

Legal Barriers Stand In Way Of Compulsory Vacation Rule

Hiring Hall Bill Gets Okay From Senate Group

The Senate bill to legalize the maritime hiring halls overcame one more hurdle last week when it was favorably reported out of committee and onto the floor of the Senate for action.

The bill, sponsored in the Senate by Senator Warren Magnuson, received approval of the Senate Labor and Public Welfare Committee by a 8 to 3 vote. No date has been set for Senate action.

An identical bill, was sponsored in the House of Representatives by the late John Lesinski. The bill would lift the Taft-Hartley ban on hiring halls, and would rid the unions and employers of a constant threat of unfair labor practice charges and court actions.

A last minute substitute measure proposed by Senator Taft to weaken the bill's intent was rejected by a voice vote.

In the 8 to 3 vote, the Senators in favor were all Democrats. Those against the bill, all Republicans, were Senators Taft, Donnell and H. Alexander Smith.

LAUDS MOVE

Senator James E. Murray, Democrat of Montana, chairman of a subcommittee that recommended repeal of the hiring hall ban, said:

"The Taft-Hartley Act, by outlawing the hiring methods which have been worked out over years of democratic collective bargaining, has threatened strife and disorganization in the maritime industry. That industry is of great importance to our internal welfare and our foreign relations at this time, and I am happy to see the committee take action toward removing the serious and imminent threat to its well-being which the existing law has created."

An SIU spokesman, when informed of the committee's action, stated: "The Senate Committee is to be commended for its prompt action on a bill which has the support of everyone in the maritime industry and all fair-minded men in Congress. Even its opponents can find nothing wrong with the hiring hall, but through narrow-mindedness vote against anything labelled 'union,' even though it benefits thousands and harms no one."

Heavy On The Oil

Standard Oil Co. of New Jersey in 1949 paid President Eugene Holman \$157,500 in salary, \$10,746 in bonus and contributed \$21,318 for Mr. Holman for his retirement fund.

Board Chairman F. W. Abrams received \$132,500 salary, \$9,021 bonus with \$23,335 contributed for his retirement.

The company paid \$201,051 to the company retirement fund in behalf of its 17 officers and directors.



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Seafarers Mourns Two Friends, John Owens Of ILA, Rep. Lesinski Owens Headed Powerful AFL-MTD

Their heads bowed, more than 1,200 Seafarers at the May 24 New York Branch membership meeting stood in silence in respect to the memory of John Owens, secretary-treasurer of the International Longshoremen's Association and executive secretary of AFL Maritime Trades Department, who died of a heart attack earlier in the day.

The announcement of Owens' death was made by A&G District Secretary-Treasurer Paul Hall, who paid tribute to the ILA official as "a fighter in behalf of waterfront workers, whose passing is cause for deep sorrow among all of us.

"Johnny Owens was a scrapper who worked hard at improving the conditions of longshoremen and seamen alike," Hall declared.

ABLE LEADERSHIP

"His able leadership was largely responsible for the outstanding successes scored by the Maritime Trades Department's affiliated unions.

"We of the SIU will especially remember John Owens for the strong support he mustered for us in our major beefs on the waterfront. The AFL longshoremen's loss is our loss, as well."

Brother Owens, who was 62, suffered a heart attack last week, while attending the ILA's Gulf Coast District convention in Jacksonville, Florida. He was brought to New York, where he died in Doctor's Hospital.

ILA WEIGHER

For the past 11 years, Owens filled the post of international secretary-treasurer of the ILA. Prior to taking over that job, he had served for seven years as secretary of the Atlantic Coast District. Earlier, he had been business agent of the New York Weighers Local 947 of the ILA.

When the AFL waterfront unions formed the Maritime Trades Department in 1946, Owens was named executive secretary, a position he held until his death.

ILA longshoremen in the Port



JOHN OWENS

of New York held a 24-hour memorial work stoppage for their late official beginning last Monday at midnight. No longshore work of any kind took place in the harbor areas of Brooklyn, Manhattan, Staten Island and New Jersey during the memorial period.

Members and officials of the ILA were visibly moved when the sad news was broken to them.

"He was more than a co-worker," said Joseph P. Ryan, international president of the ILA, "he was a friend. I've known Johnny since 1917, when he first joined the ILA as a charter member of the Weighers Local 947, and a more devoted trade unionist and friend I've never met. The Union, and I personally, will miss him greatly."

BORN IN BROOKLYN

Born in Brooklyn, Brother Owens was a son of the late George Owens, who had been a member of the New York State Senate.

Owens is survived by his wife, Mrs. Sadie Owens; two sons, John and George, and a brother, James S. Owens.

Funeral services were held last Saturday at Hillebrand's funeral parlor, 63-17 Woodhaven Blvd., Queens, N. Y. Burial was in Cypress Hills Cemetery.

Lesinski Backed US Workingman

Seafarers and the entire labor movement in America lost one of their strongest supporters in Congress this week, by the sudden death of Representative John Lesinski, Democrat of Michigan. The pro-labor Congressman died May 27 at his Michigan home. He was 65.

The Michigan Congressman, first elected to Congress in 1932, held an outstanding vote record in favor of organized labor and was chairman of the House Labor Committee at the time of his death.

Lesinski's death is viewed by labor observers as a particularly heavy blow to the future of pro-labor legislation, as his successor, Graham A. Barden, of North Carolina, has in the past voted heavily against labor.

Moreover, observers point out, the change in the chairmanship is more significant than the vote of a single member. A commit-



JOHN LESINSKI

tee chairman wields considerable power in holding or discharging bills to the floor of the house and can kill a bill by delays and maneuvers.

A membership committee, elected last month to study a proposed change in the SIU's vacation rule, has submitted its report for membership action, with the recommendation that for the time being the membership abandon consideration of compulsory vacations because of legal complications.

The subject of study was a proposal introduced several months ago which would make it compulsory for a member to take his vacation ashore, after one year on a vessel.

The committee, instead, recommended that the membership adopt a rule allowing men to stay aboard ships as long as they wish, but if vacation pay is taken they are to payoff.

The committee's action was prompted by the threat of legal action now facing the Sailors Union of the Pacific, and the rather good employment situation within the A&G District.

Specifically the committee pointed out that the Sailors Union had adopted a proposal similar to the one facing the A&G District, with the result that the West Coast shipowners have threatened legal action, stating that the rule violates the Taft-Hartley Act and, moreover, should be the subject of union-employer negotiations.

As a result of this development the SUP has modified the rule, making it voluntary whether the men get off or stay on at the end of a year.

(The Vacation Rule Committee's Report is published in its entirety on the back page.)

Before any reconsideration of the proposal is undertaken, the committee recommends that the Union first await the official legal settlement of the SUP case or the A&G contract reopening in September of 1951.

The Seafarers who studied the vacation proposal are: M. Colucci, G. Frank, S. Zygarowski, J. Felton, J. R. Mucins and P. J. McCann.

Barden's voting has been wrong on all measures affecting labor. He voted against rent control, public housing, the minimum wage and was in favor of the Wood bill, a measure which would have made the Taft-Hartley Act more severe.

ABLE SUPPORT

Lesinski, on the other hand, had vigorously opposed the Taft-Hartley Act and had prevented the Wood bill from reaching the floor of Congress.

Lesinski will be remembered to Seafarers as the co-sponsor of the Magnuson-Lesinski bill, a measure which would legalize the present hiring halls of America's maritime labor unions.

In private life, Lesinski was a real estate broker and builder and was independently wealthy when he ran for public office, but despite his personal fortune he placed himself on the side of the workingman.

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Two Good Friends

On two fronts last week organized labor lost through death men who had proved themselves leaders in the fight for a better way of life for American working men. On the waterfront John Owens, Secretary-Treasurer of the International Longshoremen's Association, had put in a lifetime of service in behalf of the men who load and unload the ships. Not only had Owens worked diligently to bring better conditions to the men of his trade, but in 1946 Owens became head of the then newly-formed AFL Maritime Trades Department and was instrumental in welding the MTD into the powerful force it is today.

The success of Owens' work in this capacity was demonstrated only recently when the operators were stalling on the Masters, Mates & Pilots' just demands for a new contract to replace one which had expired over seven months earlier. Within a matter of days after Owens entered the picture, with the united backing of the MTD member unions, the operators quickly capitulated and agreed to the union's terms.

The men of the SIU will remember Owens for his speedy marshalling of the MTD forces when the Union struck Isthmian and, later, when the SIU locked horns with the operators for wage increases. Credit for winning of the Isthmian strike and the speedy signing of the other operators to new contracts can be attributed in great part to the constant presence of Owens' forces at the side of the SIU.

The ILA has lost one of its top leaders; but, more than that, the entire ranks of maritime unionism have lost one of their staunchest bulwarks against the forces of anti-unionism. Men like Owens are not easily replaced.

Labor's other recent sorrow is a man who probably never held a union card and most of his life had been an employer, having made a small fortune before he was 30 years old. Yet as a champion of labor there have been few to equal John Lesinski, the Michigan Congressman who died last week.

A product of the turbulent days of industrial strife in Detroit during the depression, Lesinski was elected on a platform which endorsed unions and legislation to better the life of the working man. Lesinski's actions were courageous for those days as his constituency was in the Detroit suburb of Dearborn, a town whose mayor, town council, judges and police force were controlled completely by the Ford Motor Company.

Ford at that time had just let the world know how he stood on labor by having his private police force shoot down in cold blood four men who took part in a hunger march to the gates of his factory.

Lesinski, however, was never intimidated, and the voters responded by returning him to Congress for eight successive terms. He never betrayed the trust of the people he represented and the laboring men of the country. A union man could always gauge the merit of any proposed legislation by merely checking the way Lesinski cast his vote.

At a time when men with personal courage and great strength are needed the deaths of John Lesinski and John Owens leave labor and the entire country with two less strong hands at the helm of the ship of progress.



Clearing the Deck

by Paul Hall

Within a very short time, the SIU A&G Negotiating Committee should be able to announce the details of the Seafarers' employer-paid Welfare Plan. So far most of our 52 contracted operators—including the largest ones—have come to terms with our Committee, and the few remaining ones should swing into line in short order.

