

SEAFARERS' LOG



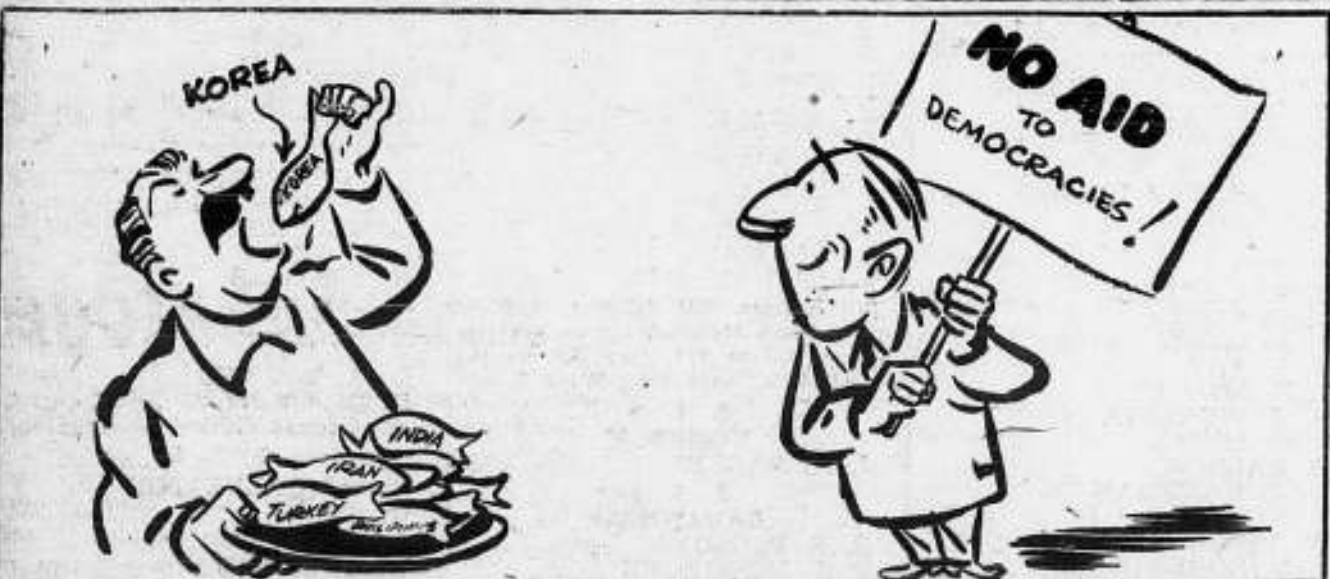
Official Organ of the Atlantic and Gulf District, Seafarers International Union of North America

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No. 19

SIU Asks Clear Security Rules



Matthew Dushane, Washington representative of the Seafarers International Union, has recommended that the Union withhold appointment of representatives to the recently devised waterfront security council until the regulations and procedure by which the council will operate have been made clear.

SUP Secretary-Treasurer Harry Lundeberg, SIU A&G District Secretary-Treasurer Paul Hall, and SUP East Coast Representative Morris Weisberger, who are President and Vice-Presidents, respectively, of the SIU international organization, accepted Dushane's recommendation as "a sound one—in the interests of our membership and in the effective functioning of the security council."

The SIU and SUP were among the organizations which met in Washington last month with Secretary of Labor Maurice Tobin and adopted a voluntary plan to prevent communist sabotage on the US waterfront during the Korean war crisis.

BARS COMMIES

Under the plan, communists and other subversives are to be weeded out and barred from sailing.

At the insistence of the Unions, rigid protection for appeals against arbitrary decisions by the Coast Guard were written into the plan. The plan also sets forth that "no man shall be classified as a bad security risk as a means of discrimination because of union activity."

In his recommendation, Dushane said that, before being called upon to participate in any rulings by the council, union representatives should be given a clear picture of the setup.

Since the Washington meeting, there have been no sessions between the government agencies

and other signatories of the anti-sabotage plan on the manner of operation.

In announcing Dushane's recommendation, the SIU pointed out that its record on communists was clear, and that as recently as last year the Union had met head-on with communist elements on the Canadian waterfront and in Europe.

As a result of this clash the commies were routed from Canada's East Coast, which they had dominated up to that point.

Commenting on Dushane's statement, SIU Vice-Presidents Hall and Weisberger said that both organizations were emphatically in favor of a screening process to prevent commie saboteurs from boarding American

(Continued on Page 12)

Chinese Communists Shell Steel Rover; All Hands Are Safe

The SIU-manned Isthmian freighter Steel Rover was hit by five shells in Hong Kong territorial waters as she headed for Indo-China with a cargo of military supplies, early this month.

The 8,000-ton vessel escaped with only minor damage and there were no casualties, but the vessel returned to Hong Kong after the attack.

The origin of the fire, believed to be of small caliber shells, was a mystery. However, two communist artillery batteries have been sighted about 10 miles below Hong Kong.

At Isthmian's office in New York, a company official said the Steel Rover proceeded from Hong Kong under heavy naval escort to Saigon, where she unloaded her cargo without further incident.

The vessel will call at Netherlands East Indies and Malay ports before returning to the States sometime early in October.

The American Worker Wins One Round

The case of the American people against Harry Bridges was settled for the time being early this month when Federal Judge George B. Harris, charging that Bridges was a menace to the security of this country, revoked Harry's bail and threw him into the clink.

For the benefit of those of you who haven't been around recently, Bridges was convicted of perjury last April for having sworn falsely, when he was up for citizenship in 1945, that he was never a member of the communist party, was given a five-year sentence and had his citizenship revoked.

The commies, of course, are out in full force, yelling "frame-up," shaking cans to raise money for "poor old Harry" (most of which will go to the "Daily Worker"),

and passing out petitions asking for his release. They seem to be pretty much stirred up about a guy who they say isn't a commie, but as in everything else that the commies undertake, they are doing a bang-up job. And the pity of it is that they will get dough and signatures from guys who have been opposing Bridges all along — from guys who would have moved heaven and earth to get Bridges deported, but wouldn't lift one little finger to send Harry to jail. Seamen generally are like that.

But as far as we Seafarers are concerned, he isn't "poor old Harry." He is, and has been ever since he appeared on the American waterfront, a conscious agent of the communist party and of the communist international,

(Continued on Page 2)

SEAFARERS LOG

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287

We Win One Round

(Continued from Page 1)

who has consistently supported Russian policy to the detriment of the people of this country, particularly the working stiff.

In our book, Bridges has always been a menace—a man who did not hesitate to sell the working man down the river anytime Stalin gave the word. A man who put loyalty to a foreign country above his loyalty to America and the American worker. A man who is opposed to UN and American aid to South Korea, and whose organization (the maritime section of the commie-controlled WFTU) is pledged to boycott and sabotage shipments of men and arms to Korea and the democratic European countries.

The case against Bridges is well-documented, not by the so-called (by the commies) "informers and stool-pigeons," but by his own words and deeds. His actions and propaganda were very definitely detrimental to the welfare of this country in general, and the labor movement in particular. We repeat, Seafarers generally hate to see anyone thrown into jail—but in this case we are glad to see that Bridges has finally been removed from the scenes, and put in the bucket where he can no longer sell the American working stiff down the river at the bidding of a dictator like Stalin.

Profits Out Of Blood

For a sample of excellent pro-commie propaganda, see the ad reproduced in the adjoining columns, which is only one of the many that appeared in papers throughout the nation.

Now's the time, the ad says in effect, to build a fortune on the despair, on the blood and dead bodies of those fighting for democracy throughout the world.

There's little than can be said that would be more chilling than the ad itself.

But what effective propaganda for the enemy! The anti-democratic commie propaganda-producers would be hard put to come up with anything so effective to show those who are resisting Moscow's bait, and whose faith lies in the leadership of the US.

Do It Now

After just about one month of operation, our Seafarers Welfare Plan is working smoothly and efficiently. And it's a certainty that the Plan will operate even more successfully as time goes on. Little kinks that crop up here and there will be ironed out, and the little unforeseen problems that inevitably arise in the administration of a new Plan will serve to tighten up the machinery.

But to make the Plan a 100 percent success, the co-operation of all the participants in its benefits is absolutely essential. Right now, there's the matter of designating beneficiaries for death benefits. Seafarers should get one of the new beneficiary forms from the nearest SIU Port Agent, fill it out and return it to the Agent, or send it to the Seafarers Welfare Plan, Room 612, 11 Broadway, New York City.

By attending to this matter at once, Seafarers will eliminate the possibility of any complications arising later on.

Perfect Argument For Excess Profits Tax

The Washington Post

WASHINGTON: SUNDAY, JULY 30, 1950

How Fortunes Are Made In "War Baby" Stocks*

In other wars, favorably situated companies with large military orders showered amazing profits on well informed investors. NOW, new BILLIONS of Dollars will be spent on recently invented secret weapons, protective and offensive gadgets, anti-submarine devices, tanks, guns, etc. Again, some investors with courage and a few hundred dollars will buy the RIGHT War Boom Stocks and become independently wealthy.

DO GOLD STOCKS NOW OFFER QUICKER WEALTH-MAKING OPPORTUNITIES Than Steels, Coppers, Aluminums, Electronics or Aircrafts?

Which companies can change over to war production fastest and with least expense? Will the 1950 "War Baby" Stocks be low priced Rails with enormous war materials traffic? Will history repeat itself as little known bargain priced "War Babies" leap into prominence with perpendicular advances?

14 "WAR BABY" STOCKS PICKED BY FAMOUS EXPERTS TO BRING YOU RICHES

The leading advisory analytical staffs of America combed over thousands of stocks and applied modern standards of appraisal to find today's BIG "War Baby" Money Makers. The 14 MOST Favored Stocks of these foremost Experts (who are usually correct) are tabulated in our exciting Report—now ready for YOU! Get it AT ONCE! If you hold listless or weak issues this Report will point out PROFIT Making Exchanges into issues ready for tremendous MOVES. The Experts say this period is just beginning. It is then you need this pooled advice to take full advantage of money making opportunities. If you know what the leading Experts recommend, you have in your possession the opinion of all the major specialists whose life work is investment counsel. How often, after depending on one Expert's advice, have you wished you knew what the others were advising!

VALUABLE INFORMATION ONLY \$1

QUICK—Send \$1 for this Fortune-Building Report on TODAY'S new opportunities—14 "War Baby" Stocks Picked By the Experts. FREE: 1-week trial subscription. Covers profit-making and profit-saving aids and Buy, Hold & Sell Consensus. Fill out, clip & mail coupon

DUVANS CONSENSUS, INC.

Men in the Marine Hospital

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FRANK ALASAVICH
ANGELO FERRIE
A. REMOS

STATEN ISLAND

J. STYLES
P. PRON
E. POE
E. KILLEGREW
S. GORDON
J. J. TOBIN
D. F. FRY
J. F. ROBERTS
N. J. WUCHINA
S. G. LOPEZ
E. BALBOA
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F. KUBEK
W. MEEHAN
J. L. ROBERTS

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J. PADZIK
E. LOPEZ
W. PADGETT
J. J. DRISCOLL
J. H. ASHURST
A. LOMAS
V. MILAZZO
H. S. TUTTLE
J. DE JESUS
JOHN HANSON

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

NORFOLK

J. M. SADLER

SAVANNAH

B. E. ROBBINS
T. C. MUSGROVE
L. KODURAND
W. J. MORRIS

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W. M. SIMPSON
J. A. CLARK
C. C. MILLER
T. E. BURKE
F. E. HOBIN
J. T. BENNETT

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R. L. LAMBERT
G. E. DALMAN
R. C. STANSELL
J. BEDDINGFIELD
R. E. MULHOLLAND
J. CURTIS
L. TICKLE
H. WENTZEL
A. D. THOMPSON
A. BENTLEY
B. W. BLACKMON, JR.
J. L. CALDWELL

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J. A. SPINA
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P. SMITH
SILVESTER WALKER

AFL Demands Price Curbs And Profits Tax

Shipping Good, Baltimore Keep Fingers Crossed

By WILLIAM (Curly) RENTZ

BALTIMORE—Shipping boomed in this port during the past two weeks, and we're keeping our fingers crossed in the hope that it will continue that way. We still have men on the beach. At any rate, we can always say that it was swell while it lasted.

Here are the ships that paid off:

Angelina, Santore, Lilica, Monroe, Steel Ranger, Edith, Robin Wentley, Stonewall Jackson, Portmar, Feltore, Venore, Evelyn, Mae and Marore.

Sign-ons were:

Santore, Angelina, Lilica, Monroe, Ponce de Leon, Steel Ranger, Stonewall Jackson, Chilore, Portmar, Edith, Steelore, Hilton, Yaka, Steel Age, Steel Scientist and Marore.

Things were livened up a bit by the following in-transit ships: Madaket, Black Eagle, Wanda, Alcoa Pegasus, Marymar, Southport and Iberville.

EVERYTHING SMOOTH

All beefs were settled aboard ship. Everything went smoothly, and most all of the ships were without any troublesome incidents. A few Ore Line ships have beefs pending, and they will be settled as soon as we get to the company representatives in New York.

