIGAN
 R. S. LUFLIN
 JULIUS SUPINSKY
 FRANK CHAMBERLAYNE
 J. LIGHTFOOT

New Tanker Outfit Will Get Seven Ships



The Engine Department of the Fort Bridger: (front row, 1. to r.) Ralph Backstock, George Ledson, Jerry Broaddus, Walter Grocki, (back row, 1. to r.) Howard Fowler, Harry Judson, James Wilson, Norman Curran, Eugene Mandick.

(Continued from Page 1)

tending a series of lengthy daily meetings in the New York hall. These sessions added up to a complete and intensive course in good shipboard unionism. The men studied the tanker contract until they knew it fore and aft and from keel to bridge. (In addition, they discussed the holding of shipboard meetings, the handling of beefs and other union problems.)

The Fort Bridger crew was 100 percent prepared to be a bang-up SIU crew.

The signing of Petroleum Carriers also followed close on the signing of a new dry cargo company, the Mar Ancha Corporation.

Mar Ancha is in the sugar trade and is operating between New York and Philadelphia and ports in Puerto Rico and the Dominican Republica.

At present the company has only one ship, the SS Cape Mohican, formerly a Bull Line vessel. She already has paid off once in New York and has gone south to the Islands again.



The Deck Department of the SS Fort Bridger, first tanker of the newly-contracted U.S. Petroleum Carriers Incorporated: (front row, 1. to r.) Donald Rundblad, Norlin Lust, Sotiros Foscolos, "Red" Braunstein, (middle row, 1. to r.) Vernon Wilson, "Bing" Miller, Jack Ziereis, John LaRocca, Delbert Shields, (back row, 1. to r.) William Depping, Ernest Bonner, Richard Barrow.

Bull Run Officers Win With Help Of SIU Crew

By SIDNEY M. LIPSCHITZ

TEXAS CITY — The Mates and Engineers walked off the SS Bull Run, Mathiasen Tankers, here on the afternoon of February 7, and, with the full support of the SIU crew aboard, won a commitment from the company to negotiate before they went back.

The Mates, members of the MM&P, and the Engineers, members of the MEBA, simply shut off the lines, packed their gear and went down the gangway while the ship was loading. They had no contracts and decided it was time Mathiasen saw the light.

At 6:30 in the evening, an SIU Patrolman came aboard the Bull Run and told the crew to get their gear together and pile off because the licensed personnel were setting up a legitimate picketline.

At this point the licensed men suddenly were told to stand by until 10 o'clock by which time word should be received of a settlement.

When news of this order got around, the SIU Agent and Patrolmen told the crew not to leave until they had made a further check of the legitimacy of the beef. However, when the Mates and Engineers finally hit the bricks, the SIU officials knew once and for all that the dispute was a good one.

Mathiasen, back to the wall, saw the light at last. At 9:05 word came to the ship that the company, acting from its Philadelphia office, had agreed to negotiate agreements.

In appreciation for Seafarer support, Galveston SIU Agent Keith Alsop received the following letter from R. J. Owen, representative of MM&P Local 20.

"Dear Sir and Brother:
"I wish to take this opportunity to thank you personally, and for Local 20 Masters, Mates & Pilots, for the cooperation extended by you and your organization in our dispute with the Mathiasen Tanker Industries vessel Bull Run to win representation as bargaining agent for

the licensed deck officers.

"As you know, the action taken with your support was successful in securing such bargaining rights; upon completion of negotiations a contract will be signed. Upon the signing of the contract your membership will then have the benefit of working with union officers under a union contract.

"Such cooperation as was extended by your organization to ours is certainly the answer to our mutual organizational problems in organizing the unorganized and securing contracts covering them.

"Again let me thank you, and request that you call upon us at any time that we may be of assistance to you and your organization."



The Stewards Department of the Fort Bridger: (front row, 1. to r.) William Green, Mervyn Cruz, Patrick Rogers, (back row, 1. to r.) John Riley, Frederick Ott, Ludwig Manhart, Andre Aubin.

Agents Plan SIU's 1948 Program

(Continued from Page 1)

the fight against the Taft-Hartley law. The officials attending the meeting are well aware of the fact that the provisions of the law, if enforced to the letter, can wreck the seamen's movement. The foundation of the Seafarers International Union is the Hiring Hall, and any attempts on the part of the shipowners or the Government bureaucrats to abolish it or Rotary Shipping will be met by staunch resistance.

The Strike machinery of the Union, which has been uniformly successful in the many beefs necessary to win and maintain decent wages and conditions for seamen, will be re-evaluated with an eye to tightening it in the face of possible onslaughts from shipowners and the government.

CARRY-OVER TOPICS

Other items are Organizer's Report, LOG and Education Reports, Agent's Reports, Appointment of Committees, General Proposals and Resolutions, and Good and Welfare.

Carry-over topics from the last meeting are Coast Guard control of merchant seamen, which through SIU militancy has been reduced to a bare minimum, and the Merchant Seamen's Bill of Rights, which is still a political football, being kicked around in the Halls of Congress.

Also up for discussion and consideration is the manner in which alien seamen, following their patriotic contribution to the war effort, have been discriminated against by the Government. It is certain that the Agents will adopt some program to combat this vicious activity.

Organization and Education came in for a large share of the discussion. During the past year the Union's organizational drive has been very successful and many new companies have been enrolled under the SIU banner. In addition, the campaign to organize Cities Service has resulted in a major victory in that fleet.

Insofar as Education is concerned, many pamphlets and booklets are in progress and it certain that the Agents will map

plans for an even more extensive educational program for the future. The Seafarers LOG, official organ of the Union, is also to be discussed.

Following the adoption of decisions and resolutions by the Agents, the course of action will be submitted to the membership in regular coastwise meetings for approval or rejection. These proposals will be carried in full in next week's LOG.

New Cleveland Hall

CLEVELAND—The address of the new SIU hall and offices in Cleveland is 2602 Carroll Avenue, between West 25th and West 26th Streets. The phone number is the same as before: Main 0147.

Membership meetings are held on the first and third Mondays of each month at 7:00 PM, and all members in the Cleveland area are urged to attend. If a quorum is not in attendance, an open discussion and educational meeting will take the place of the regular meeting.

British Reports Show No Need For US Vessels

If the Marshall Plan goes through in its present form, some 500 U.S. ships will be sold or chartered to European nations. The effect will be to cut the same number of ships from American service and throw thousands of American seamen out of work.

The greatest beneficiaries of such a wholesale transfer would undoubtedly be the British. But reports are piling up week by week which demonstrate that the British need no such volume of shipping, demolishing whatever merit the State Department ever imagined this section of the otherwise sound and desirable European Recovery Program to possess.

Last week, it was reported in a dispatch from London that Britain's postwar ship reconversion program was 70 percent completed. This figure represents the re-entry of a sizable amount of British tonnage into the world's commerce, as 31 ships have already been re-converted.

In addition, both British and Dutch shipbuilders, whose yards are busy these days, have protested this section of the Marshall Plan, claiming that their shipyards and shipyard workers would be made idle.

According to figures which have been released from time to time, the 16 Marshall Plan nations have a combined shipbuilding program totalling nearly 16 million tons. Evidence that the program is bearing fruit is in the overseas cables nearly every day.

On the morning that the progress of the British re-conversion program was reported, another dispatch announced that the brand new 14,000-ton Cunard liner, the Parthia, built in Belfast, would leave Liverpool April 10 on her maiden voyage. The Parthia will carry 200 passengers as well as 7,000 tons of cargo.

Shipping Is Good, But Slow Bell May Come For Port New Orleans

By EARL SHEPPARD

NEW ORLEANS — Business has been good during the past week and to prove it we can point to the fact that we had 12 payoffs.

However, shipping probably will take it on the slow bell during the week to come, but bookmen in good standing never really have too much trouble getting out of here.

There weren't many beefs on the ships that paid off here, and what few overtime snarls there were we straightened out to the satisfaction of all the crews.

While talking about shipping, we would like to clarify a point regarding the passenger ships that run in and out of New Orleans. In order to qualify for a top-rated job, especially in the Stewards Department, you must be able to produce passenger ship discharges. That's the way it is.

We certainly felt good down here when we heard the record margin by which we won the Cities Service bargaining election. It is a great tribute to the men who worked aboard those ships as volunteer organizers. Although we are not all the way home in that deal, we are confident that we will take the final union-shop election by a good margin, too. We feel that way because we know our men will stick with the job until it is done. It's that union-shop elec-

Cold, Fuel Lack Slow Philly

By BLACKIE GARDNER

PHILADELPHIA — The weather, the fuel oil shortage and the lack of coal and grain for overseas shipment added up to make this a slow week on the Philadelphia waterfront.

We have had no payoffs and very few replacements. We always have a number of ships in port, but they are in transit. All we have to do with them is settle minor beefs that come up.

The main topic for discussion here is when are we going to get a new Hall. It's a good beef as the present Hall is very small. On meeting nights, the place is packed. Men have to stand in corners and in between those lucky enough to find seats. We are on the lookout for something better.

The Philadelphia transportation workers just settled their dispute by getting almost everything they asked for. These workers had a good beef.

They were working for low wages under very hard conditions. We congratulate them for their solidarity. That was what won for them.

Membership Rules

Membership rules require every man entering the Union Halls to show his Union book, pro-book permit card or other authorized identification to the Doorman. This is for the membership's protection. Don't waste the Doorman's — or your own — time by arguing this point. Observe the rules you make.

tion that counts now.

We are doing pretty well in the tugboat field in this area. We have petitioned for elections in two tugboat outfits, the Ziegler Towing Company and the Crescent Salvage and Towing Company. In addition, we have lined up some others which we will crack down on soon.

All the bad weather hasn't been in New York. The snow that came down from there turned into rain and we've had more than our share recently.

Despite the weather, the Mardi Gras went on as scheduled, and New Orleans had a record crowd of visitors.

Every place in town with four walls and a roof was crammed with tourists. We recognized a few SIU members around the streets who must have drifted in to help out with the celebrating.

Every Lakes Seafarer Needed For '48 Drives

By FRED FARNEN

DETROIT — Several times in the past, this column has been devoted to outlining the duties and responsibilities of SIU Great Lakes District members.

Now the time is close at hand when all Great Lakes SIU members can have a chance to show how much they actually appreciate their responsibilities and duties.

With the start of the seasonal fit-out on all bulk freighters beginning around the middle of March, all SIU contracted operators as well as member companies of the Lake Carriers Association will be in need of men, especially rated men. By April 15, the demand should far exceed the supply.

Now, the SIU Great Lakes District is carrying on with an all-out organizational program in 1948 the same as last year. We are going to need all of our members for manning our contracted ships and the unorganized fleets under concentration as well.

These unorganized ships will be very short of men, and in the past representatives of the Lake Carriers Association have gone as far South as Alabama to recruit new Lakes seamen.

The LCA usually sends glib-tongued propagandists who paint a beautiful picture about the conditions, wages and other high standards of the Lakes seamen. In addition, they display marvelous pictures showing the scenic wonders of the Great Lakes.

LCA BLARNEY

In fact, LCA representatives paint such a beautiful picture of conditions on the LCA ships that the average recruit is quite disappointed when he actually ships out on one of these vessels.

Of course, the LCA never mentions the fact that conditions are much better on SIU contracted fleets, and that any improvements won on the Lakes have been won through the efforts of the SIU Great Lakes District.

If these unorganized ships need men so badly and have to go as far South as Alabama to secure recruits, why shouldn't the SIU be able to put a number of

voluntary organizers aboard these ships?

When the SIU Great Lakes District has a number of men sailing on the Atlantic, Gulf, and Pacific coasts, why shouldn't these members return and do a job for their Union on the Lakes?

Certainly, it's the duty of these Great Lakes District members to return to the Great Lakes and help man the fleets now under organizational concentration. With these members shipping on LCA ships as designated, we should be in a much



better position to organize these fleets than in the past.

How often have we reiterated the statement that "Every SIU member is a volunteer organizer?"

How many ships did we lose last year due to crew turnover and the piling off of SIU members who became impatient waiting for elections?

How many members did we have leaving the Great Lakes to ship on the coast when their presence and votes were needed on the Great Lakes?

YOUR DUTY

In line with our experiences of last year and our needs for this year, letters have been sent to all coast ports requesting that Great Lakes members be urged to return to the Lakes by April 15 in order to help out with our organizational campaign.

Certainly, it is the duty of every Great Lakes member to ship on unorganized Great Lakes fleets until such time as the entire Great Lakes are organized under the banner of the SIU Great Lakes District.

Upon your return to the Great Lakes area, all members are urged to immediately contact the

On Overtime

To insure payment, all claims for overtime must be turned in to the heads of departments no later than 72 hours following the completion of the overtime work.

As soon as the penalty work is done, a record should be given to the Department head, and one copy held by the man doing the job.

In addition the departmental delegates should check on all overtime sheets 72 hours before the ship makes port.

Boston Shipping Holds Steady; Port May Expand Facilities

By WALTER SIEKMANN

BOSTON — Regular contract shipping in this port has been steady although not really plentiful. Most of the ships we have been getting here have been in transit, but we have had some replacements on them.

Cities Service tankers have been coming into East Braintree and quite a few SIU men have been able to get aboard them. In view of our victory in the

bargaining election, the members in this branch have gone all-out to hold our hard-won ground and to entrench themselves for any beefs with the bunch of labor-haters who run that company.

Some of the members coming in here may have noticed that we have had our Dispatcher and Patrolmen alternating jobs.

Patrolmen have put in time dispatching, and the Dispatcher



has hit payoffs, sign-ons, ships in transit and unorganized ships.

We feel that this practice will secure absolutely efficient representation for the membership. It gives all officials a chance to become completely familiar with all the problems of policing the contract. The idea is already working out fine.

SEE SWEET FUTURE

There is a lot of talk in Boston business circles about building up this port and recapturing some of its past glory. Of course, this is long-range talk and any plans that anybody has immediately become snarled in red tape. Incidentally, most of the red tape is supplied by the railroads.

However, in this connection there are some very solid reports that the American Sugar Refining Company will build a big plant here about a half a block from the Hall.

This is good news if it turns out to be true. It would mean more ships for Boston on the West Indian run, giving the membership here a chance to drop down South once in a while during cold weather besides boosting shipping in this port.

Check It — But Good

Check the slop chest before your boat sails. Make sure that the slop chest contains an adequate supply of all the things you are liable to need. If it doesn't, call the Union Hall immediately.

Mobile Shipping Fair; Beach Full

By JEFF MORRISON

MOBILE — Shipping in the port of Mobile has not been as brisk during the last seven days as we would have liked it to have been, but it hasn't been too bad.

We paid off seven ships and signed on four. The first of the week we know that we will sign on four more. With the normal run of replacements on ships in transit, we should have a pretty good week coming up.

However, don't be in too big a hurry to come here looking for a job, because right now we have one of the biggest shipping

lists we've had for a long time.

Most of the payoffs were clean, and the ones which were slightly fouled up were settled swiftly and to everybody's satisfaction.

We received some bad news. Waterman, the biggest company here, is going to lay up some ships, quite a few Liberties in fact. Meantime, we are hoping that the Marshall Plan hurries through with some sensible safeguards on American shipping. If it does, we expect Waterman to pull those ships right back out.



Alpena Branch Spreads Word To Unorganized

By MAURICE DOLE and CLYDE BETTS

ALPENA—Since the SIU Great Lakes District opened offices and a meeting place at 105 W. Chisolm Street, Alpena, Lakes seamen have been dropping in on us in increasing numbers.