However, members are cautioned not to expect too much at the inception of the plan. The SIU Welfare Plan, for the time being, will be confined to weekly hospital benefits and death payments. Other benefits will be added from time to time, as the Welfare Fund's reserves grow larger. The feeling by all hands on the Negotiating Committee was that the membership would benefit in the long run from a Plan that was sound financially and not in any danger of going bankrupt and leaving our people in the lurch.

The Welfare Agreement does not expire until June 30, 1955. During that time benefits may be changed or new benefits added, if the Fund is financially able to support those changes. The Union may open the question of raising the amount of money paid by the shipowners into the fund on Sept. 30, 1951. The membership would be safe in assuming that, as the Fund grows in size, present benefits will be increased and new benefits will be added. The goal of the SIU has been, and always will be, the complete protection of the membership, so that, in sickness or in old age, no Seafarer need worry about money.

We have come a long ways since 1938, and have done things that many thought were impossible.

We have grown from a very small handful to a Union that sets the pattern for labor in maritime.

We have won for ourselves the highest

wages and the best conditions in the maritime world. By not opening our books to all comers for sake of collecting initiation fees and dues, as did most other unions, we have maintained a close ratio between books and jobs available, which insures every member of the chance to make a living, a security that not many other working stiffs can boast of.

We have accomplished these things because we were very fortunate in not having in our Union disruptive factions like the communists, trotskyites and other power-hungry groups. Those that did try to infiltrate into the Union and "take over" were quickly taken care of by the membership, who was not interested in such things, but in getting wage increases, bettering working conditions and organizing new outfits.

We Seafarers accomplished these things because of the unity of purpose within the organization: to strengthen our Union, because we knew that without internal harmony we would have nothing—no standards, no conditions, no security.

Now we are working on another form of security. We are out to get for the membership the security that comes with the knowledge that there will be some cabbage coming to him each week when he is injured or too ill to work; that his family will not be left destitute if he should die.

We see no reason why the Welfare Fund should not grow so strong as to, in the not too distant future, provide pensions for men who in their later years cannot work; or perhaps support a Seafarers Home, where a sailor can spend his last years with the feeling that he is not accepting charity. These and other benefits will some day be ours. We deserve them and we want them, and as long as we preserve our inner unity and maintain our strength, we'll get them.

The Seafarers In World War II

By JOHN BUNKER

CHAPTER 8

SUEZ AND MALTA

October of 1942 was one of the critical periods of history.

Field Marshal Erwin Rommel and his Afrika Korps were less than 60 miles from Alexandria, striking for Suez and domination of the middle east. They had destroyed 200 tanks, two-thirds of all the 8th Army possessed, and victory seemed to be almost theirs.

Hard pressed were the desert-hardened fighters of the British Army and its Allies. It looked as though nothing could stop the German panzers from running through Egypt to the Suez canal.

And then the 8th Army stiffened, giving Rommel a stiff right to the chin at Alam El Halfa. Taking a deep breath, they swung hard and hit the Germans with a succession of hard body blows at El Alamein, after which the Afrika Korps turned back and, chased by the "desert rats," headed pell-mell toward the west across the burning sands.

AID TO DESERT RATS

That the 8th Army accomplished this victory in the face of defeat may well have been made possible by the historic voyage of the SS Seatrain Texas and her SIU crew.

This train-carrying freighter had just returned to New York from England in the summer of 1942, when she was rushed to dock and started taking on a load of Sherman tanks which had been diverted from our own armed forces on an emergency order from President Roosevelt.

She was ordered to rush the tanks to the British at Suez without so much as an hour's delay, for two American ships carrying Shermans for the 8th Army had just recently been sunk—their precious cargoes entirely lost beneath the seas.

With 180 tanks and 165 Army technicians aboard, the Seatrain Texas left New York as soon as loading was complete, with Capt. Albert Dalzell in command. Hazardous as the ocean lanes were at that period of the war, there was no time to wait for convoys.

Proceeding at top speed, the Seatrain Texas zig-zagged through the dangerous Caribbean with guns manned every minute and double lookouts on watch, continuously day and night. Then came the precarious dash across the long and lonely South Atlantic, where Nazi raiders were known to be operating.

Stopping at Cape Town only long enough for fuel, the Texas coursed along the east coast of Africa to rendezvous with a British corvette, her only escort of the entire voyage, at "torpedo point" off Madagascar.

FROM SHIP TO BATTLE

Furrowing the warm seas as they speeded north, the two ships passed a convoy which had left the States three weeks before the Texas slipped her hawsers from the Jersey pier, and they arrived at Suez a full seven days ahead of the convoy.

Unloading gear was already rigged as the Seatrain Texas came to anchor. Tank drivers of the 8th Army were there to meet her, and as soon as the broad, heavy Shermans hit the shore they were rumbling off toward the fighting fronts not many miles away.

Said the Seatrain Lines of this exploit: "It was the men of the Seatrain Texas as well as Montgomery who turned the tide in North Africa." They helped put Rommel to rout and, perhaps without exaggeration, played an important part in changing the course of history.

No better accolade for the ship and her crew could have been given. Theirs had been an historic mission ably fulfilled.

Action-packed voyages in the Mediterranean were not unusual for SIU-manned ships, from

the time of the Malta convoys till after Italy had surrendered.

The Liberty ship Daniel Huger of the Mississippi Shipping Company, for instance, was loaded with 6,000 tons of high octane gasoline in barrels when she was caught in an air raid at Bone, Algeria, in 1943, and hit by a bomb which wounded several gunners and started a fire in the 'tween decks.

BATTLED GASOLINE

Although the ship threatened to blow up at any minute, with flames from exploding gasoline roaring 300 feet into the air, the crew stayed by their posts till the order came to abandon ship.

Later a fire brigade arrived and crewmen volunteered to help the shoreside fire-fighters put out the flames and save ship and cargo. Several of the crew dared death to enter the hold adjacent to the fire and spray foamite over the red hot bulkheads.

When the Alcoa-operated William Wirt was attacked by Nazi bombers in the Mediterranean, the War Shipping Administration later said of its crew that "although it was the first experience in action for the majority of the merchant seamen stationed with the guns, they served like seasoned veterans." The same commendation could be made of many another SIU crew.

After the SS Maiden Creek, a C-3 operated by Waterman, was torpedoed near the coast of North Africa in 1944, crewmen returned to the ship when it was seen she wouldn't sink immediately, and volunteers went below to break out towing hawsers from the after chain locker.

As they were at work below, a second torpedo struck the vessel in the stern, with six sailors losing their lives and 12 others being injured as this SIU crew attempted to save their vessel and its valuable cargo of war supplies.

SIU men played an important role in another thrill-packed theater of war, when the SS Robin Locksley of the Seas Shipping Company helped to rush food, gasoline and ammunition to beleaguered Malta, that brave bastion of the middle Mediterranean, which proudly bore the title of the "most bombed spot on earth."

German and Italian airmen had tried futilely to blast this 17-mile long island out of the war

with innumerable raids, for Malta had three flying fields and British planes were using them to exact costly tolls from Axis convoys supplying Rommel in North Africa.

But for several small and heavily protected Allied convoys that reinforced the island by running the "bomb blockade," Malta might have fallen and the conquest of Africa been made immensely more costly in men and material.

It was on November 17, 1942, that the Robin Locksley, the Bantam (Dutch), and the Denbighshire (Br.) left Port Said for Malta.

Importance of the convoy is emphasized by the size of the escort they had: five cruisers and seven large destroyers!

The first heavy attack was by seven Junkers 88s, which were driven off by intense ack-ack fire, but three torpedo planes came in soon after and hit the cruiser Arethusa. In this attack the Robin Locksley was given credit for downing one of the torpedo raiders.

On the 19th, a flight of 27 Nazi troop-carrying planes bound for Africa made the mistake of passing over the convoy, and long range Beau-fighters from Malta which were flying cover for the fleet at the time knocked down four of the transports with their human cargoes.

Heavy seas and frequent overcast helped the convoy to reach Malta without loss on November 20, delivering a cargo that helped immeasurably to keep the island fortress in the war. The Robin Locksley and her companion ships skirted subs and bombs to arrive safely back in Port Said.