There are about six Victory ships in the shipyard here which just came out of the boneyard. So far we do not know to which companies they will go, but we're hoping.

It is expected that more ships will be coming out of the mothball fleet for reactivation in the current emergency. This would not have been necessary if we had maintained a suitable merchant marine after the last war. We did maintain one at that—but it was in the boneyard.

His Brother Seafarers Mourn 'Cut And Run' Hank

Seafarer Henry J. Piekutowski, known to thousands of SIU members as "Cut and Run Hank," died suddenly at his Brooklyn home on August 2. He was 28 years old.

Hank had won a legion of friends and acquaintances throughout the Union through the medium of the widely-read column "Cut and Run," which he had been contributing to the SEAFARERS LOG for the past five years.

Few of his Union Brothers knew him by his real name, but all knew who "Cut and Run Hank" was. Correspondence, addressed to "Cut and Run," came to Headquarters daily from SIU ships all over the world, containing information concerning shipboard events and personalities. All appeared in his column, an informal, light bit of chit-chat that was almost a key to the man himself. Occasionally the column was serious—as when it dealt with the Union Hank so highly valued—but more often it was humorous. Never was it vicious.

Seafarers who stopped in to visit Hank at Headquarters knew him as a mild, modest and sincere Union member, with a sense of humor.

Hank joined the SIU Atlantic and Gulf District in the Port of New York on Nov. 12, 1942. He held Book No. 23814 and sailed in the Black Gang. He survived a torpedoing of his ship in 1942 by Nazi U-boats in which 23 lives were lost.

During the intensive campaign to bring the Isthmian fleet under the SIU banner in 1945-46, Hank was among the most active volunteer organizers. In fact, he played an active part in all of the Union's organizing drives. Later he became a member of the staff of the SEAFARERS LOG, remaining in that status until his death.

He is survived by his parents, Mr. and Mrs. Boleslaw Piekutowski of 164 23rd Street, Brooklyn, of whom he was the main support; a wife, and a daughter, Helen, aged 3.



HENRY J. PIEKUTOWSKI

Funeral services were held in the Szutarski Funeral Home, 246 24th Street, Brooklyn, on August 8. Interment was in St. John's Cemetery, Middle Village, Queens.

A delegation of former shipmates and Union Brothers attended Hank's funeral. Serving as honorary pallbearers were the following SIU members:

John Arabasz, Al Bernstein, Frank Bose, Paul Gonsorchik, W. J. Brady, P. J. McCann, P. Loleas, G. Frank, J. Gallant, Juan Velez, K. Hagstrom, J. Elliot, E. M. Smith, L. Lopez, W. McCord, R. Ramos, William Glick, A. (Red) Campbell.

Also J. Packard, G. Jerosimich, R. Hannigan, K. Marston, F. W. Heck, E. P. Leonard, J. Heikurinen, K. Wong, T. Torres, R. Jacquin, W. Seaman and Mike Colucci.

CHICAGO—The AFL Executive Council demanded immediate control of prices at their June levels, but no pay controls until wages have risen enough at least to meet higher living costs and "a basis of parity" with the price climb since outbreak of the Korean war.

The council demanded that Congress enact an effective excess profits tax, grant rationing power to President Truman, and repeal the Taft-Hartley Law.

There is no need for compulsory manpower controls, the council said.

The council denounced the Korean aggression flatly as an "invasion... by Soviet Russia," and warned that the communists may start other fires in the world at the will of their leadership. Preparation for defense must be broad and world-wide, the council declared.

CHICAGO MEETING

In their program, announced at the annual summer meeting in Chicago, the AFL officials recognized that "inevitably wage controls may become necessary."

But, they said, a "freeze" of existing wage rates would be unfair, and would injure the national economy irreparably.

"Wages have already fallen far behind the rising cost of living," the council declared. "Wages, therefore, must be permitted to rise through the process of collective bargaining, and otherwise, to meet these higher living costs and to establish a basis of parity."

"Wage adjustments must embrace as well compensation for increased productivity and, in addition, machinery must be provided for the adjustment of labor disputes and adjustment of grievances, and labor must be adequately represented on such boards or commissions."

Asked if the council meant labor would offer a no-strike pledge, William Green, AFL president, said such a pledge would be discussed when asked for by the government.

"When the time arrives for discussing a no-strike pledge," he said, "we will be ready for a

meeting of labor, management and the government as we were before (in the World War II mobilization)."

Without the idle factories, unemployed workers and plentiful materials of 1939, the United States cannot produce adequately for defense without disturbing the all-time record peacetime industrial production, the council said.

CITE PRICE-SOARING

Pointing out that hoarding, price-raising and speculative buying already are threatening a runaway inflation, the council said control measures must be prompt and effective. Basic commodity prices already have gone up 15 percent since June 23, it was added.

Specifically, the council proposed:

That prices be controlled at levels of June, preceding the Korean outbreak.

That taxes be raised, in accordance with ability to pay.

That excess profits taxes be made effective, to stop profiteering.

That the President be authorized to ration scarce consumer goods, regulate heavy industries and allocate materials with priorities for defense needs.

That the manpower problem be handled by voluntary cooperation of labor, management and government representatives with no attempt to draft workers for jobs in private industry.

TOUGH PROGRAM

"The foregoing program is not an easy one for the American people to take," the council conceded, "especially as there is no present indication as to when the defense emergency will terminate."

"However, we are convinced that the American people are ready to make every necessary sacrifice to prevent a third world war. And we are certain that the only way to prevent such a war is to achieve an overwhelming superiority in armed strength on the part of the democratic nations of the world over the forces of communist aggressors."

The defense emergency is one more good reason for knocking out the Taft-Hartley Law, the council said. Its repeal was described as essential to labor-management cooperation.

Boneyard Withdrawals Boom Shipping In Port Mobile

By CAL TANNER

MOBILE — Shipping in this port has been good for the last couple of weeks, with 188 bookmen and 55 permitmen shipped between July 26 and August 9.

The following are the ships which paid off here during that time: the Afoundria, Alcoa Pioneer, Antinous, Wild Ranger, Alcoa Cavalier, Fairport, City of Alma, Alcoa Clipper, De Soto, Monarch of the Sea, Taddei and the Alcoa Pennant.

All these ships paid off in good shape, the few minor beefs being settled to the satisfaction of all hands concerned.

Signing on were the Antinous and Desoto, going coastwise; Wild Ranger, to Puerto Rico; Cavalier, to the British West Indies; Fairport, headed for Europe; City of Alma, Citrus Pack-er, Wacosta, Afoundria—Waterman—Bessemer Victory and Greeley Victory—South Atlantic—all headed for the West Coast and Korea; and the Clipper on its regular passenger run.

In-transit during this time were the Gateway City, Azalea

City, Mobilian—all Waterman—the H. W. Wiley, SUP coastwise tanker and the W. E. Downing, Mathiasen tanker.

The big spurt in shipping in Mobile for the last couple of weeks came from the two Victories that South Atlantic got out of the laid-up fleet, which took crews and headed for the West Coast and Far East.

5 FOR WATERMAN

Waterman SS Company also has sent five ships out of this port in the last couple of weeks to the Coast to go in the Far East trade caused by the Korean crisis.

While this shipping is a big help right now, the members are advised that these Waterman ships which have been running into this port up until now will probably be lost to the Gulf area for the duration of the war in Korea. This will probably make shipping very slow in the next couple of months.

In addition to regular men shipped in the last couple of weeks, we also shipped over 200

relief jobs in the port. These were on tugs, shifting gangs, rigging gangs, and deep sea reliefs, and helped keep the membership on the beach in eating money while waiting for regular jobs.

At the present time we have reconditioning gangs on four of the Victories that are being pulled-out of the laid-up fleet in Mobile. These gangs consists of three FWTs, three Oilers, Steward and Electrician. When these ships are ready to go to sea, and are assigned to some company that we do not have a contract with, the men are laid off and given their shipping cards back if the job has been less than fifteen days. These conditioning jobs pay wages and full subsistence and overtime, and men waiting on the beach have been able to pick up a fair piece of change on them.

To date the SIU has gotten three out of ten Victories pulled out of the laid-up fleet in this area, all three going to South Atlantic SS Company: the Bessemer, Greeley and Greece Victories. Out of the other seven, six

have gone to other Unions, and one is still unassigned.

There are four more Victories to be pulled out in this area, and we are hoping that the SIU will get some of them. We will keep the membership advised via the LOG, when we get the dope on them.

Some of the oldtimers presently on the beach in Mobile include the following: Cecil Merritt, Othar Bryars, James Bennett, Bill Johnson, Arthur Milne, Glen Reid, L. B. Thomas, John Smith, W. B. Kavitt, J. P. McLaughlin, C. E. Demers, C. N. Matheny and D. A. Hutton.

Some of the Brothers in the Mobile Marine hospital now receiving their Welfare Plan benefits of seven bucks a week include the following: F. E. Hobin, T. E. Burke, C. C. Miller, J. A. Clark, W. M. Simpson, J. E. Bennett.

While shipping has picked up a little bit in this area, we are not taking any new members in the Organization. Members who are bringing their friends and relatives up to the Hall are advised of that.

25 Additional Ships Taken From Boneyard

Withdrawal of 25 more Victory-type cargo ships from the National Defense Reserve Fleet was ordered last Friday by the Maritime Administration of the Department of Commerce.

These vessels are scheduled for operation by private steamship companies for the Military Sea Transportation Service.

Eight ships will be withdrawn from the reserve fleet anchorage in the Hudson River, New York; five from James River, Virginia; two from Wilmington, North Carolina; six from Mobile, Alabama; and four from Beaumont, Texas.

This brings to 148 the total number of vessels withdrawn from the National Defense Reserve Fleet upon the request of the Military Sea Transportation Service.

New York Shipping Still Fair, But Declines From Last Period

By JOE ALGINA

NEW YORK—Shipping in this port was fair during the past two-week period, with a slight decline in jobs over the previous weeks.

The following were the vessels paying off:

Frances, Kathryn, Puerto Rico, Jean, Arlyn and Beatrice, Bull; Steel Surveyor, Steel Mariner, Steel Flyer and Steel Worker, Isthmian; Beauregard, Jean La Fitte and Choctaw, Waterman; W. E. Downing and Julesberg, Mathiasen; Christina, Carras; Evangeline, Eastern; Gadsden, US Navigation, which went into layup, and the Robin Tuxford.

On the sign-on side were these ships:

Steel Scientist, Steel Flyer and Steel Fabricator, Isthmian; Choctaw, Robin Wentley, W. E. Downey, Julesberg and the Bull Line vessels.

Special mention must go to the LaFitte, skippered by Captain "Red Lead" Anderson. For the first time in years one of Anderson's ships came in for the payoff in ship-shape condition. Believe it or not, all hands were satisfied with the voyage.

FUSSY GUYS

A couple of weeks ago shipping took a welcome rise in this port, as it did in several others. As soon as there appeared to be quite a few jobs, some of the men on the beach began to get fussy about their runs and ships. The result is that, in the past two-week shipping period, quite a few jobs went to men with white cards, even though the number of jobs had decreased.

This situation speaks for itself. If a man wants a job, he certainly ought to take it while the getting is good. All hands should take full advantage of every job spurt.

Job Opportunities Flourish In Frisco

By JEFF MORRISON

SAN FRANCISCO—Job opportunities for Seafarers out on this coast were good over the past two weeks and are expected to be even better in the period ahead.

A total of 13 in-transit ships and one sign-on were responsible for the relatively good shipping enjoyed in Frisco.

In-transit were the Topa Topa, Arizpa, Warhawk, Fairland, Steel Admiral, Steel Voyager, Anniston City, Steel Inventor, Massmar, Seamar, Del Alba, Southstar and Robin Kirk. The lone pay-off and sign-on took place aboard the Young America.

There were beefs on practically all of these ships but all were minor ones involving clarifications. All were squared away.

ON THE BEACH

Among those on the beach who are expected to take advantage of the shipping opportunities here are Brothers Riley Jacobs, H. W. Forbers, C. Mize, G. F. Cobbler, K. Kornelsen and A. B. Bailey.

Not quite ready to ship are a few Brothers in drydock out at the San Francisco Marine Hospital. They are R. L. Bouchard, E. G. Brookshire, Emmett Bryant, James Hodo, Edward Pritchard and Willie Watson.

The reminder this week has to do with keeping your books in good standing. Recently a man in arrears on his assessments offered the excuse that "the Patrolman didn't take it out" when he collected dues.

NO EXCUSE

In the rush to effect a payoff of a ship quick enough to suit all hands, a Patrolman now and then may overlook a thing like that, but that's no excuse for a man not having his assessments paid to date.

Check your book, see how it stands and, if you're behind in any of your payments, get squared away. You'll save possible confusion and delay later on.

Port Savannah Unaffected By Shipping Surge

By E. M. BRYANT

SAVANNAH — Regular jobs were scarce around these parts in the past two weeks. Some relief was offered in the form of standby jobs but, of course, they were not enough to alter the situation one way or the other.

