

Registration For Draft Begins; Seamen's Status Still Unsettled

NEW YORK—Beginning August 30, all men between the ages of 18 and 26 must register for the peacetime draft, regardless of any basis they may have (or think they have) for deferment from actual military service. Those who have already reached their 26th birthday, however, need not register.

Just what the status of merchant seamen will be under the draft is not clear at the moment, though it will probably be available by the time actual inductions begin on September 22.

An executive order by President Truman set a classification system closely following the system used during the war.

The President officially deferred married men, most farmers, those engaged in activities which are "necessary to the maintenance of the national health, safety or interest" and who are also irreplaceable, men with dependents, men with wartime military service, and many others.

FOR ONE YEAR

Further, the President may designate other special activities as being essential to the national welfare in the future. When deferments are allowed they will be for a maximum period of one year, instead of six months as previously.

The classifications are:

1-A—Available for military service.

1-A-O—Conscientious objector available for non-combatant military service.

1-C—Members of the armed forces, Coast Guard, Coast and Geodetic Survey or Public Health Service and certain registrants separated therefrom.

1-D—Member of Reserve component or student taking military training.

II-A—Registrant deferred because of civilian occupation (except agriculture)

II-C—Deferred because of agricultural occupation.

III-A—Registrant with dependents.

IV-A—Registrant who has completed service; sole surviving sons of parents whose other child or children died in World War II.

IV-B—Officials deferred by law.

IV-C—Aliens.

IV-D—Ministers of religion or divinity students.

IV-E—Conscientious objectors opposed to combatant and non-combatant training and service.

IV-F—Physically, mentally or morally unfit.

V—Those who became 26 years old after registering and consequently are exempt from service.

Men who were given the 1-G

classification under the old draft set-up, on the basis of having obtained the Maritime Commission's Discharge of Substantially Continuous Service, should hold on to it, as it may help when presented to the new Draft Boards.

Men who are entitled to this Discharge, and who have not yet obtained it, are advised to get it now, as it may weigh heavily later on, in obtaining deferment.

MORE CONSIDERATION

From the experience of the membership under the wartime draft set-up, it was found that those who registered in port cities were given more consideration on the basis of occupational deferment than those who registered in inland cities, where the boards were not so well informed on maritime affairs.

Aliens can exempt themselves from service, but only at the cost of forfeiting their right to ever becoming citizens of the U.S.

According to Section 4, Public Law 759:

"Any citizen of a foreign country, who is not deferrable or exempt from training and service under the provisions (of the law) shall be relieved from liability for training and service...if, prior to his induction into the armed forces, he has made application to be relieved from such liability in the manner prescribed by and in accordance with rules and regulations prescribed by the President; but any person who makes such application shall thereafter be debarred from becoming a citizen of the United States."

Important for Seafarers is the provision allowing men prevented from appearing on schedule, because of circumstances beyond their control, to register at a later time. Similarly, those who are aboard ship are required to register within five days of reaching a U.S. port, or those in hospitals or in jail, etc., must

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Points About The Draft

Draft Registration dates are from August 30 to September 18.

Everyone, whether citizen or alien, between the ages of 18 and 26 MUST register.

Those paying off after these dates MUST register within five days after reaching a US port.

Veterans under 26 years of age, although exempt from service, MUST register.

Married men, although exempt from service, MUST register.

Cities Service Election Stall Seen At End

NEW YORK—The SIU's petition for an election to win certification on the ships of the Cities Service not included in the original certification order issued in May by the NLRB was stalled by the company this week.

At hearings before an NLRB examiner here, Cities Service representatives maintained that Stewards, Bosuns, Pumpmen and Machinists could not vote in such an election because they were supervisory employees.

SUPERVISORS OUT

Under the Taft-Hartley Act, supervisory employees cannot be included in a bargaining unit.

In last winter's previous voting on the seven Cities Service ships which have already been certified, Stewards, Bosuns, Pumpmen and Machinists were included in the voting unit. In that case, the voting unit was agreed to before the Taft-Hartley Act went into effect, al-

though the actual election was held under that law.

It was the same old story, according to the SIU organizers, who declared that Cities Service was simply looking for legal loop-holes to delay the inevitable, a full contract with the SIU. The Union is countering every move that Cities Service makes.

MEET MONDAY

The hearings were recessed on Wednesday, August 25, but representatives of the Union and the company will reconvene with the NLRB examiner on the morning of Monday, August 30. Seafarers who have sailed Cities Service ships in any of the four disputed ratings should report to the Organizing Department on the Fifth Deck in New York before 10 o'clock that morning, the Organizers announced.

When the hearing reconvenes, the Union and the company will

continue to argue their respective cases. Both have agreed to stay in session until the arguments are completed which means that the hearings should end Monday night.

BROKE PRECEDENT

The NLRB examiner will then report to NLRB headquarters in Washington, where the final decision on the bargaining unit will be made. After that, the election will be ordered.

SIU spokesmen are contending that Bosuns, Stewards, Machinists and Pumpmen are unlicensed crewmembers and for that reason cannot be classed as supervisory employees. It is up to the company to prove to the contrary.

The present controversy arose when the NLRB's certification order based on last winter's election aboard Cities Service ships covered only the seven ships actually voted.

At that time Cities Service had eight ships, but one of them, the SS Lone Jack, did not touch an American port during the

If you have sailed on a Cities Service ship as Steward, Bosun, Pumpman or Machinist, report to the Organizing Department on the Fifth Deck in New York before 10 o'clock, Monday, August 30. This is important.

voting period. Since then the company has acquired eight additional ships.

In protesting the limited certification, the SIU maintained that the NLRB had not followed its own precedent set in the Isthmian case—when the SIU was certified as the bargaining agent for Isthmian ships, the NLRB did not restrict certification to the ships voted.

Seafarers Signs Two More Outfits To Top Contract

The Atlantic and Gulf District's drive to win for its membership the highest wages in maritime history made more headway this week, as two more operators capitulated to the SIU's demands for a two-year contract boosting pay by \$12.50 and \$25. Latest to sign the SIU contract, which has become the pattern for the maritime industry, were the Waterman Steamship Corporation and the Illinois-Atlantic Steamship Company.

Negotiations with the Waterman outfit, one of the largest dry cargo operators in the world,

were brought to a successful conclusion in Mobile, where the Union was represented by a sub-Negotiating Committee headed by Cal Tanner, SIU Agent in that port.

The Illinois-Atlantic company was brought into line by the SIU Headquarters Negotiating Committee in New York.

EXPIRE IN 1950

Both contracts, identical with those previously wrested from the Mississippi Shipping Company in New Orleans and eight member companies of the Atlantic and Gulf Ship Operators Association in New York, following SIU action at the point of production, is effective as of August 17, 1948, and will expire September 30, 1950.

As a result of its successes of the past two weeks, the SIU Negotiating Committees in New York and the Gulf area have extended the Seafarers' record wage gains and protective Union security clauses to the unlicensed personnel of 11 companies, including several of the larger contracted outfits.

In addition to Waterman and Illinois-Atlantic, operators now bound by the new conditions are:

Alcoa Steamship Company, Bull Steamship Company, Baltimore Insular Line, South Atlantic Steamship Company, Seas Shipping Company, Seatrain Lines, Inc., Eastern Steamship Company and Smith and Johnson, all of which signed in New York August 13, and Mississippi Shipping Company, which gave

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WSA Money Due

In the SEAFARERS LOG of August 6th, it was reported that men owed money for service on War Shipping Administration ships could make all claims through the District Auditor, Maritime Commission, 45 Broadway, New York City.

The LOG has been informed by the Maritime Commission that this is not the procedure. Men owed money for work done aboard WSA ships are to follow the established procedure of applying through the agent who operated the ship at the time the work was done.

The Commission office in New York is a bookkeeping office, and handles no funds whatsoever.

The Commission further pointed out that even if the company does not operate any more WSA ships, all claims are still to go through the company's office.

Some companies have claimed to have turned over their books to the Maritime Commission, but the Commission says they have not received any. If any companies do so in the future, the SIU will be notified. In that case a notice will be printed in the LOG.

SEAFARERS LOG

Published Weekly by the
**SEAFARERS INTERNATIONAL UNION
 OF NORTH AMERICA**
 Atlantic and Gulf District

Affiliated with the American Federation of Labor
 At 51 Beaver Street, New York 4, N. Y.
 HANover 2-2784

Entered as second class matter June 15, 1945, at the Post Office
 in New York, N. Y., under the Act of August 24, 1912.



Start Thinking Now

Time seems to flit by faster for Seafarers than it does for people in shoreside occupations. A few sign-ons, a few payoffs—and before you know it a year is rolling by.

With this vision of fleeting time before us, it might be a good idea to begin mulling over a mighty important piece of Union business. Although nominations for the various posts in the Atlantic and Gulf District are not scheduled to be opened for several weeks, right now seems to be the correct moment to begin thinking about the annual elections. At least, we should be taking stock of the men who might serve the Union next year.

Briefly, the qualifications for nomination are that the candidate must be a U.S. citizen and a bookmember of the A&G District for at least two years. Candidates for Agent or Patrolman must have three years sea service in any one of the three departments. Candidates not now in office must show four months of discharges for the current year.

Qualifications for the positions are comparatively easy for any member to meet. Most Seafarers can qualify easily. But these qualifications are only the very minimum a man needs to serve his Union.

To properly appraise the worth of a Seafarer and his ability to do a first-rate job as a Union official, it is wise to observe the tangibles. In other words, to look at the record—of the past year, for example—to see what a member has done to indicate his interest in the SIU, and what he has to offer the membership in the way of service in its behalf.

This looking at the record is clearly not confined to those now in office. There are many Brothers who are not officials who continually are active to further the Union's advance. Some of these active rank-and-filers have been your own shipmates. They are the men who are always ready and willing to accept responsibility in getting Union jobs done.

They are the men who serve as shipboard Delegates, who act as members of shoreside committees, who present recommendations that will benefit all hands in our Organization. These are among the men to be considered by you in making your decision on nominations.

The nomination of men who might ultimately serve as Union officials is a serious business. In doing so, you are offering the names of men whom you regard as capable of carrying out your—and the rest of the membership's—decisions, to represent you in dealings with the operators and otherwise conduct the business of the Union.

Just as members placing the names of their Brothers in nomination must do so seriously, the recipients of this honor must accept it in absolute seriousness and with all sincerity.

No one should labor under the misapprehension that a union election is a popularity contest. There is too much at stake for all of us in maritime in these critical days to take our Union offices lightly.

Let us nominate as many men as possible. The more qualified Seafarers nominated, the better the chance that we will get outstanding representation for the Atlantic and Gulf District.

Let's just make sure we make merit the measure of our choices.



Men Now In The Marine Hospitals

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

MOBILE HOSPITAL

- E. D. JENKINS
- A. C. McALPIN
- E. E. JARRETT
- C. GLOVER
- L. M. KYSER
- W. ANDERSON
- A. C. SIMPSON
- H. R. LOWMAN
- E. A. GRADY
- P. HUSEBY
- C. H. WILLIAMS



BALTIMORE MARINE HOSP.

- L. C. HOLMES
- JACK McCRANIE
- GETTIS LIGHTFOOT
- WILLIE WHITE
- JOSEPH W. BOURGEOIS
- WM. T. ROSS
- STANLEY GELAK
- PERCY BATSON
- M. C. EL MORES
- J. W. SPENCER
- CHRIST B. VIKIN
- JAS. K. CHARLESWORTH
- EDW. A. MORGAA
- J. ROOS
- DAVID WARDEN
- H. W. SPENCER
- JOS. W. BOURJOIS
- F. BECKER

- C. MORALES
- R. J. PURCELL
- JOHN J. SCHWABLANK
- C. SIMMONS
- STANLEY GELAK
- WM. T. ROSS
- EDW. A. MORGAN
- M. C. EL MORES

SAN PEDRO HOSPITAL

- L. TICKLE
 - T. C. KELLY
 - M. BYERS
- ***
- ### NEW ORLEANS HOSPITAL
- STELLY C. FORMAN
 - E. LIPARI
 - R. F. BLACK
 - J. DENNIS
 - L. C. MASON
 - A. LOOPER
 - C. ANDERSON
 - RALPH PIEPHET
 - V. R. NORTH
 - V. P. SALLINGS
 - C. GREEN
 - C. R. GRIMES
 - W. H. COLBOURNE
 - M. C. GADDY
 - H. L. SEYMOUR
 - JAMES FARRIOR
 - E. MULHOLLAND
 - A. SYLVERA

Hospital Patients

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

Mimeographed postcards can be obtained free at the Social Service desk.

Staten Island Hospital

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

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

- EDWIN MAXWELL
- FRANK WAGNER
- P. E. CUMARE
- H. FERDRICKSSON
- H. MASON
- G. L. DUXWORTH
- ED MILLER



STATEN ISLAND HOSPITAL

- A. EWING
- A. VANELZUELA
- M. CASTRO
- J. McNEELY
- A. JENSBY
- D. DeDUISEN
- T. ZEMRZUSKI
- W. H. NUNN
- J. BOUYEA
- W. HUNT
- R. L. JOHNSTON
- K. C. CROWE
- C. OPPENHEIMER
- W. H. PERRY
- T. MANDICK
- C. NANGLE
- C. W. HALLA
- P. G. DAUGHERTY

Registration For Military Draft Begins

(Continued from Page 1)

also register within five days after their release.

Registration will begin with the oldest group—the 25 year olds—registering on the first day. The other groups will follow on successive days through September 18.

Registration dates for each age group are as follows:

The oldest group, meaning men born in 1922 after August 30, 1922, will be registered on Monday, August 30.

Men born in 1923—August 31 and September 1.

Men born in 1924—September 2 and 3.

Men born in 1925—September 4 and 7.

Men born in 1926—September 8 and 9.

Men born in 1927—September 10 and 11.

Men born in 1928—September 13 and 14.

Men born in 1929—September 15 and 16.

Men born in 1930, before September 19—September 17 and 18.

Men born after September 19, 1930 will register on their eighteenth birthday, or within five days therefrom.

IN APPRECIATION?



To you who answered the call of your country and served in its Merchant Marine to bring about the total defeat of the enemy, I extend the heartfelt thanks of the Nation. You undertook a most severe task—one which called for courage and fortitude. Because you demonstrated the resourcefulness and calm judgment necessary to carry out that task, we now look to you for leadership and example in further serving our country in peace.

Harry Truman

THE WHITE HOUSE
May 12, 1948

Copies of the Executive Order shown above were forwarded to Seafarers by the President of the United States extolling them for the important part they played in the victory of the Allied Nations in World War II. As draft registration date approaches—with no consideration being shown to seamen—holders of the Presidential order wonder just how meaningful and important are official commendations.

Appendix Spooned Out In Trick Operation Aboard Alcoa Clipper

Necessity is the mother of invention, the old saying goes, and Seafarer William Reid happily points to his own experience to prove it.

Stricken with appendicitis aboard the SS Alcoa Clipper July 17, Brother Reid might have suffered severe complications had it not been for the timely decision and ingenuity of the ship's surgeon and several able assistants.

In an emergency operation performed in an improvised operating room Brother Reid parted company with his mutinous appendix, at 10:30 P.M. when the doctor decided Reid's condition wouldn't stand waiting until the arrival of a Coast Guard rescue team the next morning.

CALL FOR AID

Reid began feeling ill the day after the Clipper had left New Orleans. His condition was diagnosed by Dr. A. S. Creniglia,

who immediately issued a call for aid to the Coast Guard, since the necessary implements for the required surgery were not aboard. The Clipper radioed her SOS at 2 P.M. The ship was then three hours by air from the nearest base.

According to Magge Greenberg, Stewardess on the Clipper, the Coast Guard notified the vessel at 6 P.M. that it "just couldn't make it," because landing a seaplane on the water after dark would be a hazardous task.

Dr. Creniglia decided that the operation would have to be performed aboard the Clipper with the tools on hand. Aided by Sister Greenberg, Dr. Alvin Rambar, a passenger; and C. Henning, Second Purser, Dr. Creniglia prepared for the surgery.

Four table spoons were rigged as retractors, and four ounces of novacaine were used around the incision area to deaden the pain, because the customary implements were lacking.