They're all interested in the SIU Great Lakes program, and want to know how they can bring SIU conditions to their ships.

Of course, we're always glad to answer their questions. That's what we're here for. In addition, we give these unorganized Lakes seamen the SIU facts of life so that they know what they are missing by not being in the SIU Great Lakes District, and covered by our SIU contract conditions—the best in the industry!

One man, who had been sailing on LCA ships for a number of years, was surprised to learn that SIU Great Lakes District members are paid overtime for work performed between the hours of 8 A.M. to 5 P.M. which is not necessary to the docking, undocking or navigation of the vessel.

Another fellow had been on an LCA ship which practiced the two pot system of feeding. He was surprised to hear that SIU contracted vessels provided exactly the same food for the men and officers.

SIU STYLE

Many of the unorganized seamen were sold on the SIU Great Lakes District style of beef representation. They had often sailed on ships where opening your mouth to squawk about conditions was just the same as asking the Skipper for time.

Another fact which surprised many of the unorganized seamen was that all SIU contracts on the Lakes provide for job seniority and job protection.

Galveston Slow, Beach Crowded

By KEITH ALSOP

GALVESTON — There are about 300 men on the beach here and shipping is pretty slow. So it is obvious that the Texas coast is not the place to head for if you want to ship out in a hurry.

However, we do get around three payoffs and three sign-ons a week including freighters as well as tankers.

There are three Isthmian ships in port right now. Two of these are in transit, but the remaining one is paying off and will be signing on again right away. About five Cities Service tankers come into Lake Charles every week, and we try to hit every one.

We have just notified the G & H Towing Company that their contract with the Marine Allied Workers expires April 14 and that it is high time to get busy negotiating a new one. The MAW expects to have no particular trouble winning a wage increase.

The G & H people operate 14 tugs up and down the Texas coast and have between 120 and 130 jobs which are shipped through the hiring hall here.

MANNED BY MARINE ALLIED WORKERS



Lying alongside her dock is the tug James Druhan, Mobile Towing and Wrecking Company. She's awaiting orders to shove off. Along with the company's other five tugs, the Druhan is manned by members of the Marine Allied Workers, affiliate of the SIU.

Lakes Councils Push Pension-Welfare Plan

By RUSSELL SMITH

DETROIT — Recently, two of the Port Councils in the Great Lakes area affiliated with AFL Maritime Trades Department have passed resolutions and motions urging the adoption of an overall pension-welfare program for all Maritime workers on the Great Lakes.

First, the Duluth area Port Council passed such a motion endorsing a pension and welfare plan. Then, on February 5, the Cleveland Port Council did likewise.

Illustrating the importance attached to this AFL pension-welfare program, the daily newspapers carried stories on both Council meetings, and the Cleveland recommendation was given nationwide publicity through the Associated Press.

In the past, much emphasis has been laid upon the securing of increased wages and better working conditions as each new contract with the operators was negotiated.

Certainly, wages, hours, working and living conditions are still of the utmost importance. However, today there is a realization that such things as the guaranteed annual season, membership vacation plans, and pension-welfare plans are increasing in importance.

That is why all plans which have anything to do with the security of workers are currently receiving much more attention.

PENSION-WELFARE PLAN

Although the complete details for the pension-welfare plan have not as yet been outlined, sufficient research has been conducted so that fairly rough figures are available.

As passed by the two Port Councils, the AFL program calls for the setting-up of a Great Lakes Council of the AFL Maritime Trades Department.

This Council, composed of the various affiliated Maritime unions in the AFL, would coordinate all activities as well as sponsor such programs as the pension-welfare plan.

Certainly, such a Council would have much more influence than that of the individual International unions represented on the Great Lakes.

The plan calls for the setting up of a pension-welfare fund to provide for the needs of any Great Lakes Maritime workers connected with the carrying and

handling of bulk cargo on the Great Lakes. Payments into the fund would be made by the various shipping and docking companies on the basis of a tonnage royalty fee.

Even though estimates have not been completed as yet, it is figured that a minimum royalty fee of from one to five cents per ton of bulk cargo carried and handled on the Great Lakes would be necessary to carry out the plan.

Further research in order to determine the exact royalty fee amount will be necessary, and will be based upon the total number of covered workers, the number in each age group, and the extent of payments under the pension-welfare plan.

30,000 AFFECTED

It has been roughly estimated that some 30,000 Great Lakes workers will be covered by the pension-welfare program. With the exception of the seamen, the vast majority of these workers are already unionized. However, non-union workers would also benefit from the plan in the long run as they, too, would be covered by the AFL program.

Industry after industry ashore is adopting some form of a social security program for the workers. Naturally, these plans have been originated and fought

Shipping Picture Still Bright For Seafarers On The West Coast

By W. H. SIMMONS

SAN FRANCISCO — The old Gold Coast is really getting its share of rain. In fact, we are right in the middle of the rainy season.

However, despite the weather, things have brightened up a good bit for the SIU out here.

Brother Blackie Cardullo, West Coast Representative, paid off the SS George Prentice, Waterman, in Seattle. He reports she was a good clean payoff. There were no beefs hanging fire and she had a first-rate SIU gang aboard.

We have the SS Portmar, a Calmar ship, here in transit from Baltimore. On her maiden voyage for that company. There are no beefs on her, either.

She's a good ship with a good crew.

We understand that Calmar is planning at least 12 ships on this inter-coastal run. If this is so, we will have one Calmar a week in this port which will mean quite a few jobs for this Hall. This we will be happy to see.

The SS Kenyon Victory, an Isthmian ship, paid off here after being out five months. There were plenty of beefs on her regarding disputed overtime.

However, most of the trouble came from the crew's uncertainty about the agreement. In addition, there was a little bad feeling between the crew and the Chief Engineer who had a couple of fair-haired boys he favored a good bit.

SADDER, WISER

We squared everything away, and the Chief is a sadder but wiser man. He certainly got a lesson on how to get along with a crew. Another Isthmian ship, the SS Twin Falls Victory, will payoff in San Pedro and we will do our best to have an SIU representative down there to take care of things.

Waterman, we hear, is taking about three ships off this coast. That's bad for the boneyard, but it is a big help to us as shipping had slowed quite a bit.

A word or two on the Guards and Watchmen's organizing campaign are in order. Brother Turner has just made a trip to San Pedro and Los Angeles to survey the possibilities of bringing the guards in that area into the Seafarers Guards and Watchmen's Union.

He reports that he met with great success and is setting up an office down there.

Once again, we urge all members touching West Coast ports to take time out to talk to the guards. Give them the right score.

Brother Hal Banks, West Coast organizer, says that he is signing a couple of contracts, bringing more ships under the SIU-A&G banner. When we know more about this we'll send a full report.

for by the particular unions involved. Due to the costs involved, no industry is anxious to start any security program.

Notably, the Mine Workers and Garment Workers have led the parade of shoreside industries adopting pension-welfare plans. Other unions, such as the Auto Workers, Steel Workers and



Electrical Workers, are presently concerned with welfare and security programs.

Seamen have been the orphans of the labor movement for many years. Now they're tired of that role. Seamen and other maritime workers on the Great Lakes want security, too.

That's why the AFL Maritime Trades Department and its affiliated unions will fight for a pension-welfare program for all Great Lakes maritime workers.

Portmar Crewmembers, From Foc'sles To Topside, Win High Praise From Branch In San Francisco

By BLACKIE CARDULLO

SAN FRANCISCO — Shipping is still very good here. Isthmian is going to run one ship a week out of San Pedro on the Far East run and several more inter-coastals. Waterman is putting on several more to hit this port too.

Of the quite a number of ships we have had this week, most of them in transit, there is one which we want to mention at some length. She was the SS Portmar, Calmar.

The Portmar had one of the best topside crews we have seen for a long time. The Skipper is one of the best and everybody had a good word for him.

It ought to be pointed out to some of those bucko captains that this Master gets along fine without trying to hard-time his crew in any way. In return, the men give him high praise. The

end result is that the entire crew including both licensed and unlicensed men do a bang-up job aboard.

GET IT, CALMAR?

Calmar had better take note of these circumstances, too. The Portmar is a clean ship. She is so clean that when we went aboard we thought we were going on a yacht.

The motto on the Portmar is: A good crew deserves a good captain and vice versa.

This is an example which all crews should follow. When you have a good topside, perform your duties well. Don't take advantage of the topside's good nature.

Duties well done will prove to these companies that there is no place on SIU ships for bucko officers. They should see that

a crew works better when nobody is hard-timing them. It's up to the Union to keep on demonstrating this point.

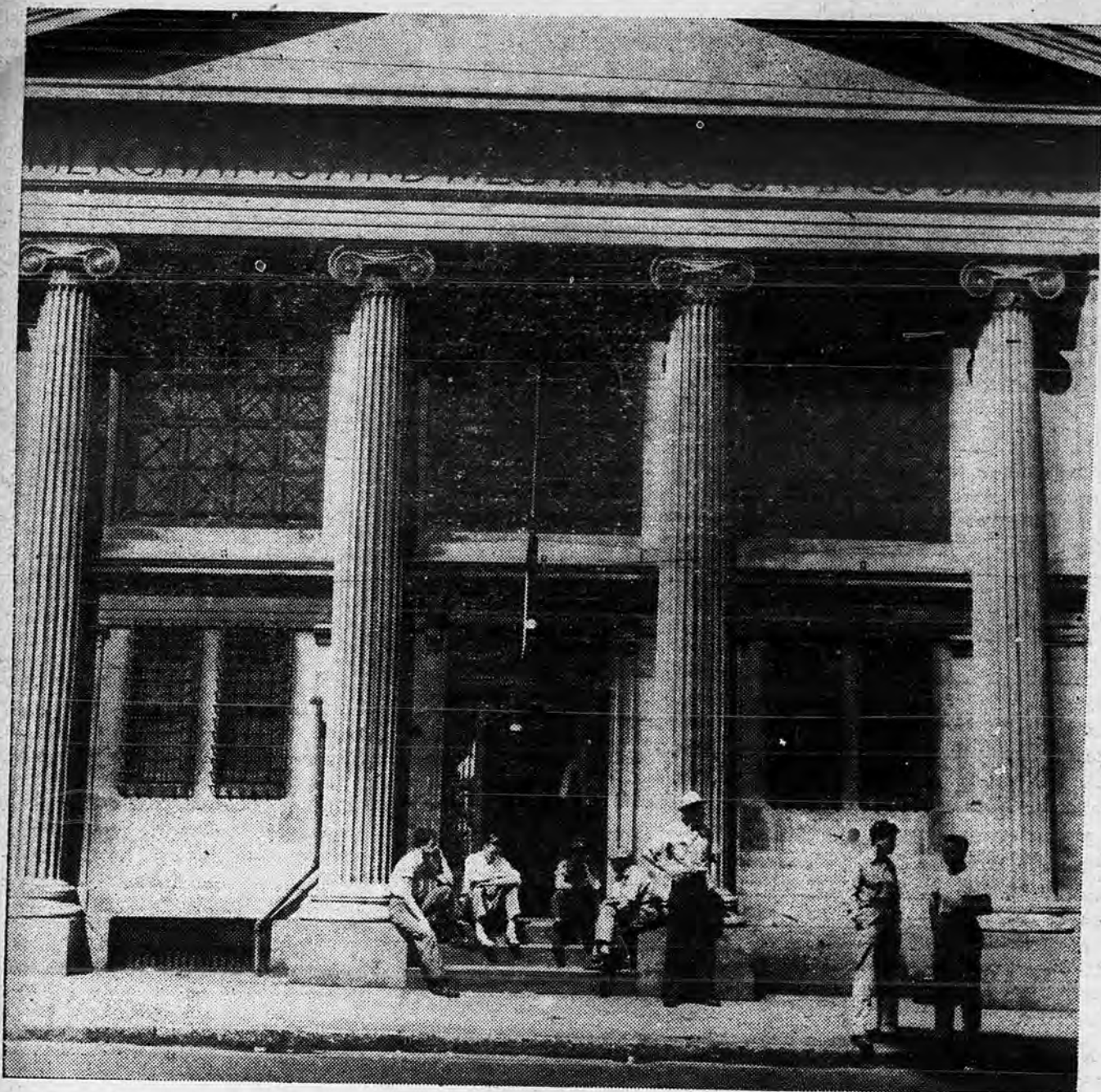
Incidentally, the Portmar crew got rid of its gashounds and performers just as soon as the performances began.

In answer to Brother Jones, who complained in the LOG of January 9 about the SUP taking off crews coming from the East Coast, I would like to correct a misstatement.

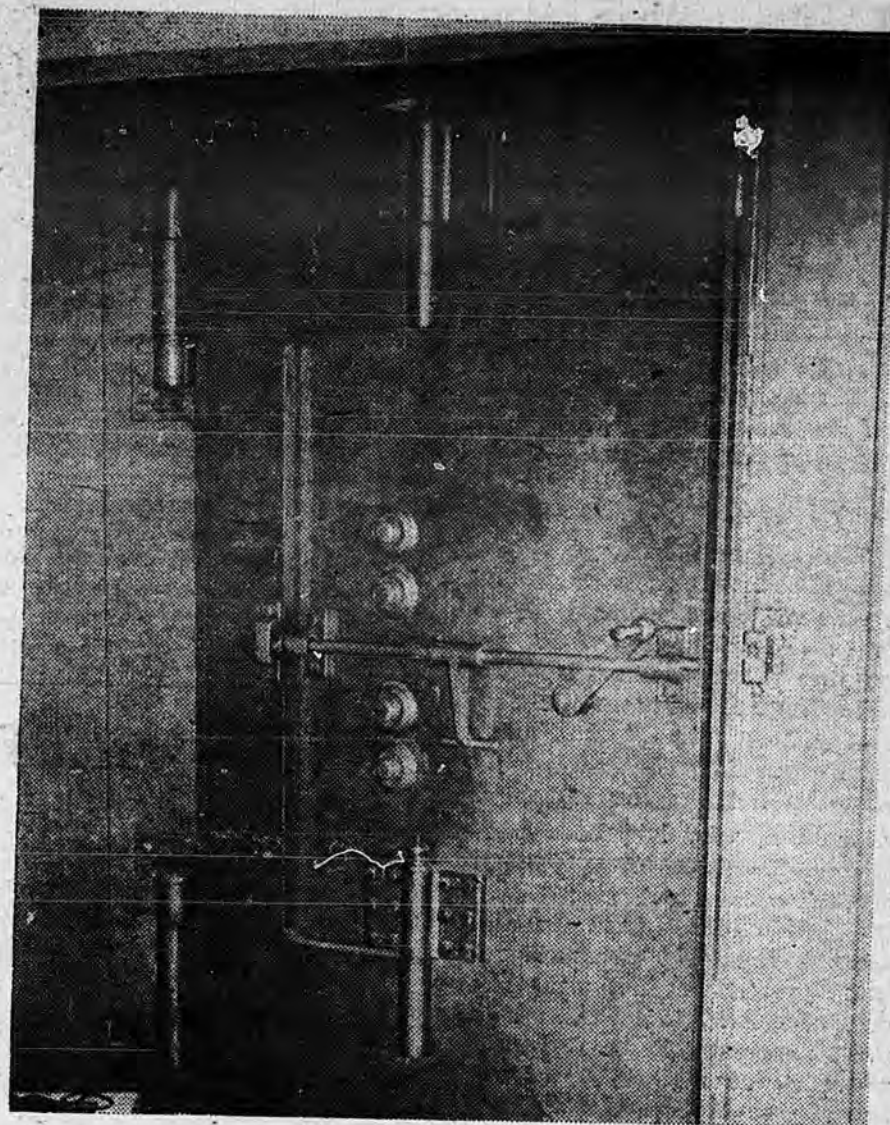
No one is pulled off a ship coming from the East Coast. If this ever happens to you, get in touch with me at once.