The lone vessel to come in here for a payoff and sign-on was the Bull Lines' ship SS Emilea. Two others also poked their noses in, but on in-transit business only. They were the Mobilian, Waterman, and the SS Steel Scientist, Isthmian.

NO TROUBLE

All beefs were of a minor nature and were squared away in customary SIU style.

Waiting to ship out are, among others, Brothers K. O. Broadway, William Crimble, W. Connors and M. O. Brightwell.

By the way, Brother Walter Brightwell came through Savannah a few days ago. He owns the Circle Inn down in Galveston, Texas, and he invited all SIU Brothers to drop into his place for some real, first-class service when they're in that area.

The organizing drive is continuing among the Yellow Cab drivers here. All but four are in the fold. When you're in Savannah ride the Yellow Cabs only, and ask the driver to show you his Union book.

HELPING OUT

The SIU is doing its bit to help the AFL Retail Clerks in its current organizing campaign.

Back to Seafarers, we have several Brothers in the Marine Hospital at this writing. They are W. J. Morris, John J. Flynn, T. C. Musgrove, Leo Kodurand, B. L. Robbins and Samuel Hurst.

We have repainted the Hall and we people think it looks pretty good. For some reason everyone wants to go to sea now.

We have had several meetings with the Georgia State Commissioner of Labor, Ben Hueit, in connection with unemployment insurance for seamen in this state and from the tone of the talks the prospects are better than was expected.

THE LOG PRESENTS A RIVAL



Like the other SIU shipboard papers, the Del Norte "Navigator" contains material that rivals other more elaborate commercial publications. The illustration above was the cover design for the July issue. Below is the lead article from the same issue. Reading it you will know why it was featured.

By The Wayside

By GORDON L. PECK

Every seafaring man today knows that the members of the SIU have top conditions in the industry, and that, having fought for these conditions intend to hold on to them at any cost. Nevertheless, we occasionally hear some malcontent griping because he thinks that the Union hasn't done right by him—he wants eggs in his beer, yet.

I sailed with a man of this caliber at one time who not only found fault with just about every clause of the agreement and the men who wrote it, but could advance long-winded arguments to back himself up. And as you all know, four or five years ago we had a large percent of young inexperienced permitmen on most ships, and this character, being an oldtimer with a gift of gab, really made an impression on some of the younger fellows. Naturally this didn't make for harmony, having to straighten out phony and imaginary beefs at every meeting and at the payoff.

LOST HIM

Suffice it to say that I lost track of him for several years. When I ran into him again recently, the conversation went something like this:

"Well, well, how are you, Kid? Haven't seen you in a coon's age."

"So-so, I guess. How've you been, Oldtimer?"

"You wouldn't believe it, but my luck's been getting worse all the time. Been out of work now for three months, and no sign of any, either."

"What's the matter? Shipping isn't that bad."

"Oh, I'm not shipping out any more. Let my dues lapse a couple of years ago. Worst thing I coulda done. Thought I could get myself a soft snap ashore, and take it easy. I read the want ads and answered a lot of them. I went for interviews time after time, but they always wanted a bunch of references and letters of recommendation, and wanted to know who I'd worked for during the last five years, and who my grandfather was, and how much pay I wanted, and I just blew up and walked out.

"I passed up other jobs because the pay was trifling, but the point came where it was work or starve, so I took a job in the stock room of a department store. I punched a clock every morning, and if I was a few minutes late I had to explain to the strawboss. No coffee time, and if I made a run to the head, the boss looked at me as if I'd robbed a poor-box. First thing I did every morning was to cut all the paper towels in half with a pair of scissors to save money, the boss said.

CHICKEN FEED

"I had to wait two weeks before I got one week's pay, and when I got it I shook the envelope to see if part of it hadn't got stuck. By the time I paid my rent and board and laundry and carfare, I had pocket-money.

"I ate my lunch in the employees' cafeteria, where flet mignon prices were charged for spaghetti and meat balls, and soon learned that the management took a very dim view of anyone who went outside to eat. The boss used to keep me after hours to clean up, and when I once timidly mentioned overtime, he let out a big belly-laugh. And some of my fellow employees with their five- and ten-year buttons used to lecture me about the 'proper spirit.'

SOLD OUT

"Then the puppet 'company union' voted to take a slight reduction in pay to combat inflation' and I quit. I've had other jobs since then—grocery clerk, elevator operator, hot tamale peddler, engineer for a fink tugboat company—but I just couldn't take it. I went up to the Hall and tried to get my book back, but being two years in arrears, I hardly expected to get anywhere. I guess I learned my lesson too late."

I expressed my heartbreak and turned to go. He mumbled something inaudible.

"What's that you said?" I asked.

He rubbed one grimy paw across his stubbly chin and mumbled, "I don't suppose you could let me have four bits for a flop . . . could you?"

Boston Has Eye On Two Vessels Out Of Boneyard

By BEN LAWSON

BOSTON — Four payoffs and five in-transit ships provided this port's shipping activity during the past two weeks.

Paying off were the Ann Marie, Bull; Yarmouth, Eastern; Cagigny, Cities Service and the Wanda, Epiphany Tankers.

The in-transit callers were the La Salle, Waterman; Steel Surveyor and Steel Scientist, Isthmian; Black Eagle, National Cargo Carriers, and the Azalea City, Waterman.

Everything was in pretty good shape aboard all of these ships, except for some overtime beefs on the Steel Surveyor and the Ann Marie, and a performer each on the Black Eagle and the Ann Marie. Both of these men have been placed on charges and have been taken off the ships. The overtime beef on the Steel Surveyor will be carried to the payoff port.

LEAVE BONEYARD

Two vessels have been taken out of the boneyard in the past week—the Binghamton Victory and the Simmons Victory—and it is hoped that they will be operated by the Waterman outfit. More on this later.

It was with deep regret that we learned of the death of Peter Kogoy, Book No. 35383. Peter, who sailed in the Black Gang hadn't been well for the past couple of years. He will be missed by his many friends in the SIU.

SIU men in the Boston Marine Hospital at the present time are Frank Alasavich, R. Luffin, Angelo Ferrie and George Weldon.

US Privately-Owned Fleet Shows Decline; Charters Increase

The privately-owned US ocean-going merchant fleet declined by six vessels of an aggregate of 68,000 deadweight tons during July, according to the National Federation of American Shipping.

The Federation's monthly report on the status of the American merchant marine showed the privately-owned fleet composed of 727 dry cargo and combination ships of 7,331,000 dwt., and 449 tankers of 6,660,000 dwt.

The decline of six vessels was ascribed to conversions to other types and removal from US documentation.

The number of vessels under bareboat charter to private operators increased sharply due to Korean hostilities. On August 1, 94 ocean-going vessels were under charter, or 34 ships above the net number of such ships on July 1.

Likewise, the number of vessels under General Agency Agreement increased during July from 6 to 43, all inactive dry cargo ships. This type of agreement is being used for refitting vessels from lay-up for operation, or conversely, restoring to lay-up.

For the first time in many months the total vessels in the National Defense Reserve Fleet, excluding tugs, training ships, military auxiliaries, etc. decreased by 78 during July from 2,224 to 2,146.

Panamanian Seamen Appeal To ITF For Aid

The following letter was received by the International Transportworkers Federation, with which the SIU is affiliated. Written by 7 members of the Panamanian ship SS Chispa. It is a vivid example of conditions aboard these cut-rate, sub-standard vessels ("Had to work three months without being paid. . . . "Ship not fumigated for the last two years. . . . no cold water. . . . no clean bed linen for at least 14 days.") and proof that, on least one Panamanian ship, crewmen are kept in virtual slavery, unable to leave at expiration of articles.

The ITF is investigating the situation, and will do all it can for these unfortunate seamen.

Dear Sirs:

Being not protected by any Maritime Union and not belonging to any country, we the undersigned Yugoslav and Polish Displaced Persons on board the Panamanian vessel SS Chispa, took the liberty to expose our case to you and are kindly begging you for assistance and to help us if possible.

This ship belongs to Messrs. Ivanovic & Co., Stone House—Bishopsgate, London, EC 2 and their address in the States is Combined Argosies, 11 Broadway, New York 4, New York.

The story starts more than 2 years ago. Five of us are Yugoslavs and two are Poles. We the Yugoslavs, before joining this ship, were in the DP Camps, Italy, cared by the Anglo-American Authorities. In January 1948 this ship came to Italy. The former captain wrote some letters to us in the camp calling us to join this ship, offering good wages and employment. At that time we were very uncertain about our future and we accepted the invitation. We had to show to the Camp Authorities the letters written by the captain that he is really going to employ us on his ship and then we got the permission to leave the Camp, provided that the owners and the captain are taking full responsibility for us. The Poles recently joined this ship in Pakistan.

CREWMEN ARE GREEN

None of us was a proper Merchant Navy seaman. We all were ex-members of the Royal Yugoslav Navy knowing nothing about the Rules in the Merchant Navy and about the Panamanian vessels.

When we joined the ship, we had to work for three months without being paid. Finally, we signed two years Panamanian Articles in Hull, U.K., and ship left for Italy where the captain took some more DP's. From Italy she came to India and was running up today in these waters.

Beside Panamanian Articles the captains used as a rule, the National Maritime Board of Trade Year Book (British). Except the wages, everything was as per British Articles, e.g., Overtime, Duties, Annual Leave, Sundays at Sea, etc.

The Panamanian Articles which we signed for two years with this ship, expired on 27th May 1950 in the port of Chittagong. One month before the expiring date of our contract, we informed our captain (16 of us) that we are not willing to stay any longer on the ship after 27th May. On 19th of May 1950 the captain called whole crew in the saloon and asked if anybody was willing to stay on the ship after the expiring date of our contract. Sixteen of us refused and reminded him that our obligation to work on this ship will cease with 27th May 1950.

It seemed to us that the captain didn't pay much attention to what we told him.

We ceased to work on Saturday noon on 27th May and informed the captain. The ship was in port of Chittagong on Burmah Oil Co. moorings for bunker. Then we requested from our captain to be repatriated to the Ports of Engagement, be-

cause our contract with his ship has been expired.

CAPTAIN'S BACKGROUND

Our captain (whose name is J. A. Barhanovic, resident in the USA, New York, and who is going to be an American citizen next year) refused our requests and denied our rights to be repatriated. Instead of repatriation he accused us falsely to the Shipping Master, Chittagong of an unlawful strike, i.e., that we refused to work any longer, but the Shipping Master found the things must different of that what the captain tried to describe and we have been told that the law and the rights are on our side.

Meanwhile, the Owners wired to the captain that the repatriation is payable only to those members of the crew who are in possession of papers and visas for a country and that toward the others, **they have no obligation.** Only five got papers and visas. The rest are Displaced Persons, being on this ship for two long years and in this climate, working honestly and very hard and whose possibilities for immigration to a country were spoiled by leaving the DP's Camps. After that wire, the captain tried to discharge us in Chittagong without Landing Permits and any guarantee for our repatriation, but the local Authorities objected, so that failed.

We requested from the captain to wire to the Owners to divert the ship to Calcutta, as the nearest port with a Panamanian Consul. After three days Owners agreed and we took the ship to Calcutta under the conditions that once she is tight up and in safety we will again cease to work. In Calcutta we hoped to solve our problems.

KICKED AROUND

The ship arrived in Calcutta on 1st of June but we had to wait until Monday 5th June 1950 to see the Panamanian Consul.

On 5th June 1950, all sixteen of us, went to the American Consulate General, Calcutta, to see the Panamanian Consul. An American lady (who is at the same time American Vice Consul) is in charge for the Panamanian Affairs. We found there that our captain was already engaged in a long conversation with the Consul. It is unknown to us what he told her but she hardly wanted to see us, denying also our rights to be repatriated, because, as she said, there was nothing in the contract about it. The captain denied that the British Articles were ever used on this ship. About its use we have written proofs.

After a dispute the Consul promised us that we won't be discharged from the ship before we don't get the Landing Permits from the Security Police in Calcutta, and before our maintenance and lodging in the Marine Club Calcutta, and our repatriation is not secured by the Owners' Agents. We accepted it.

The same day, after we returned on board, the captain ordered to stop our food on the ship and ordered us to move to the Marine Club, Calcutta, where as he said, everything was paid in advance and arranged. We objected that we might get into the jail having no Landing Permits from the Police. He told us that everything was arranged between him and the Chief Security Police Officer (who as he said is a friend of his) and that we will get the Landing Permits after we move. We refused because we were very suspicious about the captain who was doing contrary of what was ordered by the Consul. Most probably he wanted to declare us as deserters. The same evening we found out in the Marine Club that nothing was ready for us over there.

POLICEMEN USED

Next morning the captain brought three Policemen on board and tried again to move us to

the Marine Club. Nobody wanted to go so that failed also.

On 7th June in the afternoon we got Landing Permits and on 8th June we went to see the Panamanian Consul again. The Consul signed off 8 of us (those who had papers and visas.)

For the rest of us (8) who have no papers and visas, the captain and the agent said that they have wired to Immigration Authorities in England, and that the answer was that we are refused over there.