CHAPTER 9

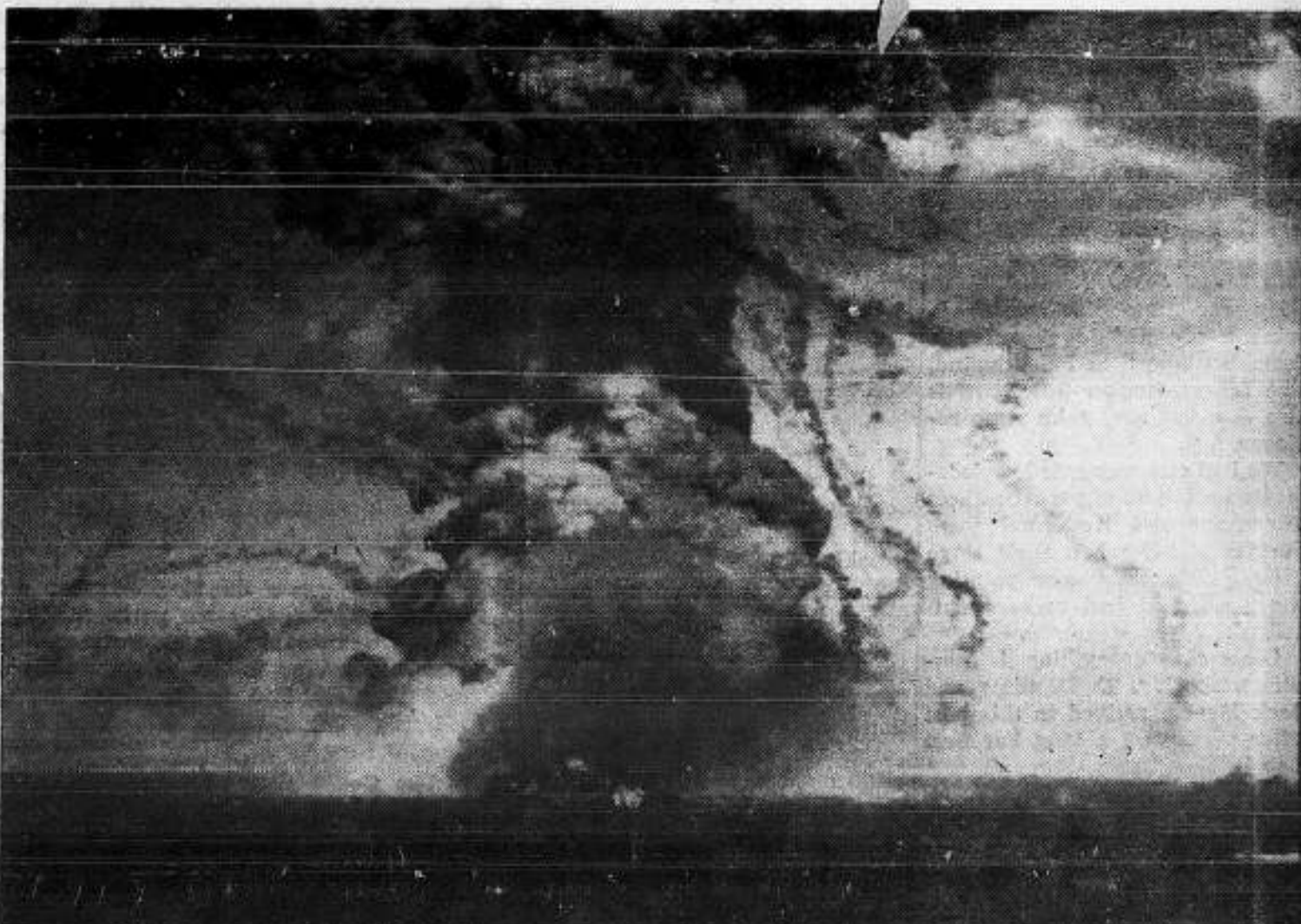
CONVOY PQ-17

One of the most dramatic and yet tragic episodes of the war at sea involved Convoy PQ-17, better known among SIU seamen as the "Fourth of July" Convoy to north Russia.

Seamen of the Seafarers International Union and its affiliate, the Sailors Union of the Pacific, have a very personal interest in this convoy, because they manned most of the 20 American freighters in the 33-ship fleet.

PQ-17 was heavily protected when it left Reykjavik on June 27, 1942. For convoy patrol and

(Continued on Page 5)



From the deck of a combat transport a Coast Guard photographer caught this picture of an American cargo ship hit by Nazi dive bombers during the invasion of Sicily. Fire started by bombs dropped amidships spread rapidly to the ship's munition supply, which exploded to make this a dangerous, though picturesque scene.

Improved Shipping, Standby Jobs Take Some Heat Off Baltimore

By WM. (Curly) RENTZ

BALTIMORE — Shipping has picked up here in the last two weeks, and we sure can use it—as what port can't! However, as a warning, let us say that we still have plenty of men on the beach — more than enough to take care of our needs for some time to come.

In this last period we had 16 ships paying off, while only ten signed on again. There were a few ships in-transit, but they didn't help us any. Just came in for cargo, and left without taking any men.

Incidentally, we lost one more ship here: The Kenyon Victory, Isthmian, is being turned over to the Maritime Commission and will tie up in the Gulf.

One thing that has been helping the Brothers on the beach, is that the Robin Line ships, which come here to load, are calling the Hall for men to clean the holds and for standby jobs.

The boys are doing a good job, as was told us by one of the Robin Line mates. He said they were the best he has had working for him — and a statement like that goes a long way to bringing more jobs to the SIU.

Whenever we go down to the



waterfront, we come back sick at heart, seeing all those ships

Port Savannah Is Going Well

By E. M. BRYANT

SAVANNAH — Shipping for this port has been very good during the past two weeks and we expect it to remain so for the time being. The SS Southland was the only payoff we had in this period, and signed on again in addition to the Strathmore. In-transit we had the Bents Fort, Cities Service and Bull Lines' Jean.

By the time this report is printed, we should payoff the Jean, Southport, and Southwind. The Liberty tanker Julesburg is also due and may take some replacements.

We had two unwanted replacements on the Southport. Brothers Thompson and Kodurand were hurt in a fall when their stage broke, while they were painting the stack, and had to be hospitalized.

Otherwise, everything is running smoothly. E. D. Sims and Jack Meyers arrived in this port after paying off a long Far East trip in New York.

On the beachcomber front, Brother Joe Goude has taken over as Bosun on the third floor of the Victory Hotel. Whitey Mathes was made elevator boy, and Brother Martin Chief runner while Gimpy Maxey arranges finances for the entire crew.

We have beautiful fishing weather, but the damn river is drying up.

owned by American capital — sailing under foreign flags, especially Panamanian.

Not only are they taking jobs away from American seamen, but they are a very potential threat to our high standards in wages, working conditions, and feeding.

GOODBYE, SHIPS

Unless this country wakes up, we shall find the American flag ship the very rare exception in American ports.

One thing about Baltimore, we have undoubtedly the finest collection of horse players in the country. The way those guys come up with winners is something out of this world.

The only thing that keeps them from retiring with a hatfull of dough is that, by the time they pick the winner, the race is over. If only they had bet 'em! . . . Oh, that "if!"

Port Of New York Shipping On Downgrade

By JOE ALGINA

NEW YORK—From what was a passable tempo of shipping a couple of weeks ago, activity in this port has taken a gradual turn downward, helped along mainly by the lay-up of three Robin Line ships. Despite this setback, the port did manage to take care of some ships.

The ships in for payoffs were Stonewall Jackson, Raphael Semmes, Hastings, Gateway City, Yaka and Ponce DeLeon, Waterman; Steel Executive, Steel Scientist and Steel Flyer, Isthmian; Bull Run, Mathiasen; Robin Mowbray and Robin Gray, Seas Shipping; Alexandra, Carras; Black Eagle, Orion; Nathaniel B. Palmer, Palmer SS Company; Algonquin Victory, St. Lawrence Navigation; Seatrain Havana, Seatrain New Jersey, Seatrain Texas, Seatrain Lines; Monroe, Kathryn, Frances, Puerto Rico and Beatrice, Bull Lines.

17 SIGN-ONS

The sign-ons weren't so many. The Seatrain Lines and Bull Lines ships all re-signed articles, as did the Steel Architect, Steel Executive, Steel Flyer and Steel King; Robin Tuxford; Black Eagle; Ponce De Leon; Alexandra, Carras, and Frederic C. Collin, Dry-Trans.

Those are the statistics on the shipping in this port. On the news side of the ledger, most of the talk and activity around here seems to concern the new home the Union purchased in Brooklyn.

A good number of the members have inspected the building and all report favorably. Of course, it's hard to visualize how the set-up will be after alterations are complete, but it's apparent to everyone that possibilities there are immense and the location is ideal.

UNION EXPANSION

Talking about the new building brings to mind the tremendous change the SIU and other unions have made in the maritime labor picture. The SUP will open its new San Francisco Hall on June 16. The SIU A&G now owns its buildings in almost all

CS MEN TO SAIL ON OTHER SIU SHIPS



Cities Service crewmen Robert Ensor (center) and M. D. (Buddy) Hooper are congratulated by SIU organizer Keith Terpe as they receive their SIU membership books. Ensor and Hooper, who were aboard the SS Government Camp until May 17, have registered at the New York Hall and will select jobs on ships of the SIU's 52 contracted operators under the democratic rotary shipping plan.

ports and provides the membership with all the facilities of a club.

It's the members that did it, and every member can be proud of his accomplishments. It's a far cry from what once was the situation: dirty crimp joints with no furnishings other than rough wooden benches.

Every SIU Union Hall is a monument to the men who help-

ed build our organization. Of course, there are a few foulballs who can claim no credit. The gashounds didn't help. If it were up to them we'd still be operating out of back alleys and in dark offices.

However, we've checked the gashounds, and we're set up for keeps in every major port. It gives a guy a good feeling inside.

SISTER SHIP TO THE RESCUE



Halfway across the Mediterranean during a recent voyage to Italy and Near-Eastern ports, the SIU-contracted SS Cecil N. Bean was disabled by extensive damage to the port boiler. Wallowing around in the seas, the ship radioed for assistance. The call was picked up nearby by the Bean's sister ship, the Frederic C. Collin, both vessels owned by the Dry-Trans Corporation of New York.

The Collin changed course immediately and steamed to the Bean's side to offer the crew equipment needed to make repairs.

Photo shows a group of Seafarers from the Bean making ready to cast off for the short trip to the Collin. Fore to aft are: Steve Huren, John Devine, George Mastoras, John Dalao, Ben Talbot, Larry Tryon, Nick Fedyk and Thomas Geraldson. At the tiller is Chief Mate Malone.

The ship-to-ship operation took place on April 20, and was reported to the LOG by acting Ship's Delegate Roland Wright.

Shipping Slump Slows N' Orleans To A Standstill

By EARL SHEPPARD

NEW ORLEANS—Since the last report, shipping has slowed to a virtual standstill with four payoffs and six sign-ons, all four payoffs taking place last week. About twenty ships hit the port in-transit, but the job turnover was very small.

The outlook, however, is not too bad with five scheduled payoffs due, and a few others expected to make this their payoff port at the last minute.

The Del Oro is expected to take a full crew either this weekend or not later than Monday. The big boy, the Del Norte, is due shortly and will surely call for many replacements.

On the negotiating front, we met with the NLRB again, concerning the Bisso Company, but nothing definite was arrived at. The strike is still in progress and our charges are still pending.

Other scheduled meetings are due shortly with the Mississippi Shipping Company and the Alcoa Steamship Company, the latter regarding a Beautician aboard the SS Alcoa Corsair who has injected herself into SIU affairs.

Members around this port city are urged to register for the coming elections. If you haven't done so already, contact Brother Paul Warren here at the New Orleans Hall. He's the man to see, too, if you're interested in getting an organizer's job.