At 10:30 Drs. Creniglia and Rambar were taking off their rubber gloves. The appendix was so inflamed, a rupture was likely in four hours, they agreed. Reid's convalescence was swift. In 11 days he was up.



William Reid, as he appeared 11 days after undergoing emergency appendectomy in improvised operating room aboard the Alcoa Clipper.



Magge Greenberg, Clipper Stewardess, who assisted doctors during operation, holds appendix shortly after it was removed from Reid.

Absentee Ballots Available To Most Seamen This Year

NEW YORK—Merchant Seamen can vote in the coming elections, unless their legal residence is in one of the few States prohibiting absentee balloting.

The first step in exercising the right and duty to vote is to obtain the Post Card (Standard Form No. 76) application from any of the following sources:

Office of the United States Maritime Commission

Office of the United States Shipping Commissioner

Local Union Headquarters

United Seamen's Service Clubs

Seamen's Institutes

In addition to the Post Card Form, an application for a State absentee ballot may also be made by means of a personal letter mailed to the Secretary of the State, in which the applicant has his voting residence, or in such other manner as may be prescribed by the law of such State.

The State absentee ballot must be carefully executed in accordance with the instructions which accompany it. The oath may be taken and attested by a Warrent or Non-Commissioned Officer of the Army or Navy, or by Masters, First Officers, Chief Engineers and Purser of vessels documented under the laws of the United States.

Merchant seamen desiring further information should write to the Secretary of the State in which he has a voting residence.

Pennsylvania, and Maryland no longer permit absentee voting, and in Missouri merchant seamen must be present in the State in order to vote.

In the following States elections will be held November 2, and absentee ballots may be obtained by applying on the Standard Post Form No. 76 unless otherwise specified below.

Arizona—Ballots must be received by election officials not later than the day of the election.

Colorado—Ballots must be received by election officials not later than the day of the elec-

tion. Application for ballot should be made to the County Clerk of the county of the voter's residence.

Connecticut—Ballots must be received not later than November 1, 1948.

Idaho—Application should be made to the County Clerk for registration forms required, if the voter did not vote in the 1946 general election. Ballots must be received by election officials not later than November 1.

Illinois—Post Card Form No. 76 is not acceptable. Application by merchant seamen may be made directly to the County Clerk. Ballots must be received by election officials not later than November 2.

Maine—Ballots must be received by election officials not later than November 2.

Michigan—National, State, and County officers to be elected.

Mississippi—Ballots must be received by the Circuit Clerk of the voter's county not later than the date of the election.

Montana—Post Card Form No. 76 does not constitute a valid application for ballot. Application for ballot should be made on statutory form furnished by the County Clerk and Recorder at the county seat. Ballots must be received by election officials not later than election day.

Nebraska—Ballots must be received by November 11.

North Carolina—Ballots must be received by election officials by election day.

North Dakota—Ballots must be received in time for the first meeting of election officials after election day.

Ohio—Post Card Form No. 76 will not be acceptable as an application for ballot. Seamen should request an ordinary civilian absentee voter's application from the Secretary of State. Such ballot must be returned to election officials not later than noon of the fourth day before election.

Oklahoma—Ballots must be received by election day.

Texas—Post Card Form No. 76 is not acceptable as an application for ballot. Seamen should apply to the Secretary of State for an absentee ballot.

Vermont—Post Card Form No. 76 is not acceptable as application for ballots. Applicants for ballots should write to the County Clerk entirely in his own handwriting and state the facts necessary to establish his right to vote, including the facts of his expected absence from the polls on election day and the reasons therefor. The ballots must be received by election officers before closing of polls on election day.

Wisconsin—Post Card Form No. 76 should be addressed to the County Clerk of county of legal residence. Request should not be mailed to Secretary of State. Ballots must be received by election officials by November 2.

Wyoming—Bonafide electors of the State of Wyoming are eligible to vote. Post Card Form No. 76 should be addressed to the County Clerk. Ballots must be received before November 2.

Residents of States not listed may write to their respective State Secretaries, if they desire information concerning their absentee voting status.

The Membership And Union Policy

By EARL (Bull) SHEPPARD

In looking over the articles submitted to the LOG by other Port Agents on "some subject of general and vital interest to the membership," I see where they have touched on specific Union problems or accomplishments.

Brother Tanner wrote of the Union's responsibilities to the membership, where it extended and where it ended. Brother Algina covered the correctness of the SIU's course as shown by the NMU's mistakes where they differed and success where they followed us. Brother Gardner spoke of beefs and beefers—a Union problem.

The subjects covered by my Brother Agents had one thing in common—each was approached from the standpoint of Union policy on the matter. Inasmuch as the Union's policy in each case was the basis of the article, it seems like a good idea to take Union policy itself as a subject. It's a big hunk to bite off and chew on, but I feel it is of prime importance to the SIU.

Every organization, every government and every Union has a policy. It's the way of life, the road that is followed. Our government charts its course on its foreign and domestic policies; the SIU, too, sets its course by policy.

EVOLVES FROM MEETINGS

In the SIU, as every member knows, the Union's policy is arrived at through open discussion at membership meetings ashore and on the ships. Crews offer resolutions, rank-and-filers make motions and Union officials offer recommendations. They all come to the attention of the membership in the same fashion and are critically analyzed by Seafarers in meetings in all ports. Being in a democratic organization, the membership receives the proposal offered and listens to arguments pro and con. Everyone has his opportunity to support or criticize. If the matter is too big for immediate disposal a committee is set up for the study of the matter and a report on their findings is rendered at the next meeting.

When the matter has been put to a vote and the membership has decided that it shall be policy, the course of the Union in that particular instance is set. Whether it be to conduct a strike or to open a new hall, the matter is settled when the vote is recorded as carried. Union policy has been made and it's up to the elected officials to put it into action and adhere to the course as made by the membership. The membership has bound itself to a program, the officials are bound to follow suit and to enforce that program.

We are all familiar with this system, it's been the way of the SIU since its inception. To devote an



article to this would be a waste of space if that is all that was to be said. It's what happens once a course has been set that I want to discuss.

Once the policy of the Union has been set the majority rules. The objectors have had their say and have been overruled. It is their duty to swallow all objections and accept the dictates of their Brother Seafarers. We all live under one roof: the SIU. We all want the same things: better working conditions, better wages and a strong Union. We achieve this by only one course: complete solidarity and internal harmony.

Sometimes when the Union's course has been set there are those who resist abiding by the membership's decision. These persons fall into several categories. Their aims are not identical, but if they succeed, the result would be the same.

There is the person who is ignorant of union policy. He was asleep, gassed up or just didn't listen when the matter was discussed. He naturally has it all fouled up and tends to confuse others by his confusion. This type is not serious. Usually one of the informed crewmembers can straighten him up in short order by patient explanation or by showing him the straight dope in the SEAFARERS LOG.

Another is the attention-getter sometimes called the "super militant", or "soap boxer". He knows what the policy is, but he wants to attract attention to himself, even if he causes a little disruption. He thinks

The Editor of the SEAFARERS LOG has invited the Port Agents to submit a series of articles on issues of general and vital interest to the membership. These articles will not take the place of the Agents' weekly surveys on the state of shipping in their ports and other matters, but will be something in addition.

The Editor felt that the Port Agents, because of their positions, would be able to comment wisely on a variety of subjects. The fourth article in this series appears on this page. It was submitted by Earl (Bull) Sheppard, Port Agent in New Orleans. Members are urged to submit their own views on this and the other articles in the series.

Bull Sheppard is one of the original members of the SIU and, since its founding, has participated in the many actions which laid the groundwork for the present size and strength of the Union. During the war he sailed through all battle zones. While on the ships he acted as Delegate many times. During the Isthmian campaign Brother Sheppard was in charge of all field work. He also took part in the other organizational drives,

"free discussion" means involved and pointless harangue and irresponsible and screwball performances. With a firm hand this type can be handled quickly, in union fashion. He only wastes time and once spotted can be set straight by any alert crew.



The third type is not ignorant and is not a performer in the sense that we know it. He is either a shipowner's stooge or a political crackpot. He may be working for the purpose of destroying the Union by causing dissension in the ranks or he may be attempting to inject a particular political ideology into Union affairs. Of course, this does not mean a man cannot expound a political belief to his shipmates, but it does mean danger if he is attempting to disrupt union policy that has already been established.

WANTS DIVIDED UNION

This person, be he shipowner's stooge or political crackpot, is the real enemy of the Union. He is attempting to make inroads into what is already accepted union policy. He does not want the Union to remain solid and united. He has an ulterior motive in mind and it is not for the best interests of the members of the SIU.

I'm not mentioning these types here solely for the purpose of warning them, nor am I mentioning them so the membership can be on the lookout. Primarily I mention them because I want to give some examples of what they do on occasions and what might happen should the membership in our or any other union for that matter become lax and allow them to succeed.

Before the 1946 General Strike was called, there was a great deal of discussion on the strategy and policy to be employed. As we all know there was a complete shutdown and complete victory. This was the Union membership's decision, it became policy. However, even after the Union had decided on a general strike, there were persons within the Union officials, as well as members who wanted to hedge. They didn't want to shut down the industry, they only wanted to shut down certain companies. Whether they were working for the shipowners or whether they were proposing their own personal plan is not the important thing. The fact remains that they did not choose to abide by the decision of the Union.

That was one of the problems successfully overcome. These persons were shown that they were acting contrary to the wishes of the membership, that they were acting against Union policy. Most of them were brought into line, those who took action contrary to the Union became ex-Atlantic and Gulf officials, and in a few cases—ex-members.

Another example came up during the Isthmian drive. This one I particularly remember as we sweated blood for years to win this company. The policy had been set: the Union was to throw its entire and complete

including acting as Organizational Director for the Great Lakes campaign. He also was instrumental in the SIU's successful support to other trade unions, such as the Longshore Beef in 1945. Brother Sheppard, incidentally, has been lauded by other unions as one of the best administrators in his field. He is known as an exponent of direct action, and the SIU has been requested several times to lend Brother Sheppard to unions in need of a capable organizer and administrator.

A man of large physical proportions—which earned him the nickname "Bull"—he has played professional baseball, and was a football player of some renown. In maritime, Brother Sheppard is known for practicing the direct action he expounds. He is a veteran of practically every waterfront labor battle and bears many scars as testimony.

Sheppard first assumed elected office in the last election, when he was voted into the post of New Orleans Agent.

In his article on Union policy, he covers a field which he terms as being "of prime importance to the SIU."

strength into the organizing of the Isthmian Line. Organizers went into the field and aboard ships. In this the bulk of the membership and officials cooperated wholeheartedly. There were times when SIU men, anxious to do a job, turned up at the company hiring office in such numbers that our regular contracted vessels were held up for lack of crews. The union newspaper, the SEAFARERS LOG, became primarily an organizing weapon. More space was devoted to news of the men sailing the Isthmian ships than to all the rest of the Union combined. All down the line the story was the same—the complete subjugation of all Union affairs to the successful prosecution of the Isthmian campaign.

Here again, however, a small group of dissenters composed of a few members and one or two officials attempted to throw a monkey wrench in the machinery. The discussion days were past, the policy had been made—but they weren't in an abiding mood. In gin mills, on the ships and at the meetings they started a campaign of dissension. They peddled tales of huge expenditures, they questioned the Union's whole purpose in the drive, they termed as "foolish" the SIU men who went aboard the ships as organizers. They attempted to cast doubt on the ability of the men conducting the drive. All in all, they were playing the shipowner's game, whether knowingly or not.

Of course, the Union could not tolerate these smear campaigns. Too much was at stake. The whole union structure was tied up in the drive and victory was too close to allow the battle to bog down because of these characters. Where it was found that these persons had acted contrary to the policy of the union, charges were placed against them and they were tried. If the charges were proved the men joined the "99-Year Club." Those A&G officials who had not fully supported the drive were "unofficially" requested



to terminate their employment in the A&G as officials. The warning was thereby made to the dissenters and slackers—the Union's policy was to win the Isthmian fleet and disrupters would not be tolerated.

Those two examples pretty well point up union policy in the past and how the Union was able to secure resounding victories. The 1946 General Strike showed that the solid backing of the SIU was enough to bring the Washington bureaucrats into line. The internal solidarity of the Union and adherence to policy made the Isthmian victory complete. Seeing the jobs in Isthmian ships up on the boards in our Halls is testimony to that.

The Union's policy has, as a result of the complete cooperation, proved itself to be accurate in every instance. In this we have won the admiration of all other maritime unions, many of which are faction-ridden. By our recent action in winning the top wages

(Continued on Page 15)

AROUND THE PORTS



New York Has Routine Week Of Shipping

By JOE ALGINA

NEW YORK — When things are running smoothly, as they are now in the port of New York, there isn't much to write about. Normal activity never makes for a big story. So, with matters under control, we'll give a quick breakdown of port activity and the status of shipping, and let that stand as this week's report.

Both business and shipping remain fair for another week. We played host to the usual number of SIU ships and saw off the usual quota.

Some of the vessels in port this week, which brought praise from the Patrolmen, were the Robin Doncaster, Steel Admiral, Bull's Kathryn and Jean, and the Seatrain Havana. Waterman sent us the LaSalle and the John B. Waterman.

The Cape Mohican, Mar-Ancha, and the Coral Sea, Coral Sea Steamship Company, also came in for sweet payoffs. The only ship that had anything worth reporting was the Snelling, Alcoa. She paid off in good shape, but we couldn't say the same for the ship. She ran aground during her voyage and the cost of refloating her and making repairs set the company back \$160,000. She's going to be around for awhile.

THAT'S THE PICTURE

That's pretty much the port picture for the week. Other than the ships mentioned we had a few transits, aboard which everything went off per SIU fashion.

Here's a reminder that has been mentioned in the LOG several times, but it is always worth repeating:

If you're an AB and have three years of seetime, go and get that green ticket. Since July 15, the Coast Guard has required that two-thirds of the ABs on a ship must hold green tickets.

Take an hour or so and make the switch. You can never tell when it may mean being returned from a ship because too many blue tickets are already aboard.

On Overtime

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

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

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

From The Sixth Deck

By EDDIE BENDER

It is every Seafarer's job to see that his dues record is in order. To make sure that your personal records are shipshape, it is advisable that you stop at the sixth floor of Union Headquarters in New York and check your book against the file record, at least once a year.

Simply tell the Patrolman on duty that you want your book and file record checked. He will be more than glad to help you. Each request of this type is handled promptly and there is no delay whatsoever.

Remember that you should receive a receipt for every payment you make. Issuance of a receipt is your insurance that the payment will be properly recorded to your credit. It is a good policy to keep all receipts issued to you so that, should a clerical error ever occur, the receipts can simplify the process of tracing your payments and thus aid in speedily squaring up your records.

Mobile Maritime Council Aids AFL Carmen

By CAL TANNER

MOBILE — Shipping in the Port of Mobile was dead slow last week. Activity was confined to five payoffs, three sign ons and four ships in transit from other ports. A total of 66 bookmen and 18 permitmen were shipped from this port.

Ships paying off this week were the Cavalier, Roamer, Puritan and Cape Romain, all Alcoa, and the Wild Ranger, a Waterman job. All payoffs were smooth, practically no beefs on any of the vessels.

Best payoff of the week took place aboard the Wild Ranger, which makes the Puerto Rican run. She was in PR during the ILA strike and came in clear of beefs with an A-1 crew aboard.

SIGN ONS

Sign ons took place aboard the Roamer, headed for the West Indies run; the Wild Ranger, going back to Puerto Rico, and the Antinous, a Waterman ship bound for Hamburg.

The four vessels in transit were the Cape Santiago, Steel Recorder, both Isthmian; the John Laurence, a Waterman coastwise ship, and the Strathmore, of the Strathmore lines.

Only one of the ships paying off is headed for the boneyard. She is the Cape Romain. She reverts to the Maritime Commission after having been operated by the Alcoa outfit for quite some time.

Indications are that shipping will be slow during the coming week. Only a few of the ships operated by the major companies in this port are scheduled in here for payoffs and sign ons.

COLLINS BURIED

The body of William E. (Red) Collins, former SIU official, who died recently at sea while serving as a Union organizer on a new tanker, was returned to Mobile this week on the SS Bienville, Waterman.