The Panamanian Consul ordered us to go back on the ship and to work again. Also, we have been told that **our contract has been extended for another six months.** We objected that it was done against our will, without our consent and knowledge. The answer was that if we refuse to go back on the ship and work, we might be declared as deserters and taken to the jail.

The Owners from their part "promised" to arrange with the Australian authorities our immigration to that country but that in the meanwhile we have to stay on board since our discharge is impossible.

The Security Police took the Landing Permits immediately back, stating that the captain and the agents didn't want to sign two bonds for us i.e., the guarantee that we will be repatriated in shortest time and also that the Panamanian Consul has phoned that we cannot be paid off in Calcutta.

BUCK PASSED

Our Wireless Operator went to see the Deputy Shipping Master, Calcutta, to ask for legal protection for all of us. The Deputy Shipping Master called the American Consulate before him, by telephone, and tried to help us, telling them that it was not fair what they have done to us. The answer was that this ship does not come under his jurisdiction and that it is not his business. **When he inquired how it is possible to extend the Articles without our consent, a male voice was heard on phone and a sharp answer that they have power even to make us sign the Articles again.** That was our last hope.

We went back on the ship and took our jobs back also but with a desperate feeling that we are slaves of this ship and that we are deprived of human rights just because we are Displaced Persons and have no papers and no country to go. Most of us have been fighting in last World War from the beginning to the end on the Allied side for the Freedom and Democracy. Some of us have seen POW Camps in Germany and Concentration Camps in Spain.

We do not ask anything impossible. Only as every seaman is right to ask to be repatriated to the place where we signed our contract.

The reasons that we do not want to stay any longer on this ship and that we cannot stay any longer are:

LOST ON SHIP

We are on this ship more than two years and the ship is now more than two years in these waters, and chartered again here in India for another six months. This climate became unsupportable for us because the conditions on this ship are terrible for this hot climate. No cold water for the last six months, no cigarettes in bond, no drinks in bond, overtime collected collectively from the Charterer was never paid out, (specially to the Engine Department), ship was not fumigated for the last two years, no clean bed linen for at least 14 days, no fans in crew's Mess Room and in some cabins, live stock bought on the Market not inspected by the Doctor, etc.

ASK FOR SUPPORT

This company possesses the ships of Crest line and another under the Panamanian flag. They

(Continued on Page 10)



SHIPS' MINUTES AND NEWS

'Frenchy' Babine Killed By Hit-And-Run Driver

Harold (Frenchy) Babine, a member of the SIU Atlantic and Gulf District since 1945, was struck down and killed instantly by a hit-and-run motorist in Bath, Maine, his home town, on July 5.

The tragedy occurred as the popular Seafarer was paying a between-ships visit to his parents, Mr. and Mrs. Everett Babine of 35 West Street, Bath.

Brother Babine, who was 27 years old, joined the Union in the Port of Philadelphia on May 5, 1945. He carried Book No. 49501 and sailed in the Black Gang.

Prior to going to sea, Babine served in the armed forces during World War II.

Most of the vessels on which Babine sailed were under the Waterman flag, according to Al



HAROLD (Frenchy) BABINE

Whitmer, SIU member and former shipmate of Babine, who informed the LOG of the fatal accident.

Obviously deeply affected by the sudden passing of Brother Babine, Whitmer recalled his friendliness and sociability aboard ship.

"Many of us," Whitmer said,

"will remember how he used to keep the party going with his stories of various happenings, here, there and everywhere.

"I am sure that when 'Frenchy' gets to where all good sailors go on their last voyage, he'll sit right down and start telling a story. For that's the way he was.

"We have lost a great guy and a good sailor—plus an excellent Union man," Whitmer said.

Funeral services for Brother Babine were held on July 7, with burial in Calvary cemetery, Bath.

Survivors, in addition to his parents, are five sisters and three brothers.

All That's Needed Is A Camera — And Stamps

From the SS Couer d'Alene, Steward W. R. Huston recently wrote to the LOG suggesting that a "little information" on the way photographs should be submitted for publication might prove helpful in stirring some lens artists into action.

"Do you want the prints, or the negatives, or both?" asked Brother Huston. "And what size is the most convenient?"

Well, we'll take prints 2 1/4 x 3 1/4 and larger. Glossy ones, preferred. If you've got a good shot and the negative is a good one, send it along so we can blow it up to suit the paper's needs. We'll return them if requested.

Above all, don't forget to identify the guys and places in your photos. Now, how about keeping the mailman busy?

NICE PAL TO HAVE IN A PINCH



There's gratitude in the eyes of "Lady Bushman" as she shakes hand of Seafarer Ed Pantan. Ed helped build the monster.

Show Biz A Big Fizz To SIU Trouper Pantan

Brother Ed Pantan has hopped from the sea to show business—temporarily, at least. And leave it to Ed to show up in a unique routine. He's currently appearing in Chicago in the guise of a dummy.

gorilla billed as "Lady Bushman," a terrifying-looking character Pantan helped fashion with the aide of a Swedish woodcarver.

For the past two weeks, Pan-

ton—or Lady Bushman—has been headlining the show at the Windy City's Sky Club. In between there have been television appearances and coming up is a turn at the Chicago Fair, where Ed says visiting Seafarers should stop in and try to recognize the jungle beast's voice. See if it doesn't sound like an old shipmate's.

Lady Bushman is owned by the Seafarer's brother, Pantan King, and his partner, Bob Karl, who have been in show business for years. They recently appeared at New York's Palace Theatre.

In his time off, Ed is helping to make "dozens of other animals and hundreds of puppets for shows of our own."

Despite all the glitter of the vaudeville game, Ed is still looking seaward. "I'm not yet a retired seaman," he vows, "but just one who is trying shore life for a while—and so far hasn't found it to his liking yet."

"Everytime I read the LOG, it makes me feel like I'm aboard ship—and how I miss it," pines Ed.

That's why he hasn't retired his book. And he doesn't intend to as long as he can keep his dues paid up.

Southwind Plays Host To Maritime Contest Winner

The winner of a trip to Europe in a nationwide essay contest on the importance of America's merchant marine, San Diego high school senior Lowell Culver was a passenger aboard the SS Southwind on a recent trip to Europe. Chief Electrician George S. Velie reports the 18-year-old youngster made a big hit with the crew and soon integrated himself into the crew's daily routine, even to knocking off with the men for coffee time. The crew, Velie said, found the quizzical youngster kept them on their toes answering his questions on shipboard work and the merchant marine.

In a letter to the LOG, Velie stated that Culver was one of ten winners in an essay contest sponsored by the Propellor Club of America, with prizes being round-trip voyages to Europe. Culver read his essay to the crew one morning at coffee time and found the crew in full agreement with his views on the important role the merchant marine plays.

Culver in his essay—which the contest rules limited to 1000 words—traded the merchant marine's role in world trade and world peace from the days of the clipper ships to the recent war when America put the world's largest merchant fleet on the seas.

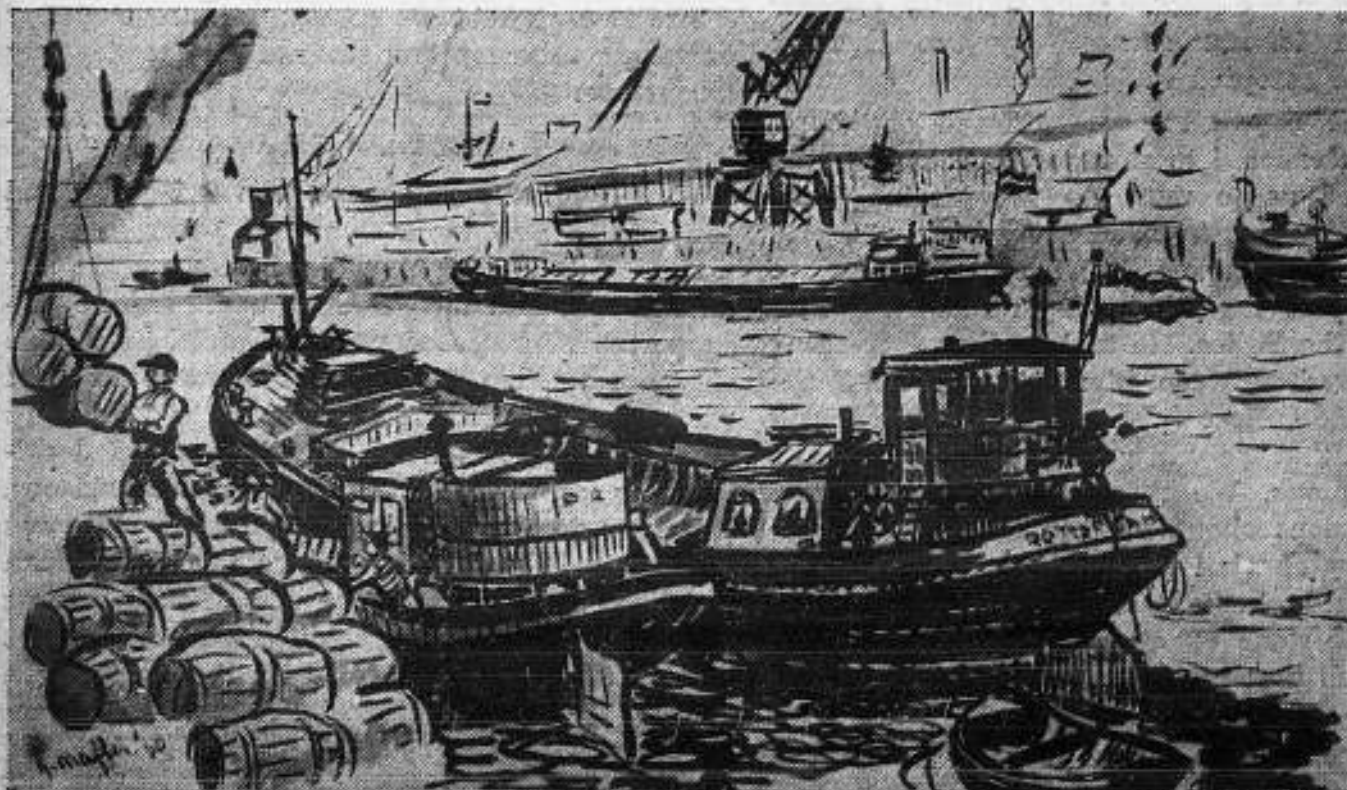
CAUTIONS US

Culver's essay cautioned America against allowing the merchant marine to decline as it did between the two wars and pointed up that the ships of America were potent weapons in bringing economic recovery to the world, thus acting as bulwarks against communism.

Culver boarded the ship June 14 in Baltimore, arriving in Rotterdam on June 28. He celebrated his 18th birthday during the crossing. After visits in Holland, Belgium and Germany he rejoined the ship in Antwerp and returned to the States on July 18.

Culver's trip aboard the Southwind was the last trip to Europe for the South Atlantic ship for awhile as it is now on charter to the Military Sea Transport Service carrying supplies to the Korean war zone.

ROTTERDAM WATERFRONT SCENE



Seafarer-artist Norm Maffie sketched this scene of some Dutch barges unloading alongside the SS Hurricane on a recent voyage.



Prize-winner Lowell Culver

Digested Minutes Of SIU Ship Meetings

MANKATO VICTORY, July 9—Chairman, Bob Meloy; Secretary, Garth Broad. Delegates reported no beefs. Motion carried that Ship's Delegate see Captain as to which Department is to paint the galley. Captain to be asked to purchase matches in Haifa as the supply has been exhausted.

MONROE, July 23—Chairman, L. Swan; Secretary, J. Lauritzin. Delegates reported no beefs. Education: Issue to be discussed from SEAFARERS LOG was commented on by crew. Suggestion made that Wipers receive more sanitary equipment.

STEEL SEAFARER, July 15—Chairman, Pete Lannon; Secretary, Norman Wrotton. Ship's Delegate reported that Captain will make draw in Singapore dollars on first come, first served basis. Ship's Delegate instructed to have witness accompany him whenever he visits the Captain with a beef. Vote of confidence given Ship's Delegate.

FRANCES, July 17—Chairman, Frank Rothmeyer; Secretary, M. Olson. Suggestion made that library be improved so crewmembers can see at a glance what books are available. Suggestion that crew be fed before transients, who are always crowding the messroom. Discussion on report that a crewmember in engine room is to be fired when ship hits port. Ship's Delegate saw Chief Engineer and reported back to meeting that man is not to be fired, but is being let off with a reprimand. Voluntary donations to be made toward purchase of washing machine.

STEEL MARINER, May 28—Chairman, Steve Karlak; Secretary, S. C. Scott. Shipboard Forum opened by Ship's Delegate, who gave talk on Welfare Plan and its benefits. Crew listed their names, ratings and Z-numbers on roster, per request of Headquarters. Engine Delegate reported that a record of the fouling up by two men was being kept and they would be dealt with when the ship returned to US.