One item before closing: If you have any Union business to

discuss, do it in the Union Hall and not in a ginmill.

The Union has no ginmill patrolmen, and too often Union business is confided to the wrong persons. To be on the safe side, make it a rule to discuss Union business only at the Union Hall.

Shipping Good In Port Seattle

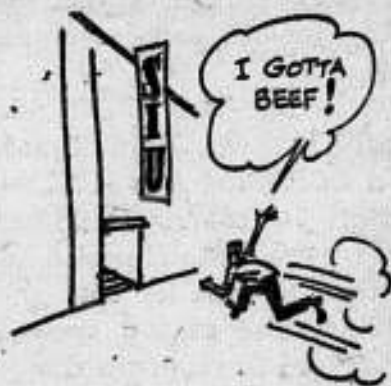
By WILLIAM MCKAY

SEATTLE—Shipping has been good in the port of Seattle for the past few weeks. Most of the ships have been heading to the Orient on the grain run, but this trip the Demostar took off for Ireland.

At this writing there are few SIU men on the beach, and we turned the surplus jobs over to our Brothers of the SUP.

We are sorry to report that an unfortunate accident took place on the Young America on her last trip. Brother Otto Johnson was lost overboard, when he was lashing down a boat cover.

The members of the crew, unlicensed and licensed, and the Seattle Branch wish to extend their fullest sympathies and regrets to his family. Brother Johnson was a fine shipmate and a good Union man.



The Seafarers In World War II

(Continued from Page 3)

defense there was a heavy task force consisting of destroyers, sloops, corvettes, two "ack-ack" ships, several armed trawlers, three rescue vessels and two British submarines that hoped for a chance to torpedo any big German men o' war that might be lured out to attack the fleet.

Heavy escorts included the cruisers HMS London, HMS Norfolk, USS Wichita, and USS Tuscaloosa.

Covering the convoy's flank about 100 miles to the east was another battle fleet, numbering the aircraft carrier HMS Victorious, British battleship Duke of York, USS Washington (battleship), several cruisers and numerous destroyers.

QUICK ATTACKS

Soon after leaving Iceland, PQ-17 was spotted by a Nazi Blohm and Voss patrol plane that kept a constant vigil over the convoy's course, directing subs and planes to the attack.

In the early morning of July 4, a doughty Heinkel defied the escort, darted through a bank of mist, and torpedoed the Liberty ship Christopher Newport (Calmar) with its 9,000 tons of war supplies.

That afternoon a flight of 25 torpedo-carrying Heinkels attacked from astern and braved a hail of anti-aircraft fire to sink the freighters Navarino (Br.) and William Hooper (Am.) and hit the Russian tanker Azerbaidjan, which, however, did not sink and rejoined the fleet. Another "tin fish" missed the SIU-manned Bellingham by a few feet.

Gordon Small, seaman on the Ironclad, recounts how the bombers plowed right up through the convoy lanes against terrific fire, loosing their torpedoes and firing at the ships with their machine guns.

A plane passed so close to the Ironclad they could see the face of the pilot and the gunner. Bullets from the old Browning .50s on the Ironclad seemed to bounce off the bombers like hail on a tin roof.

This was dramatic and costly evidence that the Germans intended to stop Convoy PQ-17 from delivering its 188,000 tons of freight to the Russians. But, despite the warning, the convoy commodore signalled this message to his merchantman at 8:30 on the evening of July 4:

"Scatter fanwise and proceed independently to destination at utmost speed."

"ON THEIR OWN"

Three ships had already been lost despite the heavy naval escort. Now the merchantmen were to be left "on their own" with no more than .30- and .50-caliber machine guns and a few three-inch guns for defense!

The order had come from London. Only the armed trawlers, several corvettes and the three rescue ships were left with the freighters and they hurried off independently at top speed.

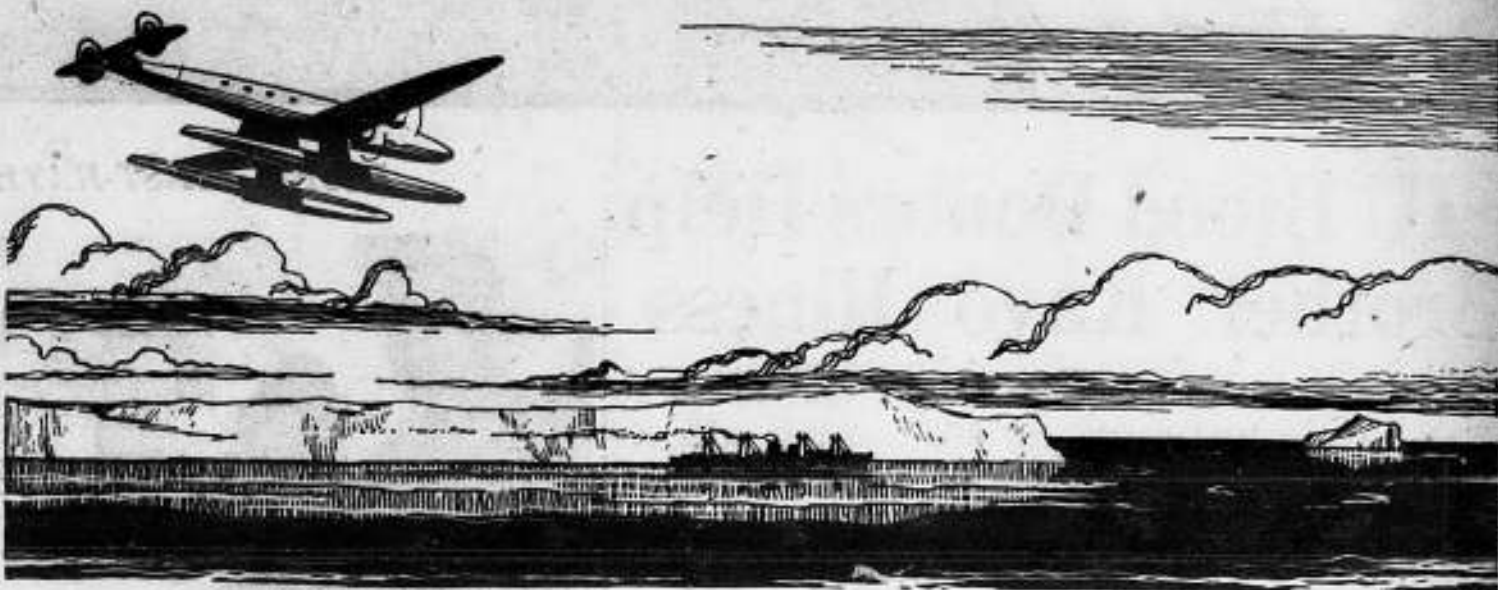
When the cruisers and destroyers dashed away the Bellingham was close behind the little rescue ship Rathlin. Not intending to be completely deserted if he could help it, Captain Mortenson told Chief Engineer Saltsman to "give us every bit of steam you can squeeze out of those boilers."

The watch below really produced, and the Bellingham stuck right on the tail of the annoyed Rathlin, despite its repeated signals to "get away."

The Bellingham turned up 14 knots in its hour of desperate need and made it safely into Archangel after numerous adventures, still in company with the rescue ship.

When the convoy scattered, the old Ironclad was alongside the Panamanian freighter Troubador, which trailed a continual column of heavy smoke from her coal-burning fires, and near the Silver Sword.

The little British armed trawler Ayershire steamed up and said, bravely enough, that she would "convoy" them to Nova Zembla. The only escort ship with "guts" enough to stay by the



deserted merchantmen was this one-time fisherman.

Under escort of the doughty Ayrshire, the Silver Sword and Ironclad spent three days in heavy pack ice, which protected them from subs; arrived safely in Nova Zembla and, later, made it through to Russia.

First ship to go down after the convoy scattered was the SS Carlton, torpedoed in the deep tanks. Her survivors were picked up by a German seaplane and submarine and others rowed to the coast of Norway. After being taken prisoner, they also survived the torpedoing of a German prisoner-of-war transport.

Next to get it was the Matson Company's SUP-manned Honomu. She went down in 10 minutes with 19 of her crew.

HEAVY SHIP TOLL

Soon after the SIU-manned Pan Kraft was attacked by three Junkers 88s and set afire, her 5,000 tons of bombers and airplane parts lost amid the mists of the icy Arctic.

In succession went the British freighters Empire Byron, Earlston and River Afton. A gift for Hitler they were! Unescorted and lightly armed merchantmen against powerful bombers and U-boats!

The American freighter Peter Kerr gallantly fought off 7 torpedo planes with four machine guns, but the unequal contest was soon ended and this brave ship also went to the bottom.

About the same time the SS Washington edged along an ice pack in company with the Bolton Castle (Br.) and the Paulus Potter (Dutch).

Nine Junkers dive bombers attacked, blowing up the Bolton Castle and sinking the Washington after many near misses had caused her to leak like a sieve. Later, they got the Paulus Potter, too.

The SS Olopana (another Matson, SUP ship) hove by and offered to pick up the Washington's survivors, who were pulling toward Nova Zembla amid gusts of snow and big chunks of drift ice.

"No," they shouted. "You'll only get sunk, too."

And sunk the Olopana was—only a few hours later.

PAN-ATLANTIC DIES

Survivors from these ships then pulled through freezing weather to the mountainous coasts of bleak Nova Zembla where, after "celebrating" over a feast of duck and sea gull soup, they were picked up by the SS Empire Tide and other assorted vessels that had made it there to take shelter under the cliffs.

An epic fight against overwhelming odds, meanwhile, was waged by the SIU-manned Pan Atlantic, a Waterman ship which had an armament of four .50-caliber machine guns.

"Nineteen of the merchant crew and seven Navy gunners were killed while defending this ship," says the official Navy report about the Pan Atlantic.

They stuck by their guns even while a Junker dropped its lethal load on them from a height of only 4,000 feet—safe beyond machine gun fire. The bombs exploded in the cargo, knocked the

foremast on top of the wheelhouse, and severed the ship completely just forward of the bridge. She filled and quickly sank with a very valuable cargo of oil stills, aluminum, nickel, food, tanks and cordite.