Funeral services were held Aug. 23 in this city, and several oldtimers served as pallbearers.

Some of the oldtimers on the beach in Mobile include Leo Marsh, "Ding Dong" Bell, Louis Pugh, M. Oswald, H. (Cherokee) Hellman, Jack Thomason, F. Smith, Johnnie Grimes, George

Dean, Jack Oossee, H. Gray, L. Jordon, R. J. Thomas and E. Edwards.

As this is being written, our Hospital Patrolman is making the rounds and, when he returns, a complete list of men hospitalized in Mobile will be forwarded to the LOG.

Biggest labor development in this port centers around the strike of the Brotherhood of Railway Carmen, AFL, which is



being conducted at the Alabama State Docks.

A move on the part of the communist-led United Public

Boston Seafarers Find Berths Are Scarce As Five-Cent Beer

By ERNEST B. TILLEY

BOSTON—Branch business has been running smoothly as usual, with shipping still on the down grade.

If you're thinking of heading for Beantown be sure to come well-heeled with cabbage, as jobs are at a premium and the price of ham and eggs runs high.

RANG BELL

In keeping with the summer boats contract that was just signed—the first of its kind signed for boats in this category—we have taken up where Brother Sickmann left off. We covered the Liberty Bell on which we signed up a happy crew. We also shipped four replacements from the Hall.

However, Brother Johnson, our Patrolman, has not been relieved of all his headaches as two companies are still working

under the contract signed last year.

The convention of the Massachusetts State Federation of Labor, AFL, drew to a close this week, with the majority of the officials of the central bodies being reelected. Many of them are old friends of the SIU. The Governor of Massachusetts, several Representatives and the new U.S. Secretary of Labor addressed the delegates with flowery speeches and promises to labor. They sounded fine and gave the working guy a sense of security.

STILL SKEPTICAL

Nevertheless, judging from the record of politicians and the situation caused by the Taft-Hartley law, the boys around the Hall are plenty skeptical and are banking on the strength of the SIU and militant membership action to pull us through any beefs that might confront us. The feeling on this score is: Action, not words.

Proof of the politicians' good intentions could be established by their backing of the seamen on the draft issue.

NOTHING NEW

It came as no surprise when the International Longshoremen's Association was prevented from striking by government injunction this week.

It was the same thing with the railroad workers last June. This leaves the commies an opportunity to work at their old game of rule or ruin.

We of the SIU remember the beef in the ILA back in 1945, when the comrades attempted to take over the waterfront. We remember the part we played in that bitter struggle. With this memory before us, we will not tolerate any repetition.

A good deal of time last week was devoted to making improvements around the Hall, as requested by the membership. Supplying plenty of help were our old standbys, Joe Greenbaum and Fish Rubery, along with many others.

Baltimore Sees Turn For Better, At Last

By WILLIAM (Curly) RENTZ

BALTIMORE—At last we had a turn for the better so far as shipping is concerned, and we sure hope it stays that way or improves still more.

We paid off seven ships and signed on the same number. There were three Ore ships, one Calmar, one Smith & Johnson and a Mathiesen tanker that paid off and signed right on again. In addition, we paid off a Robin and signed on an Isthmian.

There were some ships in transit, too, Alcoas and Watermans for the most part. Once again, however, it was the Ore Line that held up the port as it has so many times in the past. Seafarers ought to be glad to take those Ore jobs, a little gladder than they seem to be sometimes. They really keep us going.

There were no serious beefs except on the Robin Sherwood. All but a half a dozen of the Sherwood crew had logs on

them. We managed to get the logs lifted, and everything was all right in the end. But the Skipper did seem to be a little log-happy.

BETTER WAY

This Skipper was strictly a bell-to-bell man and so was his Chief Engineer. That was how



all the trouble came about, although technically the men were logged for taking a little time off without saying anything to anybody.

Taking time off without say-

ing something is not the best way to deal with a hard-timing Skipper. It may seem rough, but the best thing is to keep track of all the beefs and hold them for the payoff, if they can't be settled by the Delegates.

Everybody here is pretty happy about the pay raise, except that some of the Stewards seem to think they deserved the same boost the Bosuns got. Maybe they will get it next time.

There still are too many men on the beach, because it takes more than one good week to clear everybody out after a bad stretch like the one we've been having. Still, things would be looking fairly good, if so many men weren't always trying for their favorite ship on their favorite run.

The men in the hospital were as happy about the raise as the rest of the boys. They'll be ready to take the good wages when they are ready to ship.

Shipping Slows Down In Tampa For Permitmen

TAMPA — Shipping slowed down considerably during the past week in this port. We shipped a few replacements aboard several vessels that were in, but that was the limit of job activity.

The ships calling here were the SS Winslow Homer and SS John Laurence, of Waterman; the SS Alcoa Partner; and the SS Edith, Bull.

Mississippi's SS Del Alba was slated for this port next week, but was re-routed and will miss Tampa. The Port is still looking for the long overdue payoff, but it appears this won't be realized for about another month. Then we'll have the McBurney in for Overlakes.

FINISHING UP

The remodeling job on our Hall is now in the finishing stage



and things are beginning to have the new look around here.

The job would have been completed long before this, but for the fact that we're in the rainy season. The rains have been about the worst in years and are responsible for the delay. To top it all off, next month is hurricane time and from the looks of things, it could be unpleasant. Hope that, if the winds do start kicking up, they don't bother our building.

Several oldtimers are around the beach. Brother Jimmy Jones is still with us. He's taking outpatient treatment for those burns he received in the explosion aboard the John Bartram last month.

Two Seafarers — Mohammed Elsayed and George Griffin — lost their lives as a result of the blast. They were scalded by live steam escaping from a line connected to the Bartram's deck machinery.

Joe Wread just got in from New Orleans. Others around include Nevin Ellis, Tony Sosa and R. L. Duke.

TOUGH ON PERMITS

Permitmen should steer clear of this port. We have more manpower around than we will be able to ship for six months.

Several jobs come in, of course, but there is always a bookman on hand to fill the vacancy. A few rated permitmen are occasionally able to ship in the Engine and Deck Departments, however.

The Agent and Nevin Ellis spent the weekend doing a bit of fishing. Luck was good and they caught a nice string — 80 shellcrackers and a load of other fish. The water was high so this was a pretty good catch.

All hands agree the new contracts represent about the finest bit of negotiating ever done by any maritime union. The Hiring Clause tops all the other good clauses in our first-rate contract.

Things Are Hopping In The New Frisco Hall



When the search ended a couple of weeks ago for an A&G Branch in Frisco, Seafarers turned to in typical style to get everything in order as quickly as possible. Some of the Brothers responsible for the ship-shape results are shown above. A vote of thanks was enthusiastically given these and the other Brothers on the beach who had a hand in the job.

The Patrolman Says Bread In Port

NEW YORK—After answering dozens of inquiries on the duties of the Night Cook and Baker, and the making of extra batches of bread for port use, I hope this article will finally clear the air.

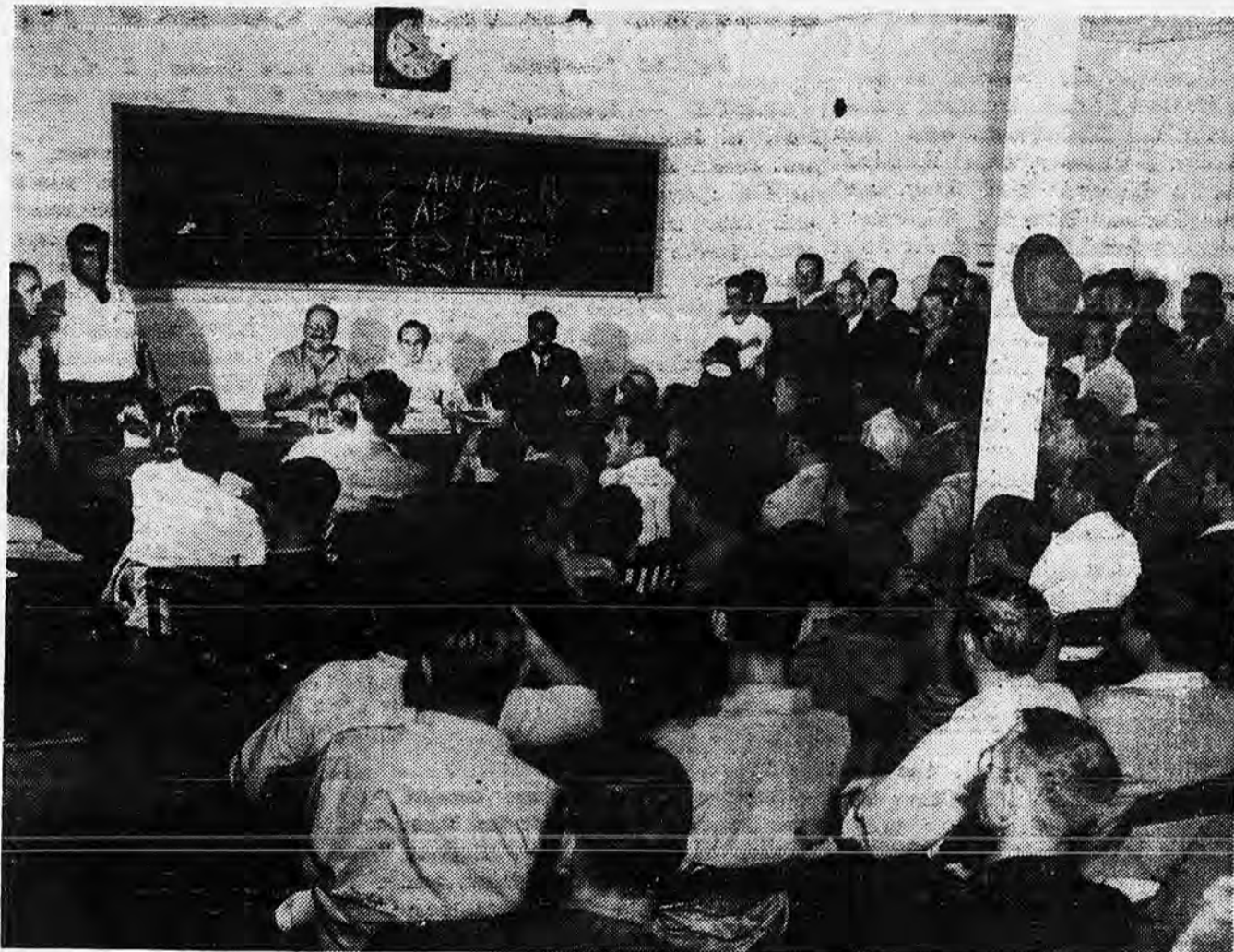
In the contract, under Section 10, Article 5, the whole matter is clearly put: "Shore bread. (a) The company shall furnish bread from ashore in all continental US ports. When bread is not furnished in continental US ports within twenty-four (24) hours, excluding Sundays and holidays, the Night Cook and Baker shall be required to make the bread and will be paid three hours overtime for each batch of bread baked."

MAKE DOUGH

That's what the agreement says, so if the clock knocks off 24 hours and no bread is aboard, get to work and whip up a batch, but keep the overtime sheet handy.

As long as the overtime is written up correctly, there's small chance of losing out on money which is rightfully yours.

Freddy Stewart



A partial view of the large number of Atlantic and Gulf District Seafarers who took part in the first regular branch meeting held in the new San Francisco Hall, 85 Third Street, on Aug. 18. Seated at table, left to right, are Al Bernstein, Chairman; Roy Pierce, Reading Clerk, and H. A. Orlando, Recording Secretary. Steve Cardullo, A&G West Coast Representative, is standing at left.

The first regular membership meeting in the Atlantic and Gulf District's new Branch Hall at 85 Third Street, San Francisco, was called to order on Aug. 18.

A large number of A&G Seafarers were on hand for the initial meeting in the spic and span accommodations—the result of a recent membership decision in all ports urging establishment of a West Coast Branch Hall.

Shipping and business is being conducted from the new quarters, which is ample enough to permit full Branch activity — including a special room for recreational purposes containing a library, games and free coffee.

Union educational material is on hand for all Brothers interested in the know-how needed to be a good Union man. Union education classes will begin soon.

All A&G Brothers in Frisco are invited to make full use of the new facility. The telephone number is DOuglas 2-5475.



Here's one lad who did his share. He used plenty of elbow grease to make those bulkheads sparkle.

New Contract Cheers Philly, Though Shipping Falls Off

By LLOYD (Blackie) GARDNER

PHILADELPHIA — There is only one word to describe the shipping situation here this past week—lousy. I believe I'm correct when I say this was the first week this year that we didn't have one single payoff.

As a consequence, jobs have been scarcer than chicken in a Shuler chicken potpie.

Someone started a rumor around the Hall that there was a steel cable stretched across the mouth of the Delaware River, and some of the boys have been hinting very strongly that this foul deed was conceived in the minds of some of our Port Agents nearby. Maybe so! Maybe so!

A few ships were here in tran-

sit. Among them were the Robin Gray, Steel Worker, Malden Victory, and the Marymar. Beefs were at a minimum on these scows, so you can see that things were very quiet here this week. However, I hope to have more activity to report in the coming week.

Although the shipping picture has been rather gloomy, the boys have been cheered and heartened no end by the success of our Negotiating Committees in New York and New Orleans in winning the best contracts ever held by any maritime union.

The subject of the new contracts has been kicked around quite a bit here and the one conclusion is: "A better job couldn't have been done."

This feeling, coupled with the fact that the National Maritime Union immediately cried for the

same thing the SIU won by hard work and membership job action; has caused SIU men here to throw out their collective chests.

It has reached the stage where when an SIU man meets an NMU unfortunate, the latter has a strong tendency to blush and slink out of sight.

Before signing off, I'd like to say something to certain guys who have walked off ships owing their shipmates money. I think these guys ought to understand that sooner or later they'll be caught up with. The world is indeed a small place to seafaring men.

NO SYMPATHY

Few guys could have sympathy with a character who sneaks away from a payoff leaving his buddies hung up, after they had befriended him and shown trust in him by lending him dough.

After a man sweats and labors for his earnings and then loses it, because a "shipmate" doesn't have the decency to repay his debts, it is damned good reason to class these runaways with finks and chiselers.

For crying out loud, if a Brother is good enough to lend you a helping hand, be man enough to repay him. If you don't, chances are they'll make up for it in some way later on.

No baseball report this week. The Phillies, I would rather not mention. Neither do I care to say anything about our A's until I see how they come out with the sluggers from the Bronx this week end. (Better keep mum. The Yankees lowered the boom on the Athletics in every one of the four-game series—Ed.)

That's all for now. Hope to have more cheerful news for you all next week.

William Moore Rites Held In New Orleans

NEW ORLEANS — Funeral services for William H. Moore, a member of the Seafarers International Union, who drowned July 11 at Bremen, Germany after falling from a ship's gangplank, were held here last week. Burial was in the St. Vincent de Paul Cemetery.

Born in Alabama, May 14, 1916, Brother Moore became a member of the SIU Sept. 21, 1939, joining in the Port of Philadelphia. He sailed in the Stewards Department and held Book No. 5950.

Surviving are Brother Moore's wife, the former Miss Gloria Portie, of New Orleans; his father, Guy Moore, of Columbus, Ga., and four sisters and a brother, also of Columbus.



CELEBRATING AFL WATERFRONT UNITY



The formation of an AFL Maritime Port Council in Puerto Rico recently was cause for celebration by members of the unions involved. The local committee of the International Longshoremen's Association sponsored an affair in Ponce in honor of Ramon Mejias, president of the ILA Ponce local, and Sal Colls, SIU Port Agent in San Juan, for their efforts in uniting the Union de Trabajadores de Muelles, Union de Empleados de Muelles, the ILA and the SIU. Brother Mejias is seated at the right of Brother Colls.

SS Claiborne Joins Waterman Atlantic Fleet

MOBILE — The freighter SS Claiborne, one of 11 ships purchased recently by the Waterman Steamship Corporation, completed trial tests in the Gulf last week and will be loaded here for her maiden voyage to Hamburg, Germany.

The Claiborne is the first of the vessels bought from the U. S. Maritime Commission, to go into service. Formerly the SS Cherubim, which saw action during the war as a Navy troop transport, the Claiborne was converted at the Waterman Repair Division here. The others will be completed by the end of the year.