STEEL MARINER, July 25—Chairman, Bill Rowe; Secretary, Stanley Scott. Ship's Delegate read Forum topic: Charges. Discussion on subject. Remainder of ship's treasury to be given to the SEAFARERS LOG. Discussion on Captain's censoring of radiogram sent to crewmember in Honolulu hospital.

Send Those Minutes

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

Hold those shipboard meetings regularly, and send those minutes in as soon as possible. That's the SIU way!

Seafarer Sam Says:

EACH WEEK, THE LOG PRINTS THE NEWS OF THE BROTHERS IN THE VARIOUS MARINE HOSPITALS. THOSE IN A & G PORTS ARE VISITED BY PATROLMEN, WHO KEEP THEM UP-TO-DATE ON UNION ACTIVITIES. HOWEVER, THEY WOULD ALL LIKE TO HEAR FROM THEIR SHIPMATES. SO WHY NOT DROP THEM A LINE OR, IF IN PORT, PAY THEM A VISIT, AND HELP RELIEVE THE MONOTONY OF THEIR STAY.



MARORE, July 23—Chairman, Raymond Noe; Secretary, Clyde Carlson. Stewards Delegate reported beef on carrying coffee to Captain at 7 AM. Other departments reported okay. Education: Importance of not missing ship stressed in talk by Ship's Delegate Tex Morton. Steward given a vote of thanks for fine job and Chief Cook praised for being on the ball.



ALCOA PILGRIM, July 10—Chairman, E. Garrett; Secretary, A. B. Choy. Delegates reported all in order. Suggestion made that the owner of marked cards used in previous night's poker game be brought up on charges and tried in first port before a committee. Suggestion made that baking be improved and the menus be changed more often.

EMILIA, July 25—Chairman, R. Mott; Secretary, Jim Braswell. Delegates reported ship running smoothly. Ship's Delegate read Shipboard Forum topic, "Charges." Request made that Steward be present more often at mealtime. Suggested that juices and preserved fruit be chilled before service and that doughnuts and coffee cake be provided at coffee time.

STEEL WORKER, July 16—Chairman, Teddy Moyer; Secretary, Sidney Switzer. Ship's Delegate reported he was attempting to find out what happened to crewmember who missed ship in Belewani Deli. General Discussion on Welfare Plan and Vacation Plan.

W. E. DOWLING, July 22—Chairman, LeFrage; Secretary, Garello. Ship's Delegate cautioned men against men missing while shifting ship. Department Delegates reported everything running smoothly. Pointed out under Good and Welfare that it was against Union rules to leave a ship in one port and catch it in another, such as San Pedro

chest prices, which are high compared to other ships. Patrolman to check why sufficient fresh vegetables can't be had in Honolulu.

ROBIN SHERWOOD, June 25—Chairman, Pat Murphy; Secretary, Frank Crider. Delegates reported everything okay. In ceremony on June 23 the ashes of Brother Woodrow Woodall were scattered over the side. Suggestion made that Purser post slopchest prices in messhall. Suggestion made to have water fountain fixed.

TADDEL, July 22—Chairman, E. Shipp; Secretary, M. Magae. Ship's Delegate read Shipboard Forum topic "Charges." Deck Department reported member being refused medical attention. Stewards Delegate reported launch service disputed. Motion carried that all hands be sober at payoff.

FRENCH CREEK, July 30—Chairman, Townsend; Secretary, Wagner. Delegates reported disputed overtime in all departments. Motion carried to send a letter from Panama to SIU reporting men getting off, so Union will have time to replace them. Education: Discussion on Cities Service and Standard Oil by men who have worked with both companies. Vote of thanks given Ship's Delegate Townsend for taking time to get shipboard library.

CHICKASAW, July 30—Chairman, Charles Lee; Secretary, W. Hughes. Delegates reported no beefs. Motion carried that library be exchanged and new cards be purchased. Motion carried to have Patrolman define exactly what the Master of the ship requires of a helmsman. Master of ship wants helmsman to hold the course within one-

quarter of a degree, but equipment makes it impossible. Motion carried to ask negotiating committee to do all it can to get new increases in wages to offset the rapid rise in the cost of living.

JULESBURG, July 26—Chairman, J. Causey; Secretary, Carlos Diaz. Delegates' reports accepted. Motion carried that new mattresses and pillows be put aboard and that all fans be checked on oscillators. Discussion on Pantryman who had been negligent in his duties.

JEAN LAFITTE, July 30—Chairman, Willoughby; Secretary, Hargraves. Ship's Delegate reported New York Patrolman to be seen about having messroom and quarters painted. Motion carried that Headquarters be asked to negotiate for 100 percent war bonus for SIU ships after crossing 180th parallel enroute to Korea. Repair list made up by each department and given to Ship's Delegate. Welfare Plan read and discussed with crew unanimous in giving SIU committee a vote of thanks for fine job.

Check Sailing Time

Don't depend on guesses or rumors. Before going ashore, take a look at the sailing board so you'll know when your ship is scheduled to leave port. If the time is not posted, ask the Delegates to find out the correct departure time from the Mate.

In any event, don't leave the ship until you know when you're due back aboard. You'll save yourself and your shipmates a lot of trouble by checking with the proper sources.

GET ONE OF THESE AND FILL IT OUT — PRONTO

SEAFARERS WELFARE PLAN

11 Broadway • Suite 612 • New York 4, N. Y.

Date.....

I,, hereby designate, (Please Print Full Name)

address..... city..... state.....

who is my, to receive the (Relationship: Wife, Mother, Friend, etc.)

benefits under the Seafarers Welfare Plan upon my death.

..... Witnessed Signed

..... Witnessed Witnessed

Reproduced above is the new, improved beneficiary form adopted by the Seafarers Welfare Plan which have just been distributed to all SIU Atlantic and Gulf District Branches. All members are urged to obtain one and properly fill it out, designating the person whom they wish as beneficiary for the \$500 benefit in the event of death. Note that the signatures of three witnesses are required. Upon completing the form Seafarers should turn them over to a Branch Agent or mail them direct to the Seafarers Welfare Plan, Room 612, 11 Broadway, New York City.

Failure to designate a beneficiary on one of the forms means that payment will be made to next of kin, in which event litigation might arise. So take care of this little matter, the right way—now.

THE MEMBERSHIP SPEAKS



Relief Crewmen Proposed For Long-Term Shuttling

To the Editor:

I hope you won't take this letter as a complaint, but rather as a suggestion that might be of benefit to the men sailing on the Persian Gulf run, especially on tankers.

We on the Petrolite can't complain much after 13 months of shuttling, but from what I've seen and heard of other SIU-contracted ships, something should be done about this ship. The Union should demand from the shipowners that when the temperature runs over 90 degrees and the crew is chipping or scaling on open decks an awning should be provided over the men's heads.

I've seen men on SIU tankers chipping on deck when the temperature was over 120 degrees, but the men can't refuse to work in this heat and there is no law to protect seamen from this abuse.

We on the Petrolite had a few medical cases result from this. A few weeks ago a crewmember went to a doctor and was told he was suffering from fatigue and should rest at least two weeks. That was nice of the doctor, but where is the Brother going to get his rest? Certainly not in Bander Mashewar, where there is nothing but a hospital and lots of sand and heat.

We have been lucky. We have now put in 13 months and have made 13 trips to the Gulf and Tripoli, spending 50 days at Port De Bouc, France, the only port where we are allowed to go ashore. We usually run into other SIU ships there and have a good time, but our shore leave only averages three and one-half days per month.

BACK TO SAND

After our short time ashore we go back to the sand and heat again, and on all trips, regardless of time, we must pull our watches, shift ship at any time of night or day. But when we get sick the doctors say, relax, you work too hard.

The only way we see that this can be done is to permit crews to get relieved. Skeleton crews could be provided for all SIU ships running between the Persian Gulf and France, as most of these ships make their port of call either Port De Bouc or Le Havre.

We left Baltimore with a fine crew. No ship ever had a better gang, yet we are seven men short, all of them in the hospital or back in the States. These men were replaced by non-union men picked up anywhere. These men don't know what a picket line is and never paid a red cent in taxes, yet they are now enjoying all the benefits of SIU conditions. Instead of appreciating this fact, they laugh at us.

Another thing, articles of more than 12 months should not be signed for this run. The time is too long and there is bound to be desertions. After a year a man begins to feel homeless and no member will feel up to

pressing charges against a Brother who piles off the ship after a year of this hell.

We all have a great deal of respect for our Union rules, but I'm sure that none of us will have guts enough to press charges against anyone under these circumstances.

CHECK SHIP

When Patrolmen sign on one of these ships they should make sure there is a full set of fans aboard, as on these ships no one ever signs on for another trip, thus there is no one remaining aboard who will check on this matter.

When we signed on in Baltimore in May of 1949 we understood that the ship had ordered 16 fans. Two days later while at sea we discovered that there weren't any fans nor parts to repair the six-year old relics the ship carried. So for 18 months in the blistering heat of the Persian Gulf we have no fans at all.

We feel it is the duty of every Union Brother to let his fellow members know what is going on so a situation can be corrected. That is the spirit in which these suggestions are offered. If you go aboard the Petrolite when she comes home in October (we hope) be sure she's ready for 18 months of heat, because it does no good to beef once she's on the seas.

V. Perez

Wants Renewal Of LOG, Son's Favorite Paper

To the Editor:

When the SEAFARERS LOG polled its readers we neglected to mail in our card so we have missed the LOG. We would like to be put back on the mailing list because we have a son and two brothers who are seamen.

If our son should come home on a visit and not find his favorite newspaper available he would be like the troubled sea until he got it.

We hope to see better days for all mankind very soon and we are praying for the salvation of our son and brothers and all seamen.

Here are some verses from Psalm 107 of interest to seafaring men that we rejoice over ourselves:

"Then they cried unto the Lord in their trouble and He saved them out of their distresses."

"They that go down to the sea in ships, that do business in the great waters; these see the works of the Lord and His wonders in the deep."

Mrs. H. W. Vickers
Robstown, Texas

(Ed. note: We're supplying oil for the troubled seas. Your name is back on the LOG mailing list.)

ABOARD THE CRUISE SHIP EVANGELINE



Some members of the SS Evangeline's Black Gang, as they were photographed by shipmate George Frank, Electrician, during second voyage of the Eastern Steamship Company's vessel.

Calls Top Inn Tops For Seamen

To the Editor:

Seafarers who want the tops in service when in Wilmington, Calif., should pay a visit to the Top Inn. The owners of the place, Mitch and Wanda, will make sure you get a square deal.

They'll even go out of their way to help a man out when he needs aid, as I learned firsthand.

The Top Inn is one of the first bars you hit as you're coming off the Wilmington docks. And it's also the best, because the people who run it are tops.

Nat Newsome
SS Fairisle

Brother Asks How To Retire Book, Stay On LOG List

To the Editor:

My Union book is in good standing and I desire to retire it at this time.

My assessments for 1950 are paid and my dues are paid through July.

I will appreciate very much learning the requirements for retiring a book and whether, as an inactive member, whether I am eligible to receive the LOG.

James L. Findley
San Antonio, Texas

(Ed. note: In order to retire a book a member's dues must be paid through the month in which he retires it. Brother Findley should send his book, a money order payable to the SIU and a note saying he wishes to be placed on the retirement list, to the Record Clerk, 6th Floor, SIU Headquarters, 51 Beaver St., New York 4, N.Y. He is eligible to receive the LOG.)



This group is the Evangeline's Deck Gang. Brother Frank apologized for getting off the ship without getting the men's names. The pix are good, though.

'Red' Gibbs Rates Ore Ships As Considerably Improved

To the Editor:

Recently I was stricken with acute appendicitis after two trips on the Oremar, an Ore Line scow. I was admitted to the Baltimore Marine Hospital for the

operation and Doctor Brown did a fine job. I hope to be able to go back to work in the near future.

While taking it easy here I'd like to take advantage of the time to write to tell the Brothers that in my opinion sailing Ore Line ships is not as bad as some fellows think it is. The run is not so good, that is true, but the food has improved on these ships one hundred percent in the last year. That should be good advertisement for men to take these jobs.

In the old days Ore Line and Calmar Line were the hungriest companies I ever rode with. Since crews began sticking together and the SIU has been in the front giving the men the militant representation these ships have changed a great deal.

There are still a few improvements that can be made, such as more fresh milk. Also some of the company's mates are not so good either, being anti-union, but I believe in time to come these men can be educated if the crews stick together as they have done in the past.

Before I end my drydock stay here I'll probably think of something else to say, so I'll knock off for now.

Carl E. (Red) Gibbs

Log-A-Rhythms

The Sun Is A Lover

By Thurston J. Lewis

The sea is like a tiger sometimes sleeping
Yet alert to pounce upon its prey.
Though there's cursing, laughter, and some weeping
No seaman ever truly gets away.

Long ago the sea and I fell in love.
My heart had been harshly hurt before.
The sea said, "Sailor, it's your heart I'm thinking of;
With my huge soul its portals I adore."

I forgot the silvery fineness of another's life.
That joy and brightness I'd long ago attained.
I forgot the jealous deep-doubting strife
And the thoughtless wound that left me sorely pained.