The only time a man is pulled off is when he comes in from a foreign run and accepts transportation. Even then, with shipping as good as it is right now, it is nine to one that he can get right back aboard.

You Can 'Bank' On Seafarers In Norfolk



The Hall in Norfolk is not hard to find. It is housed in the former Merchants and Mechanics Savings Bank, and it is a cleaner building now than it was when the bankers had control of it. The space inside the building has been well utilized and furnishes men who ship out of Norfolk with a good spot to spend their time while waiting for a job.



One of the banking features within the building is the old vault, which at one time was probably a repository for gold and silver. Now the SIU has a good use for it, too. Folding chairs, needed for meetings, are stored safely in the big iron room.

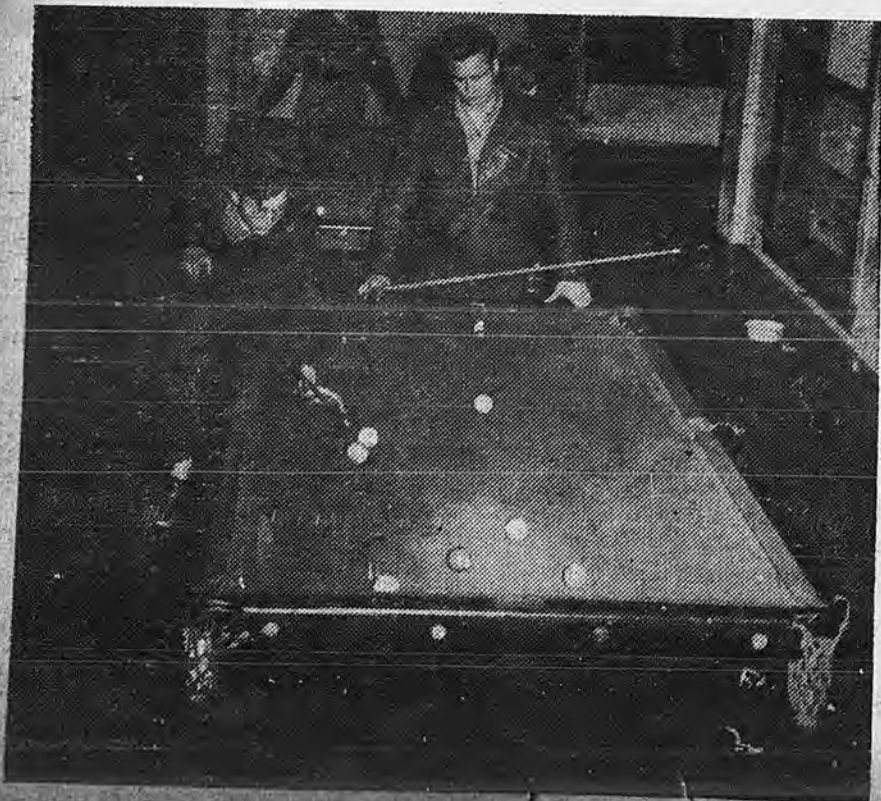
The offices which were once occupied by coupon-clipping bankers are now used by Union officials in the performance of their duties. Up on the balcony, where the clerks and stenographers used to hold forth, members of the SIU relax around card tables or billiard tables. They can also write letters or read the LOG.



Shipping is pretty good in Norfolk, and a man can get practically any vessel he wants, bound for any port he prefers. It may not work out that way for everybody, but rated men have their choice of ships.



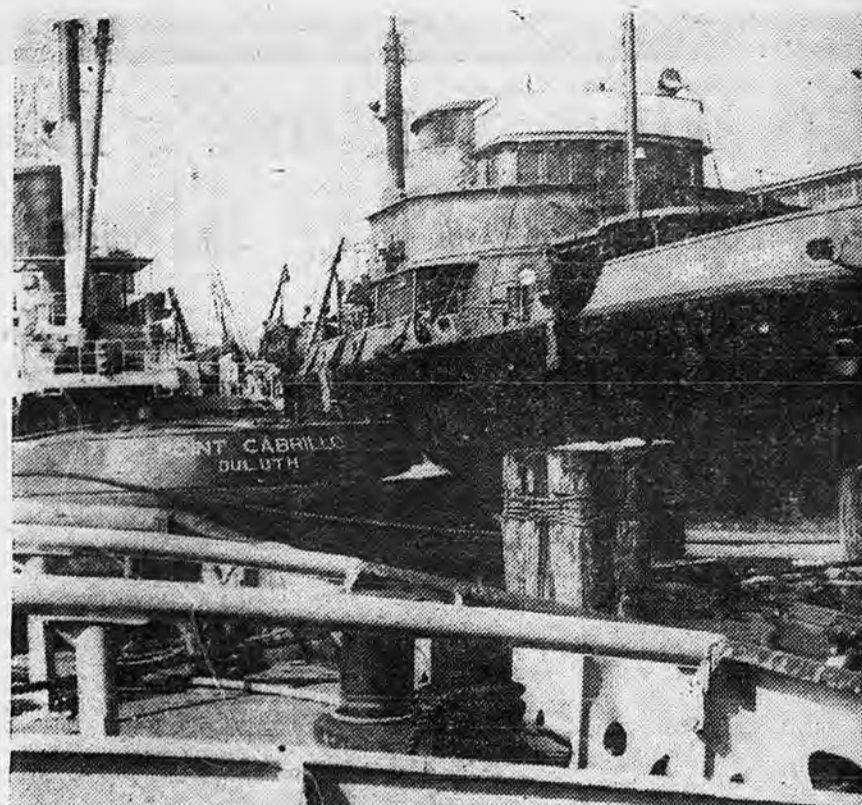
Playing cards is a good way to while away the time between calls. The Second Deck of the Hall is furnished and equipped as a recreation room, and here the men can swap tales while they figure their hands.



For Brothers who want more exercise than just dealing cards, the recreation room offers a few pool tables. Here is relaxation and exercise combined, and in the picture at the left see a different shot being attempted by an intent SIU member. At the right is the refreshment stand, where cold soft drinks, cigarettes, and snacks are for sale. This is a popular spot, and make it unnecessary for men to leave the building for a bite.



MV Trinidad Head — Home Away From Home



The MV Trinidad Head, one of the Moran Towing Company's seagoing tugs, was berthed in Norfolk when the LOG reporter was in that port. Moored near the TH were the Point Cabrillo and the Point Vicente, two more Moran vessels. The Trinidad Head is shown at the left and the other two appear above. The LOG reporter took his camera and notebook aboard the Head, and obtained the picture story which appears on this page.



First off the bat we persuaded the crewmembers to come out on Deck for a picture in the bright sunshine. It didn't really take too much urging, and the result was well worth any effort that was used. Some of the members of the crew could not be snapped because they were attending to their duties, or else catching some badly needed shut-eye.



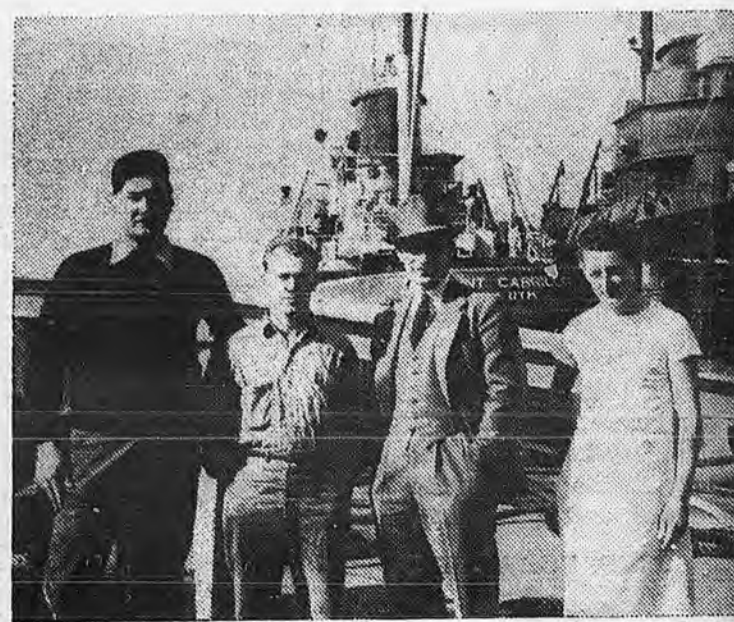
Chow aboard the Trinidad Head is a seaman's dream. Lunch on the day the photographer visited consisted of soup, choice of roast duck or baked vienna sausage, mashed potatoes, buttered asparagus, buttered limas, dessert, and choice of beverage. And the men said that many meals are even better. Sounds okay, eh?



After collecting some cabbage at the payoff, AB Alvin McDowell pays his Union dues to Patrolman Ben Rees. That happy smile on Brother McDowell's face is the result of paying his dues well in advance. Now he's protected for quite some time to come, and he knows that the Union will look out for his best interests.



Besides good food the Trinidad Head boasts good quarters for the men. Of course, they keep them clean and neat, and by so doing they make the ship a home away from home. Pictured above are Lee Pierce, Oiler; Moody Jones, Oiler; and Odell Powell, AB. They are seated in the usual left to right order.



All the members of the crew joined in the praise for the Skipper and the other officers. So it was no wonder that when the Delegates lined up for a picture they wanted the Old Man included. Left to right are Davis Gilbert, Engine Department; Odell Powell, Deck Delegate; Captain De Puey; and Eddie Dacey, Stewards representative.



SHIPS' MINUTES AND NEWS

Old King Neptune's Bag Of Tricks Given Full Play Aboard Wesleyan



Having taken command of the ship at the line, King Neptune is greeted by the ship's master, G. N. Rasmussin.

Old Neptune is R. Lenkowski, FWT; Queen: E. Johansen, AB; Princess: Miss Diana Lepov, Passenger; Baby: W. Hartman, Oiler. Behind the throne is the Doctor, A. C. Smith, Steward; King's Guard: K. Williamson, MM.

By JAMES (RED) FISHER

As our ship the SS Wesleyan Victory steamed across the Equator on November 25, we were forced to heave to and receive a boarding party. The boarders and guests were none other than King Neptune and his Royal Family.

With a nod of his head old Neptunus Rex brushed by the gaping onlookers and strode swiftly to the royal throne. A wave of his hand in the direction of the now quaking passengers and crewmen and the guards of his entourage swiftly took into custody all those suspected of being pollywogs.

As the last notes of the ship's bell and whistle echoed off over the horizon, the King took his seat and the ceremonies began.

First to come forth and greet His Majesty was the ship's master, G. N. Rasmussin. With a bow the Skipper humbled himself before the monarch of the seas. The King, kind soul that he is, promised him the return of his command if everything went smoothly.

The Captain withdrew and the victims were presented to the court for action. "Let the punishment fit the crime," the King announced, and so it came about.

STEP FORWARD

First to face the King were three women passengers — fair damsels all of them. The King stole a glance at his seaweed encrusted mate and quickly passed light sentences. Lucky girls they were—the King has a well known weakness for beauty.

But there his tender mercy

stopped. The sentences passed were at once more severe.

"A dunking in the Royal Pool for you!"

"A facial of flour and grease!"

"Twice through the gauntlet of guards, my man!"

"A bath of fuel oil is in order for this young upstart!"

Each victim received his sentence with tenseness for who knew what whim might find expression this day. The King, however, was in a benevolent mood and all suffered no permanent ill effects.

"Some of the charges levelled by the King are worth mentioning so that should he by some chance pay your vessel a visit, you can be ready.

Accused man: Thomas O'Hanlend, AB. Charge: Not steering a straight course through Neptune's domain and while zig-

zagging thoroughly frightened a mermaid. Also tried to sneak ship across equator by increasing speed.

Accused Man: Francis Phelps, MM. Charge: Accused of giving shellbacks poor service, getting up late for work, trying to serve shellbacks fish on Wednesday, slandering sea serpents, mimicking mermaids, profaning porpoises and damning dolphins.

Accused man: Paul Seibert, OS. Charge: Accused of being a landlubber and impersonating a seaman; lounging while on the wheel and thus endangering Neptune's life.

LIKED BY SPECTATORS

Named are but a few of the Old Boy's charges. Each charge and sentence was greeted by applause from the onlookers but hardly that from the King's victims.

By late afternoon all pollywogs had been initiated and were full fledged shellbacks. The King called a halt to the proceedings and the celebration of the successful candidates admission was begun.

The ship's Captain and King Neptune stood in a receiving line and shook hands with all of the new shellbacks. Refreshments were then served.

A toast of specially spiked punch was drunk first to the new shellbacks and then to the beloved King of the Sea.

The Sun was beginning to fall in the west and the day was about ended when one of Neptune's scouts reported a scow passing about 100 miles east. With ease they should be able to hit her by dawn.

With fond adieus the Royal Party assembled and put over the side to where their sea horses waited expectantly.

A moment later the sea was calm and deserted, the equator well aft of the ship.



The King leans forward attentively to hear the pleas of a victim prostrated before the throne. Blocking sight of the poor soul are King's Guards W. Smith, AB, and M. Kusic, OS. Picture by Red Fisher.



Seafarer Hand, "Fuzzy" and dog show laurels.

Member Enjoys 'Dog's Life,' Pooch Cops Show Trophies

When Seafarer James Hand paid off in New Orleans after a trip on the Cuba Victory, he had visions of relaxing by his hearth for a while, but he didn't count on Mrs. Hand and "Fuzzy," their pooch.

Brother Hand, according to a report to the LOG from his wife, bounced through the front door of their Tampa home, flopped in a chair, removed his shoes and with a deep sigh leaned back for some easy relaxing. He got in two drags on a cigarette, then the little missus quietly broke to him the news: "Fuzzy" was an entrant in the dog show coming up in a few days and Jimmy was the man to parade her before the judges.

HEAD AND TAIL UP

Weak protests of "I wanna rest," were to no avail. Sunday came and Jimmy and "Fuzzy" were at the show.

Mid the yelps and barks of the less refined pooches, Jimmy and "Fuzzy" waited until late afternoon for the show.

Never had he seen so many pooches and so many doting owners. The dogs numbered 365, the people were twice that number.

For what happened when Jim took their four-legged hope into the ring, Mrs. Hand's words best tell the story:

"As Jim's number was called to the ring, my heart pounded. Jim knew his ships and he knew how to handle them, but what would he do with our little girl chow?"

"They walked in the ring, around the ring, and up to the judges. They were wonderful. They acted as if they had been doing it all their lives.

"I was elated when the Judge handed Jim a blue ribbon and told him to wait. Shortly they were joined by three other bitches. Again the winnah! Another ribbon for Reserve Winner's bitch.

"Still they were told to wait. I could hardly control my excitement. This time it was for the best of breed and she walked off with the award: a ribbon and a trophy."

Brother Hand's protestations against appearing in the dog

show were forgotten. Jimmy strutted away, his chest thrust forward and his face all smiles. Their pooch had walked away with top honors in her field.

One more appearance was necessary that evening for the selection of Best Non-Sporting dog in the show.

BOTH DID FINE

At dinner that evening they both agreed that if "Fuzzy" did no more, she had done herself well. Jim, too, had come through with flying colors. Said Mrs. Hand: "I was as proud of my husband as I was of my dog."