After its maiden run, the Claiborne will be placed in Waterman's operations between North Atlantic European ports. Of 10,500 deadweight tons, she has a 63-foot, one-inch beam and a 27½-foot draft. The Claiborne is 439 feet long.

When all 11 vessels have been put in operation, Waterman will have a fleet of 55 wholly-owned dry cargo ships, in addition to a large number on charter from the Maritime Commission.

The company's latest vessel is named in honor of William Charles Claiborne, who was Governor of Louisiana from 1812 to 1816 and later U. S. Senator from that state.

Why Bosuns Get Gray Hair

By G. W. (Bill) CHAMPLIN

In a previous article I spoke of company men who forget that the first duty of a Master is that of a seaman to his ship. I there gave a story of nearly a quarter of a century ago. Now I'll tell one less than a year old.

On a recent voyage of the Dorothy to ports of the Dominican Republic we put in at San Pedro de Macoris, where I had a fractured wrist reduced and put in a cast. At departure, I had nothing to do but sit on the poop and be a sight-seer; and a most extraordinary show was put on for my benefit.

We'd barely let go, when the Pilot decided to pile her on a reef. Small boats carried out our hook and we heaved and snorted. In an hour or so we were off and back in the channel. Sitting back to relax, I made a big mistake: for the fun was just in the first stage—the first of many.

From here the channel turned a bit right, then swung left around almost a semi-circle of short radius. At the center of this circle a great American dredge was operating, making the shore hideous with its regurgitations; but doubtless improving the harbor, which needs it.

PILED UP!

I don't know whether the Old Man took over from this point, or whether he permitted a demonstrably unreliable Pilot to continue to give orders. However, we got full speed ahead. Usually the engines are cut, and the ship drifts around this tortuous turn in the channel.

Fascinated, I watched the open rudder chains on the poop deck, near my feet. To a man off-watch, sitting on a bunk near me I said, "We're going to pile up on the starboard reef in a minute!" We did.

A few minutes of frenzied engine and rudder work, and I felt her loosen. But "full-speed as-

tern' apparently was not changed to "stop-her."

"We're going on the port bank next," I yelled. We slithered or rather grated off the ground, shot across the channel, and ran clear over the opposite reef and into a narrow, long lagoon.

Up and down we ran, repeatedly ramming the seaward reef. A hook was gotten out, so we ran and heaved, finally clearing into deep water. The Pilot was put ashore.

Up until now there may have been some excuse as to what happened. What follows is certainly inexcusable.

NO TRIAL RUN

Late starting to leave, and delayed in doing so, the Old Man wanted to get to La Romana, a normal two hours run east. We neglected to make a short cruising run in the vicinity of a safe haven, to find out how our plates would open up after having decorated three coral reefs with rivet-heads. (I'll bet the sea-



anemones are still trying to spit them out.)

No sir—not he! The good old rustbucket Dorothy had to keep up to her delapidated schedule. He must have solaced himself with the idea that Chips' soundings would keep us afloat, that our enemy, salt water, would never come nearer than when first sighted.

We went down by the head, and I began to have a postively arial view of the poop. But that didn't make the shore look near enough, as our screw tried to emulate an airplane prop. In fact the shore receded as our brave Captain cut across the bight.

Having no intention of swimming ashore with a couple of hundred weight of reinforced concrete on my aching arm, I got a lifejacket. I understand that our hero, hearing of this, didn't like it.

Oh, well, you can't please everyone. If he'd heard I'd packed another jacket in my seabag, I'm sure he'd have been awfully angry!

Anyway, we made La Romana on the last kick of our high-and-dry screw without any steerage-way upon her, and nearly crashed the bank from sheer inertia.

The port's comic-opera tug (which can tow at least two canoes) got a line ashore, so we hedged into the dock. We were safe and sound. In fact, none of us gave a damn if we did sound, as the bottom was but a few feet away.

It took divers sixteen days to plug the seven holes in our bottom. Our Puerto la Plata cargo was transferred to the Jean, and we came home light. Who was the smart fellow who said that "haste makes waste?"

Two More Companies Sign Top Contract

(Continued from Page 1)
way in face of job action on Aug. 6.

The wage increases call for \$12.50 across the board for all ratings in all Departments, with the exception of Bosun who receives a \$25 boost.

GUARANTEES SCALES

Another notable feature of the two-year agreement is that present manning scales are guaranteed for the life of the contract. The Negotiating Committee made this one of their primary demands in view of present maritime conditions and the possibility that a critical period is ahead.

The Union Hiring Hall clause, won by the SIU in July, has been incorporated in the new contracts. Under terms of the pacts, the SIU has the right to instigate discussions on wages and all other monetary matters at any time.

Following its announcement last week that the SIU had won

the record contract from companies represented by the Atlantic and Gulf Ship Operators, the Headquarters Negotiating Committee expressed hope that all maritime unions, regardless of affiliation, would be able to benefit by the SIU's direct action and obtain the same gains.

At that point, the National Maritime Union was still in deadlock with its operators after more than three months of negotiations. Only several days before the SIU's resounding success, the operators offered the NMU a final \$7.50. The NMU was ready to accept an increase somewhere between that figure and \$10.00 a month.

When the SIU's wage scale was released, the NMU stated that it would "seek nothing less than parity with the SIU."

The SIU wage increases "forced the NMU to take a new approach," NMU president Joe Curran explained. Frank Taylor, head of the operators group ne-

gotiating with the NMU revealed that a settlement with the union was in sight until the SIU announcement resulted in an upping of the NMU demand for "parity."

ISTHMIAN TALKS

The Headquarters Negotiating Committee announced yesterday that discussions with the Isthmian Steamship Line for a new contract are now in progress. Developments in these negotiations will be reported as they occur, the committee added.

Meanwhile the SIU will continue to push ahead on its demands for the same contract with other contracted operators as current agreements expire.

The 16 newly-organized tanker outfits will be tackled after most of the freighter and passenger companies have been signed. Tug and inland boat operators will be presented with Union demands after the tankers have been dealt with.

Prove Identity

To all members who have checks held for them at branch mail rooms:

Port Agents will not give out any mail containing checks, unless the addressee shows sufficient evidence of his identity, such as Union book, seaman's papers, discharges, etc.

An instance has been reported of an envelope containing a check being picked up by a phony who later forged a signature and cashed it. To prevent a recurrence, a check will be given only to the person to whom it is addressed, and then only after full identification is made.



SHIPS' MINUTES AND NEWS

SS Chrysanthy Star Sinks English Fishing Smack; Five Brothers Die

The 7,000-ton tanker SS Chrysanthy Star rammed and sank a fishing smack in a fog off the Cornish coast June 25, resulting in the deaths of five fishermen brothers, according to the story told by the Star's crew which paid off in New York last week.

Despite the fact that a lifeboat was in the water five minutes after the General Alarm sounded, five of six brothers aboard the fishing boat perished. The only survivor was Ralph Richards, one of the brothers.

Daniel Lippy, Chief Steward,

reported that a second man, Roy Mewton, a London clerk, was alive when brought aboard and Lippy felt that the man might possibly have been saved if the Captain had not refused to return to England for aid. Lippy added that the man was being given artificial respiration when the Captain ordered him to turn to in the galley.

Ralph Richards, quoted in the Daily Express, stated that all hands were on the deck of the fishing boat when the tanker loomed up 500 yards away in

the fog. They shouted, sounded their fog-horn and lit a flare, but the tanker held course.

SURVIVOR'S STORY

Ralph reported that he was the only one not wearing sea-boots; yet despite the fact that he had grabbed a canvas float, the suction dragged him far below before he rose to the surface.

According to Red Gibbs, Patrolman who boarded the tanker here, the ship was very clean and had an exceptional crew. But the Skipper was another matter.

He considered himself an exalted character, invested by unlimited authority. He drew up and posted a set of 13 rules he called "standing orders" in a stilted hand that looked like a 14th Century manuscript. Nearly every rule has some reference to himself as the lord and master.

Here are a few choice excerpts: "All crewmembers must:

"1. Be diligent in the performance of their duties at all times. To be absent from station of work while on overtime pay automatically cancels such overtime pay.

"6. Observe those rules and regulations promulgated by myself, and those orders lawfully issued by duly accredited Officers and Petty Officers of the ship.

"8. Render assistance when called upon to do so to any person acting in the interest of maintaining order.

"12. Bear the above order in mind when desiring to see Master. Good manners possibly and probably will mean good reception."

He didn't print, what is evidently another rule of his, not to turn back to port on the chance of saving a human life, according to the crew which turned the unique manuscript over to the LOG.

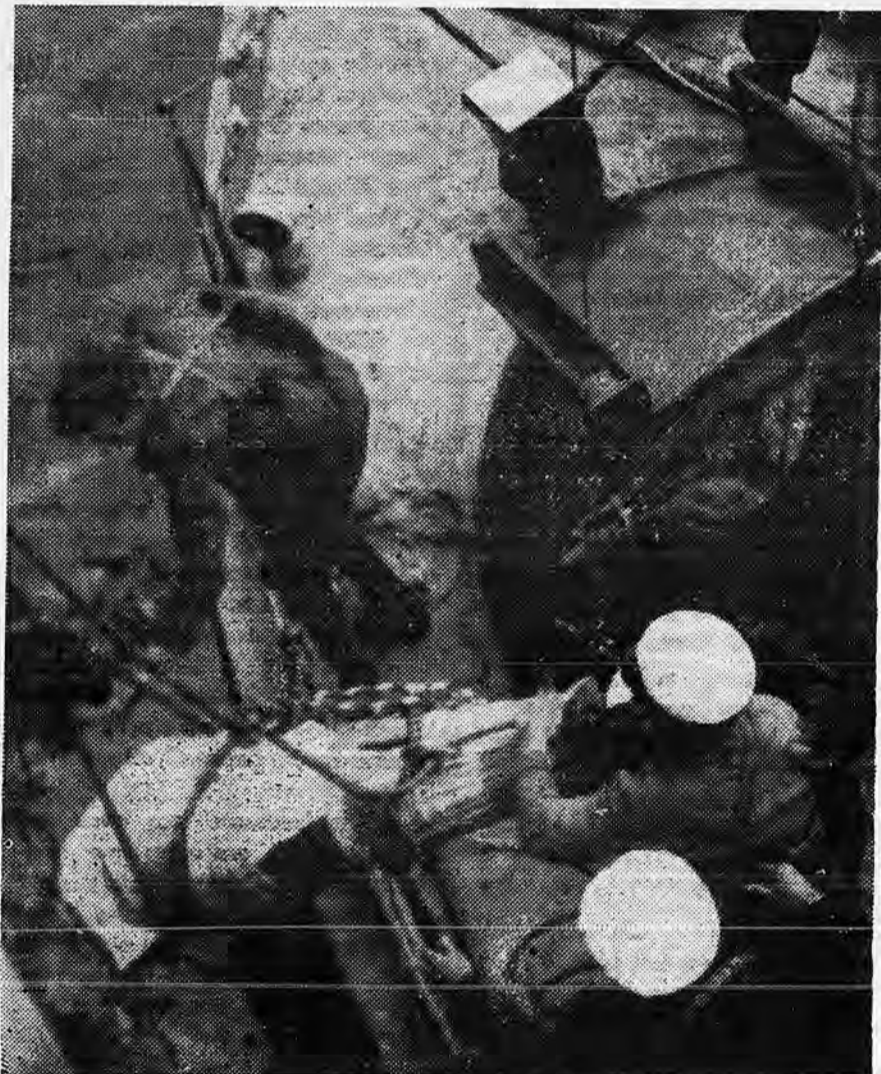


Photo shows English coastguardsmen removing the body of Roy Mewton, a London clerk, from the Chrysanthy Star after crewmembers' efforts at reviving him failed. Crewmembers feel that the man could have been saved had the Captain ordered the ship back to port.

THE SANTA CRUZ AT THE SINGER



The above photo by SS Isaac Singer crewmember, Julio Figueroa, shows the Spanish refugee ship Santa Cruz tying up alongside the Singer in mid-ocean. The small ship was navigating the Atlantic under sail solely.

Singer Crew Aids Spanish Refugee Ship In Mid-Ocean

Twenty-nine refugees from Spain's Canary Islands are safely in Venezuela today, thanks in part to the crew of the Isaac M. Singer, Alcoa Steamship Company vessel.

The Singer's part in the refugee's safe arrival came when the Alcoa vessel encountered the refugees aboard the 35-foot sailing vessel Santa Cruz about 1500 miles off Paramaribo, Dutch Guiana in the South Atlantic.

When the small ship was sighted the Singer hove to in response to waving from persons aboard the Santa Cruz. Slowly the ship drew alongside the Singer and in heavy seas made fast.

Spanish-speaking crewmembers of the Singer, Carlos Matt and Ali Aponte, hailed the vessel's skipper and worked as interpreters for the Isaac's Captain.

The Santa Cruz's Skipper shouted up that they were fleeing from Spanish-owned and Franco dominated Canary Islands and were bound for LaGuaira, Venezuela. He asked his position and if it would be possible for the Singer to give them stores as they were completely out of food.

SHIP TO SHIP

The Singer men, of course, turned to immediately and sent meat, sugar, soap, coffee and canned milk over the side to the tiny ship. During the transferring of stores, Julio Figueroa took pictures of the refugee ship and queried the Captain on the ship's voyage.

The Captain told him the vessel had left the Canary Islands

fifteen days previously. He figured it would take him about 15 more days to reach Venezuela. Asked why they had chosen Venezuela, the Captain said the people wanted to go to a Spanish-speaking country where conditions were better and men were freer. They had been told that Venezuela would admit them.

The Captain then seeing that the stores were loaded, turned to the Singer and thanked all the crew for the aid given them. He then ordered the lines cast off and set his course west for Venezuela.

The Singer then proceeded to Paramaribo and loaded cargo for New York. When the ship arrived in New York the crew's feeling of anxiety for the safety of the refugees was dispelled when one of them found an obscure item in a local newspaper mentioning the safe arrival of the Santa Cruz in LaGuaira on August 8.

Keep It Clean!

It is the proud boast of the Seafarers International Union that an SIU ship is a clean ship. Let's keep it that way. Although most of the crews leave a ship in excellent condition, it has come to the attention of the membership that a few crews have violated this rule. So they have gone on record to have all quarters inspected by the Patrolman before the payoff, and if the conditions are unsatisfactory, he has the right to hold up the payoff until everything is spic and span.

Remember that the Patrolman can only have repairs made if he knows what has to be done. Cooperate by making up a repair list before the ship docks. Give one copy to the Skipper, and one to the Patrolman. Then you'll see some action.

Seafarer Raymond Hill Dons Khaki

One of the first Seafarers to join the new, expanded Army, Raymond W. Hill, formerly Wiper, now Private, with one month of Army life under his belt, dropped in at the New York Hall last week to visit with old shipmates. When collared for a picture and asked about Army life, Brother Hill told the LOG staff that he had little to say about the Army and would be glad to get back on an SIU ship when his enlistment expired.

Asked why he had joined, Brother Hill shrugged his shoulders and replied, "No particular reason. I just got an urge and went it."

At present he's undergoing basic training at Fort Dix, New Jersey, but expects to be sent to engineers school shortly. Old shipmates of Hill can reach

him by writing to 3rd Platoon, Co. 'A', 60th Infantry Regiment, 9th Infantry Division, Fort Dix.



RAYMOND W. HILL

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!

Digested Minutes Of SIU Ship Meetings

COLABEE, May 9—Chairman M. Sams; Recording Secretary G. D. Allen. Previous minutes read and accepted. Motion carried to have Delegates request Captain to have life-line rigged on cat-walk aft, and to put up lights for the safety of the crew. Under Good and Welfare the Steward Department was given a vote of thanks. One minute of silence for Brothers lost at sea.