COURAGEOUS CREWS

Shortly after the Pan Atlantic went down, a sub torpedoed the SIU-manned Alcoa Ranger and the Hartlebury (Br.), many of whose crew froze to death trying to reach Nova Zembla.

The Liberty ship Daniel Morgan shot down two dive bombers before a sub got her. It took three torpedoes to sink the Liberty ship John Witherpoon, whose men were picked up after a daring decision by Captain John Thevik of the SS El Capitan (Pan.), to stop his ship for the rescue, even though a sub was close behind at the time.

By the 7th of July, Convoy PQ-17 had lost 18 ships. Almost 100,000 tons of war cargoes had been sent to the bottom of the Arctic and the Barents Sea, to be lost forever.

It was on the 7th, incidentally, that the plucky Bellingham was hit by a torpedo which did not explode, although the concussion blew out the lights and knocked the watch off their feet.

The SIU-manned Ironclad of the Waterman Company, the Troubador and the Silver Sword and the trawler Ayrshire ran into thick pack ice, then hit on the happy idea of painting their hulls white and covering as much of the topsides as possible with sheets and blankets.

TRICK SUCCEEDS

This camouflage helped them to evade attack in getting to Nova Zembla and, finally, to the White Sea.

Several other freighters of the convoy made it safely to Nova Zembla, where they joined with some escort vessels to steam the last lap without further loss, arriving in Archangel July 25.

Another segment of the ill-fated fleet had made the dash from Nova Zembla toward Cape Kanin on July 7, accompanied by corvettes and armed trawlers.

Included were the freighters Hoosier, Ocean Freedom (Br.), Benjamin Harrison (Calmar) and El Capitan (Pan.). They were later joined by the Liberty ship Samuel Chase (SUP).

The Hoosier and El Capitan were sunk short of their destination in violent air attacks, and the Samuel Chase made it in only after a raging fight in which bombs snapped all the steam lines to the main engine and auxiliaries, and the fighting ship was taken in tow by a corvette, her guns still barking defiance to the Nazi bombers.

Only eleven ships out of PQ-17 made it through to Russia; among them being the American ships Ironclad, Samuel Chase, Benjamin Harrison (all SIU), Silver Sword, Winston Salem, Bellingham (SIU) and Troubador.

They had survived by pitting courage and determination against great odds in one of the most bitterly fought battles of World War II.

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



SHIPS' MINUTES AND NEWS

SIU Blood Donors Help Brother Kayo Illness

When a call went out for blood donors to aid an ailing Seafarer last month, the SIU members who responded made little or nothing of their contribution. They left the New York Hall, went to the Holy Family Hospital in Brooklyn, donated their blood for a Union Brother whom none of them knew, returned to the Hall and practically forgot the incident.

But Seafarer Anthony Irizarry, the beneficiary of this almost routine display of brotherhood, says he'll "never forget what they did for me."

FIRST STOP

Discharged from the hospital last week, after five weeks of treatment, the first thing Anthony did was come to the Union Hall to acknowledge his anonymous Brothers' part in prompting his recovery.

In the LOG office Anthony said he'd like a notice to be published expressing his thanks "from the bottom of my heart." Then he told how he suddenly became ill in March shortly after paying off the Isthmian freighter Meredith Victory. The day he was to register for a job he was stricken with internal hemorrhages and was rushed to the hospital in critical condition.

Informed of Irizarry's plight, a Union official called the hospital to see if he needed anything. Blood was urgently needed, he was told. Word was passed around the Hall and in a matter of moments, a score of men said they wanted to help. None of them knew Irizarry.

THANK ALL

Of the volunteers, blood was taken from William Abercrombie, Tony Palino, Sam Presto and Blackie Colucci.

After Irizarry had told his story, the LOG checked around

and found Colucci—the rest had already shipped out. Introduced to Colucci, Irizarry gripped his hand and expressed his deep gratitude. Colucci blushing replied: "Forget it. I didn't do anything. I'm just glad you're okay again. What's the use of being a Union Brother if you can't help a guy when he needs it."

Irizarry, a Chief Cook who has been a member of the SIU for ten years, said he was sorry he couldn't thank each of the donors in person. "What they did for me I'll never forget."

Seafarers Abercrombie, Palino, Presto and Colucci, please note!

DOING FIRST-RATE JOB ON SEATRAN TEXAS



Gathered in galley are, left to right, Ray Ellasscock, Utility; Albert Espenada, Steward; George Russell, Third Cook, and Harry Franklin, Night Cook and Baker.



H. H. Winborn, Bosun on the Texas, attends to one of his shipboard duties. He's shown here as he records soundings that have just been made.

New-Found Harmony Sparks Life On SS Seatrain Texas

Crewmembers of the SS Seatrain Texas are doing their darndest, and with notable success, to make their ship "a happy place to be around," reports Ship's Delegate Harry Franklin.

Number one effort of the unlicensed personnel, says Franklin, is to deliver their end of the contract. The lads are beefing when necessary, but "only when necessary," and as a result their good beefs carry weight.

All hands from Captain Wetzel on down are cooperating to make the Texas a snug ship. Misunderstandings and differences between officers and crew have diminished almost to the vanishing point, Franklin adds.

In fact, the Ship's Delegate points out, the current campaign is already showing signs of producing shipboard harmony

that will be hard to beat anywhere.

Not the least of the crew's accomplishments, Franklin says, is the creditable fact that "there is not one performer on the ship."

To which another crewmember added, "We're proving once again that SIU crews are the best in the business. That's why we boast the best contracts in maritime."



Chow time on the Seatrain ship is a satisfying interlude. John Pisa, Utility, serves, as (left to right) Edward Sokowski, AB-M; Wilfred Shea, AB-M, and Bosun Winborn dig in. Photos by Glen Vinson, OS.

D.B. Fussell Dies Of Pneumonia In Detroit

Delmar B. Fussell, 44, a member of the SIU since 1941, died of pneumonia in Detroit on April 30, according to word received this week.

Funeral services were held in the McKneely Funeral Home in Kentwood, La. Religious services were conducted in the Beulah Baptist Church and interment was in Beulah cemetery, Woodrow Fussell, a brother of the deceased informed the LOG.

The late Seafarer, who sailed as a FWT, lived at 1144 Delaware Drive, Port Arthur, Tex., from where he started sailing in 1936.

As an SIU man, Delmar shipped out of Galveston and New Orleans, serving aboard Mississippi and Alcoa ships and those of several other companies, his brother said.

During the war, Fussell saw action in the Pacific while aboard the SS Clarence King. He also sailed in the European area of the recent conflict.

Of late, Brother Fussell had been sailing on the Great Lakes in the summer months and worked aboard the SS Western States, SS St. Claire and SS Columbia. His last job was aboard the MV

Highway 16, running between Muskegon, Mich., and Milwaukee, according to his brother.

He contracted a cold after several days aboard the ship, went to Detroit, where he died in a hospital after developing pneumonia.

His family expressed appreciation for the condolences and flowers sent to the funeral from the SIU Hall in Detroit. His brother said that if anyone owing the late Seafarer money wished to repay it, they should forward it to his mother, Mrs. Lena Fussell, Route 2, Kentwood, La.

tion for the condolences and flowers sent to the funeral from the SIU Hall in Detroit. His brother said that if anyone owing the late Seafarer money wished to repay it, they should forward it to his mother, Mrs. Lena Fussell, Route 2, Kentwood, La.



Up and around after a five-week tussle with illness, Anthony Irizarry (right) thanks Blackie Colucci, one of several Union Brothers who aided him with blood donations.

Voice Of The Sea

By "SALTY DICK"

Several months ago a movie company from Hollywood was shooting scenes along the docks in New Orleans. E. Reyes, the cartoonist, was trying his darndest to get in the picture, but no luck. . . .

Recently I paid a visit to the Bethlehem Orphan Home and was shown that we seamen are contributing to this cause and making it possible for the children to live a better life.

Our good friend Ralph Boyd is one of the SIU men whose pictures occasionally appear in the LOG. . . . During the Mardi Gras in New Orleans, Bill Champlin was seen selling balloons, peanuts and candy. . . . Jesse

Cerda is a patient at the Marine Hospital in the Crescent City.

Frank Fernandez talking business and ready to open a shop in Tampa if things go right. . . .

The Del Norte crew received a letter from Mrs. Earl Long, wife of the Louisiana Governor.

Formanek, the man who sells butterfly trays in Rio should receive some credit for the splendid work he did on the picture, which was recently presented to the New Orleans Branch.

Digested Minutes Of SIU Ship Meetings

ALCOA CORSAIR, Mar. 19— W. Higgs, Chairman; J. Roberts, Secretary. Delegates reported. Motion to elect manager of crew baseball team; Brother Bourgot elected. Motion carried to refer disputed overtime of Storekeeper to Mobile. Motion carried that no movies be shown in crew mess after 5:30 AM or before 1 PM. Discussion on many subjects of vital interest to crew and rest of SIU membership.

TOPA TOPA, Mar. 19—C. J. Murphy, Chairman; A. Fusco, Secretary. Deck and Engine delegates reported 35 hours and 6 hours disputed overtime, respectively, in their departments. Suggested that tarpaulin muster be held for Gustade Angelo, SUP, who is a passenger enroute to Snug Harbor without any funds. Murphy, Ship's Delegate, will accept donations. Discussions on men staying on ships too long and on credit unions. Not too much information available on the latter.



SUZANNE, Mar. 12—L. Reynolds, Chairman; R. H. Carrington, Secretary. No beefs in any of the departments. Crew wants question settled on whether it is permissible to hire replacement in San Juan when ship happens to be short in crew. Same to be clarified by boarding Patrolman or at the Hall. Fine of \$2 to be levied on those not wearing proper dress during meal hour; proceeds to go to SEAFARERS LOG.

CHICKASAW, Mar. 12—Richard L. Abbey, Chairman; William E. Hughes, Secretary. Letter about washing machine read. Ship's Delegate reported \$30.05 in ship's fund. No beefs in any department. Motion carried that Ship's Delegate retain job for another trip. L. S. Bugajewski elected Deck Delegate. Motion carried, 21 to 3, to censure anyone calling Hall on ship's business, except Ship's Delegate. Contributions will be accepted for ship's fund by department delegates at payoff.