Back to the show for the finale that evening and once more Jim and dog took the floor. There was just no stopping them. When the decision was announced "Fuzzy" had won again. A clean sweep her first time in the ring and Jim's first dog show.

According to Mrs. Hand, Jim is an eager show-goer now. It can be called a dog's life but if the ribbons and trophies keep rolling in, he'll keep 'walking the dog.'

He's now out on the Robert McBurney headed for Europe and if she gets back in time, he and "Fuzzy" will parade in the show coming up in April.

He's one guy who enjoys this dog's life.

Get A Receipt

Every member making a donation to the Union for any purpose should receive an official receipt bearing the amount of the contribution and the purpose for which it was made.

If a Union official to whom contribution is given does not make out a receipt for the money, the matter should immediately be referred to Paul Hall, Secretary-Treasurer, SIU, 51 Beaver Street, New York 4, N. Y.

In advising the Secretary-Treasurer of such transactions, members should state the name of the official and the port where the money was tendered.

SIU Ships' Minutes In Brief

LEACOCK, Nov. 29 — Chairman O. Bodden; Secretary J. Carroll. Disputed overtime reported in Engine Room and Stewards Department. Repair list discussed. Insufficient supplies reported. One minute of silence for Brothers lost at sea.

DEL CAMPO, Dec. 14—Chairman Elmer Rushing; Secretary Joseph Saxon. Salvatore Frank, Deck Delegate, moved that newcomers be given every chance to learn SIU and policy. Moved by Rushing, seconded by R. Burts (SUP) that ships on regular South America runs get fresh stores in South American ports. Moved by Frank to hold up payoff until all beefs settled. One minute of silence for Brothers lost at sea.



VIRGINIA CITY VICTORY, Dec. 3—Chairman A. Campbell; Secretary S. A. Caruso. Voted that Steward conduct his department in accordance with SIU rules. Also voted for new Stewards Delegate. Carried motion that members study the constitution and working rules. Decided to notify Captain of absence of ice water in Engine Room and faulty condition of vegetable box.

PHILIP SCHUYLER, Nov. 29 —Chairman J. Purvis; Secretary James Adams. Engine Delegate James Glenn and Stewards Delegate Paul Carter reported no beefs. Deck Delegate Luther Dills reported some disputed overtime. Voted to hold payoff until all beefs settled and to wire for a Patrolman in Miami. Carried motion by Bosun that next three Delegates check Stewards stores for next trip. Ship's Delegate James H. Babson expressed thanks for crew's cooperation. Voted to help permits learn about SIU. One minute of silence for Brothers lost at sea.

QUEENS VICTORY—Jan. 21—Chairman Anthony J. Lanski; Secretary Ed. R. Carlson. Delegates reported all okay in their departments. New Business: Departmental delegates to check necessary repairs in their departments. Motion carried to have Patrolman's okay before signing off articles.



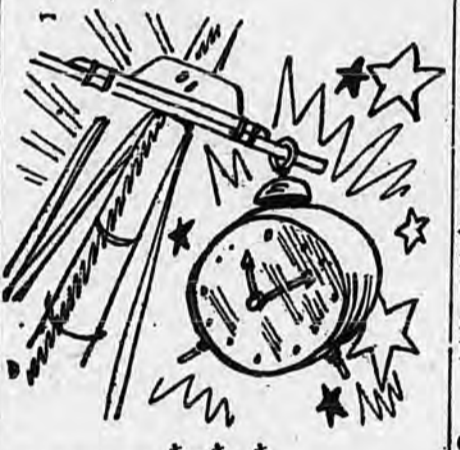
CARLSBAD, Nov. 17—Chairman William Trigg. Meeting called at behest of H. Dell'Orfano. Engine Delegate. Dell'Orfano reported discrimination against a Wiper by First Ass't. Also reported Engineers doing crew's work. Water supply reported as spasmodic. G. Gage, Chief Cook, reported galley-scuppers overflowed. Voted that First Engineer was to leave ship if crew was to remain. First Engineer subsequently resigned after meeting with three department delegates and licensed personnel.

SMITH THOMPSON, Nov. 11 —Chairman H. M. Galphin; Secretary Neal Leggett. No beefs



from departments. Stewards Delegate reported five emergency cards to be turned over to Savannah Agent. The five men given SIU pamphlets. Under new business, repair list made up. Donation of \$5.00 a man voted for wife and children of Brother Jones, Ship's Delegate, in foreign hospital after being shot by Captain. One minute of silence for Brothers lost at sea.

EDWARD G. JANEWAY, Nov. 4—Chairman Antonio Schiavone; Secretary Augie Lazzaro. SIU elections discussed, members urged to vote. Deck Delegate Lazzaro thanked Stewards Delegate Gilbert De Jesus and other delegates for cooperation getting new stores in Philly. Stewards Department congratulated for good work. Steward asked crew's cooperation in handling dirty linen. Deck Delegate explained score in German ports and how to keep out of the way of the MPs.



HOWARD A. KELLY, Jan. 4—Chairman DeParlier; Secretary Taylor. New Business: Brother Bryant elected ship's delegate by acclamation. Motion by Taylor that all three delegates act in concert on any beefs and ship's delegate act as chairman. Motion carried that slopchest be checked by delegates and Patrolman if possible. Good and Welfare: Discussion by various members on keeping messrooms and living spaces clean. Steward DeParlier volunteered to see about getting new library in Baltimore. One minute of silence for Brothers lost at sea.

ALCOA PATRIOT, Dec. 10—Chairman John G. Doyle; Secretary John Gynn. Good and Welfare: Suggestion made to not soak clothing in washroom tubs. Delegate to see that one man from his department cleans washrooms each week. One minute of silence for Brothers lost at sea.

GEORGE D. PRENTICE, Dec. 7—Chairman John Doris; Secretary John Bruno. Deck Delegate reported beef between Skipper and 8-12 watch over cleaning of coffee pot is still pending. New Business: Motion carried that the two cooks who jumped ship in Tampa and left ship short-handed be brought up on charges. Good and Welfare:

One man from each department to be assigned to cleaning of recreation room each week. Election of delegates: John McKale elected ship's delegate.

MONTAUK POINT, Jan. 24—Chairman Nicholas Mark; Secretary A. Van Dyke. Engine Delegate reported Chief had sent one man to do a job normally calling for three men. Passed motion by Wallace that doors and locks to foc'sles be repaired. Passed motion by Pendergast, seconded by Banta, that all ports have new gaskets and dogs. Carried motion by Sparrow, seconded by Conrad, to have hooks on ice-box doors. Pendergast moved, Wallace seconded motion to take repair list to Captain, and to Patrolman. Passed motion by Mark to get hot water in port. One minute of silence for Brothers lost at sea.



LORENZO C. MCCARTHY, Dec. 21—Chairman James Dorris; Secretary Andrew Martel. Voted motion by Thomas Murphy, seconded by Frank Dowd, to have wooden grating installed on deck of steering engine room. Passed motion by G. Campbell that all departments take turns keeping laundry room clean. Engine Department voted thanks to Stewards for their good work. One minute of silence for Brothers lost at sea.

LORENZO C. MCCARTHY, Jan. 18—Chairman James Dorris; Secretary A. J. Martel. Moved by Dorris, seconded by Dowd, and passed that no member pay off until Deck Department overtime from previous voyage is settled. Also passed motion that complete repair list be given to Patrolman. One minute of silence for Brothers lost at sea.

EMPIRE WANDLE, Dec. 10—Chairman Joe Wilazak; Secretary Al Horvath. Good and Welfare: Motion carried that anyone paying off shall leave his room clean and return soiled linen to the Stewards Department. One minute of silence for Brothers lost at sea.



MOORING HITCH, Jan. 19—Chairman Tom Tucker; Secretary J. F. Zahl. Deck Delegate reported complaints about food, and proposed that crew be more cooperative with Steward in handling of linen. Under good and welfare, crew called for repairs on shower door and ice-box. A minute of silence for Brothers lost at sea.

SEATRIN TEXAS, Jan. 25—Chairman Jose Toro; Secretary S. Chantelois. Deck Delegate reported sink to be put in pantry in New Orleans. Later, completed repair list made. Passed motion for new and thicker mattresses and voted to show Patrolman garbage chute on fantail. Suggestion made that donations be taken for Brothers held on manslaughter charge in British Guiana. One minute of silence for Brothers lost at sea.

SEAFARER SAM says:



THE FAVORITE WEAPON OF SHIPOWNERS, COMMIES, AND OTHER DISRUPTERS IS THE SPREADING OF UNFOUNDED RUMORS ABOUT OUR UNION. DON'T LET THESE BIRDS GET AWAY WITH THEIR CAMPAIGN OF DISRUPTION. MAKE THEM GIVE PROOF FOR ALL THEIR WILD STATEMENTS. IF THEY HOLD BOOKS OR PERMITS IN THE UNION URGE THEM TO MAKE THEIR STATEMENTS BEFORE THE MEMBERSHIP - WHERE SUCH MATTERS BELONG!

CUT and RUN

By HANK

While shipping is definitely in for a good pick-up this week here in New York, the membership has had the educational opportunity of reading up on all union literature, the shipping rules, the Constitution and the back issues of the LOG which they may have missed during their last trip—as well as studying and responding to the organizing drive and the organizing literature involved. More and more brothers are honestly realizing that by participating in the Organizing Drive in all ports they are aiding in the expansion of the entire union and thereby creating more jobs.

Once you have a new company on the shipping board you can really see the effect it has on shipping, especially in view of the fact that many of our standard companies have for some time been laying up their chartered ships. Therefore, new companies mean more jobs, brothers... Before Brother John "Bananas" shipped as Bosun and organizer, along with "Red" Braunstein, on their year-long shuttling tanker trip, Brother Bananas said he wished to tell Brother Percy Boyer and his mustache that his shipmate, Brother Parella, came back as third cook with John aboard the SS Samuel Atkins from Buenos Aires, etc.

Here are brothers all over the nation who will be getting their LOGS mailed to their homes weekly: Bobby E. Ethridge of Texas, Patrick J. Denehy of Rhode Island, William P. Eschinger of Maryland, Richard W. Parker of Pittsburgh, Michael Klepeis of New Jersey, Henry Halligan of New York State, Robert Magnuszewski of Chicago, John Chambers of Ohio, Daniel O'Malley of Ohio, Joe George Green of Louisiana, Anthony Patalano of Brooklyn, Angel Reyes of the Bronx, William Green of Indianapolis, Alan Williams of New York State, Eugene Mandick of Brooklyn, George Mike of Massachusetts, John H. Calhoun of Georgia, Arthur Blanchette of Massachusetts, Armand Botelho of Massachusetts, J. Austin of Alabama, Eugene Crowley of San Francisco, Joseph Younts of Michigan, F. D. Doyle of Louisiana, H. Punch of New Orleans, Jack T. Pierce of Michigan, Michael McGaharn of Philadelphia, R. J. Van Deuren of Wisconsin, James H. Nelson of South Carolina, Frederick Farthing of Mississippi, Harvey G. Browning of Tennessee and George W. Fournier of California.

Brother John Bove, one of the finest bakers in the union, just came in from a Robin Line voyage... Brother Clarence Bromfield of Indiana sent in a few weeks ago an invitation to one of his shipmates here in New York to come over to his wedding. Congratulations, Brother Bromfield, and a happy voyage of matrimony... Brother Leo Siarkowski just came in from a trip with a big beef about the terrible North Atlantic weather... Here are a few oldtimers who may be still here in New York waiting for the storm-delayed ships to come in: B. Romanoff, P. W. Rose, H. Fowler, P. Taurasi, A. Marco, M. Garcia, V. Pipinen, J. Patrick, E. Albarran and Charles Wakon.

News Item: The Maritime Commission decided yesterday to convert a P-2 type troopship into a passenger ship for sale or charter to an American steamship company. The commission plans to convert her into a two-class passenger ship for 609 passengers, 157 in first class and 452 in tourist class. The Arnold Bernstein Line has applied to the commission for a subsidy for passenger service between New York and Belgium, suggesting use of the P-2 type vessel... NEWS ITEM—The Association of American Shipowners asserted yesterday that maritime wages have reached a peak and predicted that further demands for increases should not be a major labor issue this year.

THE MEMBERSHIP SPEAKS



Answers 'Juicer's' Queries, Suggests Changes In Rules

To the Editor:

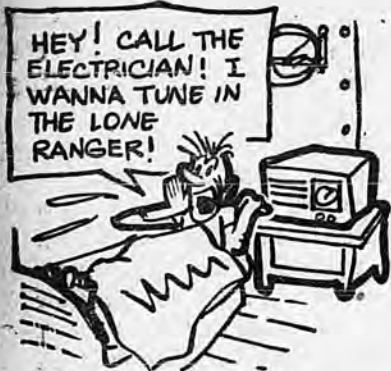
This is my attempt to answer a few of the letters on varied and sundry subjects concerning all Seafarers in the January 30 issue of the LOG.

The first will be answering a letter written by Brother Albert A. LaPlante in reference to putting SIU calendars on all SIU ships.

A very good idea. This would tend to replace all the gin mill and grab joint calendars that are passed out free at the end of every year by the different outfits that make a buck or are out to fleece the seamen.

Instead of reminding the seaman of some joint where he got taken in around the islands or down the coast, the SIU calendar would remind him of the Union by having the important days for SIU men marked in red numerals.

By important days, I stress legal holidays in port as well as at sea (including Saturdays) for



which those working receive overtime.

Dates of contract termination, July 5 (Frisco's Bloody Thursday) and other important dates to seamen and the SIU.

URGES CONSIDERATION

This calendar could serve a very useful purpose all around and I really think that our officials should give this serious consideration at the next Agents Conference.

All dates of any importance to the SIU would be printed in and around the numerals or added at the bottom of the calendar.

Next is about status of confused electrician Wiley E. Parrott.

Yes, I believe that the Chief Electrician should have a room of his own as his work is such that he has to be up and around any time during the day or night even though he is a day worker.

Also, in importance, he is as important as any of the Engineers or Mates because on the majority of the modern ships the electrician is an integral and important person in the ship's personnel as practically every running pump, winch, windlass and piece of equipment is powered by an electric motor.

Yes, I also agree that the agreement should be more specific in regards to what constitutes overtime by eliminating the "mays" and "cans" and making it yes or no.

Yes, it is also true that Chief Engineers never bother calling the Electrician when docking and letting go or when changing over generators, starting up or shut-

ting down the plant.

The foregoing is all true because it has happened on numerous occasions to us on board ship. However, I always put in for the overtime anyway and as a rule usually collect it without a squawk.

IT'S OVERTIME

That two-hour trouble shooting round on Sunday is definitely overtime by virtue of the fact that the "juicers" are day workers.

Incidentally that should be defined in our agreement.

As far as the ship's gyro is concerned, I've always run up against that problem, too. The care and maintenance of the gyro is in the hands of the Second Mate at all times.

Fact of the matter, I've been often told by the Skipper or the Second Mate that the ship's radio speakers and receivers are "Sparks" jobs. This, because they are part of the communication system including care, maintenance and charging of the wet-cell batteries.

The same goes for the ship's radar apparatus, unless a special radar man is carried on board. To service and maintain Radar requires special instruction which the ship's "juicer" doesn't have.

Parrott's other suggestions, I'll take up one by one.

Yes, the Mates should take care of the cluster lights as far as replacing bulbs, etc.

Repair of these is up to the Electrician even though the average Mate or AB doesn't give a damn how he handles the cluster lights.