THOMAS SIM LEE, June 6—Chairman Jerry R. Phipps; Recording Secretary Charles J. White, Jerry R. Phipps was elected Ship's Delegate. Motion under New Business to notify Patrolman if ships repairs and stores were not in order before sailing. The meeting went into Good and Welfare where lack of laundry facilities and absence of ventilation for galley were discussed. It was also pointed out that wind-scoops and toasters would have to be obtained. The Steward reported that cots were aboard in sufficient numbers. One minute of silence for departed Brothers.

on the suggestions for changes in the freighter contract that were forwarded on to the SIU Negotiations Committee in New York from Germany. Motion carried to accept the report with a vote of thanks. Under Education, J. Palmer read from the pamphlet on delegates duties and expressed his opinions on the need of the crew's full cooperation in helping the Delegates perform their duties. Under Good and Welfare it was reported that the Captain had requested the delegates to have the liberty restocked. It was pointed out that this was done regularly when the ship hit New York.

Good and Welfare where it was recommended that the Chief Engineer be asked to repair and open the Steward's department heads on the starboard side and close the one by the messroom. There was discussion on cleanliness of messroom and recreation room, and it was decided to ask the Chief Engineer to inspect and make necessary repairs on the coffee urn. One minute of silence for departed Brothers.

RAPHAEL SEMMES, May 16—Chairman M. R. Morris; Recording Secretary E. C. Ray. Dan Alvino elected Ship's Delegate. Under Good and Welfare the Steward agreed to put out more night lunch. He also said that he would try to put out better menus and that he would notify the crew when his stores fall short, so that they can take appropriate action. There was discussion on sanitary work and cleanliness of messhalls. One minutes of silence for departed Brothers.



EVELYN, June 12—Chairman Berger Hansen; Recording Secretary George Swift. Brother DeMass was elected Stewards Department Delegate, and **George Swift** was elected for the Deck Department. Motion carried, under New Business, to draw up new repair list and submit it to the Patrolman and the Captain. Under discussion it was pointed out that a previous list had not been acted upon. The Chairman was authorized by the meeting to draw up charges against the former Black Gang Delegate who left the ship without accounting for the ship's treasury of \$2.59. Under Good and Welfare there was general discussion stressing cleanliness of ship. One minute of silence was observed for Brothers lost at sea.

MAE, June 3—Chairman F. P. Hipp; Recording Secretary J. V. Gibbs. New Business: Motion to have port hole screens repaired or replaced. Several items were brought up in different motions to be repaired. Motion carried to fine anyone leaving laundry dirty one dollar. **Brother Howard**, Stewards Delegate, was authorized to collect the fine. One minute of silence for Brothers lost at sea.

RAPHAEL SEMMES, May 30—Chairman M. R. Morris; Recording Secretary E. C. Ray. The Deck Delegate that there had been too much drinking aboard, and warned the membership not to expect the Union to help them break logs incurred through drunkenness. Motion carried to make up complete repair list before getting in. Steward reported under Good and Welfare that he would make a list of shortages and turn it over to the Delegates. It was decided to renew the ship's library. The Stewards Department was given a vote of thanks for job well done. One minute of silence for departed Brothers.



DANIEL HUGER, Jan. 11—Chairman Anderson; Recording Secretary Frazier. R. L. Toler elected ships delegate by acclamation. Motion by **Porter** that all hands replace cups after use and keep the messroom clean between meals. Motion by **Porter**, seconded by **Toler** that the three departments rotate the cleaning of recreation room. One minute of silence for departed Brothers.



NEW LONDON, July 11—Chairman Tex Suit; Recording Secretary Robert O. Smith. The Ship's Delegate reported that all unlicensed crew members had signed pledge cards. The Deck Delegate reported ten bookmembers and three non-union men. The Engine Delegate reported six books two permits and three non-union. The Stewards Delegate reported five books, two permits and one NMU man. Under Education **Tex Suit** talked on Unionism and what the SIU stands for. He pointed out the progress that this Union has made since its inception, and answered questions clarifying the agreement. **Brother Jimmy Crescitelli** passed out SIU literature to the new Brothers. One minute of silence for departed Brothers.

ISAAC M. SINGER, June 5—Chairman M. Woods; Recording Secretary William Stansky. Joe Schweinfus was elected Ship's Delegate by acclamation. The Steward and Cooks were asked to pay off on mutual consent or face charges at end of voyage. This was put into a motion by **H. Gallagher**, to read that if things improved from here on the charges would be dropped—otherwise charges would be preferred.

LYMAN STEWART, March 1—Chairman L. A. Smith; Recording Secretary Ralph V. McGee. Deck Delegate reported beef over Mate working on deck. **Robert Graves** was elected Ship's Delegate. The meeting went into

SEATRAN NEW YORK, June 13—Chairman Sweeney; Recording Secretary Schwartz. Brother Sweeney reported under Old Business that he was in contact with Port Captain in New York regarding new bunks. Motion carried to put the Bosun and Deck Maintenance in the same foc'sle. Motion to get a wringer for the laundry. Under Good and Welfare it was decided to rotate the cleaning of laundry among the three departments. Under Education, **Sweeney** gave a talk on performing and the effect it has on the Union's good name. One minute of silence for departed Brothers.

SEATRAN NEW YORK, May 24—Chairman R. W. Sweeney; Recording Secretary C. Goldstein. Wind-scoops and screens were taken care of as per direction of last meeting. New Business: **Frank Berthoed** elected Deck Delegate by acclamation. **Malkrvicz** elected Black Gang delegate. Motion carried to separate foc'sles of Deck Department into watches. Under Good and Welfare there was general discussion on cleanliness of washrooms. One minute of silence for departed Brothers.



COLABEE, June 5—Chairman Matthew Sams; Recording Secretary Francis Armstrong. Jesse Henils was elected Ship's Delegate. Under Good and Welfare, it was decided to request the Captain to have the crew's quarters aft painted. It was pointed out that several mattresses were in need of renewal. A vote of thanks was given the Stewards department. One minute of silence for lost Brothers.

AFOUNDRIA, August 1—Chairman Jean Macarthy; Recording Secretary O. Bodden. Jerry J. Palmer, Chairman of the Contract Study Committee (previously appointed) reported

SEAFARER SAM SAYS:

TIME TO EXPAND!

NOW THAT WE HAVE SIGNED MOST OF OUR MAJOR OPERATORS TO A TWO-YEAR CONTRACT WITH THE HIGHEST WAGES AND THE BEST WORKING CONDITIONS IN MARITIME - WE CAN TURN ALL OUR ENERGIES TO EXPANDING OUR UNION, TO ORGANIZING THOSE FLEETS NOT YET UNDER THE A & G BANNER. SEE THE ORGANIZERS OR AGENTS IN THE PORTS YOU HIT. THERE IS WORK TO BE DONE, AND MORE JOBS TO BE WON -

AND WE CAN DO IT!



CUT and RUN

By HANK

In this column a couple of weeks ago we tried to pass along a few laughs to the Brothers as usual. In doing so we made reference to psychopathic disorders and, in a kidding way, to psychiatrists as "brain butchers." It seems we weren't too successful with our humor. One Brother from Ellis Island Marine Hospital felt we had done a disservice to the patients and doctors there. To those Brothers and doctors we wish to extend an apology. From now on we'll keep our typewriter aimed at ships and things we're better acquainted with.

This week we're washing the fish scales off our possibly-humorous deck of news items and asking "Where's the best fishing in the world?" Don't guess—we'll tell you. It's Key West, Florida. Turbot—a large European (its grounds for heredity) flat-fish—esteemed as food—is the champ selection. Don't waste your breath and bait on grouper, yellowtail or snapper, though. You Brothers who now and then nibble heavily at the sport of fishing can tell us of other American spots for fishing—whether in other ports or inland states. We know there's also swell fishing spots in the world. Let's hear about these fishy experiences. (Foreign scales and American scales are about the same, we'll bait!)

The only kind of successful fishing on an international scale we've done was when we caught some sad-looking catfish while anchored in the Persian Gulf. By the way, we asked one Key West Brother if he was a champion fisherman, amongst other things. Before he could fish for a comical remark, another Key West Brother said, "No, he's three G's. Griits, grunts and gravy. (If you have laughed so far, you're lucky. Now we can sleep nights).

You Ohio baseball fans may be happy about those Cleveland Indians, but we predict the Philadelphia Athletics to win. Philly is a great town. She saved us from a monotonous voyage once. We bought a \$1.50 ukulele in Philly before sailing for Persian Gulf ports and we got a big bang out of it all trip. In fact, our ukulele really got hot that trip through all the heat. The Hawaiian Bosun made that toy sound so good that we thought we were reaching the happy, pineapple-scented land of Hawaii instead of the hot Persian ports, with so many flies and the around-the-clock, porthole-to-street demand for baksheesh... In the National League we pick "dem beautiful bums, de Brooklyn Dodgers." They sure have a rip-roaring, militant team. Besides, we were born and raised in Brooklyn. However, due to our many subway voyages across to New York we gradually lost the genuine Brooklyn way of pronouncing "woids." And so far we've never recaptured that great Brooklyn "slanguage," as Walter Winchell might say in his way of inventing new words.

Now and then Brother Paul Smith has his way of making a small living ashore by hunting for muskrat, mink and skunk in Illinois. It's profitable, but sometimes there's nothing in his scattered traps for days. Paul says the best way of maneuvering with a skunk is to follow him—never face him. We know of a better way—and it's skunkproof. Never meet the feller... Alfred Mullen, from New Jersey, was in last week asking for his shipmate, Mike Dendak. Al laughingly remembers when Mike was on the West Coast and tried working ashore for awhile as an interior decorator—although he had never done this fancy painting before. Well, as we would say it, it's a pain(t) in the neck if you don't know how.

THE MEMBERSHIP SPEAKS



Beached Abroad, Grabs NMU Ship: Rues Folly

To the Editor:

Here's a good story for the LOG—it's about the NMU. I was left behind by the Raphael Semmes, Waterman, in LeHavre, France. After being on the beach there for over a month, I was really desperate to get back to the States.

In desperation I grabbed an NMU tanker, SS Fort Meigs, in Rouen for what the Captain assured me was a short trip back to New York. Rumor had it, though, that we were bound for a Far East shuttle.

And that's just what we did—with five French girls at that. The Captain had notified the crew that anyone who wanted to take a woman along could go right ahead. Well, five guys took him at his word. The French pilot told him he would send a boat out to take them off. But as soon as the pilot left, the Skipper gave her full ahead, and left France, girls and all, at 22 knots.

At Port Said, the Chief Engineer reported all this to the American Consul; whereupon the Skipper nonchalantly signed the girls on the articles as Stewardesses.

BEER FOR ALL

The Skipper was gassed to the gills most of the time. He took on a big store of beer and cognac in Port Said. The crew got all they wanted. It got so bad that the Steward chased the Saloon Mess all over the ship with a fire ax. It was a fighting madhouse. The company tried to contact the ship for 11 days without success. The 2nd Mate was so fouled up in his sights that the ship was way off course.

Finally the Skipper sobered up, stopped selling booze and straightened the ship up. Then we hit Ceuta, Spanish Morocco, for bunkers. We were only supposed to be in there for four hours, but it took 22 hours to get the crew back aboard, and they had to call three pilots to take her out.

When we got back to LeHavre, the US Navigation Co. (the operators) flew a Chief Mate from

Brother Gives LOG Priority After Trip

To the Editor:

When I get back to the States from a long trip, hungry for news, the first thing I do is read the LOG. It answers the questions a seaman wants to know most. I hope other Seafarers read it through and enjoy it as much as I do.

I have been going to sea for 11 years. I wouldn't take anything for my experiences; but when you get in port there are a lot of things you have to catch up on, and reading the LOG then is like talking to an old friend.

G. L. Davies

New York to bring the ship home.

We arrived in New York, Friday, July 10, and paid off at 8:00 P.M. The NMU Patrolman came down in the afternoon for a little while, handed out Pilots, and took off without waiting for the payoff or collecting any dues.

By the time the Shipping Commissioner got aboard the Captain and all the Mates, except the one flown to LeHavre, were drunk. Fighting broke out all over the ship. The Steward hit the Saloon Mess with a meat cleaver.

Six times the Commissioner refused to pay off. There was no NMU Patrolman aboard.

NO BRAGGING

I finally got my money, and I can tell you I sure took off. I have heard a lot of bragging by this phony NMU outfit about the good conditions on their ships. Well, I've been on one, and I can tell you I'm mighty proud to belong to the SIU.

I wonder how soon the membership of the NMU will wake up to how much better our conditions are than theirs?

I am now 3rd Cook on the Waterman ship SS Governor Sparks. There are a lot of old-time SIU men on here and everything is running smoothly. I feel I have just escaped from a mad-house!

Edmund Eriksen

Poem Of Tropical Romance Makes This Wife Wonder

To the Editor:

After reading the poem, "The Sailor And His Love" in the July 30, LOG, about the burning kisses of Latin American waterfront girls, I wonder that more seamen's wives are not prematurely grey.

We try to act cheerful as our hubbies walk up the gangplank, and leave us behind while they sail for exotic ports. But I can tell you, I'd rather live in a tent and eat grass than live on his allotments earned at the price of his absences.

It is mighty hard for a woman in love, trying to keep her husband shore-bound, to see his ears twitch at the sound of a foghorn, or a boat whistle, and to see the love in his eyes as he glances upon the stern of a ship and remarks, "What a stern!"

I mumble, "Oh, yes," but in my heart it looks like the broad side of a barn. I speak companionably of the beautiful poop-deck, and am called down by my "master" for calling the crew's nest a poop-deck. Give me time. I've only been married two years!

IS HE TRUE?

However, poems like this make me worry and wonder. Does my "honey-lamb" have such thoughts? He wants me to be

THEY SAIL IN WAR AND PEACE



Seafarers Fabian Cruz (left), OS, and Edward Castro, Oiler, members of the SIU since 1942, recall the rugged sailing days of World War II. Both men were on several different runs, but Cruz says the South Atlantic up to 1944 was the real tough spot.

Asks Working Rules Change To Boost Crew Efficiency

To the Editor:

I have had the pleasure of sailing with some wonderful Cooks and Messmen, who were sincere and on the ball. They have worked faithfully to satisfy the officers and crew and to promote harmony aboard ship.

They should for they are working under the best contracts

in the industry. But there are a few clarifications that should be written into the working rules that would help to make the department more efficient.

For one thing, some Chief Cooks like to get on the job a bit early. If he gets the luncheon and dinner started at seven in the morning, he can be pretty well wound up by nine. On the other hand, if he doesn't get started till eight, he probably will be behind and working in a fog all day.

The contract should be adjusted so that a conscientious man can line up the allotted work in this instance to his own convenience and, therefore, for the best interests of the department and crew.

ALL ALONE

On some of the C-2 ships, there is a separate oven for the Night Cook and Baker. This puts him in a class by himself, as he is independent of the main range. If he turns to at six and get on the ball, he can be finished at ten.

The agreement should not put the Cooks on the spot where they must stay at their stations after their work is finished.

For another thing, we all know that a Messman can't take care of toilets and showers, but that a Utility Man, who does not handle food, takes care of that station. But it would be a lot better if it was written in black and white in the agreement.

We won our beef on the SIU Hiring hall because the operators recognize that an SIU man is the most efficient going to sea. Any little changes in the agreement that will clarify the working rules and increase over all efficiency is welcomed by all.

I would like to get comment from the membership on these suggestions.

Charles J. Hartman

true. Is he? It's enough to curdle a woman's soul.

But about this author: From a purely medical standpoint, how can he get away with associating with these girls? I can't help wondering what this Casanova looks like. I'll bet he



is crosseyed and bald-headed. How about printing a picture of this horrible example?

Anyway, let's have some different type of poetry, and show some pity on us married women who are still in love.

Mrs. Judy Partlow
Seattle, Washington

(Ed. Note: No picture of Brother Legge is available. He recently left for an indefinite stay in Latin America. As he left he was heard to mumble something about fulfilling a movie contract.)

Retired Member In Chicago School Avid Log Reader

To the Editor:

The LOG arrives every Wednesday, and I devour its contents during my lunch hour. I was very much impressed with the A&G District victory in maintaining the Union Hiring Hall.

I was amused to learn of Mrs. Herrick's recommendation that the "Gestapo" set up a hiring hall for all seamen. I can just see it! That would be the end so far as Union seamen are concerned.

I am attending the Coyne Electrical School now. Had my second examination yesterday and made 91 percent. Next I advance to the "testing and repair" department, which is the most interesting department in the school.