PORTMAR, Mar. 12—Joe Martin, Chairman; C. J. Lupor, Secretary. A. J. Janowski elected Ship's Delegate. Department delegates reported. Under Education, discussion on Calmar agreement and whether Mates are allowed to work on deck. Crew decided against purchasing washing machine. Steward J. H. Brigham said that new cots had been ordered but had not yet arrived. These and new mattresses were promised for next trip. Next trip repair list should be checked by new crew coming aboard.

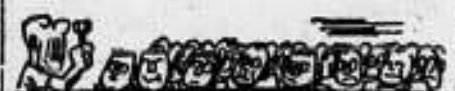
DEMOSTAR, Mar. 19—Gordon F. Hart, Chairman; W. C. McCuiston, Secretary. Delegates reported. Motion carried that all hands eligible for same put in for delayed sailing overtime. Motion carried to draft letter of crew's opinion re Trotskyites. General discussion of role of



Trotskyites. Many of crew, majority of whom had shipped from Seattle, were familiar with Trotskyites' disruptive role and discussed same. Motion (by Drevas, seconded by Jarvis) that Seattle Agent be contacted to hold meeting with crew prior to payoff. General discussion on agreements and present status of Union in maritime industry.

MADAKET, Mar. 19—R. Sirois, Chairman; McNeal, Secretary. Few hours disputed overtime in Deck and Stewards departments. Motion (by Burdick, seconded by Green) to contact Headquarters for clarification on gangway watches. Discussion on transportation; clarification to be gotten from Patrolman. Vote of thanks to Stewards Department for excellent chow and service.

SEATRAN HAVANA, Mar. 26—W. Henderson, Chairman; M. G. Whale, Secretary. Delegates reported. Motion carried that no one take beefs direct to Hall without first taking matter up with departmental delegate. Brandon suggested that check be made on how many port screens and wind chutes aboard are fit for use for crew's quarters. Steward said he would requisition a suitable number for warm weather.



STEEL MARINER, Mar. 15—Bill Rowe, Chairman; Stanley C. Scott, Secretary. Delegates reported. Steve Karlac elected Ship's Delegate. Motion carried to contact Union official in Baltimore to check on slopchest; insufficient amount of cigarettes aboard. Discussion on washing machine. Crew decided to find out who owns one aboard, and if it can be repaired and used by crew.

CHIWAHA, April 20—Fred Girard, Chairman; Fred Smith, Secretary. No beefs reported by department delegates. Cooperation asked in keeping messhall clean. Request better care of washing machine; and that broken head seat be replaced. Committee consisting of John Toth, Bosun, and F. Gissubil, Steward, elected to collect funds at payoff for former 2nd Cook now stricken with TB.

ROBIN GOODFELLOW, April 16—G. O. Regan, Chairman; A. N. West, Secretary. Ship's Delegate reported that, according to Mate and Captain, foc'sle painting will be put on shore repair. Engine Delegate said that disputed overtime for Electrician to be turned over to Patrolman. Other departments okay. Vote of thanks to Peter Patrik for good job he has done as Ship's Delegate. Ship's Delegate to get in touch with repair and service

man about washing machine. After discussion on cleaning gear for Wipers, it was suggested that Delegates see department heads about same.

STEEL MARINER, April 9—Bill Rowe, Chairman; Stanley C. Scott, Secretary. Money left over from purchase of washing machine to be placed in ship's fund. Steve Karlac elected treasurer. Motion (by L. Starland) carried that as long as ship continues to operate under SIU contract, the washing machine remains aboard for use by present crew and crews to follow, but that if ship is sold or transferred machine is to become property of SIU.

SWEETWATER, April 1—William Kehrwieler, Chairman; E. Wilish, Secretary. Ship's Delegate said draw list would be turned in by time ship arrives in Port Said. Except for few overtime beefs, all departments are okay. Union Bulletin read aloud to meeting. Ship's Delegate to see Mate about getting more garbage cans back aft. Porthole glass in 4 to 8 sailors' foc'sle to be repaired.



PONCE DE LEON, April 9—Ralph Groseclose, Chairman; B. Toner, Secretary. Ship's Delegate reported \$13.50 in kitty for washing machine. Disputed overtime to be taken up at payoff. Motion carried that each man donate 50 cents for washing machine fund. Vote of thanks given to Stewards Department for good job.

ANDREW JACKSON, April 9—C. Glover, Chairman; H. K. Smith, Secretary. Delegates reported all is well. Jack Bates elected Ship's Delegate. Ship's fund contains 86 cents. Decided to pass around list for pledges to washing machine fund, money to be collected at payoff by Ship's Delegate. Crew voted to purchase best machine possible with amount available. Ship's Delegate to see about getting Mate to place on sale some of the cigarettes now being held in bond. He will also try to purchase some cigarettes in Canal Zone.



DEL VALLE, April 2—F. Shaia, Chairman; H. W. Ryan, Secretary. No beefs reported by delegates. F. Shaia elected Ship's Delegate. Cleaning detail to be carried on same as before. Men cautioned not to put dungarees and heavy clothes through electric wringer; hand wringer has been provided for this purpose.

LOGAN'S FORT, April 12—Jerry Vines, Chairman; Henry Harrison, Secretary. Ship's Delegate said he would see Captain about the milk. Deck Delegate to see about getting the 4 to 8 room painted. Sowa resigned and Jerry Vine was elected Engine Department Delegate to replace him. Crew said that it was satisfied with food now being prepared by cooks.

Seafarer Sam Says:

PLEASE...



ONCE AGAIN... WHEN NOTIFYING THE LOG OF YOUR CHANGE OF ADDRESS, GIVE BOTH YOUR OLD AND NEW ADDRESSES!

CUT and RUN

by Hank

Those treacherous clowns, the communists, who are nothing but disrupting misfits in the labor movement, are bothering New York seamen on the beach. This time they're asking them to sign phony, pledges for "peace." We sure can have a lot of peace in America and throughout the world without interference from these robots preaching communism from one side of their mouths and "peace" from the other. . . . One of the best Union Brothers we've heard about is Bill Scarlett from Florida. He's doing a lot of swell cooking aboard the SS Antinous, a Waterman scow, and sure has given a lot of praise about the swell "old man" on the ship. He's the best of any of them in the Gulf, East or West Coasts, says Bill. Bon cooking, Bill, and happy sailing.

We would like to mention that the youngtimers in the SIU will enjoy the new SIU Hall here in New York when we move in. They'll be able to play handball or basketball, giving themselves a chance to inhale fresh air and stretch their legs between job calls. The oldtimers will have a chance to sit around outdoors catching the sun and spinning their memories of ships and ports. Lots of the members who don't know their way around this town won't get lost trying to get to their ships in Brooklyn. A little walking in either direction brings you within range of the whole Brooklyn waterfront.

In case some shipmates are wondering what's the latest news about Ed Larkin, the Electrician with a swell circuit of humor, well, we'll say he's due soon in New York. He left Venezuela and the various revolutions down there and has spent some days going through Costa Rica and Mexico. His shipmate, Electrician Jimmy Johnston, shipped aboard the Steel Executive recently. . . . One of the Brothers informs us that "Citizen Joe" Clurman is a proud daddy. He's always talking about that baby boy of his. Atta boy, Joe, and teach him some seamanship, too. . . . Leon "Chink" White writes from Japan that he'll be out of khaki gear in December and says he hopes Red Braunstein will write to him soon.

We're informed that Brother Buzalewski of Pennsylvania has a mustache that would put the famous John L. Sullivan handlebars to shame. We don't believe it. . . . That famous humorous story teller of New Orleans, Percy Boyer, was in Galveston recently, if we remember correctly. Happy sailing Percy. . . . Chuck Allan, another good SIU man, visited New York recently after some voyaging.

Good old Charlie Simmons said hullo to all the boys here in New York, and we would like to mention that if any of his shipmates want to say hullo they can drop into the Baltimore Marine Hospital. . . . Vic D'India is in New York right now. . . . We would like to remind all Brothers in all ports of the importance of the SIU Overseas LOGs and ship meeting forms being mailed to all SIU ships. These packets keep every ship informed of up-to-date Union news as well as help to keep the ship running in true SIU style. Hold those meetings and mail the forms into headquarters. It all helps to keep a ship happy and our Union strong. . . . Darn our luck. We always manage to get the names of those Brothers who happen to wear mustaches. But every time—and there have been rare occasions—we spotted a Brother wearing a beard we'd never get his name. In fact, we don't even laugh about it anymore.

"Red" Campbell happens to be a Brother who writes the most humorous articles about a voyage while he's aboard ship. On the beach he can't crack a stroke of writing. Grab a ship. Red, grab a ship.

THE MEMBERSHIP SPEAKS



New Headquarters Building 'Ideal,' Seafarer Declares

To the Editor:

"At last we may soon move into a new and permanent Headquarters. As you may know, our Headquarters officials have really searched throughout Manhattan and Brooklyn for many months. They looked at all kinds of buildings. Now they have found something that appears to be the thing we have all been looking for.

The building and property is ideal for our Headquarters and New York Branch. There is three times the floor space that we have in the present building on Beaver Street, and there is an auditorium in which we can conduct our regular meetings, saving the rental fees for an outside place.

LONG NEEDED

What is more important, I think, is that the SIU, as a leading force in labor and maritime industry, will now have its own building and a big piece of property at a price that is a bargain in these days of inflated real estate costs.

Many of the Brothers here in New York have visited the property and they were among those who, at a regular meeting, overwhelmingly approved closing of the deal. The SIU surely has earned the right to own its own Headquarters that will be large enough and practicable. Prominent visitors who occasionally come to our Hall to observe our efficiently run Hiring Hall will be highly impressed when they see such a building as we will soon have, being run by men of the sea who own it lock, stock and barrel.