That wilderness of sweets once free and reciprocate,
That mutual joy unmarred by night or day
Became a gnawing grief both mean and great
For that which she gave to me she sold to others for pay!

The sea is an enormous lover, fierce and tender.
Many sorrows dissolve in her clean white spray,
And to a broken heart she will always render
Comfort and balm to take its grief away.

Pittman Plugs Balto. Hospital As One Of Best

To the Editor:

I would like to have this note printed in the LOG if you can find room for it.

I am here in the Baltimore Marine Hospital as a diabetic patient and I want to say that this is the best US Marine Hospital I have ever been in. The personnel here really go out of their way to give you the best of treatment.

I can't give enough praise and thanks to everyone on the staff, from the orderlies to the Chief Surgeon.

RECOMMENDED

So if any of my Union Brothers have to go to a hospital for treatment I recommend to them the Baltimore Marine Hospital.

I would like to add that our Baltimore Port Agent, Curly Rentz, and all of our Union Patrolmen are on the job here and, as you know, that helps 100 percent.

I have one kick to make and that is that our hospital benefits should be \$5 per week instead of \$3, as you know cigarettes and toilet articles are very high priced.

If any of my shipmates read this, I would appreciate it if they would drop me a post card, fro hearing from your shipmates at any time is like getting money from home.

Fred Pittman

(Ed. Note: Since Brother Pittman wrote this letter, the Seafarers Welfare Plan has become effective—July 15 was the date. Since that time, Eligible SIU members have been receiving \$7 as hospital benefits each week under provisions of the Plan.)

Takes Issue With View Expressed By Michelet

To the Editor:

Frenchy Michelet recently ridiculed missionaries on a ship he sailed. I defy Michelet, or any group of landsmen or seamen anywhere, to prove that there is no Heaven, Purgatory or Hell.

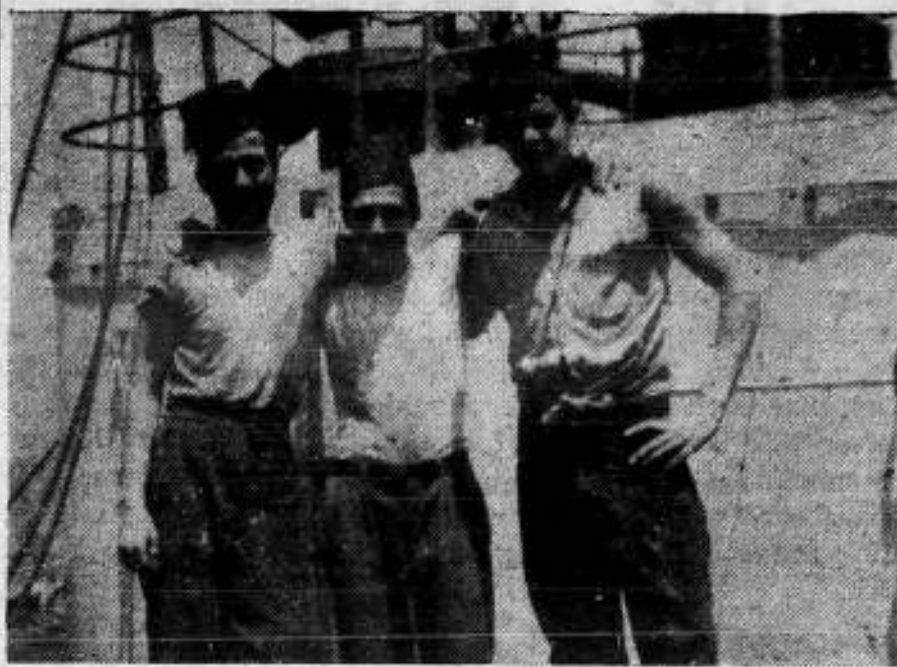
William C. Kennedy
SS Young America

Meet Miss Creel



This very young lady's heart belongs to daddy, and vice-versa. She's Rosabelle Creel. Daddy is James (Sloppy) Creel, SIU oldtimer.

ON LONG VOYAGE HOME



All fezzed up, these three Steel Admiral crewmen retain Middle East atmosphere on homebound trip. Left to right: "Slick" Chaves, Wiper; "Abdul" Caputo, OS, and "Omar" Carlin, Wiper, show what the well-dressed gent wears ashore in Port Said.

Take It From Oscar: Sea Hawk's Java Best

To the Editor:

New Orleans is known throughout the world for its sublime coffee. The place to find the finest in New Orleans is at the Sea Hawk. Take a tip from one who really enjoys a good cup of coffee, and at the early hour of 7 AM, after a late round of Bourbon Street nightlife, drop in at the Sea Hawk and meet Jack Parker and his charming wife. They'll pour you a steaming cup of the brew that will be long remembered.

"Oscar"



Crewmen prepare for sea burial of elephant that died en route to States. Rest of Admiral's animal cargo was unloaded in New York in good shape.

Neptune Visits Alexandra: Amid Splash And Splendor

To the Editor:

Listen well, landlubbers, a sea tale this shellback has to tell.

The sea was cool, deep green and many fathoms drew. At 1300 Thursday, the sixth day of June 1950, our good ship Alexandra crossed the Equator, or so my story goes.

REX HIMSELF

From out of the foamy brine, wearing a golden crown, his hair white and pearl-encrusted, his royal raiments barnacle-covered and frothy green, his feet webbed and frog-like and carrying a silver-gold and starfish-studded strident, came the giant ruler of all the seven seas and five mighty oceans—Neptune, and all his court:

Huge whales spouting and blowing a mile high, for rushing the ocean's majestic rollers porpoises, who have piloted to shore many a shipwrecked, lust crew; sharks, his jet fighter fish for repelling all enemies who so foolishly try to dictate in his vast Atlantis. Then there were tiny needle fish, who weaved phosphorescent patterns of sea grass seen at sunset and crisp early dawn. His electric eel, and lamplighter men formed a blazingly brilliant pathway to our aft boatdeck.

We stood in wondrous awe, for such a sight few Seafarers have had the honor to witness.

CALLS ALL MEN

With a hollowed, thunderous roar, sounding as though tens of thousands of tons of monstrous breakers were crashing against the invincible Gibraltar, he called for all men:

"Landlubbers," yowled he, to those who would brave his terrible jousts and trials and who wanted to become shellbacks instead of jelly-finned pollywags, or other sundry slimy amoeba.

He took great delight in asking questions that mere mortal men of the Big Deep Six were unable to answer. Thus his initiation:

Pollywogs were smeared from head to toe with ambergris, green scales, blue blood, and thick sticky gummy red roe, foul smelly eggs broke on heads. Men were blindfolded and forced to walk the plank by vicious jabs of stingrays into scalding equatic waters.

WITH HONORS

I am proud to affirm the fact that our crew came about from stem to stern with flying fish. "Good men all," cried the great Rex Neptune.

Then with a mighty crash of 15 Manta ray flippers and shooting starfish rockets, he submerged into the briny blue on the back of the grandest prancing seahorse this old salt has ever laid his sun-crinkled eyes upon.

His last bubbling laughter sounded as though he said:

"I'll sound anon. Smooth sailing, me hearties!

("New Old Salt")

Walter Williams, FWT
SS Alexandra

Vacation Issue Still Fluttering

The letters appearing below apparently were written before the writers learned of the membership committee's recommendation that consideration of the proposed compulsory vacation be tabled because of legal complications. The committee also recommended that "no man is forced to take his vacation . . . but once he receives such vacation, he must get off the vessel."

SAYS TIME LIMIT UP TO INDIVIDUAL

To the Editor:

I still maintain that compulsory vacation is a violation of the rights of free men. We are organized to protect the rights of the individual, not to regiment their privileges by creating rules that deprive members of their individuality.

To tell Union members that they can only remain on the job for a limited time is to reduce those members to regimented slaves who lose all interest in the performance of their duties. For the future offers no prospects for the individual to expand his natural abilities under those circumstances, and that which is the common interest of all becomes the interest of none.

CAN'T PLEASE ALL

It is impossible to please everyone, for the things we approve of today may take on a different color tomorrow. Man by nature is a creature of his own desires and emotions, swaying like the wind, never satisfied and constantly seeking the unknown.

As an example, when the transportation ruling existed, the members cried out that the worker couldn't stay on the job long enough to earn economic security. Today he cries out that the worker remains on the job

too long, denying him his economic security.

The unemployment situation can be eased if the members voluntarily offer to come off the ships after one year, or else request the four-watch system, lowering the hours of labor to increase the manning power.

Let us be constructive and not destructive.

Joseph S. Buckley

FIXED RULE SEEN AS VITAL TO ALL

To the Editor:

I've heard both sides of the argument on compulsory vacations and I draw this conclusion in favor of it.

As the agreement states, a man gets seven days vacation after a year. In the past, the average seaman sailed nine months out of the year. It is also a known fact that shipping has been on the decrease, especially over the past year.

This means that more men have been hitting the beach than there were at the time our last agreement was signed. What are these men supposed to do. Are they supposed to go into debt up to their necks because some character is more interested in his personal welfare than the welfare of all the Brothers.

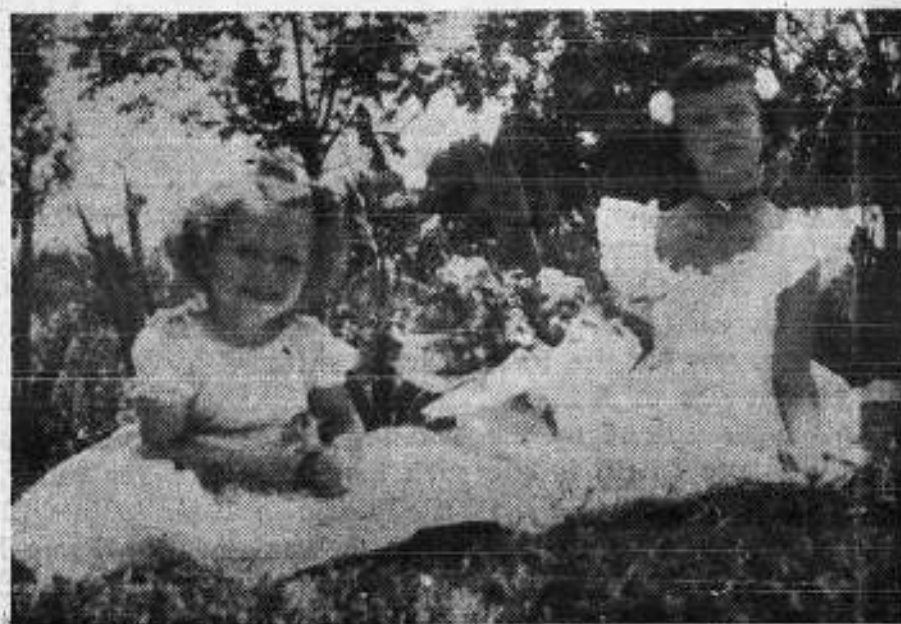
I also believe it does a man

no good to sail too long on one ship. This sometimes leads to the formation of the old familiar cliques, and Brothers when a Union man turns company he is worse than a man who knows nothing about the value of unions.

These are the ones who give organizers the biggest headaches while they are striving to get contracts with unorganized companies.

Rocky Milton

A COUPLE OF GEORGIA PEACHES



These two belles—smiling Jane (left), 2, and stately Judy, 6—are the daughters of Mr. and Mrs. Ralph Smith of Milan, Ga. Their dad is currently aboard the SS Southport, out of Savannah.

The Seafarers In World War II

By JOHN BUNKER

CHAPTER 14

THE TANKERS

Plodding, rust-streaked, squat tankers
Decks awash on lonely way;
Piled deep with hell-brewed lightning,
Lifeflood of the battle fray.

Reeling decks, man-made volcanoes;
Heroes where true seamen meet
Are men of daring, men of courage —
Sailors of the tanker fleet.

— Top 'n Lift
(SEAFARERS LOG, 1944)

Man-made volcanoes! Tankers crammed with oil and gasoline were certainly that, and the men who rode them did so knowing full well that a torpedo, a stick of bombs from a Stuka, or a collision in convoy might set off that cargo of "lightning" in a holocaust that would take not only the ship but many—perhaps all—of her crew as well.

Despite the hazard, there was no scarcity of men in the SIU-SUP to ride the "volcano fleets" on their dangerous missions 'round the world. This country furnished 80 percent of all the oil and gasoline that powered the bombers, the tanks and the jeeps of World War II. It was the tankermen—the merchant sailors of the oil ships and their armed guard comrades at the guns—who delivered this "lifeflood of the battle fray."

COVERED THE GLOBE

To Salerno and Murmansk they went; across the Pacific to Freemantle with fuel for our submarines; and through the buzzbomb barrage to fill the tanks at Antwerp. On all the oceans of the world plied the vital petroleum carriers; from the English channel to the Bering Sea; from the Gulf of Maine to the Straits of Magellan off "old cape stiff."

From December 7, 1941, till V-J Day, 1945, nearly 65,000,000 tons of oil and gasoline were carried to Allied and friendly nations, to the beachheads and the fighting fronts!