I should be finished up early in September and expect to get into the IBEW if possible. My Seafarers book is retired.

I want to say "hello" to Joe Kelly, N. J. "Red" Campbell and the swell crew of the Arizpa with whom I made the trip to Japan. Flash pictures that I took of the Chief Steward, Deck Engineer, First Assistant, and Junior Third Assistant turned out very well. I'll send them along if they want them.

Jim "Buy Bonds" Johnston
500 South Paulina Ave.
Chicago, Ill.

Venezuelan Hospital Okay, Says Member Of Loving Crew

To the Editor:

This is just a word to let you know that the hospital in Caripito, Venezuela is not so bad. If any of the boys heading down this way on one of the Alcoa ships gets sick, they will find the food and service good, and the nurses, including quite a few Americans, very nice.

I'd like to mention, too, that there is a good seaman's club here. The fellow that operates it is a swell joe, and he carries an excellent line of goods. You can always get a cool beer there after a hot days work, and pick up a LOG.

The boys on the SS Oliver Loving are a good bunch, and the Steward Department is keeping up the fine work they started when we left New York.

That will be about all for now, except to add that I hope to be out of here and back in the States in three of four weeks.

R. R. Pascaal

ATTENTION!

The slop chest is your corner store while you are at sea. You can't take your trade someplace else if the slop chest doesn't have what you need.

BEDSIDE MANNER IN BALTIMORE



To the Editor:

I want to add my feelings to those expressed by so many other brothers who have been in the Baltimore Marine Hospital. I spent a short spell there and received excellent treatment. While there I picked up the en-

closed picture. The boys on the left are A. E. Auers and H. W. Spencer. I don't know the name of the man on the bed. The nurse? Oh yes, she's Frances C. Strite, another reason my stay was enjoyable.

Arved E. Auers

Feels 'Fencing In' Ratings Harms Ambitious Seafarers

To the Editor:

While having my tonsils irrigated here in dear old dusty Trinidad, I came across an issue of the LOG wherein some of the boys were raising a beef about high rated men shipping out below their rating.

I've been beat out of some jobs that way and I'm not kicking. If a guy has the rating and an older date on his card, then he should have the right to throw in for it.

Let's face it. An Electrician doesn't enjoy taking a firing or

ENJOYED VISIT TO JERSEY RESORT PLUGGED IN LOG

To the Editor:

The Moosepac resort reported in the July 16 LOG is okay if you like swimming, boating and activities in a homy atmosphere away from big crowds. I took a bus from the Dixie Station at 9:30 last Sunday morning to Newfoundland, New Jersey, where Frank Young, former SIU Member who has a part interest in the resort, picked me up and drove me into the secluded lake in the woods to the camp.

I found swimming, boating, a lively three piece orchestra, and good chow served on long tables, family style. There were about thirty girls and twelve boys staying there in the cabins and dormitories who welcomed me into the activities without any introductions.

Everything is informal with bathing suits and a jacket being worn for meals and everyone having a good time. I couldn't go for the horse-back riding though, as it is more fun for me to hike back through the woods trails among the lakes.

I had gotten into such a habit of hanging around New York when off a ship, that I had just about forgotten how much fun it is to get out into the woods for a while.

James Roach

Seafarer, Now Law Student, Argues Seamen's Case For Draft Freedom

To the Editor:

I have just completed a job of research on the subject of Seamen and the Draft in connection with the University of Washington Law Course in which I found countless reasons why the seamen should not be drafted, and virtually no reasons why they should. Since I am a former SIU bookmember and spent three years at sea during and after the war, I would like to give the membership, through the pages of the LOG, the benefit of this study of the Seaman's case:

During the months of September and October of this year, men will start leaving their homes, jobs, and schooling to enter the new peace-time army. Under the present law all men between the ages of eighteen and twenty-five must register with the draft board.

This does not mean that all will be required to go. Ex-service men, special students and a few occupations will be exempt. What about the seaman? Will he have to go? The answer is a short one: Yes.

The purpose of the peace-time draft is to give military training to the young men of our country. We need a permanent army both for national security and as a bargaining tool in international politics. However, I feel that it is a great injustice to require men who sailed the merchant ships during the war to be part of this army.

The soldier, sailor and marine won't be taken because they already have military training, they have just survived a "fighting war," and they have already had years taken up in service to the country. For these identical reasons seamen should be excluded from the draft. These are not empty words. Examine the proof:

First, I said the seamen have had training. Nearly all of the war-time sailors got their start

in a Maritime Training school. There they learned drill, gunnery, and seamanship during their average eight weeks basic training period. Then many went into advanced training in either Deck, Engine or Cooks school which averaged eight weeks. Now to sea.

At sea you learned the meaning of the word "combat."

In the Pacific your ship went right in with the invasion force. You took the enemy's fire and fired back as much as you could. If there was a ship under you when the smoke cleared, you figured you were damned lucky.

In the Atlantic you caught the Murmansk run and were a clay pigeon for the Germans. Yes, I believe the seamen have had military training.

Second, the seamen, too, have just survived a "fighting war." They tasted the enemy's fire from land, sea and air. From the land came all kinds of enemy shells during a landing operation. From the sea came attack from below and on the surface. There were no safe waters for the American seaman.

A favorite pastime with the Germans and Japanese flyers was finding an allied shipping lane to do a little bombing and strafing on. One has only to look at the casualty list from the war to see that the seamen knew there was a war going on.

Army—8,300,000
Killed: 223,215—2.7%
Navy—4,204,662
Killed: 30,702—.7%
Marines—599,693
Killed: 15,460—2.6%
Seamen—210,000
Killed: 6,592—3.1%

In addition to deaths, 23,000 seamen had ships shot out from under them.

Finally, seamen too, have given up years of their lives in service to their country. Only 55,000 men were sailing before the war and 210,000 sailed during the war. That means that 155,000 left their jobs, homes,

and schools to go to sea. They served from one to six years and then went back, in many instances, to what they had left.

Now they are being told that they have to leave for another twenty-one months. If the ex-seaman needs military training then so does the ex-service man. It should be neither or else both.

It is no secret that many people have a bad opinion of American merchant seamen. Many feel that they were overpaid during the war. To those people I would like to point out that the average wage of the unlicensed seaman was \$3,200 per year (this figure includes war-zone bonus) without further benefits. Here is what the GI got and still gets:

1. Base Pay
2. Longevity (5% of base pay after three years)
3. Foreign lands and sea duty, 20%
4. Flying pay (50% of base pay)
5. Clothing allowances
6. Leaves with pay
7. Mustering out pay
8. Advantages of GI Bill a—Schooling b—Loans
9. No income tax while in service
10. Medical care for life.
11. Pensions for disability.

Another favorite objection to the merchant seaman is that he was a draft-dodger. After reading the casualty score above, that argument doesn't hold much water. I'd like to point out here that 100 per cent of the merchant seamen were on active duty during the war.

If those who went to sea on the merchant ships during the war wanted to run from trouble, they certainly would have enlisted in any other service and been safer; for the sea during the war was the worst place such a man could have been. As a matter of fact, I know several soldiers who used to sail, but quit because it was too dangerous.

Then there are the boys like Westbrook Pegler who call seamen a bunch of drunkards. Some seamen are drunkards. So are some soldiers, navy men, and marines. I think any seaman would admit that there was a lot of drunkenness during the war, but Pegler didn't bother to find out why.

If he had bothered to find out, or if his famous imagination had been capable of the task, he would have known that men who are responding to general alarms continuously every hour or two a day for week after week, who had to sleep with their clothes on months at a time to be ready on a moments notice for frequent emergencies, are apt to need a drink or two more than a man in less hazardous pursuits.

To summarize: I have shown that seamen should be exempt from the draft because they already have training, have given service to this country second to none, and because it is unreasonable to take them from their jobs and education in cases where they have become rehabilitated, on the one hand, or from their vital work sailing the ships in these troubled times, in the cases where they have continued at sea as highly skilled and experienced seamen.

Verle W. McNeil

COFFEE AND CONVERSATION ON THE WINSLOW HOMER



The boys of the Winslow Homer, one of Waterman's ships running in the coastwise trade, knock off from the day's occupation for a little java and jive. Picture was taken by Steve Lazslov, AB. Men with backs to camera are Barrett and Wilson, Oilers. Left side of the table, front to rear—Garrod, AB; Baber, AB; Jackson, Bosun; Peterson, AB. Right side of the table, front to rear—Hall, AB; Duncan, OS; Sillen, Oiler and Engine Delegate; Brown, Utility.

'Chips Is Forgotten Man;' Urges Duties Be Clarified

To the Editor:

In response to the request that the membership submit their views to help clarify the working rules for the new agreement, I would like to make the following suggestions for the forgotten man of the ships—the Carpenter.

Traditionally the Carpenter (when one was carried) always made \$10 a month more than the Bosun. Now he finds himself with less pay and his overtime runs about half of that which the Ordinary Seaman makes for the trip.

As a rule the Deck Delegate doesn't care about him because he works under the Mate's orders, and the Mate seldom holds that the Carpenter is entitled to as much as the rest of the Deck Department under the agreement.

KEPT BUSY

To be a ship's Carpenter a man has to be a sailor as well as Carpenter, and I think he should get as much as the Bosun.

On the working rules: The agreement reads that the Carpenter should chip and paint the windlass, take soundings and do the customary work of a Carpenter. The majority of the Chief Mates really don't know what the "customary work" of the Carpenter is. Consequently, they put him at anything that comes handy just to keep him busy; and a good deal of the time he is doing work entirely out of his line such as repairing cross-battens, drilling holes in sheet metal, etc. When he puts these things down as overtime, everybody raises hell about it and he usually don't get it.

GETS RUN-AROUND

As a result the Carpenter frequently neglects his regular work because the Mate has him doing odd jobs. When the time comes to varnish doors and wood-work, he is expected to do four weeks work in one.

I have spoken with several

ship's Carpenters from our Union and they all feel the same as I do; but they said that as Carpenters they are a very small minority of the members, and they don't have much hope that the Union will change things.

My suggestion for the new agreement is this: That we have the duties of the Carpenter listed in detail in the working rules; and that the Carpenter be paid at least as much as the Bosun, with the understanding that he be allowed to make as much overtime as the other men in the Deck Department—after all, the Carpenter is also a member of the Deck Department!

J. S. Arzamendi

(Ed. Note: Brother Arzamendi will see by reading the new contract that he is far from forgotten. The provision calling for Carpenters to make soundings anywhere, every day will give his take-home pay a big boost.)

Caught Writing



Brother Ernest Bossert was sitting on a hatch on the SS Steel Architect penning his "Seafarers' Guide to the Far East" when Wiper Eduard Bloom happened along with his camera to make this snap. Bossert's richly informative "Guide" appeared in the LOGs of July 16 and July 23.

'Hey, Fella, Here's Your Pop'

To the Editor:

Please publish the following in the LOG for the benefit of



E. J. VALENTINE

"Fella" Valentine Jr., who wrote to the LOG recently asking for news of his dad and his ship.

"Fella" said he read the LOG regularly but nowhere did he find any news of his father and the Del Mundo. Well, Fella, I just spent three months with your dad on the Del Mundo. He was my watch partner in the engine room.

Val is doing about as good as any fella could ask of him. And the Del Mundo is still a typical SIU ship: clean and well run.

Other members could take pointers on how Brother Val operates. Enclosed is a picture I snapped of Val taken aboard ship.

Richard G. Perkins

Another New Ship Reported Lined Up In SIU Fashion

To the Editor:

The first SIU ship's meeting ever to be held aboard this ship, the SS The Cabins, was adjourned a few hours ago. During this session the older book-members of our Union made motions and offered suggestions pertaining to cleanliness and cooperation aboard ship. Department Delegates were instructed to make up repair lists etc., and there was much discussion about the shortcomings of our new contract with this company — the Mathiasen Tanker Corp.

We also had a real fink for a Steward, but due to pressure extended by our Cooks, Tony Branconi, and Freddy Szbluk, and other militant brothers, he piled off shortly before sailing time. We were lucky to get Bob Maupin to replace him.

CONTRACT QUESTIONS

A few of the things the brothers beefed about under the new contract are the facts that when the "iron-mike" is in use the Quartermaster must do general maintenance work on the bridge and boat deck, and that the Steward's Department is cut from the usual ten-man staff

on these T-2's to a mere eight-man gang.

About this Steward Department beef, I am not qualified to speak, but I can say that the Quartermaster who puts in his daytime four hour watch chipping and red-leading on the boat deck, is shoved back about twenty years as far as his conditions go.

Men who are left-overs from previous trips are loud in their praise of the vast improvement shown aboard this ship since the good old SIU took over. The fine food, especially, has been commented upon many times by all, from the Skipper down.

Not over thirty minutes ago while I was in the galley talking to the Chief Cook, one of the Brass Hats asked the Cook to save some of the chicken soup, if there was any left over, as it was the "best he had tasted in a hell of a long time."

The Captain and the other officers aboard have been okay about helping us get this ship organized and running smoothly, SIU style. So by the time we return to Philly the new brothers coming aboard should find themselves right at home and be able to look forward to pleasant voyages ahead.

Dick Cummings
Ship's Delegate

'The Voice Of The Sea'

By SALTY DICK

Octave Bourgeois is the only fellow who scratches his tongue with his little finger. Just an old habit he says... Anyone finding a partial plate — false teeth — please return it to the New Orleans Hall. Owner will claim it there... Cecilia Cervantes, Stewardess, is going to school in BA. She already knows two Spanish words—Si Si. She is the same party seen at Lake Pontchartrain trying to knock the pins down.

Faustino Torres, AB, is planning a trip in his own boat to BA from New Orleans. He has the courage but lacks a few pesos... Dick Barrett always has a sore throat and there's only one thing for it. Yep, you guessed it!... I have seen many grippers, but the Oiler on the Robin Sherwood in '42 was the worst. He would kick continuously at the table, and you would find him at a dump ashore eating. Good riddance... Some time ago I sailed with a "Red" Fisher, who always tried to convert sinners. He tried hard on Albert de Forrest and almost became a sinner himself.

Every trip I see more and more permit men sailing the ships. The Oldtimers should educate them through the educational program. "Blackie" Bankston is doing a good job on the Del Norte as instructor. Yes, sir! we are proud to have professor "Blackie" with us... I haven't been in Italy for a long time. Anyone meeting Maria (there are millions of them) give her my best regards... Who is the oldtimer who took his girl to Central Park to show her he could row? He even showed her his lifeboat ticket... What tall, blond seaman around 25 likes his girls short and dark. He's now in his glory. He's on the

Island run... If you must travel a-la-Jeff Davis — hobo style — carry your SIU book along. This book in return will carry you.

The rumor is again spreading that Delta is building a ship—Del Orleans—to carry 250 passengers. We can use a ship of this size. Please don't rush to New Orleans, because it'll be a long time... I know a plumber who refuses to answer if called plumber. You must address him as Chief Sanitary Engineer.

Ivan Durnning is a former jockey. Now he's a waiter and a good one. Recently he received \$100 in tips from one party. That's no hay either... Some of the boys are married to the passenger ships. They have found a home. The only way you can take them off is with the jumbo boom... Don't buy watches or any jewelry at Borenstine and Fajer in BA. They'll give you a guarantee but you'll never use it... I understand there's a dog in North Africa who comes to the dock, greets the boys and then takes them afunning. I wonder what the boys call this dog?



The Final Port

By E. V. Jr.

I turned an ancient poet's book And found upon the page: "Stone walls do not a prison make, "Nor iron bars a cage."



Yes, that is true; and something more, You will find where ere you roam, That marble floors and gilded walls Can never make a home. But every ship where love abides And friendship is a guest, Is surely home—home sweet home— And there the seamen rest. The ship was docked at Texas City, Where tankers usually stay. There was nothing more that I could see After she burned one day. "Good morning, seaman," said Saint Peter; "Speak to me straight and true: "What is the life of a seaman? "And what is the SIU?" "Rough, strong, individual," I said; "A sailor has to be; "And the Seafarers International Union "Is the leader of the sea."

ENTERPRISING PARTNERS



Seafarer William (Paddy) Joy and his wife Julia who are operating Julie's Restaurant and Tap Room, 202 South Pearl Street, Albany, N. Y. Edmund Eriksen, who submitted photo, says that Brother Joy's spot is an ideal place for Seafarers to while away an evening. Service is first-class and SIU men get a good deal.