Floodlights and mast lights, replacing of bulbs are also part and parcel of deck department work. You can't expect an electrician to know how to rig a bosun's chair to replace a burnt out lamp at the end of a crosstree on the mast.

The only wet-cell batteries under the care of the juicer are the batteries connected with starting the emergency generator.

PARTLY OKAY

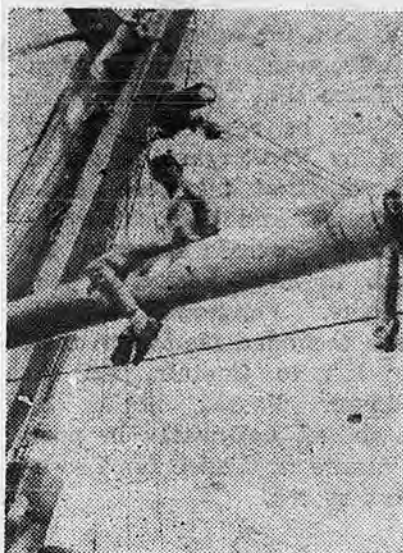
As far as switchboards being handled solely by the electrician, this is okay but it's a tough and troublesome proposition to call the electrician every time a toggle switch has to be thrown on the board.

However, if this clause stating that only the Electrician should handle the board could be incorporated in the working rules it would be a clear cut definition of a sore spot which has concerned the Electricians for a long time.

The overtime hours for trouble shooting in port on Saturday and Sunday and at sea on Sunday could be worked into the working rules without much difficulty. Also worthy of being incorporated into the working rules is that relating to stand-by pay when electrical deck gear is being worked or about to be worked and Megger readings on all motors at three month intervals.

Abe Rapaport
SS Edwin Markham

THE DAILY METAMORPHOSIS OF A SEAFARER



It's all in a day's work to Seafarer Fred Miller, Deck Delegate and AB aboard Mississippi's Del Viento. No job is too big or too small for him. Out bright and early he's busy at work painting a boom. After painting the ship from bow to stern, he heads for the bridge to give the wheel a hard left. This guy is just a one-man crew. By the expression on his face, it looks like he's taking her through a heavy blow.

Well, well. It can't be true, but it is. Shaved and showered after bringing the ship into port, Brother Miller debarks to enjoy the sights of a West African port. These Seafarers just can't be outdone when it comes to work or sharp attire—pipe that tie.

Calls For Year-Round Strike Committees

To the Editor:

Due to the present circumstances and to the possibility of being caught short in the future by the finicky Taft-Hartley Act or the sell-out policy of the communists, the Seafarers International Union should face the times fully prepared for anything that can happen.

As Chairman of the 1946 General Strike Committee in Boston, I will give you a short outline of the trouble that might turn up if we were not prepared.

In the first place, in 1946 it took us three whole days to get set up. Equipment was the main beef, because we were unable to buy it in time. We finally had to rent second-hand gear that didn't serve the purpose.

Even the renting took time.

OTHER PITFALLS

A controversial issue was how best to keep records of picket time. In fact, this still was a controversial issue when the strike ended. And there were a lot of other problems too numerous to say anything about here.

To avoid these pitfalls it is necessary, in my opinion, to set up a central strike office and to



M. R. NORRIS

equip each branch for strike action at any time. Literature should be gotten up on the whole strike question so that if it is necessary to pull the pin some time everyone will know what to do.

In short, the SIU ought to be able to move as a body swiftly in any direction at any time. And Union solidarity should always be our aim.

I submit this to the LOG in the hope that our Brothers will give their ideas and views on this same issue.

M. R. Norris
Boston

Laurels To Union For Nice Payoff In Port Tampa

To the Editor:

Although the SIU has a record second to none when it comes to representation for the membership, I would like to add a few words of praise for the representatives we have in Tampa.

My ship, the SS Robert McBurney, paid off in Tampa, January 22. We had the usual number of beefs concerning overtime conditions and so on.

The day of the payoff, the Tampa Agent and a couple of able helpers came aboard. The speed and efficiency which these men used to straighten out every beef major or minor was something to see.

I myself was proud and thankful, that we had such Union officers working in our behalf. Not only did they straighten out all beefs to the satisfaction of all concerned, but they did it in such a way as to leave no doubt in the minds of the Skipper and company officials that the Union means business in Tampa.

That's all except for a little reminder to the membership: That kind of representation can only be possible with the cooperation of the crew members. Keep sober at the payoff, present your beefs in a straightforward manner and let the Patrolmen do the rest.

Salvatore W. Arini

'Red Lead' Has Expensive Theme Song

To the Editor:

We certainly are enjoying ourselves out here in the Far East on the good ship SS Blue Island Victory, "Red Lead" Anderson, Master.

For instance, we have boat drill on Sundays.

When we ask for half money, the Master tells us how much money we will get as he is the "Master of this God damned ship," and there will be only one draw in each port.

Our food was so lousy that we had to call in the consul to inspect it. After he had condemned some of it, "Red Lead" went into mourning for his bugs and worms.

He asked why did we have to go to the consul to have good food destroyed. What was good enough for him was good enough for the crew, he added.

Our overtime sheets look like neon signs because the red lead on them resembles the red flashes on Broadway.

The theme song, sung by the Master, is "I log you, I log you, I log you, I log you for many reasons. In fact I log you for your month's pay," sung to the tune of "Sweetheart of all my dreams."

Incidentally, please send some LOGS to me c/o C. F. Sharp & Co. in Shanghai.

L. Grantham



Clear Up Wiper Working Rules, Brother Urges

To the Editor:

I have a beef that I wish to present for the attention of the contract negotiators, and I'd like to have them keep it in mind when contract time rolls around.

A part of the Wiper's working rules in the existing contract states that he shall be paid overtime for working in the firesides, or steam drums or boilers. Another part states that he shall receive overtime for chipping, cleaning, or painting in the bilges, or on the tank-tops, during his regular working hours.

But the contract does not say what compensation he shall receive for the same penalty work done between the hours of five P.M. and eight A.M., or on Saturday's, Sunday's or other recognized Holidays.

In effect, this lack of definition paves the way for an engineer to postpone such penalty hours. Thus he gets the penalty work done for one hour of overtime given to the Wiper wherein the Wiper should receive two hours.

NO REFUSING

Of course, you can refuse such overtime. But the Engineer's word happens to be law at sea, and if he orders you to turn to you can't very well refuse. I myself have been ordered to do such work and have received only one hour of overtime for each hour of work done.

In our current agreement this matter was partially taken care of. Namely for work done inside of watertanks outside of the regular working hours a Wiper received overtime and one half.

Why can't this same provision be applied to other penalty work that the Wiper must do?

I'm hoping to hear some discussion and action on this beef.
D. Hall

Do Not Forget

The 1946 General Strike may be long gone but what happened in Tampa when the ships chandlers there, with the aid of the police crashed our picketlines has not been forgotten.

When our ship hits that port, bypass the chandlers. Do not allow them aboard your ship. If it is necessary to buy milk or bread, get in touch with a dairy or bakery.

These finks think time heals everything. Show them the SIU does not forget its enemies. Pass the word to other ships.

Puerto La Cruz:

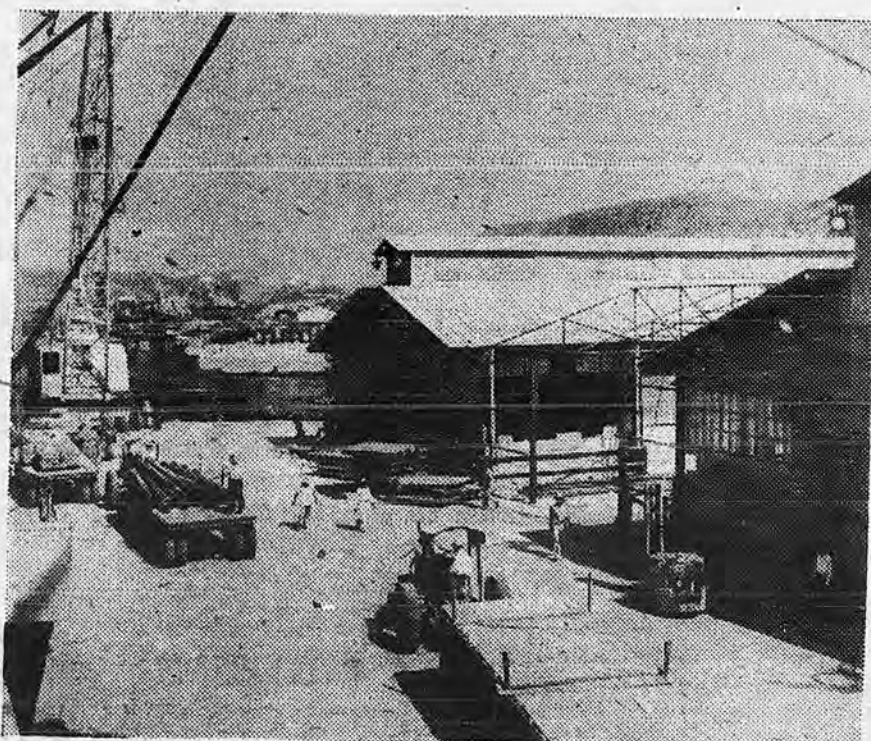
"THINGS ARE JUST BEACHY DOWN HERE"



Seafarers from the Cape Roman, Alcoa, make the best of the sad recreational situation by spending their leisure hours in Puerto La Cruz, Venezuela, swimming and lolling on the beach. Pictured here are—left to right—Charles Burton with a good grip on Thomas Wilkins' hair. Directly behind is E. E. Dixon. The other two men are not identified.

At right is Puerto La Cruz' shoreline with fishing boats lying at anchor in the background. Homes along the beach are occupied by oil company officials and workers.

Below is the center of the town's activity: the port area. Primarily a Shell Oil Company port, in the background can be seen oil storage tanks.



Algonquin Crew Wishes Best To SIU Officials For 1948

To the Editor:

Greetings, salutations and smooth sailing to our newly-elected officials in the Seafarers International Union, and may all of them have a pleasant term, and may the groans, grunts and beefs from all of us be darned few.

The crew of the "Dantzer Norfolk to Antwerp Express", the Algonquin Victory for short, desire to extend their congratulations to all the elected officers of the SIU.

Jack (Phil Harris Hair) Riley was so happy when he received his book in the SIU that he let out a Burmese howl and then demanded a special meeting so that the crew could go on record that he be personally obligated by the Secretary-Treasurer.

The SS—or should I say HMS—Queen Elizabeth was passing

this tub very rapidly the other evening. When somebody notified the Skipper of the fact, the latter immediately got hold of the Chief Engineer, Casey Baker, and in very sweet tones asked if he could have four more nozzles.

Captain, did you really want a race?

"Pepsodent" Lucas shipped on this packet as Plumber-Machinist, and as soon as he had signed the articles he began growling for lighter plungers and wrenches to work with.

NO LONGHAIR, HE

George (Society) Everett, the buckaroo Bosun (memories of "Do-the-Best-You-Can" Hillman), got a haircut. When one of the Brothers commented on it, he replied that he never was a piano player and that, furthermore, he did not like to be called "Toscanini."

William (Short Circuit) La Chance made this scow as Electrician. The first thing that happened was that he grabbed two live wires and I do not mean two live ones paying off after a five-month trip. He turned them loose a lot faster than he grabbed same, oh yes indeed he did.

The "Express" paid off pretty darned smoothly on the last voyage into "Raywhiteville" and here's hoping that it happens that way again this trip.

Your truly has been called a Belly Robber, a Casanova and many other "noms-de-plume" that cannot be published but when somebody hung the title "Homsteader" on him because he made three trips on the Express, immediately in a fit of madness he went to the land office and took out squatter's rights.

Pat Frango, the rambling wreck from Georgia Tech and now Third Slumburner aboard, has emphatically averred that he will not go ashore in the land of the Belgians. He can get any and all bets covered that he will. What say, Pat?

Joe (I-Aint'-Agonna-Sail-No-More) Hill, the Deck Maniac (Maintenance to you) has sworn by the holy pink toes of Allah that should this tub be shuttled to Turkey that he will turn in his Lundberg stetson for a fez. And the writer believes him for Joe can speak Turkish in a truly East Side way.

THAT CHICKEN FARM

George (Sugar Donuts) Proctor, the galloping Night Cook and Baker, has, after all these years of sailing the briny deep, decided to purchase a chicken ranch somewhere in North Carolina.

Enough gab for the present, Brothers, and a little more to the serious side of life.

Here we are beginning a New Year, and the majority of us have made many resolutions about this and that. Let's all make the resolution to keep the Seafarers International Union banner the symbol of the maritime industry.

To the Brothers aboard the Express whose cognomens I have failed to put into these lines I apologize. When I get all your names, I'll send them to the LOG.

Best regards to the Brothers of the SIU-SUP wherever they may be.

D. Casey Jones
SS Algonquin Victory
Antwerp

Cards Are Right, Cooks On Ball, King Is Happy

To the Editor:

We sailed this scow, the Florence Crittenton, out of Pensacola on December 16 bound for Italy with coal.

About ten days out we ran into rough weather. The engines went on the fritz so we limped into Azore Island this morning. Thanks to a falling sea and the grace of God we made it with ease.

I haven't been ashore so far so I can't give the boys any tips on the price of tomatoes.

This is my first trip out of the Gulf in over ten years but I would like to say that all the picards in Mobile seem to be on the ball in good old SIU style, especially Dispatcher W. E. Collins. He handles the boys in a way that shows them they really belong to a real union.

We have a good Stewards Department on here—the first thing toward making up a good ship. The Steward, Ray Nouck, throws out the materials and the cooks, John Piekarski, Robert Pugh and Steve Sceviour, know how to put the taste to it.

We also have a good crew on deck so it looks like a fine voyage from here on in. I can't complain, I'm still bridge champ.

Thomas King

Monkeys Sure Thrive In That Ginmill Air

To the Editor:

Bob High, Red Jones, Al Blues, L. Williams and Whitey Eatherton were swapping some tall ones over at the Beaver House "trading post" the other eve' and came out with this one:

The ship was coming into port and the Bosun was ordered to kill his pet monkey because of quarantine laws. He had become so attached to the critter that he didn't have the heart to hurt him.

A sympathetic AB suggested that he tie the monkey next to hook—the end would be swift and painless.



the shackle on the anchor chain the next time they dropped the

The next morning when they dropped the hook, the Bosun did just that.

A little later in the morning pandemonium broke loose when a sailor noticed the ship was adrift and headed for the rocks—fast!

Quickly the Bosun looked over the side and saw the monkey with the anchor slung over his shoulder, climbing up the chain, hand over hand... wet and madder than a son of a gun!

Al Bernstein

Member's Beef With Doctor, Officers Squared By Union

To the Editor:

This is my report regarding my accident on board the SS Beatrice. Please note that the Captain, Chief Mate and Marine Hospital Doctor are involved in same.

I, Enrique Ventureira, AB on the SS Beatrice, on November 1, 1947, had an accident while going on board walking by the gangway.

I went to the Marine Hospital at New York where X-ray plates were taken of my left ring finger. I was sent back to the ship but was unable to return to the hospital due to the fact that it is customary in that ship to say that all you want is time off when you request a hospital slip.

So the ship sailed to San Juan where we arrived the next Monday afternoon. The day after, I went to the Purser to get another hospital slip which he gave me, and at the same time he told me to take it to the Chief Mate for his signature.

CHIPPED FINGER

I went to the Mate and said to him "Please sign this hospital slip because I have a terrible pain in this finger."

Again the Mate told me that all I wanted was time off. This was witnessed by the gangway watch.