TAKE A LOOK

When your ship hits New York, be sure to see the prospective Headquarters building and see for yourself. A short subway trip to the Prospect and Fourth Avenues on the BMT

NON-UNION PEOPLE PRAISE SIU FOR FORWARD POLICIES

To the Editor:

I would like very much to have the SEAFARERS LOG mailed to my friend, who is a member of a local of the Carpenters Union. I have given him some old issues at different times when I have been home on vacation.

He has shown these issues to members of his union and also to non-union friends, to show them the advantages of a union operating for the welfare of its members.

And he has heard praise of the Seafarers International Union because it is well organized, progressive and because it comes to the aid of other unions in distress.

Norman G. Henson
Danis, Fla.

line, then a short walk to 21st street.

I sincerely hope that suitable ceremonies will mark the opening of the fine structure. Would that the late Andrew Furuseth, who many times fought the shipowner practically alone on an empty stomach, but with a determination to better the conditions of his fellow seamen, but be alive today.

The only reward he'd ask would be the knowledge that our great Union carried on his high ideals, thus helping him realize the fruits of his labor here on earth.

John Jelllette

COFFEE TIME ON THE BAUXITE TRAIL



A shipboard cameraman who knows his stuff is William Cameron of the Alcoa Polaris. He's ready with lens and film whenever his shipmates gather under favorable skies. These two photos are his latest.

Above are members of the Deck Department. Left to right, standing: J. Powell, R. Robertson, A. Saxton, R. W. Beaton, an unidentified Engine man, R. N. Howard, C. Raana. Kneeling are J. W. McNeillage and J. M. Foster.

Stewards Department men in photo left are, left to right, A. Boyd, A. O. Aaron, L. Jones, J. Norfleet and F. Flechet. Kneeling is N. William.



Arizpa Men Thank Sim Lee Crew For Washing Machine

To the Editor:

All hands aboard the SS Arizpa wish to express through the SEAFARERS LOG deep gratitude to their Union Brothers on the SS Thomas Sim Lee for the thoughtfulness and generosity displayed when they presented us with a washing machine.

The Seafarers of the Thomas Sim Lee showed their Brotherly spirit in the Port of New Orleans at the beginning of our current voyage. During a meeting of crewmembers of both ships, they asked us if we wanted a washing machine.

We didn't have one, so we said yes. And shortly after we had the valuable little gadget aboard the Arizpa.

It certainly can be said of the Thomas Sim Lee crew that they are great advocates of the clean living. Their gift sure has done a lot to make Arizpa Seafarers keep their gear sparkling clean.

John Ward, Ship's Del.
SS Arizpa

Palmer SS Co. Answers Crew Beef On Mail

To the Editor:

We have just received the SEAFARERS LOG of May 18 and have noted in the minutes of the SS Nathaniel B. Palmer where the crew asked that "provisions should be made in the contract requiring the company to forward mail to the ship instead of holding it until the vessel returns to the port of payoff."

May we bring to your attention that we have, on this particular voyage of the Palmer, sent mail to our agents as follows:

Honolulu, February 17. Ship arrived in Honolulu on February 28.

Yokohama, March 8. Ship arrived in Yokohama on March 18.

Honolulu, April 3. Ship arrived April 12.

Any mail from thereon was held in the office as the vessel was returning to New York. It has been a policy of this company to forward mail to our agents for distribution to the crew as we realize its importance to the various individuals.

Louis C. Couphes
Palmer Shipping Corp.

The Kerrs Thank All For Sympathy Messages

To the Editor:

We would appreciate having you, through the medium of the SEAFARERS LOG, express our sincere thanks to all who were so kind to us in their expressions of sympathy during our recent bereavement.

Mildred and Al Kerr
Hasbrouck Heights, N.J.

'Dutchy's' Line Works Fine On Fish, Females

To the Editor:

Hello, SS Robin Hood! Is Dan Moriarity, Carlo Gomez and Chips Chisca still riding your old rusty bottom? Give my best regards to those certain girls in my little South African home. I miss you all sometimes.

I'm commencing to like this New Orleans "place" now. Fishing is almost as good sometimes as it is in Florida. Enclosed are the photos of me with a fair-sized fish I caught in the Gulf below Grand Isle. (See out—Ed.)

That fish was always called a tarpon in Florida and is pretty game. Over here on Bourbon Street they call it a "red herring." And you're game?

GOOD-LOOKERS

Boys, they sure got some pretty girls around this place. New York—both sides of 47th Street—has folded in the stretch. Brooklyn was never in it from the start. We have the best-looking girls in 47 states down here. We may get one over from Florida yet.

When I get out of this hospital I'm going to run for Mayor of Bourbon Street. I've paid for most of it already.

Even if they do cut off my leg here in the Marine Hospital I can get a wooden one. Ever hear of a wooden-legged Mayor?

Here at the hospital when they

roll in the stretcher to take someone to the operating room, the attendant is dressed all in green, including a mask and he sure looks weird. Everybody calls



"Dutchy" makes a catch

him the "Green Hornet." So if some of you guys don't write me, I'll put the Green Hornet on your trail.

Incidentally, some of you fellows who owe me various amounts from around and about now have my address and I sure would appreciate it if you

could send it along. I sure need it.

Dutchy Moore
Marine Hospital
New Orleans, La.

Contract Makes World Of Diff

To the Editor:

I am an ex-Cities Service seaman with three years experience in the fleet, my last ship being the SS Archers Hope. I was fired from that ship for the simple reason that I opened my mouth and talked SIU to some of the crewmembers, during the organizing campaign.

I am now aboard the Del Valle, and just to compare notes and conditions, here's what I've found:

From the chow to the working conditions any comparison is almost futile, the SIU ship being so far superior to the pre-contract Cities Service vessels I was aboard. Cities Service did not believe in overtime—I can remember days when I worked ten hours without overtime or even a "thank you." Here I get all the overtime I want to work.

For the above benefits I would like to express my appreciation to the SIU members and officials who labored so long to bring Cities Service under contract to the SIU.

George Pellerin

'Honest' Al Whitmer Swears He's Getting Fat On Marymar

To the Editor:

I am writing to you from the SS Marymar at sea and as I sit in my overstuffed chair in the lounge I got an inspiration to let the boys ashore know what a good ship I am on and a few little items of interest. We have a wonderful gang on here and quite a few prominent guys aboard.

We have a guy called Dmitrios who has a friend that owns a restaurant in New York. There is a wrestler who has a friend aboard the ship who is also a wrestler and an author. They are easy to spot by their bruises. A few of the boys have interests at Belmont and Jamaica race tracks. The Mate is part owner of Garden State race track. One Charlie Ackerman owns five stools and a door in the "408 Bar" in Baltimore, not to mention several who have interests in The "Victoria," "The 7 Sea's" and "Beulah's Bar" all in Baltimore.

Quite a few men are from Boston and the surrounding localities. They are good guys, but are always complaining that the Cooks do not put out enough red beans and rice. They also want grits at every meal. I think they are from South Boston myself. The Bosun, Jimmy Meehan, is from Matthews County, Va., and you very rarely find a guy going to sea from there, so I'm told. The Mate just bought a cat-o-nine tails so he can lash out at the six ABs and 3 Ordinaries at the same time. He uses an old fid on the Bosun.

One of the boys was up in Central Park the other day and said he saw the Steward there with a large burlap bag, a bag of assorted peanuts, and one of those gadgets that they use in a grocery store to grab things from the shelves with. He was talking to some little pigeons and when the crew heard this it caused some ugly rumors to be spread around the ship as to the source of the creamed chicken on toast. The Steward would not do anything like that. He uses sea-gulls.

Speaking of sea-gulls, some gulls swooped down and were going to follow the ship and when they found out that it was a Calmar ship they veered off and went in the other direction, save a few hardy gulls who are still with us. They have sandwiches under their wing so they'll probably make it to Panama. The time I saw a flying fish swoop down and catch a sea-gull made me think they were dumb but when they follow a Calmar ship, well that proves it. The Steward is going to hate me for saying that. He's caught me in a restaurant twice now, having a meal, but when I brought a case of hot tamales aboard he really got sore. I'm going to get two cases next time. She's a feeder, and a home.

To be perfectly honest, we have a fine ship and a fine crew from the Captain right on down. We are as happy as little pigs and getting just as fat from all the good food (on the West Coast). There are no performers or drunks and we expect to keep our happy home. Several of the Deck department were going to get off last trip but the Mate wouldn't give them any canvas to make sea-bags so they had to stay on for another trip. Well I am going to close for now and write again later. Let's see a rise in LOG donations so we have the LOG back every week. It costs quite a bit to publish our paper and every buck we donate helps toward giving us a bigger and better LOG to send to our family and friends and for ourselves. So I'll close now, hoping for a bigger and better LOG, I remain, fraternally yours, "Honest" Al Whitmer, who trusts that you, Ed., will forgive all mistakes as I have only gone to the third year in college.

Al Whitmer

Discusses Vacation Rule



Edwin Westphal, who frequently airs his opinions on Union issues in the LOG, writes on the vacation question in a letter appearing on this page.

SIU Families Should Back 1-Year Rule, Brother Says

To the Editor:

I have noticed in almost every issue of the LOG that some wife of an SIU member is against the proposed vacation rule. I have yet to see an article by one who is for it.

I guess that everyone has to look out for herself these days and think of security rather than having a husband around.

A husband who has been on a ship a year and comes in on a paid vacation for a couple of weeks is supposed to relax, rest and make up for 50 weeks at sea in a short space of time.

He is supposed to be able to get right back on a ship and continue to be away from home, family and friends for another year of work, hoping that his

allotment is getting home on time to pay up the bills that come in every month. And he is wishing he can see his family, wishing that he would hit port soon so he can catch up with mail from home and hoping his loved ones are all in good health.

WHY NOT?

No, I guess he isn't entitled to more because he is a seafaring man.

I guess all of our opinions have selfish or generous motives, but if my loved ones wrote in and complained because I couldn't be gone longer, I would get some new loved ones quick.

A good wife can save enough in a year to keep bills paid up for the time her living husband has to wait for another ship.

Shipping isn't so bad in the SIU that a person has to get greyheaded while waiting for a ship.