Brother Answers Question On Bypassing Of Seatrains

To the Editor:

I have read James Stickney's article, about members bypassing the Seatrains, in the August 13 LOG, and I would like to answer the question raised.

I have sailed on all the Seatrains in the last several years as Steward and Cook, and I will tell anybody that I have found several faults. First, as Chief Cook, I had a bad room to live in, while the hospital—which was being used as a junk-room, was the proper place for the Cooks. Then the Third Cook sleeps with the seamen, which is an inconvenient arrangement for a Cook.

Second, though I like to work for the Seatrain Line, every time you hit port a new gang comes

on board, and usually there are several drunks among them, who only intend to ride to the next port.

A good Seafarer likes to stay with a reliable, steady crew, and make some money to take back to whichever end of the run is his home. True, a week at sea, a day at each port, fresh food and good pay is a good job for a man who wants to work, and especially for the older members who do not care for the long deep-sea trips.

WANTS ANOTHER

As soon as it is possible I intend to come to New York and get another Seatrain job. As a matter of fact, I would still be on the Seatrains if I hadn't gotten mixed up on the registration rules in New York. I was registered as Steward, and was turned down for a Night Cook and Baker job, so I re-registered as Night Cook and Baker and missed a Steward job on the next day. I got so disgusted with the dispatching system in New York that I left for Savannah, where I've shipped for two years.

I would like to say now that I believe that a man who has been a full paid-up member in this Union for ten years, and who has shipped as Steward, Chief Cook and Baker for 44 years, should be able to ship in any capacity in the Steward Department at any time.

Shipping is pretty fair down here now. The tanker, SS Palmer came in today and took four men. The Southland comes in tomorrow and there may be some jobs on her. Also the Cape Nome comes into Charleston tomorrow and is paying off, so there should be some more jobs there. We hope some of the boys get a chance at one or the other. As for myself, I'm ready to go.

I'd like to wish James Stickney the best and thank him for bringing up this Seatrain question.

"Uncle Otto" Preusslee

Seafarer Tells Of Seamen's Union That Failed; Lacked SIU's Guts

To the Editor:

In many issues of the SEAFARERS LOG I have read stories by oldtimers telling us youngsters about the days before the SIU was born. I'm not an oldtimer, though the story I'm about to tell is far from new. At the same time, however, it is up-to-date. It's the story of a union without an alert and militant membership and what happened to that union.

The Swedish Seamen's Union, which I'm going to use as an example of the four Scandinavian seamen's unions, was founded about 1911 by an Oiler named Sven Lundgren. Through the years, until 1945 when he retired with great wealth, he maintained a dictatorship over the seamen and held a seat in the Swedish Riksdag (congress).

Through his efforts, or lack of them, a union was built that became a shipowner's dream and a Seafarer's nightmare. To tell of all the things Lundgren—with the aid of the shipowners—forced down the throats of the seamen, would fill volumes. One incident is enough.

When World War II had been in progress for some years, the Swedish seamen finally received a small war and mine bonus. Lundgren, as their representative in the Riksdag and president of their union, proposed a law that would freeze indefinitely all the money the seamen earned as bonuses.

CAN'T BE TRUSTED

To those who opposed him, he said: "No seaman can handle so much money. He will drink it all up in foreign ports and come back broke, unable to pay his taxes and union dues." (The seamen were making \$180 a month at the time.)

He received plenty of support to his bill from moneyed sources, and a vigorous campaign was undertaken. As a result, the law

was passed. Police protection was given Lundgren when he faced his membership after that action. The Swedish seamen finally realized what sort of a man he was. At the meetings the men were unable to face him as he never appeared. His decisions were handed down through his lieutenants.

As editor of his monthly magazine, "The Seamen," he continually wrote of the excellent conditions he had fought for and won on Swedish ships. The most remarkable improvement he was ever granted by the shipowners was that the company would supply a mattress with cover and a pillow. The mattress cover was to be changed every six months. If not, 75¢ a month would be paid the seamen.

His only other improvement called for the company to furnish coveralls and shoes for men doing dirty work in the engine room. Dirty work meant cleaning bilges and tank tops. The coveralls used by the Engineers were washed by the Oilers and Wipers without the payment of overtime because there is no such thing as overtime on Scandinavian ships, except in excess of eight hours of work.

LEARN LOYALTY

Any seaman who tries to be union-minded on a Scandinavian ship is taught one thing by the Nazi-like officers: Loyalty to the shipowner is all that counts. The man who does not agree is sent up into the skylight and there he stays to wash white paint with caustic soda. The Diesel fumes and 130 degree heat soon cause him to drop a "bucket" or jump ship.

Strange as it may at first sound, the Scandinavian shipowners will fight just as hard as any SIU man for the Hiring Hall, but not our kind of hiring hall. Theirs is a government-

maintained bureau operated in cooperation with the shipowners and union.

There the skipper and chief engineer go to select a crew, after they have checked every company blacklist and have made sure that the seaman has shown three discharges with at least three months service on each one. Each discharge must say that the man is a "very good worker and loyal to the company." Rotary shipping? No more than you would get rotation for icewater in Hell.

Communism is supposed to thrive in misery. No better example of that exists than the Swedish Seamen's Union. The men have gone so far that on many ships they hang their gods Lenin and Stalin in the companionways and foc'sles.

At the payoff their strong arm men run around with money lists, taking up collections for the cause of seamen, so they claim. The money goes to the CP and the Communist Seamen's Club. The man who doesn't give at least a \$2 contribution gets the once-over on the dock by the money-collecting squads. They declare him an enemy of the workers, which means a lot when he has to live and sail with them.

BOYCOTT REASON

Scandinavian unions have boycotted Panamanian ships. Probably because the shipowners cannot get enough seamen for their expanding fleets. Now they are hiring 13 and 14-year-old boys on their ships. Many men would rather sail without a union than belong to such phony unions as these of Scandinavia today. Though Panamanian scows have no union, the working conditions are better than aboard most of the Scandinavian ships.

Recently a friend and I visited one of these "white hell ships" in Baltimore. The sights we saw would make the Nazi SS men wonder if they were so bad after all. Outside all rooms of the licensed personnel shoes were lined up awaiting the customary shoeshine. If some Mate or Skipper on an SIU ship attempted such a thing, he would probably find them coated with tar or cement in the morning.

While I have concentrated on the Swedish Seamen's Union, not a single Scandinavian union has ever shown such trade union solidarity as many of the American unions have shown, especially the SIU. To imagine them going out on a picketline to support another union would be ridiculous.

The willingness of the members of the SIU to battle for a better way for fellow trade unionists would be called foolish by Scandinavian tradeunionists. This is because they never had nor ever will have the guts and spirit that the SIU has shown.

This may not be a story of the old days, but it shows that things could be just as bad today if it weren't for the militancy of the seamen of this Union. What has happened in Scandinavia, I believe, is worth knowing. It should make a member of the SIU doubly proud of his Union.

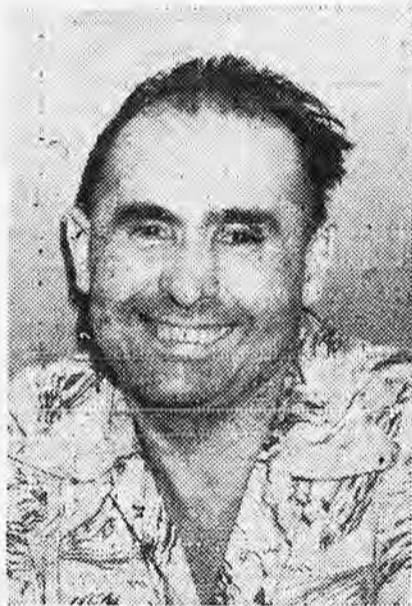
Bertil Svensson

Saw New Orleans Hall; Calls It 'Area Showplace'

To the Editor:

I came down here to New Orleans from New York on the Seatrain New Jersey, and was on the beach for a week before making the passenger ship Alcoa Clipper. Seven days later I went into the U.S. Marine Hospital down here.

I was very sick for a while but everyone treated me fine, and I am back in shape again. During all of this time I have had plenty of opportunity to



W. A. GARDNER

see the beautiful new Hall. It is a credit to the SIU membership which made it possible—it is truly a showplace of this area, which demonstrates what laboring men can do through organization.

There are three floors, modernly decorated, with an elevator. Everything is convenient and ship-shape. I wonder what the men who lived and died under the conditions of 15 or 25 years ago would think if they could see our Halls today or sail under our Union conditions?

W. A. Gardner

Brother Changes Home, Donates to LOG

To the Editor:

Would you please send the LOG to my new address, c/o Robertson, 99 Bisson St., Beverly, Mass. I am enclosing two dollars for the LOG.

Eric Nativig

(Ed. Note: Thanks very much for the donation. The LOG will be winging your way weekly.)

Skipper's Rum And Bauxite Cocktail Rough On Crew

To the Editor:

Just a few lines along the Bauxite Trail. First I want to compliment the yoking twins, Sonny Rankins (from Mobile) and Dennis (The Brooklyn Kid)

Brooklyn Man Suggests Renumbering NY Pier

To the Editor:

New Yorkers have little ground to deride people who have trouble finding the piers, because there is little system in the numbering system.

I think that every pier should be numbered in succession, starting with the Army Base, in Brooklyn. Further, all Brooklyn piers ought to have the number preceded by the letter B—as B1, B2, etc.

From Greenpoint on, the pier numbers should continue on in sequence, but be preceded by a letter Q for Queens. This system should continue with an M for Manhattan, R for Staten Island, MB for Bronx, and a J for Jersey.

I hope it will meet with Seafarers' approval, and that something can be done about it.

E. D. Bolger
Brooklyn, N. Y.

for their heroism in the battle of Pararnam, Dutch Guiana.

Still riding the crest of all Bauxite waves, with old Bauxite—Captain Bowden himself—at the helm. It all started in New Orleans the port of sinning, and continued on up until arrival—which won't be long now.

This man Bauxite was never satisfied. Personally, I don't think he loved himself very much. One of the things he did, which I thought was very low-down and mean, occurred on arrival in the port of LaCruz. With a draw-list in his office, he went ashore saying that if he got back in time he would put out a draw.

But time marches on, and it was night when he returned. He promptly contacted the Delegates that were aboard and sent the money ashore. Some did not receive their's before eight or nine o'clock. What do you think of this?

HARD LIKKER

He stopped shore leave 12 or 14 hours before sailing. I don't think he has a heart. He never once proved that he was a man regardless. Everytime he drank rum and bauxite it kept him on the run. He nagged at the Stewards Department. Nothing was

right. He went so far as to log the Night Cook four for one for personal reasons—which he admitted.

He refused one man doctor's attention. Everything was dandy whenever the bauxite-rum was not around but when it was, he was booted to the gills. Brothers, the Holmes was Mr. Bauxite's ship! If any of you Brothers decide to ride the Holmes, you will know what to expect.

I had the pleasure of meeting some of the old and newtimers in the P.O.s—glad to see them. Hello to all the boys and remember this: For a cruise, take an Alcoa. Everyday is play-day on an Alcoa ship. But when you play you must pay.

L. M. Lott
SS O. W. Homes

On The Coast

If you have a beef or a problem when you're on the West Coast, contact SIU, A&G District Hq., 105 Market Street. The telephone number is DOuglas 2-5475. Drop in between ships, and get acquainted.

Merchant Seamen Get Rooked In Far East Black Market

By EARNEST BOSSERT

One of the most important problems facing the American Seaman in the Far East is the currency exchange. In Shanghai, Hong Kong, Singapore, Penang, Saigon, Maccasar, Batavia — in fact every place except the Philippines and Siam — there is more or less black market exchange in currency.

When a seaman makes a draw, he is forced to accept the legal rate, which is always considerably lower than the black market rate.

What a licking the seaman takes on this exchange! For example, in Shanghai, the legal rate on the day we received our draw, was 192,000 to one US — and, that same day, the black market price was 560,000 to one. This means that the seaman getting only a little better than one third the full value of his money.

A seaman who had American cash could go ashore and have no difficulty getting 430,000 to one.

Sometimes American crews receive their draws in American currency, if the captain gives the draw before reaching the harbor limits. It seems the only ones victimized are the American seamen in these ports.

EVEN THE PX

All business, legitimate or otherwise, is conducted along black market lines. Even the US Army PX in Shanghai is operated on a black market basis. When a man makes a purchase, for example, a clerk will quote the price of an article as 560,000 and remark, "This is very cheap — only one dollar American money!"

And it would be cheap if the seaman had American cash to pay for it. But when he has to pay for it at the legal rate of 192,000 to one (which rate seamen were forced to accept), they are paying almost three times as much for everything as it is actually worth.

At Hong Kong, it was the same; although not quite as bad — \$4.00 Hong Kong to one American, while the black market rate was \$5.60. How generally all business is conducted on a black market basis may be realized by the fact that black market rates are quoted in the money market report in the newspapers. On the same day the draw was put out in Hong Kong at four to one, the Hong

Kong newspaper quoted \$5.60 to one in the money market statements. I still retain that newspaper for verification.

At Saigon, legal rate was 12 Fiastres to one American. The black market rate was 30 to 40 to one. And even more in some places — as high as 47 or 50 to one. The higher rates are obtained for currencies of the higher denominations. Bills upwards of ten dollars bring the higher rates proportionally.

SOMETHING ROTTEN

This black market swindle goes on all down the line. It doesn't take a financial wizard to understand that somewhere, somehow, there is "something rotten in Denmark!" And the American merchant seaman seems to be the principal victim of this swindle!

The only suggestions I can make regarding this matter is to advise the seaman to take along plenty of American cash. But this is usually impossible, for most seamen are broke when they ship.

If he draws all he can at Manila and changes all he can to American cash since he gets equal value and there is no black market, he will avoid drawing later.

Then, too, the company or the

captain should be requested to give the draws in American currency before entering the harbors of these black market ports. One is permitted to take ashore \$100 in Shanghai and most other of these ports, and I have never been questioned, except once in Batavia, regarding the amount of money — American or otherwise — that I had with me.

AMERICAN SUCKERS

Another thing — in all these foreign countries, Americans are treated as suckers with lots of money to throw away. No matter where he goes or what kind of purchases he makes, whether it is a ride in a rickshaw, or a purchase at one of the shops — as soon as they even suspect that he is American, the price goes up.

This is especially true of Singapore merchants. My watch partner on the ship was a native Malayan, and I know what I am talking about. A good policy is to offer about half of any verbally quoted price.

A better policy is to stay away from waterfront dives and patronize only the best places. The seaman will, in most cases, pay less than at the little shops, and get far better quality for his expenditures, and will have a better time with far less annoyance.

Dockside Incident

By R. J. PETERSON

"Yuz two blokes—sign 'ere, sign the nowte!" The old crimp called out with a business-like air. "God's truth! I ain't shanghai' yuz!"

We affixed our signatures with his scratchy pen.

"Yuz'll find the schooner o'right an' 'er Captain, too; Friend's 'is nayme." He told us with a cheerful smile and took our half-month's pay, in advance. "S'long, boys!"

Before going down to join the vessel, we stepped into a waterfront saloon, tossed our seabags in a corner, and sighed with relief.

"Two pints of mild!" called my companion to the buxom barmaid.

She greeted us with an inviting smile. "Hello, handsome! What a nice wavy hair you have!"

We dropped our eyes, lifted the pints, had a mouthful, turned mum, and turned away, toward a corner. There a pair of sturdy fellows, their corduroy pants tied up at the knees, were throwing darts and drinking ale.

"Where's the William Dwyer?" I asked them.

They stopped and scowled. "The bloody brigantine," one said huskily. "She's at the coal pier, waitin' for the tide—"

The other one muttered: "The bloody bugger. . ."

There was a pause. Long faced, we returned to the bar, drank to the bottom our mild, paid for it with the last of our pennies, shouldered our seabags, left the saloon with heavy feet, and went down to the ship in low spirits.

"Where in hell is she, John?" I asked after a while, speaking to my companion. "Let's hope we find the schooner all right."

"The crimp is a damn liar!" exclaimed my mate. "She's a brigantine!"