I got to the hospital about half an hour later where another X-ray was taken with the following results: "Chipped off fracture outside point space proximal malanx left ring finger."

I was told by the doctor that I needed about four weeks of treatment and that my finger had to be placed in a cast. I asked the doctor to give me a slip for the Captain so the latter could pay me off. He gave it to me.

The slip said: "This man needs four weeks treatment."

I went back to the ship and gave the slip to the Mate who took it away from me and went to the Captain. The Captain sent the Purser to the doctor in order to get a certificate which might say that I could do light work with my left hand.

This was a lot of baloney. Was any light work ever done by an AB on board a ship?

Such pressure was put on the doctor by the Captain that the

doctor finally tore up the first certification and gave the Purser the other which said I could do light work.

NOT 1916

I found all about this and went right to the Captain and told him: "If you don't pay me off I shall call the Agent down here because we are not in 1916, this is 1947."

So I went to the Agent who right away put his machinery into action. He sure made good Brothers. He's what I call a Union man. I was paid off.

I went to the hospital for my treatment for one month and 13 days. Now I feel better except that I have a little difficulty in bending my finger. This is one more example of good Union-ship.

The Captain and Mate wanted me to go on the trip so I could lose my case and they probably would get a good commendation from the company for their wonderful way of handling sailors.

As Puerto Ricans we are American nationals. We fought shoulder to shoulder with other Americans in World War II for liberty. We are entitled to all our rights as American nationals.

Thanks to the San Juan Agent. That was the way to handle things.

Enrique Ventureira

Crew's Cooperation Marks Yarmouth Payoff

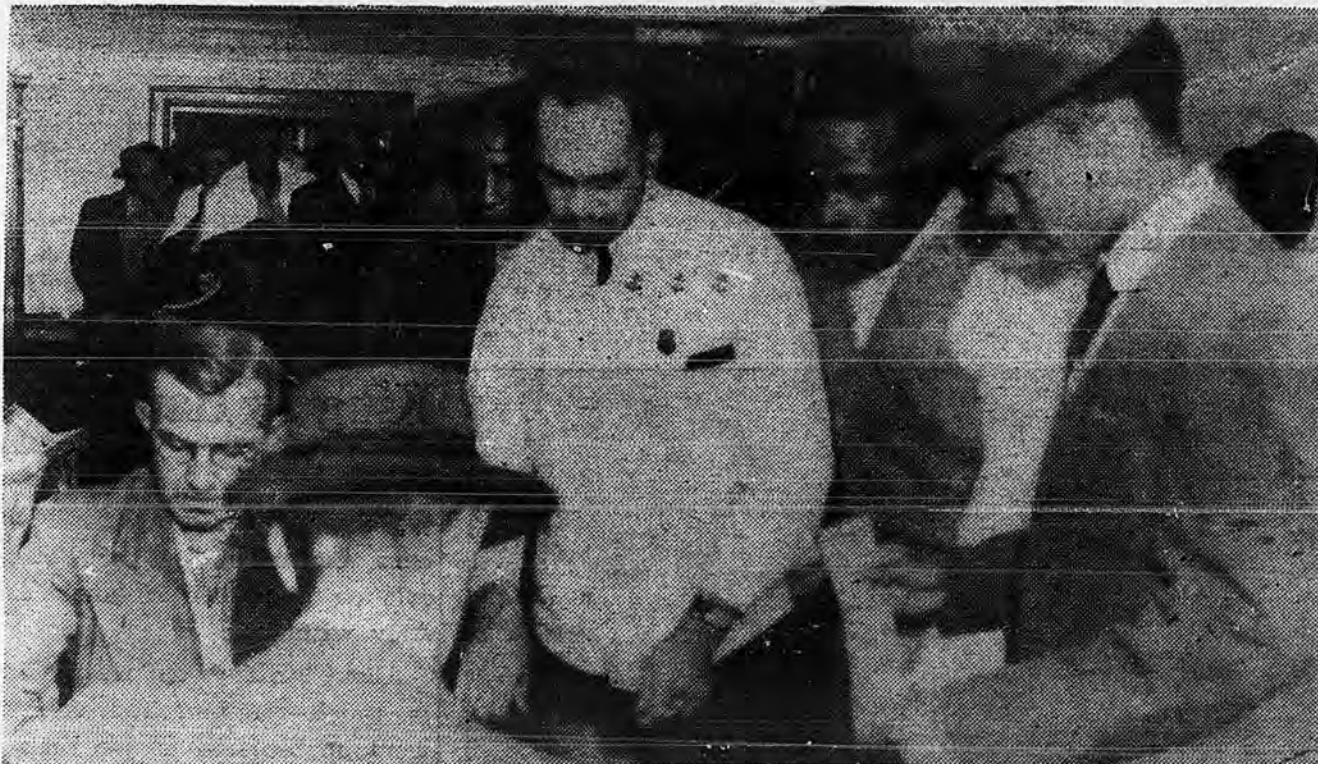
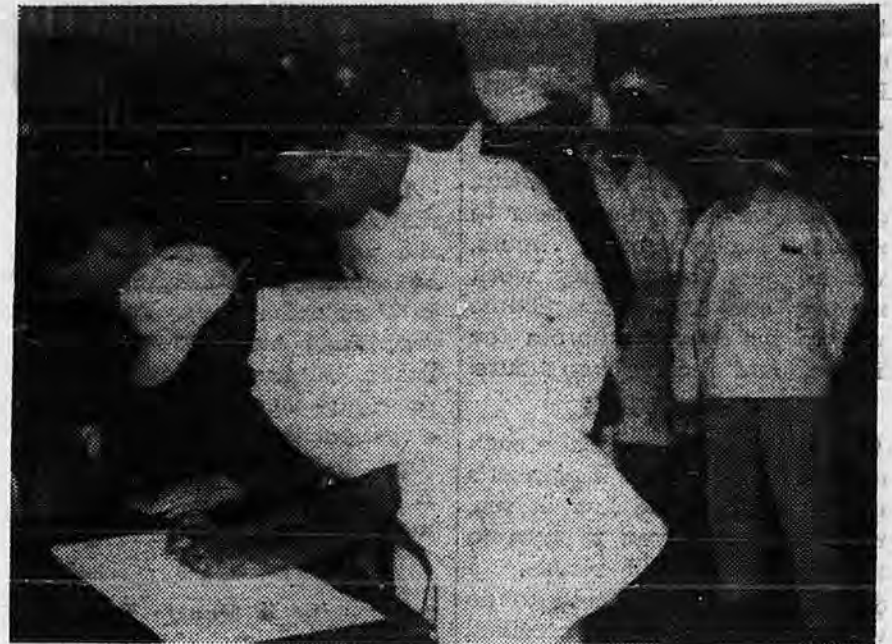


Alfred Jackson of the Stewards Department is seen signing for his wages in photo right. Brother Jackson then stepped up to the next table to pay his Union dues. There were no snags in the procedure as the 150 crewmembers of the Yarmouth cooperated in making the payoff a model of speed and efficiency.

Departmental Delegates and the Ship's Delegate were on the ball and had everything lined up in ship-shape fashion. The Yarmouth makes a run similar to that of her sister ship, the SS Evangeline. Both vessels, which leave New York on alternating weeks, dock at Pier 18, North River.

All went well at the payoff Feb. 5 aboard the SS Yarmouth. The few beefs aboard the Eastern Steamship Company vessel, which leaves New York every other Friday on a 13-day West Indies cruise, were settled at the point of production by the SIU Patrolmen assigned.

In photo left, Brother J. DeAbreu, Fireman, who has just received his wages, is having his book checked at table by Engine Delegate R. J. Murphy (facing camera). Seated at left with back to camera is Anthony Melanson, Ship's Delegate, with Jimmy Purcell, Patrolman, at his right.



Scene of the payoff was the Yarmouth's main dining room. Above, William Osborne, Room Steward (in white coat), waits for his book to be received by Patrolman Jimmy Sheehan (seated at table, facing camera) while Patrolman Lou Goffin (back to camera) squares away two other members of the Stewards Department.



Union Delegates whose efforts contributed to the smooth payoff aboard the Yarmouth are shown above. Anthony Melanson, Ship's Delegate, stands in front of department delegate who are, from left to right, E. J. Murphy, Engine Delegate; J. McCarten, Deck Delegate, and Monroe Hall, Stewards Delegate. The results of their efficiency and cooperation was much in evidence.

Perez Agrees Bosun's Heads Are Turning Grey

To the Editor:

Brother Bill Champlin hit the nail right on the head when he pointed out that a Serang's life is sometimes a dog's life.

Personally I've had ABs of whom it would take a hard-working Fairy Godmother to please.

If you have one of these, here is how it goes:

If you give him a job painting black for two hours, he soon raises the roof and wants to paint white because black dirties his hands too much.

On the other hand, if he gets a job painting white, he soon drops both anchors because the gloss hurts his eyes.

If he works offshore, he wants to work inshore to join his pals in their wolf calls to the dames passing by.

If you give him a four-inch brush he gets very tired and you must provide a three-and-a-half-inch brush. If you don't, you are a phony and very partial to your friends.

If you give him an old brush to redlead a deck plate, he heaves it over the side and says you are clearly a company man.

If he thinks his chipping hammer is not sharp enough, he sharpens it behind your back and cuts the plate.

You can't tell him to paint the bottom of the rails. Nobody ever looks there, he says.

Brother, oh Brother! All he needs is a marline-spike in his hip pocket and to hell with everything.

And then we ask why Bosuns get gray hair. Is there any wonder why?

V. Perez

LOG HOSPITAL LIST BROUGHT BROTHER COMPANY

To the Editor:

For three long months I was in the marine hospital on Staten Island.

One day my old friend Joe Phen came over to see me. He found where I was when he read my name in the Staten Island Hospital list in the LOG.

It was good seeing Joe. I hadn't laid eyes on him for eight years. We were shipmates on the old Pan Atlantic, a Waterman scow, if you don't remember her.

Among things we talked over was what a good idea it is to run the hospital lists in the LOG.

I thank the LOG for running my name and making it possible for me to see my old friend.

Earl Larson

SEES CHANGE IN ISTHMIAN SINCE CONTRACT

To the Editor:

Would you please send me the LOG to my home address, Gainestown, Alabama, so I can keep up with everything while I am on the beach and so my family can read it too. They enjoy it as much as I do.

I paid off the Saint Augustine Victory on January 5 and you could really see the change in her after we got the contract with Isthmian.

We will really have to work to keep that contract, which we all worked so damned hard to win. I had about eight months with Isthmian in 1947. None of the time was gravy either.

Organizing Handbook For Seafarers

Beef Record

As we stated before the Seafarers has always led the way in the struggle to better seamen's living and working conditions.

A major part of your job will be to show unorganized men exactly what the SIU has won for them—and what we are going to do in the future. They will see, then, that our program is by far the most militant and progressive on the waterfront. We intend to keep it that way.

As a result of SIU militancy we have won gains for seamen everywhere. We have fought the ship owners, the Washington bureaucrats, and the communist sell-out artists with all our power. We will continue this battle as long as is necessary and we will go all-out to defeat any government attempts to control seamen in peacetime as they did in wartime.

Ship owners who want to bring back "the good old days" when seamen were treated as slaves and outcasts, and political opportunists who thrive on dis-



ruption will never get any aid or comfort from our Union.

It was the SIU that started the fight against giving our bottoms away lest the American seamen be left high and dry.

It was the SIU, again, that went on record to protest the policy of some "American" companies which made enormous fortunes by transferring American ships to foreign flags. These ships are manned by crews working under conditions far inferior to our own, and is an out-and-out attempt to break the back of the American seamen; to whip them in line, and to throw out everything we've fought for and gained over the years.

In the following paragraphs we will set forth briefly a few of the beefs the SIU has fought and won. At the same time we will present factual evidence of the finky role played by the NMU misleaders.

Understand clearly, that if you talk to an NMU rank-and-filer about these beefs, your beef is against the finks, sell-out artists and commie line followers who are responsible for the NMU's shaky position in the maritime field.

A great many of the NMU men are essentially good union men led in the wrong direction by the wrong guys.

Cities Service

Here is one example of the NMU's filthy methods: Way back in February, 1942, they arranged a deal regarding "passes" with Cities Service so that they could go aboard their ships and collect dues from the handful of members they had aboard Cities Service tankers.

Although they tried hard to enroll the other crewmembers who were unorganized, they never got to first base with them. After a lapse of several years, to all intents and purposes, they withdrew.

Early in 1946 the SIU decided to organize the fleet. We made such headway that by October 28, 1946, the SIU was able to send the company the following letter: "We are the authorized representatives of a sufficient number of the unlicensed personnel now employed in Cities Service tankers to qualify us as Bargaining Agent for the unlicensed personnel of your company. We therefore ask recognition as Bargaining Agent. Please advise us of your position at your earliest convenience."

The letter was signed by Paul Hall, Director of the Organizing Committee.

After several hearings the National Labor Relations Board recognized our claim as a valid one, and directed that elections be held.

When the SIU called for an election the NMU screamed "Frame Up" and frothed at the mouth. They claimed they were being discriminated against because of the Taft-Hartley law.

Never for a moment did they reveal that the real reason they were prevented from taking an active part in the election was because after being duly notified by the NLRB, the same as we were, that a hearing was to be held, they were not interested enough to appear.

"The NMU which made a showing of representa-

The SIU will soon have available for distribution to the membership copies of a new booklet entitled, "Seafarers Organizers' Handbook." It is also being published in the LOG with the third installment appearing on this page. Further installments will appear in subsequent issues.

tion for purposes of intervention," said the Board, "was duly served with Notice of Hearing but did not appear at the meeting."

This statement was signed by the members of the National Labor Relations Board in Washington, D.C., October 20, 1947.

From that point on the NMU used and abused the "pass" privilege they had and devoted all their efforts solely to sending men into the Cities Service fleet in an attempt to disrupt the SIU men who were organizing Cities Service—once again exposing the rule or ruin commie line they follow.

While they shouted "unity" for all to hear, they were dumping trade union principles by the wayside and had gone all out for the commie tactics of disruption as against the SIU's clean, progressive labor efforts.

The NMU's efforts have been to no avail, however. The results of the Secret Ballot in the Cities Service election which were counted Feb. 9, 1948, were 153 to 30 in favor of the SIU. This meant that the Seafarers was now the bargaining representative for the full Cities Service fleet of 16 ships.

It meant, further, that the Union would represent the crews of all these ships, by authority of the National Labor Relations Board, in negotiations for wages, hours and conditions.

Coast Guard

Ever since the early days of the war, when the Coast Guard Hearing Units were given authority over the lives and actions of the seamen by reason of the "War Emergency" excuse, the SIU has fought hard against that control. But, while we were battling against these Hearing Units and the dictatorial control being exercised, the NMU was "playing 'post office'" and "spin the bottle" with the hooligan Navy and encouraging them to hog-tie the seamen so that they could hardly call their lives their own.

Don't misunderstand us, we believe in giving credit where credit is due. We give all due credit to the Coast Guard for their war record and their peacetime



work of patrolling the sea lanes. Our beef was and is against the Hearing Units specifically, and those "Brass Hats" who want to see the seamen as another branch of the Armed Forces.

To prove the NMU's friendliness for the Coast Guard we quote from the minutes of their 1945 convention:

"In the enforcement of wartime discipline, the Coast Guard has established an advanced and liberal record, as against the injustices imposed by the Department of Commerce during peace.

"We pledge to continue the friendly cooperation between our union and the Coast Guard for... a safe and efficient post-war merchant marine."