A special tribute is due those men who manned the tankers on the "Abadan run," freighting oil from the huge refineries in the Persian Gulf to Australia and, later, to MacArthur's forces in the South Pacific.

The War Shipping Administration assigned between 60 to 70 of the T-2, war-built tankers to a shuttle service between Abadan and the Pacific, and for the men who manned them it was an arduous run indeed.

Many of the ships stayed on the service for for more than a year, with the crews remaining aboard for the duration of the vessels' assignment. It took no more than 48 hours to load in Abadan and seldom did they get ashore at the other end of the line which, likely as not, was merely a Navy fueling station at some islet or atoll in the South Pacific.

FOUGHT BACK

As the war years went by and the ships became more adequately armed, the submarine attacking a tanker frequently got much more than he was looking for. Tankermen paid back, in some measure, for the fearful losses suffered by their comrades of 1942.

The battle put up by the Yamhill of Los Angeles Tankers (SUP) is one such instance.

During a voyage to the South Pacific in 1944, a lookout on the early morning watch was amazed to spy a torpedo streaking toward them on the port side. As soon as he yelled the alarm, the man at the wheel swung the helm hard over and the "tin fish" missed the stern by less than six feet. The alarm was still ringing as 80 mer-

chant seamen and Navy gunners ran to battle stations.

While the guns were being manned, a second torpedo sped at the Yamhill, only to miss when the vessel was again maneuvered out of the way by a deft turn of the helm. Three more torpedoes were fired by the unseen sub and they all missed.

Determined that such a fat prize should not get away after this lavish waste of costly torpedoes, the submarine broke the surface close by on the starboard side, its crew pouring out of the conning tower to man the big gun on the forward deck.

HAIR-LINE MISSES

Even as the Yamhill turned sharply about to present her stern to the raider, two shells missed by a short distance, splashing into the sea. The tanker's gunners then answered the fire, and saw their shells skip over the raider's deck so close that the Nips must have shivered from the breeze. Their next shot was just short of the target.

They had bracketed her now and another shot would do it! But the Nips didn't give them time. Knowing the attacked was now the attacker, they deserted their gun and hurried below decks as fast as they could scramble.

Before the Yamhill's gun crew could get in another shot, water was foaming around the U-boat's nose as it made a hurried plunge toward the bottom.

Less than an hour later, however, the sub was up again several miles away and the Japs fired some 60 shells and a long-range gun duel developed in which the tankermen scored another near miss. For miles the two vessels kept company, the Jap changing course every time that Captain Phillip Shinn turned the Yamhill on a different heading. The Nips were determined to sink their oil-laden prey.

AID FROM THE SKIES

Just when darkness was approaching, and the sub would have the necessary cover for a close-up torpedo attack, there was the drone of an approaching plane, responding to the Yamhill's SOS. This time the Jap submerged and stayed down for good and, with a PBY for escort, the Yamhill delivered her cargo of oil safely to Navy bases in the Far East.

A dangerous assignment it was, riding the tankers that carried high octane aviation gasoline, for along with dynamite, this was the tenderest cargo on the seas. Torpedoes that hit such vessels could—and often did—destroy them with an amazing completeness.

High octane gasoline caused the end of the SS Jacksonville, a Deconhil tanker (SUP). She was torpedoed when almost at the end of a

trans-Atlantic voyage on the 30th of August, 1944, blowing up with but two survivors out of the entire crew of merchant seamen and Navy gunners.

Fireman Frank Hodges was sitting in the crew's messroom at 4 pm on the fatal day, as the Jacksonville approached the coast of Ireland in convoy. He was just about to go down into the engineroom on watch when there was a terrific explosion that shook the vessel from bow to stern.

Running out on deck, Hodges saw that the Jacksonville had become almost completely enveloped in flames within a matter of seconds. He ran toward a lifeboat, but a wall of fire leaped up in front of him as though by magic, dazing him with its searing heat.

Realizing that the boats would never be launched, he ran to the rail and jumped over the stern into cold water that sucked away his breath but quickly revived him.

Flames already covered the water all around the blazing tanker but, by swimming underwater intermittently, and splashing away the flames from in front of his face when he came up for air, he was able to clear the ship without getting seriously burned.

ROARING INFERNO

Finally finding a clear spot, he kept to windward and watched the flames roaring high above the masts of the Jacksonville in a terrifying spectacle that seemed too destructive to be real.

After a while, he saw some of his shipmates floating in the sea, but they were too badly burned to be recognizable.

One man was alive and Hodges tried to hold him up, but his strength was not equal to the task. Perhaps it was just as well, for the man was badly burned. There were many lifejackets floating around—the crew had no time to put them on before they jumped.

Other ships in the convoy estimated that the Jacksonville was enveloped by flames no more than fifteen seconds after the torpedo hit—a solid mass of fire from stem to counter.

Hodges was picked up about 1½ hours later by an escorting destroyer, along with Navy gunner Marcellus Wags.

Captain Edgar Winter and 48 merchant crewmen and all but one of the Navy gun crew perished in the blast.

"... Heroes where true seamen meet

Are men of daring, men of courage —
Sailors of the tanker fleet."

Another episode of the role of SIU crews in World War II will appear in the next issue of the SEAFARERS LOG.

Panamanian Crewmen Appeal To ITF

(Continued from Page 5)

have not got sympathy for us being so long here in this climate and try to exchange us with others from these ships, which are running other ports of the World.

After all what we have seen and suffered on this ship, we were ordered to stay on the ship, our contract was extended without our consent.

There is another question on which we didn't get an answer from the Consul. What will happen to us if the Company sells the ship? How to solve our problem then? We heard that the ship will be soon sold.

From here this ship is bound to Cochin, Mormigao, Bedibunder and back to Calcutta. Our address is: SS Chispa c/o Grahams Trading Co., 6 Lyons Range, Calcutta.

Hoping that our case will win your sympathy and that you will find some possibilities to help

us to solve our problem, we thank you in advance and we are,

Yours very truly,

Rade Andrejic, Radio Officer (Yugoslav, signed on Hull, UK)

Branko Popovic, 3rd Engineer (Yugoslav, signed on Savona, Italy)

Zitnik Anton, Carpenter (Yugoslav, signed on Hull, UK)

Bogoljub Panic, 2nd Cook (Yugoslav, signed on Savona, Italy)

Hvala Federik, Fireman (Yugoslav, signed on Savona, Italy)

Wladyslaw Ciba, Oiler (Pole, signed on Chittagong, Pakistan.)

Jerzy Brzozwsky, OS (Pole, signed on Karachi, Pakistan.)

Why do all maritime unions blast Panamanian ships?

Minutes Of A&G Branch Meetings In Brief

MOBILE—Chairman, L. Neira, 26393; Recording Secretary, W. Wallace, 44475; Reading Clerk, H. J. Fischer.

Motions carried to accept minutes of other Branches as read. Agent reported on the prospects of shipping during the coming two weeks and named the ships scheduled to arrive in the port. He also reported that there had been over 200 relief jobs on tug boats, rigging and shifting gangs and deep sea vessels. Ships that came out of the boneyard, and crewing up here, are to go to the West Coast, from where they will run for several months. This may mean a slump in Mobile shipping, the Agent said, and advised men to take the jobs now. Headquarters report to the membership and Secretary-Treasurer's report read and approved. Meeting adjourned at 4:45 PM, with 286 members present.

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

Motions carried to accept Secretary-Treasurer's report and Headquarters report to the membership. Minutes of other Branch meetings read and approved. Agent discussed shipping in this port during the past two weeks, stating that it had been a bit better than average because of the return of several ships from layup for service on the Far East run. Motion carried to adjourn at 7:25 PM.

NEW ORLEANS — Chairman, Leroy Clarke, 23062; Recording Secretary, Herman Troxclair, 6743; Reading Clerk, Buck Stephens, 76.

Committee elected to deal with extensions requested by three members. Later in meeting committee reported its decisions, which were concurred in. Secretary-Treasurer's financial report and Branch financial report read and accepted. Minutes of other Branches read and approved. Agent reported that business affairs of port were in very good shape.

A&G Shipping From July 26 To Aug. 9

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	22	9	16	47	14	11	8	33
New York.....	190	169	145	504	139	119	103	361
Philadelphia.....	43	26	20	89	32	28	30	90
Baltimore.....	127	85	70	282	107	96	72	275
Norfolk.....	29	23	28	80	17	6	8	31
Savannah.....	14	12	5	31	1	1	—	2
Tampa.....	10	8	5	23	10	10	9	29
Mobile.....	76	62	53	191	80	81	77	238
New Orleans.....	60	44	78	182	61	65	81	207
Galveston.....	38	33	25	96	39	33	30	102
West Coast.....	54	45	32	131	42	36	28	106
GRAND TOTAL.....	663	516	477	1,656	542	486	446	1,474

He said that since last meeting there had been only four pay-offs and four sign-ons, with the usual number of in-transit ships. The outlook for the coming two weeks does not appear too good, he said, but with sugar runs increasing it may help out somewhat. He also reported on the Cities Service situation. Several communications were read and accepted. Headquarters report read and concurred in. Motions carried to accept committee's recommendations on reinstatement of several members. Torolf J. Kisinul took the Union Oath of Obligation. Meeting adjourned at 8:10 PM, with 325 members present.

SAVANNAH — Chairman, R. Schmidt, 35425; Recording Secretary, K. O. Broadway, 38215; Reading Clerk, C. D. Lowery, 51485.

Motions carried to accept Secretary-Treasurer's financial report and Headquarters report as read. Agent reported that he had been meeting with State Commissioner of Labor in connection with unemployment insurance for seamen. The commissioner asked him to get up some typical cases and send them to his office for study. On the basis of the talks the Port Agent said that things had turned out better than expected. He announced the death of Dusty Meeks and said that a wreath had been

sent to the funeral. Minutes of other Branches read and approved. Meeting adjourned at 8:45 PM, with 27 men present.

SAN FRANCISCO—Chairman, Jeff Morrison, 34213; Recording Secretary, Sam Cohen, 44954; Reading Clerk, Tom Bowers, 21747.

Motions carried to accept as read minutes of all Branches, Secretary-Treasurer's financial report and Headquarters report. Agent reported that shipping during the past two weeks had been good. One ship paid off and 13 called in-transit. He named the vessels scheduled to arrive in the two-week period ahead.



Motion carried to accept Reinstatement Committee's report. Trial Committee elected to handle charges read: Sam Cohen, R. Jacobs, T. Clary, R. Morgan, J. Carender. Discussion on changing time for job call from on the hour to on the half-hour so as not to have calls coincide with those of SUP. Meeting adjourn-

ed at 8:15 PM, with 40 men present.

NORFOLK — Chairman, Ben Rees, 95; Recording Secretary, Jim Bullock, 4747.

Because of a lack of a quorum for a regular meeting, a special meeting was held for the purpose of checking shipping cards.

BOSTON—No regular meeting could be held because of number of members present did not constitute a quorum.

BALTIMORE—Chairman, William Rentz, 26445; Recording Secretary, G. A. Masterson, 20297; Reading Clerk, Al Stansbury, 4693.

Motion carried to accept charges as read. Minutes of other Branch meetings read and accepted. Motions carried to concur in Secretary-Treasurer's financial report and Headquarters report. Excuses referred to the Dispatcher. Port Agent discussed shipping, which boomed during the past two-week period. He pointed out, however, that there was no solid indications that this would become a trend. Motions

carried to accept port Hospital Committee's report. Meeting adjourned at 7:50 PM, with 210 members present.

TAMPA—Meeting called to order at 7 PM by Agent White, but no regular meeting could be held because of a lack of quorum.

NEW YORK—Chairman, Eddie Mooney, 46671; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Al Kerr, 29314.

Minutes of previous meetings in all Branches read and approved. Port Agent said that shipping had been fair during



the past two weeks. It was noted, he said, that, after the previous period's rise in shipping, men were getting choosy about jobs—with the result that white-card men were going out. Motion carried to concur in Secretary-Treasurer's financial report. In the Headquarters report, the Secretary-Treasurer said that things were moving smoothly on the plans to get the new building in Brooklyn in ship-shape condition for the membership. He also discussed the status of the negotiations with Cities Service Oil Company on the full contract, adding that, with the approval of strike action by the membership, the Union was ready to move swiftly if the talks proved futile. The Secretary-Treasurer also stated that the Seafarers Welfare Plan was working without a hitch, and that payment of hospital and burial benefits were being made promptly. Motion carried to concur in Headquarters report.