"Oh, well, it makes no difference, John; we're lucky to get away with a half-month's advance," I began to explain.

"But we were only three days in his house!" John interjected. "And we paid the crimp a week's board in advance! He owes us money!"

The next moment, we received a rude introduction to the Dwyer. Rough voices were heard: it was a row, an altercation. There she was, a dark and sinister craft!

She was a brigantine with a hog and a stern like a duck. A leaky old tub, no doubt! The tall masts stood at a rakish angle;

the black and tarry shrouds, with ratlines, ran spreading downward like a spiderweb; the dirty sails, snared in ropes, shook and flapped in the wind like the wings of a vulture; the dead eyes, above the bulwarks, stared at you.

On the poop, stormed the Skipper, Captain Friend, looking every bit the brigand.

On the pier, stormed a husky individual, in tweed suit and leather leggings, looking like a squire in his prime.

"You pay your bloody bill!" shouted the squire to the Skipper.

"You go to hell with your bill!" shouted Skipper to the squire.

The squire made a remark about the Skipper's girl friend.

The Skipper made a leap and landed ashore. There was a fight. Fists flew, fast and furious. The squire staggered under a blow to his jaw, he fell back and down he went, full length, like a stunned pike—the mouth open, his teeth bared in ghastly grimace.

It scared the Skipper, stiff.

At this moment, we turned away in a hurry, threw our seabags aboard, then jumped on deck, and were about to run down into the foc'sle, when we heard a scream. A young woman's head appeared above the cabin scuttle. The face showed, pale as a ghost.

"Captain Friend! Come back, aboard!" She cried, frightened.

The Skipper spun round as if tapped on the shoulder. He made a high jump, his outstretched arms went through the air before him, as he made a grab, caught the main shrouds, and sprang aboard like a pirate.

"All hands on deck, Charlie!"

"Let go the lines! Set the sails!" Charlie, the Mate—a big, wicked looking brute—ran forward with a yell, repeating his Master's order. The lines were let go in a moment and the sinister craft went drifting down the river with the tide.

Next, we sprang in the shrouds, ran aloft, and loosened the sails.

A moment later, we sailed to sea with Captain Friend at the helm. He steered, turning the wheel (of fortune) with a grip on its spokes. He steered all right, now glancing aloft at his sails, then glancing at his girl friend standing by his side as though she were his fortune, too, or his misfortune, maybe.

The Log Honor Roll

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EDDY SMITH'S

THANK TO JIM LOWNEY

The Membership And Union Policy

(Continued from Page 4)

in the industry, thanks again to our internal solidarity, we have carried the whole maritime industry upward to the highest wages ever seen in maritime.

So far I have dwelt on the past policies of the Union. The present and the future are more important. The current policy of the Union is worth discussing at length, but space will not permit. It can be said, however, that the other unions will again follow the program outlined by this Union.

In the two-year contracts, won by the SIU this month, we are pretty well assured of a smooth course for part of the next two years. We have that in our hands. We can now turn our attention to strengthening our Union internally. We have held the Book membership in the Union to the same number of contract jobs available—this no other union in the maritime field can claim. We have continued to give service to our membership in all ports. Their problems are handled and their beefs are settled, it is rare when one is sloughed off and those that are — have been corrected.

For the days ahead we have made preparations for greater advances. We will bring more companies into

the union, we will expand the educational program, both ashore and on the ships. We are now in a period referred to by the military as "consolidation of gains." We have made great strides to date, we must now take advantage of our present strong position to

have critics. Some of the criticism will come from within the union, some of it from without. Their criticism should be welcome when the matter is under discussion and policy is being evolved. But once the die is cast and the membership adopts policy the union's solidarity cannot be jeopardized by their actions. If they are from within the Union's ranks, they will be dealt with accordingly as in the past; if they are of other organizations, and aimed at conducting a harassing campaign against our union, motives of those responsible will become apparent and they will either be discredited or "enlightened" by the alert membership on the ships and the beaches.

The Union's policy in the future will be made, as usual, through open discussion at the meetings and on the ships. Program and policy will be hammered out and the solid backing of the membership will see them through to success. The pattern, once laid, requires the cooperation of all—anything but cooperation must not be tolerated.

It has been the Union's greatest strength in the past and, I'm sure, will still be our greatest strength in the future.

We shall move forward together.



digest what we have gained. When that is over we must strike out again, into newer and larger fields.

When the union moves again into direct and deliberate action as in the past, we will undoubtedly

PERSONALS

RAYMOND RUPPERT

Get in touch with your mother at 1328 Halsey St., Brooklyn, New York, as soon as possible.

NILS GUSTAVE ENGELBRETTSONN

Get in touch with the First Engineer aboard the MS Fulgia.

CLARENCE UPSHAW

Write your sister, Lillian But-

SIU HALLS

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ler, at 211 Central Park West, Apartment 10F, c/o W. M. Bass, New York 24, N. Y., or call TR 7-1181.

MICHAEL R. BAAL

Your wife, who is ill, wishes you to get in touch with her.

JOHN NEWELL

Or anyone knowing his address, please get in touch with his brother, Edward Newell, 1037 Manning Avenue, Verdun, Quebec, Canada.

ARCHIE KING

Contact Professional Business Service, 217 American Building, Sixth and Main Streets, Evansville 8, Indiana.

MIGUEL LLOVET

Get in touch with your wife Amanda, 128 West 100th Street, New York City.

MR. WOJCICKI

Your wife Antoinette would like to have you write her at 1025 SW 9th Street, Miami, Florida.

WILLIAM M. WEST

Mrs. Anna C. West, your mother, would like to hear from you at 512 Maycox Avenue, Norfolk, Virginia.

JOHN FITZSIMMONS

Get in touch with J. K. O'Donoghue, HM Consul, British Consulate-General, 61st Floor, Empire State Building, New York 1, N. Y.

WILLIAM ROCHE

Your father is seriously ill. Write your sister, Mrs. Thomas Ryan, Renew's, Newfoundland.

DAVID McDONALD

Your sister, Mary, is very ill. Write James R. McDonald, William Sloane House, YMCA, 356 West 34th Street, New York City.

MATTHEW CARSON

Get in touch with E. J. Madill, Acting Assistant Chief, Division of Protective Services, Department of State, Washington, D.C.

ROBERT G. WEBBER

Get in touch with Mrs. A. G. Webber, 709 South Semmes Street, East Point, Georgia.

RICHARD ROTHWELL

Your mother, Adela B. Rothwell, Cheney Plain, Newton Upper Falls, Mass., is very anxious to get in touch with you.

CHICO ERAZO

Ludovico Agulto, the Manila Watch, has sent your picture to the LOG office. If you want it sent to you, write to the Editor, SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.

CARLOS GOMES

Please drop a line to Albert Bones, Oakdale Blvd., Farmingdale, L. I., New York.

EARLE LEE

You are asked to contact Salvatore Frank, 100 N. Claiborne Street, Mobile. He is holding mail for you.

THOMAS MORIARITY

For your laundry bag, contact Marie Kerney at the Ramstead Cafe.

RICHARD ROTHWELL

Your mother, Adele B. Rothwell, Cheney Plain, Newton Upper Falls, Mass., last heard from you in 1945. She is very much concerned about you and asks that you get in touch with her at once.

ROBERT G. WEBBER

Please get in touch with your mother, Mrs. A. G. Webber, 709 South Semmes Street, East Point, Georgia.

MANUEL R. BATISTA

Your permit was found on a train and turned into the New York Hall. Apply on the 6th deck.

RICHARD M. HUFFARD

Get in touch with your mother. She is very ill.

OLAF CHRISTIANSEN

Contact Johnny Fancutt through his sister, Mrs. R. Hearle, 798 Parker Street, Newark, N. J.

ALSON E. SMITH

Your father is anxious to get in touch with you.

DARWIN E. JESSUP

Your wife has moved to 267 W. 22 St., Apt. 3-D, NYC, and

wants you to contact her immediately.

FENNER E. TETTERTON

There was some mistake when the PERSONAL told you that your wife had moved. She is still living at 2529 Washington Ave., Bronx 58, New York, and would like you to get in touch with her there.

FRED C. DODGE

Contact Deasy, Crittenden, Dodge & Alexander, Attorneys-At-Law, 514 Easton Bldg., Thirteenth and Broadway, Oakland 12, California.

WILLIAM ROYER, JR.

Your sister, Mrs. B. Hughes, 545 E. 114 St., Cleveland, Ohio, would like to hear from you.

WILLIAM T. BRAUNECKER

Contact Seamen's Church Institute of New York, 25 South Street, New York 4, N. Y.

CORNELIUS VUURENS

Your mother is anxious to hear from you.

JOE KUTCHINSKY

Your sister, Carrie Irwin, would like you to contact her at 157 N. Conception St., Mobile, Alabama.

ARTHUR L. GRESHAM

Get in touch with your mother as soon as possible.

NOTICE!

FRANCIS VIGEANT

Your seaman's passport is on file on the Sixth Deck of the New York Hall.

SS WACOSTA

The discharges for the coast-wise trip on the Wacosta, May 12-20, are now available at the Waterman Steamship Company office, 19 Rector Street.

Mail held at Frisco Branch for:

- JOYNER J. WILSON
- HERMAN HARRIS
- ROBERT ADEN
- BERNARD A. SANFORD
- ALFRED L. YARBOROUGH
- G. C. HOUSE
- J. E. NEWTON
- MERA SMYLEY
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Notice To All SIU Members

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

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

PLEASE PRINT INFORMATION

To the Editor:

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

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Book No.

Bernstein Bids For Atlantic Passenger Run

The fate of a move to expand the American passenger vessel fleet that is of direct concern to Seafarers will be decided the end of this month, when the Maritime Commission holds a hearing in Washington on the Arnold Bernstein Line's application for an operating subsidy.

In its application, the Bernstein company is seeking aid for a proposed passenger and cargo service to Antwerp and Rotterdam, for which it is anxious to buy two P-2-type transports — the General John Pope and the General William Weigel, formerly operated by the Army.

The Bernstein outfit has already filed application with the Commission for a construction subsidy to be used in converting the transports into sleek passenger ships.

The General Weigel is a 17,812-ton ship that went into service in 1945. The General Pope, which was completed in 1943, is a 17,832-ton vessel.

SAD STATE

The Bernstein proposal for boosting the sadly lacking American passenger fleet comes at a time when many agencies—public and private — are deploring the fact that foreign companies are developing their fleets at the expense of American-flag operators.

Inauguration of passenger service between New York and the Belgian and Netherlands ports would not only provide steady employment for a good many American seamen now on the beach, but would also greatly bolster the prestige which the American merchant fleet is fast losing because of its lack of large passenger facilities.

In considering the Bernstein application, the Maritime Commission will have an opportunity to show how deeply it is interested in the future of American-flag operation.

It is quite apparent that if the service sought by Bernstein is not approved, ships operated under foreign flags will pick up the trade.

OPERATORS SIGN

On two previous occasions, the Maritime Commission has turned down subsidy bids made by the Bernstein line. In February, the company's application for the Antwerp - Rotterdam route and another run was rejected.

The second denial by the Commission came last month, when Bernstein sought to charter one of the transpacific liners, Monterey and Mariposa, to be used as an Atlantic liner for six months and as a cruise ship for the rest of the year.

At that time, the Commission informed Bernstein that the government agency would only dispose of two 18,000-ton ships as a package, and would not consider releasing only one.

The Bernstein Line has had considerable experience in the run it now hopes to operate in. Prior to the war, it operated the liners Pennland and Westernland in similar services, both of which were lost during the war.

HERE'S WHAT I THINK...



QUESTION: Where would you like to settle down when you quit going to sea?

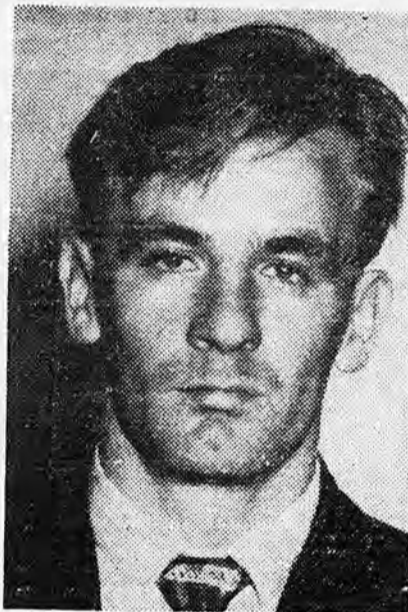
THOMAS LOCKWOOD, AB:

Down in Ponce, Puerto Rico. I think it's about the best spot in the world. The climate can't be beat, either. I've gotten to know a lot of real nice people there. It's my intention to settle in Ponce some day. The fact that it isn't too far from the water probably has a lot to do with my decision. It's near the ships, plenty of swimming—in fact, near everything I like. Even though you might be up in the mountains, you can within a very short space of time get down to the waterfront, where you can meet seamen and get a sniff of the old sea air.



WILLIAM LIEBERMAN, Cook:

I don't intend to retire from the sea. However, if I ever get enough money, I'd like to travel around here and there in real style, so I can see first hand how green the grass is on the other side of the fence. Up to now I've been going to sea for 20 years and I'm still a fairly young man, 38, to be exact. From the way I feel about it now, I don't think I could stop at any one place for very long. Although I was born in New York City, big towns hold no attraction for me—so they're out as far as I'm concerned. I'll keep on going to sea, with a chance to see things and enjoy myself everywhere.



BERTIL SVENSSON, Oiler:

Some day I'm going to get married, and when I do I'll quit going to sea immediately and settle down to life ashore. I think I'll spend my days ashore in Madison, Wisconsin. I'm not originally from there, but it's a very fine city and is known for its good beer. I guess I'll build my own house and take life easy in the middle west. Who knows, maybe I'll open a beer hall for the local citizens. That sounds like a good business to get in — especially in a town known for good brew. Of course, before I can do all this I have to find the girl.

BRONISLAW WOTURSKI, OS:

I'm content to continue going to sea, but if I had to live ashore I'd settle for the life on the farm. Of course, if someone gave me a million bucks, I'd stop sailing for a living and spend it traveling around the world aboard passenger ships. I'd visit most of the inland European cities—Brussels, Madrid, Vienna, Paris, and take my time so as to enjoy all the sights and never have to worry about hurrying back to the ship before sailing. Maybe, though, when I've worked all the traveling out of my blood I'll settle for a little chicken farm in the country.



RICHARD GONZALES, MM:

I'd like to settle down on a farm for my declining days. It's a healthy life and as long as I already own a piece of a farm, I might as well settle there. It's a good distance from the sea, and I figure that by the time I'm ready for it I won't miss the sounds of the sea. That, however, is a long way away. I'm going to continue to sail for quite a few years—I wouldn't give up this life for love or money. When I've had enough of traveling around the globe, I'll head for that farm and spend my time telling the local boys stories of the sea.



JOHN WUNDERLICH, Bosun:

New York is where I intend to settle down. I want to do some studying and the best facilities appear to be right in New York. Then I want to do some writing based on the experiences I've had going to sea. Besides all this, I like New York. It has always been my home port. I like it because it is cosmopolitan. There's a little bit of every port in New York. You meet people from all over the world. There are restaurants where you can get native dishes as served in practically every country. New York has a special appeal for a seaman.



FRANK COSIK, FWT:

I was born in a country that is now controlled by the communists. When they took over in 1945, my brother, a doctor, was arrested, taken away and never heard from again. During the war my father was killed by the Germans. I guess it's clear why I would want to make my home in America when I stop going to sea. Here a man has freedom. I would like to live in New York, perhaps open up some kind of business. In New York you can meet so many different kinds of people and everything you see throughout the world can be seen in New York.

PADDY McCANN, Ch. Cook:

Should I ever reach the point where I could retire or I couldn't go to sea anymore, I'd want to settle in St. Petersburg, Florida. St. Petersburg is a good clean town and the climate is just right for me. In fact, I'd like to own a little home there. It's quiet and yet there is plenty of life there, especially in the wintertime, when the resort season gets under way. Of course, I've been going to sea for 24 years now, and as yet I haven't settled down anywhere. But I'm satisfied going to sea. It's just that St. Petersburg would be my choice if I had to make one.