Contrast the finky NMU stand on the Coast Guard with the militant position of the SIU in our battle against Coast Guard regimentation of seamen. We left no doubt as to our position with such articles in the LOG as:

"SIU Fights Coast Guard Grab for Post War Jurisdiction Over Seamen"—April 27, 1945.

"The Coast Guard Pulls A Fast One"—June 8, 1945.

"Judge, Jury And Jailer"—June 15, 1945.

"Coast Guard Red Tape Delays Crewing"—Nov. 16, 1945.

"End Coast Guard Control Over Merchant Seamen, Seafarers Asks"—Jan. 18, 1946.

"Return Seamen To Civilian Rule Says SIU To Truman; Coast Guard And Operator Control Condemned"—March 15, 1946.

"Action Against The Coast Guard" (Agent's Conference Report)—March 29, 1946—and many others too numerous to mention. This is OUR record!

We will fight against the Coast Guard until all forms of that control are finally removed from the lives of American seamen. American seamen must be free from dictatorship of all kinds.

WSA Medical Program

During the war the WSA took over the physical examinations of seamen which had formerly been performed by USPH doctors.

No sooner did this go into effect than they established physical standards so much higher than had been in effect that many old time seamen couldn't pass their exams, and this at a time when all men were desperately needed to man ships. Not only was this program wasteful of U.S. Maritime manpower but it was definitely anti-union, through the black-listing of older seamen.

Official SIU opposition to the WSA medical program was expressed by SIU President Harry Lundberg, who on instruction from the membership sent a communication to Capt. Macaulay of the WSA informing him of the SIU opposition to the entire finky setup. This item appeared in 11/26/43 issue of the West Coast Sailor and was followed up in subsequent issues.

At a joint SIU-SUP Agents Conference held in Chicago on March 19, 1945, it was moved, supported and carried, "that the SIU go on record to reaffirm our



position to abolish the WSA medical program as soon as possible before it is foisted upon us as a permanent setup."

October 24th of the same year, our membership went on record up and down the coast rapping the deal as an anti-labor instrument of the operators and an unnecessary drain on the taxpayers. Seafarers also criticized the WSA's inefficiency and accused the red-tape artists of trying to perpetuate themselves into the post war period.

In line with this all SIU members refused to appear before the WSA examining boards.

As a result of the SIU's militant action in refusing to comply with the WSA medical program in time of peace, the WSA was forced to reverse itself and allow SIU members to sign on after the regular physical examinations outlined in SIU contracts.

This was a clear cut victory for the Seafarers. Defeat of the WSA attempt to regiment seamen was accomplished by the SIU alone... without any aid from any other maritime union and in spite of WSA and NMU collaboration.

You can check the Seafarers LOG of November 2, 1945 which carried an item "No Ships Delayed As SIU Pushes Boycott Of WSA Medical Program" and another feature entitled, "Seafarers Breaks Macaulay's Arguments For Continuation Of WSA Medical Program." In the LOG of Nov. 9, 1945, the final item signalling a victory for the Seafarers appeared headed "Seafarers Overthrows WSA Medical Program."

While the SIU was fighting so hard to break the WSA's attempted regimentation, the NMU was openly collaborating with them and even figuring on having a WSA Medical Unit in their New York Hall!

During an NMU New York membership meeting on March 8, 1945 Vice President Frederick "Blackie" Myers reported, "We recommend that they (the WSA Medical Division) use the Union Hall..."

At the NMU membership meeting of February 8, 1945, Chief Dispatcher Paul Palazzi reported, "We are also working on getting a medical set-up in the hall. That is, to have the 107 Washington Street Medical Staff operate right in our own building. The plan has been accepted so far by the local WSA people. We believe that in a short time we'll be able to announce a date on this new setup."

What a pretty picture that makes! If it wasn't collaboration of the finkiest sort—what is?

In your talks with unorganized seamen be sure to stress the comparison between the battle the SIU put up against the WSA medical set-up and point out how NMU tried to sell seamen short and secure a WSA set-up in their own Hall! This only illustrates again the NMU's usual brand of unionism under their commie misleaders!

New York Shipping Takes Spurt; Bookmen Have No Job Difficulty

By JOE ALGINA

NEW YORK — It's a little easier to elbow one's way up to the Dispatcher's desk this week, thanks to an upsurge in shipping, but after one look at the 2nd deck of the New York Hall, the thinning of the ranks hasn't put us in any position to call for additional men.

The number of men on the shipping decks is still great, but the whole tempo of shipping is faster than it has been in weeks. Completely clearing the decks of men is a memory of the past not likely to recur, but there are sufficient jobs being put up on the board for men who are anxious to grab a scow.

Bookmen are finding it relatively easy to get a ship, rated men can pretty well name their ship and run.

Ships hitting the port this week put into the record some very good payoffs. There were quite a few of them, so say the Patrolmen. Among them were the Loop Knot, Alcoa; Purdue Victory, Waterman; and Janeway, Smith and Johnson.

DELEGATES SHARP

The Loop Knot, often a source of headaches, surprised everyone by paying off without any trouble. Most of the thanks can go to the excellent Delegates aboard and the cooperation given them by the crew.

A good bunch of Delegates, this ship proved, can make the toughest ship a livable place if they know their jobs and get the crew behind them.

The Loop Knot is a good example of the importance good Delegates have in making a voyage and payoff pleasant.

The Purdue Victory men enjoyed payoff and had no beefs pending at the payoff. The same was true of the Janeway. Her crew was on the ball and made short work of the wind-up.

Another good payoff, one that marked the end of an era, was that aboard the John Wanamaker, Isthmian. She is the first Isthmian to return from a foreign voyage after signing on under the new contract.

Her payoff was smooth and the crew well satisfied. Curtain—end of another "outfit that will never sail with a union contract."

Bull Line has put a newly acquired ship, the Suzanne, into operation in the Puerto Rican run. She will leave New York shortly for her first trip.

The Elizabeth, which has been making the run, will make a foreign run and then return to the Island jaunt.

Lizzy has made so many trips to the south country that she'll probably raise hell with the man at the wheel in her desire to return to her accustomed haunts.

SHIFTING PROBLEM

Getting away from specific ships to ships in general, there is the matter of shifting ship which, for some reason, always seems to pose a problem to the companies and the crews. ...

Often, while a ship is in a U. S. port or a good foreign port, the men are called back to shift the ship. Sometimes they all make it, but a good many times part of the crew is missing.

Sometimes a crewmember has big shoreside plans. Returning to the ship for several hours would mean a complete change in his program.

It has to be admitted that a

guy suffers by this, but the fact remains that the Union has a contract which requires his presence when shifting ship. It is his responsibility to live up to that clause just as much as it is the company's to live up to the wage and overtime clauses.

BINDING ON ALL

It is not something to ignore or obey as one sees fit, the shifting ship provision is binding on every man in the deck department.

If a guy "forgets" to return he is violating the contract. Chances are that he would be the first to howl if the company tried to beat him out of a buck for overtime worked.

The Union is out to protect the membership from contract sniping by the company, but at the same time every member protect the agreement made in the name of us all.

The few individuals who have no regard for the Union and our contracts will find that by ignoring the contract when it means an effort on their part they will succeed only in fouling up themselves and the entire membership in the long run.

Chicago Expects Early Fit-Out This Year On The Great Lakes

By HERBERT JANSEN

CHICAGO—With the SS Milwaukee Clipper the only ship in this area running during the winter months, shipping is now practically at a standstill.

During the past week, the port of Chicago shipped only three ABs, one OS, one Cook and one Porter. However, we expect shipping to pick up in the next few weeks or so.

Some of our contracted ships laying up in the Chicago region are expected to start fitting out fairly early this Spring. That should be good news to the men who laid these vessels up, and who are entitled under SIU contracts to fit-out and sail the same vessels.

Requests for repair work on ships running out of Chicago have already been submitted to the various companies.

These ship repair lists were filled out by the crews at lay-up time last year, and turned in at the completion of lay-up. Of course, the Union retained copies of these lists in order to check up before the ships leave port after Spring fit-out.

FOOD HANDLERS

Maritime laws require that anyone in the Stewards Department handling food shall take a health examination, and have a "food handler's permit" stamped after their particular rating. However, we had several incidents in the past few months where the rating was properly stamped, but without the necessary "food handler's" stamp.

It's advisable for anyone sailing in the Stewards Department to check his papers, and see if they are properly marked. If not, then get up to the Steamboat Inspection Service, secure a health examination, have your papers stamped, and avoid complications at a later date.

The outlook for the coming season as far as the SIU Great Lakes District is concerned looks

good from here. Comparing the amount of income which has come in so far this year with a light period in 1947, we find that finances are on the uptake.

CURRENT ACTIVITIES

Lake seamen coming into the Chicago hall for information about the SIU and how to join our Union are on the up trend. This activity and the interest shown by unorganized Lakes seamen indicates that more and more they are turning to the SIU Great Lakes District for guidance and leadership.

Such a trend should indicate good progress for the coming SIU organizational campaign on the Lakes.

With the aroused interest of these unorganized seamen, it becomes increasingly important for all SIU members to get after the Lakes seamen who don't know the score and let them know what the SIU is doing on the Lakes.

Shipowners on the Lakes have shown themselves only too ready to utilize the union-busting provisions of the Taft-Hartley Act. These outfits know that now is the best time for them to get in a punch below the belt.

They also realize that if it were not for the presence and strength of the SIU Great Lakes District that they would be able to have things their own way, free from any restraining influence.

So it's up to all Great Lakes seamen, organized and unorganized, to get behind the SIU program on the Great Lakes. Don't let any misleading propaganda from the Lake Carriers Association or their stepchild, the Lake Sailors Union, keep you divided.

Get together and unite behind the SIU program on the Lakes for the best hours, wages, working and living conditions, and pension-welfare plan in the Maritime Industry.



SAN FRANCISCO, CALIF.

INDIVIDUAL DONATIONS

H. McCurdy, \$5.00; E. Dickinson, \$5.00; P. Davis, \$5.00; F. Nelson, \$2.00; C. Hemby, \$1.00; Stowers, \$5.00; P. Samuelson, \$4.00; C. E. Zell, \$1.00; J. Anderson, \$2.00; W. Brown, \$5.00; G. Jones, \$2.00; J. Hale, \$2.00; J. O'Rourke, \$5.00; N. Boyle, \$5.00; J. Bruno, \$5.00; Yoeman, \$5.00; Myrel Mizelle, \$3.00; A. Ance, \$1.00; W. Adkinson, \$5.00; Starke, \$23.25; P. Mrowczynski, \$5.00; C. Wodka, \$5.00.

NEW YORK

INDIVIDUAL DONATIONS

John Santos, \$2.00; Frank Kolacz, \$1.00; H. E. Miller, \$4.00; Raymond Barnett, \$1.00; C. T. Terry, \$3.00; J. A. Jarvis, \$5.00; B. E. Wilson, \$3.00; T. Karayakyos, \$1.00; A. Saaveda, \$1.00; C. G. Oppenheimer, \$1.00; D. Letourneau, \$2.00.

Richard J. Weir, \$3.00; J. Arabasz, \$1.00; F. C. Rocafort, \$1.00; L. J. Heffernan, \$3.00; C. J. McDonough, \$1.00; E. Cipar, \$5.00; A. S. Reinholdt, \$4.00; Thomas Maga, \$1.00; M. Valentin, \$1.00; J. R. O'Sullivan, \$2.00; Wm. A. Depping, \$3.00; L. Kotselig, \$22.00; George Driscoll, \$3.00.

SS HIBBINGS VICTORY

N. Tsauosakis, \$2.00; J. E. Metzger, \$2.00; P. Dayton, \$3.00; A. Janowski, \$2.00; H. Oucher, \$2.00; E. Dunlop,

\$4.00; P. Sudia, \$2.00; Angel Diaz, \$15.00; R. Bishop, \$7.00; C. Huttsell, \$5.00; E. Kolenovsky, \$2.00; W. F. Adams, \$1.00; M. Novakodich, \$2.00; F. S. Slavik, \$2.00; Q. Wilde, \$2.00; F. A. Mulder, \$2.00; A. R. Guidry, \$3.00; J. Beath, \$1.00; Wm. F. arth, \$2.00; F. Hoy, \$3.00; Wm. Y. Cachola, \$2.00; J. Novak, \$5.00.

SS MAIDEN CREEK

A. C. Hill, \$2.00; J. P. Chermesino, \$2.00; E. F. Lessor, \$1.00; F. Murray, \$10.00; H. J. Foy, \$2.00; R. E. Teeyck, \$2.00; C. M. Muffkin, \$2.00; T. Sullivan, \$2.00; A. ranesh, \$5.00; H. Sternlight, \$1.00; A. Rigs, \$2.00; H. Sunderland, \$2.00; L. D. Dieudonne, \$5.00; F. T. Hill, \$3.00; D. Tagliari, \$3.00; F. C. Prince, \$1.00; O. H. Headley, \$5.00; L. O. Lord, \$2.00; J. Velazquez, \$2.00; J. W. Feeney, \$2.00.

SS SEATRAN TEXAS

C. Cahill, \$10.00.

SS TOPA TOPA

P. Pringi, \$1.00; R. DeGraff, \$1.00; A. Mohamed, \$1.00; C. Lee, Jr., \$1.00; C. Kounavis, \$2.00; T. H. Ryan, \$1.00; J. Filipek, \$1.00; H. Halloway, \$1.00; J. Smith, \$1.00; E. Y. Viera, \$1.00; J. A. Adams, \$2.00.

SS STEEL DESIGNER

H. F. Wells, \$2.00; J. L. Higginbotham, \$2.00; N. J. Dorn, Jr., \$2.00; F. Pollard, \$2.00; C. O. Polca, \$2.00; J. Dunn, \$2.00; K. T. Stout, Jr., \$2.00; J. Hill, \$5.00; N. E. Cruz, \$5.00; E. Cipriano, \$2.00; P. A. Dexter, \$1.00; F. Senent, \$5.00; Chin Kong, \$5.00; W. R. Hayes, \$5.00; A. B. Porter, \$5.00; J. P. O'Sullivan, \$5.00; M. N. Tigmo, \$5.00; E. R. Hall, \$2.00; S. M. Onandad, \$5.00; L. Opana, \$5.00; P. Warhola, \$1.00; T. M. Neroda, \$5.00; A. Andrianan, \$5.00; D. Boumlinis, \$5.00; Moo Fook, \$5.00; P. T. Flores, \$5.00; Wing S. Yuen, \$5.00; T. Thon, \$5.00.

SS NOONDAY

J. Sharp, \$1.00; A. F. Rolley, \$1.00; P. Vlanas, \$1.00; B. Dunlop, \$5.00; D. LaCruz, \$2.00; J. Garcia, \$1.00; R. Hernandez, \$1.00; E. R. Gordofo, \$1.00; C. J. Hyrny, \$1.00; C. E. Kull, \$2.00; J. F. Fiesel, \$1.00; E. D. Pattee, \$3.00; T. McCarthy, \$1.00; E. Gherman, \$2.00; P. D. elez, \$1.00; R. K. Tompkins, \$1.00; P. Loleas, \$3.00; B. Undertilo, \$2.00.

SS STEEL ADVOCATE

Augustino Lazzaro, \$1.00.