Directory Of SIU Halls

SIU, A&G District

- BALTIMORE.....14 North Gay St. William Rentz, Agent Mulberry 4540
- BOSTON.....276 State St. Ben Lawson, Agent Richmond 2-0140 Dispatcher Richmond 2-0141
- GALVESTON.....308 1/2—23rd St. Keith Alsop, Agent Phone 2-6448
- LAKE CHARLES, La.....1419 Ryan St. L. S. Johnston, Agent
- MOBILE.....1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
- NEW ORLEANS.....523 Blenville St. E. Sheppard, Agent Magnolia 6112-6113
- NEW YORK.....51 Beaver St. Joe Algina, Agent HANover 2-2784
- NORFOLK.....127-129 Bank St. Ben Rees, Agent Phone 4-1093
- PHILADELPHIA.....337 Market St. S. Cardullo, Agent Market 7-1635
- SAN FRANCISCO.....480 Harrison St. Jeff Morrison, Agent Douglas 2-5475
- SAN JUAN, PR.....252 Ponce de Leon Sab Colls, Agent
- SAVANNAH.....2 Abercorn St. E. Bryant, Agent Phone 3-1726
- SEATTLE.....2700 1st Ave. Wm. McKay, Agent Seneca 4870
- TAMPA.....1809-1811 N. Franklin St. Ray White, Agent Phone 2-1325
- WILMINGTON, Calif., 440 Avalon Blvd. E. B. Tilly, Agent Terminal 4-2694
- HEADQUARTERS...51 Beaver St., N.Y.C. SECRETARY-TREASURER Paul Hall DIRECTOR OF ORGANIZATION Lindsey Williams

ASST. SECRETARY-TREASURERS Robert Matthews Lloyd Gardner Joseph Volpian

S U P

- HONOLULU.....16 Merchant St. Phone 5-8777
- PORTLAND.....111 W. Burnside St. Beacon 4396
- RICHMOND, Calif.287 5th St. Phone 2590
- SAN FRANCISCO.....450 Harrison St. Douglas 2-5363
- SEATTLE.....86 Seneca St. Main 0290
- WILMINGTON.....440 Avalon Blvd. Terminal 4-3131

Canadian District

- MONTREAL.....483 McGill St. Marquette 5909
- FORT WILLIAM.....118 1/2 Syndicate Ave. Ontario Phone 3-3221
- HALIFAX.....129 1/2 Hollis St. Phone 3-5911
- PORT COLBORNE.....103 Durham St. Phone 5591
- TORONTO.....88 Colborne St. Elgin 5719
- VICTORIA.....617 1/2 Cormorant St. Empire 4831
- VANCOUVER.....565 Hamilton St. Pacific 7824
- SYDNEY.....304 Charlotte St. Phone 6346
- HEADQUARTERS.....463 McGill St. Montreal Marquette 7377

STEEL FABRICATOR CREW

The Steel Fabricator crew has purchased an agitator for the washing machine. The price was \$12. and there are \$15 remaining in the kitty for repair purposes.

LEOPOLD FAULKER

Get in touch with your Draft Board, 80 Lafayette Street, New York 13, New York.

STANLEY GRIFFITH

It is important that you contact your brother, Willard, as he has a letter for you from the Draft Board.

Money Due

DAVE HASKEL VICTOR ALLEN

These men can pick up the money due them for services on the SS Jean at the Bull Lines office in New York City.

SS DEL VALLE CREW

"Many thanks to the crew aboard the SS Del Valle on July 11 for the beautiful basket of flowers and the comforting message sent to the funeral of the late Wendell Valentine, father of Val Valentine of the Del Valle crew: Daughter and Sons of Wendell Valentine, St. Louis, Missouri."

JOHN W. WILLIAMS SALVADORE SCHEPENS

Please get in touch with Harold Guttman, 66 Beaver St., New York City, in connection with the injuries sustained by Nicholas J. Wuchina aboard the SS Puerto Rico on or about March 21, 1950.

RAY HARRIS

Write to your wife, Mrs. Mary D. E. Harris, 18 Kensington Road, Reading, Berks, England.

WALTER J. HODGES

Your brother, Paul M. Hodges, wants to hear from you at 2105 Meldon Street, Savannah, Georgia. Your mother is ill.

LUIGI IOVINO

Get in touch with Ben Sterling or Marvin Schwartz at 42 Broadway, New York City.

JOHN MERCER

Your father, 274 Lakeshore Avenue, Centre Island, Toronto, Canada, asks you to write him.

VINCENTE ODULIO HERN

Contact your wife at 523 Chelsea Street, Jacksonville, Florida.

JOSEPH DUTKO

Contact Joseph T. Sharpe, Treasury Dept., Internal Revenue Dept., 222 E. Redwood St., Baltimore 2, Md.

JOHN J. TOBIN

Get in touch with Billie Nelson, 912 Arlington Street, Mobile, Alabama.

FRANCIS MAHER

Write your sister, Marie Smith, at 355 Sixth Street, Brooklyn 15, New York.

VINCENT CELLINI

Write home immediately; money involved.

Big Merchant Fleet Needed To Maintain Armed Forces Abroad

The logistics involved in transporting and supplying our fighting forces in the Far East, over 5,000 miles overseas from West Coast ports, is chiefly a matter of ships—and more ships.

A vast array of American merchant shipping is required to transport and maintain even a single division of troops, according to a survey prepared by the American Merchant Marine Institute.

Based on experiences of World War II, it is estimated that 250,000 deadweight tons of troop-carrying vessels and freighters are needed to transport one full division and its equipment across the Pacific.

40-DAY CROSSING

This convoy of approximately 25 ships would require over 40 days to get from the United States across the Pacific to a forward combat area.

The undertaking calls for 12 days to pack and load 18,000 tons of supplies and 4,000 vehicles aboard the ships, and seven days to get aboard assigned transports the 19,000 men in a full division having attached units.

Assembling and steaming in convoy across the wide Pacific takes 18 days, while discharging at the point of destination takes another seven days.

But that is only the beginning so far as merchant shipping is concerned. The division needs 133,000 measurement tons of supplies during the first month of campaign, while 19,000 measurement tons must go forward to support each day of combat.

HEAVY DRAIN

Troops in action consume vast amounts of supplies of all types. An infantry division expends about 542 tons of ammunition in a single day.

During the last war, merchant vessels carried approximately 700,000 different items, ranging from tanks to safety pins.

In modern war an army can move no faster or further than its supply of gasoline permits.

A mechanized division takes about 18,000 gallons of gasoline for every hour on the move. Supporting aircraft are also heavy consumers of gasoline and lubricants.

All this requires a steady arrival of tankers in Far East areas.

Experience in World War II, where the same factors of huge supply demand and great distances were involved, demonstrated conclusively that the airplane is no equal to the ship in the field of transportation.

PROBLEM

As a case in point, military authorities cite the problem of moving 100,000 tons of supplies to the Orient in a month.

By water, 44 ships using 165,000 barrels of fuel and employing 2,300 officers and men would be needed.

However, to transport the same amount by air would require 10,000 planes of the four-engine C-87 type, which would consume 10,000,000 barrels of gasoline and would employ 120,000 crewmen.

But in addition, the airplanes would be grounded unless they

were fueled by 80 T-2 type tankers.

To reach our forces overseas, our ships must traverse lengthy routes from Atlantic, Gulf and Pacific Coast ports.

Ships bound for Japan may be routed by way of the Hawaiian Islands, a distance of 6,659 miles from the East Coast, 6,074 from the Gulf Coast, and 2,091 miles from the West Coast, thence from Hawaii to Japan, a distance of 3,397 miles further westward.

Sailing direct to Japan, bypassing Hawaii, would save some 1,075 miles for vessels leaving from San Francisco, and 400 miles for vessels coming via the Panama Canal.

Principal destinations for our troops and equipment going to the Orient would include such ports as Kobe, Nagasaki, and Osaka in Japan.

DIRECTS WELFARE PLAN OPERATIONS



Administrator of the smooth-functioning Seafarers Welfare Plan is Max Harrison, former labor relations director of the Waterman Steamship Company, shown at his desk in the Plan's offices at 11 Broadway, New York City. Harrison announced this week that the Plan completed its first month of operation without a hitch.

SIU Awaiting Clarification Of Security Set-Up

(Continued from Page 1)

ships, although there was little likelihood of this happening through SIU or SUP Halls.

They said also that their organizations want to be represented on the security council which will pass on seamen.

"But in fairness to the memberships we represent," Hall and Weisberger explained, "we don't want people from our unions on the council merely to serve as rubber stamps.

"We want to see the council work, and work effectively, but we don't see how that can be accomplished if we are expected to move in the dark.

"Along with our vital concern for the national security, we are deeply concerned about the protection of the seamen's rights through means of democratic procedure. We cannot see how we can be expected to sanction council actions without knowing more about its regulatory and procedural rules," the Union officials said.

Fore 'n Aft

by Johnny Arabasz

After reading a few lines of the malarkey which follows you will probably wish that this was titled "Short 'n Fast." . . . Just to be sure some of the membership realize what is happening—shipping is on the upgrade but definitely. The membership, however, should not use this as an excuse to lay back when jobs are on the board. If they do, it only means the possible issuance of new permit cards in the Union, and an unnecessary hardship on the members, particularly the permits, when the boom folds. Incidentally, that is not a prediction on the outcome or duration of the Korean War. That should be left to the military analysts—Paul Gonsorchik, please take notice.

While in the Port of New York, anyone who wishes to see a great example of those famous advertising words "before and after" should see the Union's new building before repairs are started. The building usually stands on Fourth Avenue, between 20th and 21st Streets in Brooklyn. If those neighborhood kids ever find out that Frenchy Michelet, the building custodian, isn't as tough as he pretends to be (and he isn't) we are liable to find both Frenchy and the building up around Fifth Avenue, so that the already spacious yard will be large enough to play two games of baseball in, at the same time. (Gosh, wasn't that some sentence!) Incidentally, Michelet will be happy to show you around. Grab the BMT Fourth Avenue local and get off at 25th Street. Walk back a few blocks and you can't miss it. . . R. C. Reynolds—your gear, if you haven't already picked it up, is in the Alcoa office. . . J. Burke—The Port Steward at Victory Carriers wants to see you bad, accordingly to a notice down by the Dispatcher's desk. Will you let Gonsorchik know when you see "the man" so that he can take the notice off the board.

For all members interested in shipping out in a hurry—remember that the Union Hall is open late evenings to take care of emergency calls. The third deck is open to relax in. Whenever the skyscrapers around here permit the TV set to work, the Union's night man, Blackie Colucci, has some sort of program on to help pass the time. Open Saturday afternoon and Sunday for the same purpose—emergency shipping only.

For you boys down yonder—among those in the Deck Department passing through NY in the past few days or so were J. Gavin, George Irvine, Bob Prideaux, Tex Suit, Louis De Wolf (how appropriate). In the black gang register you'll find E. Spaulding, L. Reiner, J. J. Tobin, B. Frazer and Wm. McCuiston. In the Stewards Department register, the Dispatcher has added the names of Bernie Mace, Joe De Muthe, A. Morales, F. Borkowski, D. Jessup—and if you'll come to the Hall to register you'll find out who the others are.

With all the good shipping it seems foolish to remind you that the Unemployment Insurance Office for seamen in New York is at 165 Joralemon Street, 2nd floor, in Brooklyn. However, it's by no means foolish to remind all you potential Army careerists under 26, to keep in touch with your local draft board. Whenever you sign on or off a ship, be sure to let them know about it. You can get yourself in a jam by not informing them of a change in address. The local draft boards for us'uns are at 44 Court St. near Borough Hall in Brooklyn and at 80 Lafayette Street near the Brooklyn Bridge, in Manhattan. Deferments for seamen are strictly up to the local boards. There is no national policy as yet. The wind-up will be that the experienced seamen will be inducted, and when they're short training schools to use up Government money will open up and seamen will then be given some exemption—too late. Isn't that a familiar story?

Anyone interested in buying a sleek 1931 Model A "perculator" from Frank Bose, please call him at the East Side Junke Yard. Don't know how good the motor is. Also can't explain why that jalopy has been parked at the bottom of a hill for the last three days. Here's greetings from the best seaman's Union to men who are working toward bringing the best conditions in the industry to Cities Service seamen. To mention a few—Jimmy Cheshire, Walter Lopez, Ed Cooley, Bob O'Rourke, Matt Whittall, E. Brondoleso—Cities Service take notice.

Mayor Of South Amboy Lambasts Coast Guard For 'Whitewash'

The Coast Guard's report of its investigation into last May's munitions blast in South Amboy, NJ, has been sharply criticized as an "expected whitewash" by Mayor John Leonard. The explosion took the lives of 31 persons, most of them AFL longshoremen.

The recently-released report is "inconclusive and proves nothing," Mayor Leonard declared. He added that it "glossed over the Coast Guard's responsibility in connection with the disaster."

DIDN'T KNOW

Submitted by a board headed by Rear Admiral Edward Smith, who retired last month as commandant of the CG's Third District, the report said the board had been unable to determine

the "actual cause" of the explosion.

The CG's conclusion was that the "most probable" cause was the accidental detonation of a case of anti-tank mines.

"We knew the Coast Guard would not convict itself," Mayor Leonard said, "and we know that the Congressional probe will ask questions the Coast Guard failed to ask itself."

The South Amboy official charged that the Coast Guard inspector who was supposed to be watching the loading "actually was on the road somewhere between Newark and Jersey City at the time of the explosion."

A Coast Guard spokesman said the service would not comment on Mayor Leonard's charges.