SS MONTEBELLO HILLS

C. Manela, \$1.00; J. J. Doyle, \$3.00.

SS CAVALIER

G. F. Immel, \$1.00; J. Ulas, \$1.00; F. A. Landmeyer, \$2.00; J. T. Rockhill, \$5.00; E. Sandberg, \$2.00; F. Boyne, \$1.00; D. Zappia, \$1.00; M. A. Servine, \$1.00; J. P. Hall, \$5.00; S. O. Large, \$2.00; T. Pilkington, \$2.00; G. Jowers, \$2.00; J. C. V. T. Magdalena, \$2.00; N. Solomon, \$2.00; D. Enge, \$1.00.

SS COLINGA HILLS

K. C. Faulkner, \$1.00.

SS MAIDEN CREEK

SS Maiden Creek, \$10.00; T. Payn, \$1.00; J. LaFrance, \$1.00; R. Teneyck, \$1.00; H. J. Baldwin, \$5.00; R. M. Godwin, \$3.00; R. W. Davies, \$5.00; J. M. Traub, \$1.00; C. Terry, Jr., \$4.00; J. Rodriguez, \$3.00.

SS YARMOUTH

A. Collett, \$2.00; W. D. Canty, \$1.00.

SS PIGEON POINT

W. R. Carroll, \$2.00.

SS BILLINGS VICTORY

A. D. Smith, \$1.00.

PERSONALS

GEORGE MIRABUENO

You are asked to contact Mr. Jesus M. Rivera, P. O. Box 254, Catano, Puerto Rico.

JOSE M. CASTELL

Your wife is very anxious for you to contact her at 127 Columbia Street, Brooklyn, N. Y.

WILFRED R. SHEA

Contact your mother at 315 Saratoga Street, East Boston, Mass. Important business.

ALBERT F. FISCHER

Get in touch with your brother, J. A. Fischer, 2880 — 38th Avenue, Oakland 2, California.

Port Baltimore Pushing Drive In Tanker Field

By CURLY RENTZ

BALTIMORE — Shipping has been very fair in this port and should even pick up a little more if present indications are correct. Bookmen have no troubles getting out, although permits have to hang around a while.

We had nine payoffs with the usual lines: Ore, Isthmian, South Atlantic Bull, Robin, and Waterman. The only ship that had any trouble worth mentioning was the Niantic Victory, Waterman, which had some Black Gang beefs.

We signed on seven ships, and had a few in transit but not many.

One of the beefs on the Niantic concerned the lack of heat in the engine room. It was one of those things. The Captain and the Chief Engineer did the best they could to supply heat.

HIT TANKERS

We're not letting up on those Cities Service tankers. The Cities Service company and other tanker companies do their best to keep us off, but the Patrolmen here go down to them no matter where they are or what time of day they come in. We have the ones which hit here in very fair shape and we are going to keep them that way.

A lot of the talk around the Baltimore branch is speculation about what effect the Marshall Plan will have on shipping.

Everybody knows that the Plan, when it goes into operation, must not be rigged so that it destroys the American Merchant Marine. If they fix it so that we lose our jobs, we are going to have to stick together and not let them.

There are plenty of men still on the beach here. As we pointed out above, the bookmen get jobs pretty swiftly but the permits have their troubles.

But the permits are getting those tanker jobs, and they are doing good work aboard them. More power to these men who are serving the Union so well.

In general and as usual things are in good shape in Baltimore not only along the waterfront but throughout the city. Moreover, things will stay that way as long as we keep our eyes open for everything that goes on in the labor field.

NOTICE!

BOOK No. 50430

Holder of the above numbered book is requested to call at the 6th Deck, New York Hall, 51 Beaver Street, N. Y.

Money Due SS CAVALIER

The following named men have money due them for wages and subsistence from the Cavalier, Wilkerson Steamship Company. The money has been mailed to addresses given on articles.

- Clyde P. Parker, \$5.04; Gerald B. Spaulding, \$4.79; Henry A. Pierson, \$5.49; George W. Champlin, \$5.47; Alexander Mitchell, \$6.27; Donald C. S. Keller, \$5.47; Robert E. Lansdell, \$10.42 (includes linen money); Richard F. Johnson, \$5.47; Paul T. Schmolke, \$6.46; Norman A. Power, \$5.29; Roy E. Stern, \$5.56; Edward S. Flanagan, \$5.56; and George W. Fenson, \$5.65.

Unclaimed Wages

Mississippi Steamship Company

501 HIBERNIA BLDG., NEW ORLEANS, LA.

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

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

Mason, J.	16.10
Mason, James	2.20
Mason, James M.	14.46
Mason, Jared A.	.10
Mason, Claiborne L.	8.57
Mason, Kinnie Thomas	3.59
Massey, Claiborne L.	13.76
Massicot, Jules A.	60.00
Masson, Ernest L.	7.20
Mastaler, Theodore	5.99
Masteller, Robert O.	7.23
Masterson, Francis G.	4.20
Mastroni, Henry R.	31.68
Mate, Richard	16.76
Materson, William A.	1.37
Matheny, William N.	16.46
Mathes, Leon	3.31
Mathews, Evangelos A.	12.37
Mathews, Fred J.	2.75
Mathews, Roger W.	60.00
Mathiasan, John W.	1.38
Mathies, James K.	.89
Mathiev, Honore	36.18
Matinki, E. V. H.	12.78
Matisons, Dimitryis	19.98
Mato, Manuel	6.12
Matson, James Kanae	3.44
Matte, Edward P.	11.55
Matter, Harold E., Jr.	.32
Matthews, Jessie R.	80.16
Matthews, John L.	.66
Matthews, William J., Jr.	127.46
Mattier, George	3.44
Matysek, John J.	4.66
Mauck, Albert M.	6.12
Maupin, William B.	9.94
Maur, George W.	8.62
Maurstad, Raymond	37.80
Maxey, Donald R.	54.95
Maxon, Ormond E.	1.98
Maxwell, Elwin O.	2.01
Maxwell, Gordon W.	106.65
Maxwell, Jerry	.33
Maxwell, O. B.	5.94
Maxwell, Theo. B.	1.98
May, Alvin	3.96
May, Charles M.	20.56
May, James Elzia	15.30
Mayer, C. L.	55.36
Mayer, Edward J.	9.20
Mayer, Ernest	2.23
Mayer, P.	4.39
Maylor, Edwin L.	.73
Maynard, Leslie	55.44
Mayne, Joseph A.	4.44
Mayo, Carl E., Jr.	53.14
Mays, Harry	.46
Mays, O.	14.46
Mazgay, Stanley C.	8.26

Mazinglo, Joseph	9.56
Meacher, Leon L.	.96
Mead, Francis C.	21.81
Mead, Hebert W.	1.16
Meade, Joseph P., Jr.	2.48
Meadeds, Joseph P.	10.80
Meadows, Clarence D.	6.05
Mechanick, Harry	9.90
Meddins, Edgar S.	3.79
Meder, Herbert	12.15
Medford, Charles G.	2.53
Medina, Francisco	2.03
Medley, Calvin	16.80
Medley, Clark, Jr.	1.02
Medlyn, William D.	.94
Medrano, Jose	9.57
Medvesky, John ff	4.98
Meehan,	13.70
Beester, William M.	115.64
Mefford, Gillum	1.32
Mehlhoff, Wilmer	10.23
Meier, Granville H.	108.65
Meissner, Richard	1.48
Melahn, Ronald	.71
Melinders, Tony	1.77
Melink, Valentine	38.48
Mello, Mandel	12.87
Mello, N. R.	22.88
Mellon, William	12.46
Melone, E.	4.80
Melone, Edward Michael	.90
Melonzi, Frank R.	32.20
Melton, C. L.	1.40
Melton, Lyle, H.	.73
Melvin, Sherman F.	1.60
Memoli, Steven	14.82
Mena, Victor	1.04
Mendez, Steve	3.89
Mendoza, R.	23.94
Menendez, F.	7.33
Menzel, William	8.53
Mercadi, J.	4.81
Mercer, Edgar Lee	4.53
Mercer, Melvin	1.40
Merchant, Robert	.45
Mercon, Vincent W.	4.57
Merkley, Charles W.	2.28
Mericas, Evangelos	14.68
Merino, Manuel, R., Jr.	16.34
Merkel, John	.80
Merlino, Albert	2.88
Merlone, John F.	.01
Merritt, Charles	31.70
Merritt, David L.	1.95
Merta, Paruo	29.85
Mertrud, V.	5.12
Mertsch, Henry C.	21.19
Merz, A.	5.67
Messana, Emile J.	7.81
Messina, Eugene R.	6.05
Metcalf, John	69.60
Metcalf, N.	6.60
Metcalfe, Charles L.	6.40
Metcham, Richard L.	11.20
Metroz, Edward	25.19
Metting, G. C.	.01
Metz, Glenn	8.98
Metz, Paul Fred	2.23
Mexwell, Miles I.	10.74
Meyer, Albert W.	56.33
Meyer, Charles F.	4.81
Meyer, Wm. J.	3.96
Meyers, Charles E.	2.38
Meyers, Clayton H.	18.23
Meyers, Harold T.	1.70
Meyers, R.	1.40
Michael, Joseph	1.00
Michael, Joseph H.	78.51
Michael Ricard	6.20
Michalek, Charles J.	1.98
Michalski, R. A.	.89
Michener, Raymond	58.71
Michna, George J.	1.79
Miculnich, Joseph	8.26
Migett, Hatton H.	6.06
Midley, Clark, Jr.	28.00
Mikalovich, Anthon	4.13
Mikesa, Stanley	9.63

Mikkelsen, P. Y.	6.21
Milam, Robert	26.27
Milan, Russel S.	15.44
Milanovich, Alexander S.	2.90
Milbourn, M.	1.19
Miles, Aulton, K.	28.36
Miles, Cecil B.	47.67
Miley, D. B.	3.62
Miller, A. W., Jr.	11.20
Miller, Aaron	5.58
Miller, Alan P.	.80
Miller, Alfred W.	5.69
Miller, Alonzo E.	19.35
Miller, Bernard A.	48.98
Miller, Bert G.	1.42
Miller, Byrne	8.86
Miller, Charles	28.14
Miller, Charles E.	1.48
Miller, Clarence J.	2.84
Miller, Clifford L.	3.34
Miller, Donald J.	6.71
Miller, E. A.	3.63
Miller, E. L.	.01
Miller, Edw.	1.28
Miller, Edward	.72
Miller, Edward D.	8.26
Miller, Elden	2.64
Miller, Elwood L.	43.76
Miller, Ernest E.	2.05
Miller, Ernest F.	29.48
Miller, Ernest J.	7.06
Miller, F.	3.59
Miller, Franklin O.	4.78
Miller, G.	5.43
Miller, George	4.66
Miller, George C.	76.72
Miller, H. A.	8.38
Miller, Harold J.	2.28
Miller, Harold Miles	12.37
Miller, Harry	1.13
Miller, Harry J.	1.05
Miller, Hugh	.24
Miller, J.	.74
Miller, Jackie	.46
Miller, James A.	8.10
Miller, James C.	5.14
Miller, James R.	3.98
Miller, James R.	60.98
Miller, James R.	87.02
Miller, Jerry M.	6.99
Miller, Joe H.	14.58
Miller, John	.18
Miller, John C.	2.88
Miller, John L.	14.14
Miller, Joseph J.	3.87
Miller, Joseph L.	21.33
Miller, Jos. R.	.36
Miller, Louie, Jr.	2.34
Miller, Lucian C.	1.49
Miller, Lucian W.	1.06
Miller, Marrin, Jr.	5.60
Miller, Norbert F.	10.74
Miller, Phillip E.	50.62
Miller, Raymond E.	27.18
Miller, Richard	6.93
Miller, Robert	1.48
Miller, Victor R.	2.23
Miller, Wm. A.	.32
Miller, Wm. A.	133.82
Miller, William H.	48.41
Miller, William R.	6.52
Millett, Charles M.	32.66
Mills, Donald A.	18.69
Mills, Lloyd D.	1.14
Mills, Lloyd G.	.60
Mills, Murray	.64
Mills, Ralph C.	2.37
Mills, Russel W.	19.65
Milne, John	7.91
Miltner, August L.	2.82
Mims, David N.	36.72
Minark, Louis C.	2.75
Miner, Jack D.	38.55
Miner, Paul C.	31.84
Ming, Anfbert C.	.46
Minke, Donald E.	17.21
Minks, Lucian H.	90.21
Minotto, R.	1.00

Monson, William Harold	71.86
Montalbano, Philip	2.95
Monteiro, Heitor	7.84
Montemarano, A. M.	5.49
Montes, Rianaldo	5.26
Montesano, Gaitan A.	2.34
Montgomery, Cecil	3.56
Montgomery, George	21.59
Montgomery, William E.	21.66
Montierro, John V.	80.35
Montross, Paul J.	.33
Moody, Arthur	15.40
Moody, Billy N.	14.86
Moody, Frederick S.	2.79
Moody, Robert Jr.	20.06
Moody, Warren Lee	2.47
Moon, Eugene	10.82
Mooney, Edward J.	2.52
Moore, Arthur H.	2.87
Moore, Arthur R. Jr.	13.86
Moore, Ben B.	8.53
Moore, Crofton K.	4.35
Moore, Donald H.	9.07
Moore, Everett Eugene	8.61
Moore, Floyd	9.23
Moore, George R.	5.39
Moore, Gordon S.	1.50
Moore, Harold J.	4.66
Moore, Harold L.	8.02
Moore, Harry A.	4.06
Moore, Harry L.	.60
Moore, Henry E.	4.00
Moore, James Jr.	2.62
Moore, Luther F.	1.40
Moore, Truman B.	1.99
Moore, H. William H.	6.13
Moore, William M.	6.24
Moracchine, Jules	30.40
Morales, Alfredo	17.82
Morales, Antonio	9.81
Moran, Edfund F.	2.48
Moran, Ramon	8.64
Moran, Walter J.	30.20
Mordente, Ralph P.	.45
Moreau, Camille	.61
Moreaux, Allen A.	2.74
Morejon, Gregory	17.83
Morel, Jose	1.98
Moreland, Benjamin A.	12.60
Moreland, Gerald W.	8.26
Moren, Francis A.	.48
Moreno, Luis	4.82
Moretz, Dean C.	11.64
Morgan, Alexander P.	42.41
Morgan, Claude A.	2.49
Morgan, D. L.	1.48
Morgan, Floyd E.	.69
Morgan, Frank	2.94
Morgan, Jugh	21.06
Morgan, James	2.11
Morgan, John C.	7.63
Morgan, Obert Julius	1.78
Morgan, Robert J.	.74
Morgan, Robert John	11.28
Morgan, Thomas E.	2.58
Morgan, Walter J.	1.00
Morgan, Warren	3.48
Morgan, William A.	3.17
Morgan, William R.	20.27
Morgan, N. Wm. T.	.45
Morisant, Ralph	4.00
Morlay, Charles W.	2.23
Morlay, Donald L.	24.57
Morrel, C.	18.18

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DETROIT	1035 Third St. Cadillac 6857
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GALVESTON	308 1/2 - 23rd St. Phone 2-8448
HONOLULU	16 Merchant St. Phone 58777
MOBILE	1 South Lawrence St. Phone 2-1754
MONTREAL	1440 Bleury St.
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NEW YORK	51 Beaver St. HAnover 2-2784
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Stay on
your
Ships!



You have won the **FIRST ROUND** in your battle for decent wages and conditions by voting for the Seafarers International Union by **5 to 1**. Our next move will be to petition for a union shop election as required by the **Pinkey Taft-Hartley Law**. The company will try to move anti-union crews into their fleet. So - **STAY ON YOUR SHIPS** until we achieve complete victory!

The Seafarers International Union of N.A. • AFL