I am in favor of getting my vacation and getting off.

Frank Nigro

(Ed. Note: Several SIU wives have written letters to the LOG favoring the proposed one-year vacation rule for the same reason offered by Brother Nigro.)

Story Holds Member Rates Right To Decide Ship Stay

To the Editor:

I see another question has come up in regard to how long a man can stay on a ship.

I believe that in past years we fought for job security. In the last publication of the "State of the Union," we had a job for every bookman in the Union. Inasmuch as we have several thousand permitmen, let's not forget that these men were given the opportunity to bid for jobs for which bookmen could not be supplied.

FOUR TYPES

The membership should realize that we have about four different groups in respect to shipping characteristics.

The first are the so-called homesteaders, who stay for a year or more on a single ship.

The second group is the one-trippers, who boast that they would not make two trips on any ship.

The third are the guys who are trying to run a farm, a saloon or some other business and go to sea once in awhile. When they do, these are the first ones to holler about no jobs and claim that the men are homesteading too much.

Lastly, there is the permit who wants to make a living out of going to sea. On this ship for instance, eight of the crew are permits. Out of 30 men, that's a good percentage.

NOT THE SAME

Of course, you can't compare this means of livelihood with working ashore. But I say this:

A man in good standing, who has a full book, should be allowed to work as long as his work is satisfactory to everyone concerned. Let the individual decide for himself how long he wants to stay on a ship.

D. D. Story
SS Alcoa Pioneer

Obstacles Seen In Way Of Proposed Rule

To the Editor:

Several months ago I wrote a letter which was published in the LOG, setting forth my views on compulsory vacations. While some of the things mentioned then are still, in my opinion, correct, I have recently become aware of two aspects representing the other side of the issue, which, I believe as good Union men, the membership should consider before voting on the question.

As we all know, our organization is constantly engaged in bringing under contract many companies which have hitherto been unorganized.

ORGANIZING

The Union needs many bookmembers to help in these drives as volunteer organizers and having a few men on the beach who can step into these jobs is really an asset.

The second and perhaps most important point is the possibility, however remote, of some finny characters sneaking into the Union during an organizing drive and then trying to invoke the Taft-Hartley law by saying we are denying them the right to continuous and permanent employment.

So, Brothers, while I still stand by the main points in my original letter, I sincerely believe that these two are of such importance as to compel me to vote against compulsory vacations.

Edwin Westphal

Gray Crewmen Take Rosy View Of Time Limit

To the Editor:

Feeling has been running rather high and talk has been plenty concerning the proposal on compulsory vacations. It came to a head aboard this ship when the question was put to a vote at a shipboard meeting.

It seems as though most all hands have really wanted to take that much-needed vacation, because, with the exception of one or two, all hands went up in favor of getting off after one year to spend a few weeks with the wife, girl friend, favorite ginmill or what have you.

Speaking for myself, I'm highly in favor mainly due to the fact that some of what I consider to be the choice jobs haven't been open for a mighty long time and I would like a crack at one.

The usual short wheat or coal run and then back for a layup gets tiresome after awhile.

Thomas Halt
SS Robin Gray

Says Credit Union Would Be 'Headache'

To the Editor:

I am definitely opposed to the proposed credit union.

There is much to say in its favor, no doubt, but human nature being what it is, the fact that it can be abused prompts me to say no to the idea.

If the membership sanctions this plan you can look for headaches and other problems that would be a detriment to the SIU. Let's keep our Union on a steady course.

O. W. Tompkins
New Orleans

Seafarers Members Now In The Marine Hospitals

NEW ORLEANS HOSPITAL

C. R. HUNEYCUTT
J. J. O'NEILL
E. NAVARRE
E. FOREMAN
J. LYONS
W. HANTUSCH
L. WILLIS
L. LANG
D. D. KELLY
H. LAGAN
F. LANDRY
A. F. KOTHE
W. H. NUNN
J. PISA
T. A. CARROLL
W. W. MOORE
E. WALDEN
O. NORM
G. NEWMAN
E. C. ROBINSON
A. BOURGOT
B. W. SPEAR
L. TICKLE
J. E. COLLINS
E. PLAHN
W. COLLEY
W. I. MELLON
L. E. ELLIS
L. LEWIS
J. BROWN

BALTIMORE HOSPITAL

L. BARCIEZEWSKI
R. PERRY
F. O'BRIEN
T. MACK
H. SLATER

W. D. WARMACK
G. CAMPBELL
C. T. SCOTT
L. HAUGER
E. AUSTAD
M. J. LUCAS
M. McCATHY
J. P. JANASKO
J. E. RECALDE
H. C. BENNETT
C. P. JOHNSON
M. D. WATT
W. SANDERSON
CHARLES SIMMONS

STATEN ISLAND HOSPITAL

C. ESOLAN
H. E. GRANT
J. BLOMGREN
T. BARRACLIFF
LOUIS CIRIGNANO
G. CASTRO
HENRY WATSON
J. L. LIKNES
T. F. ROZUM
ASTERIO DELGADA
J. B. PURVIS
C. P. THOMPSON
T. E. MAYNES
W. REID
EDURADO BALBOA
EUSTACH BULIK
T. H. BYUS
ROBERT DOUGLAS
E. A. HANSEN
FRANK KUBEK
H. V. NIELSEN
HARRY PRYTULAK

F. D. BERTHOLD
ARNE BJORNSSON
C. W. PALMER
A. T. PAPPAGOLLS

NEPONSIT HOSPITAL

WILLIAM PADGETT
MATTHEW BRUNO
MALVIN COLLINS
R. A. BLAKE
ESTIBAN LOPEZ
JOHN PADZIK
J. DRISCOLL
JOHN T. EDWARDS
V. FERRER
R. A. LILLAK
R. BLATTINO
JIMINEY
TULL
ELI DUTCHEN
JOHN LANCASTER

SIU men at Neponsit can contact Hospital Delegate William A. Padgett any day between 2:30 and 4 PM, on third floor, west side.

MOBILE HOSPITAL

J. BENNETT
H. LOWMAN
C. BURNS
F. WELCH
E. GENO

SAVANNAH HOSPITAL

J. (Chubby) MORRIS
J. H. PRUDHOMME

NMU HOSPITALIZED IN SAN JUAN THANK SIU CREW FOR GIFTS

To the Editor:

As members of the National Maritime Union, CIO, now hospitalized in the Marine Hospital in San Juan, we wish to extend our sincere thanks to the crew of the SIU ship Puerto Rico, and especially to Deck Delegate Frank Douglas, who took his off time to bring us cigarettes and magazines donated by the crew.

It certainly showed the spirit of brotherhood among seamen. When we are discharged from here our first duty will be to bring to the attention of the crews of the various NMU vessels we go aboard word of the kindness, help and goodness shown by Frank Douglas and the good crew of the Puerto Rico.

Many thanks to you all.

Webb C. Castle
James F. Tague
Pete Delatola

MEMBER HAS TIP: TRY SEA HAWK BAR IN NEW ORLEANS

To the Editor:

Hey, fellows, bet you guys are wondering what happened to the letters I had been sending to the LOG, aren't you? Well, don't. Because if I told you what happened to me it would take hours, if not days.

Anyway, at present I'm anchored in the Port of New Orleans and believe me, I like it.

Do any of you guys miss Jack 'arker, who was formerly doorman in the New York Hall? He's got a nice place here in New Orleans. He's got a real, exclusive bar, where all the guys and girls hang out. It's on 219 North Peters St.

The prices are right and the hospitality is something out of this world. So whenever you guys hit New Orleans, I'd suggest that you hurry over to Jack's place, which is known as the "Sea Hawk Lounge." By the way, the latest LOG is always there for you to read.

Fred R. Hicks

NORFOLK HOSPITAL CAN'T BE BEAT, CANTRELL ASSERTS

To the Editor:

This being my first letter to the LOG, I want to thank you and the other members of the staff for doing a swell job thus far.

At the present, I am here in the deep south, convalescing after an operation at the Norfolk Marine Hospital.

I would like very much for you to make note of the wonderful treatment and kind consideration given seamen at this hospital. I have been to a number throughout the country, but can truthfully say, the Norfolk Hospital ranks tops with me.

Enclosed you will find a picture of the hospital, and if you find space in our newsy LOG, please print.

John D. Cantrell, Jr.

(Ed. Note: The picture referred to could not be reproduced since it is a multi-color lithograph and not a photograph.)

Swing Session On SS Hurricane



An SIU ship sure is a happy ship. Cartoonist Maffei catches three Hurricane crewmen swinging it out. Armande Frissora, MM, pushes the windbox while Marcie Boyles, Ch. Cook, and Fireman Pablo Lopez string along.

Lamb Grateful To Crew Of SS Golden City

To the Editor:

I would like to express my thanks in the LOG to the crew of the SS Golden City, who remembered me and gave me a financial lift while in the Rotterdam. I spent six weeks in a hospital in that port and upon my return to this country was admitted to the Marine Hospital in Baltimore.

I was rubbing my last two cents together today when Barney McNally, representing the crew, showed up and handed me \$31. I was never more pleased and gratified in my life.

It was a real pleasure to sail with a crew like the bunch of the Golden City. Thanks, fellows.

Ed F. Lamb

Thanks Balto. Seafarers For Blood Donations

To the Editor:

Recently I underwent a delicate operation and the SIU men of the Branch of Baltimore donated blood which contributed greatly to my recovery. I want to thank each and every one of the seamen who came to my aid in my time of need. May God bless every one of them.

Nellie Phillips

We remember reading of an ingenious blind man who makes his living peddling pencils to the more fortunate passersby by wearing a placard suspended from his neck bearing the sympathy-evoking message — "It might be worse."

To wander through the teeming streets of an Indian city is to have this realization brought home in all its stark reality.

Thousands of squalid families live like animals in the streets of Bombay—homeless and hopeless—victims of a caste system as relentless as Destiny and as cruel as the Grave.

Hordes of filthy children infest the streets, quarreling with the buzzards and crows for the refuse from the tables of the upper castes—the same vultures, probably, who quarreled among themselves some time earlier for a dainty morsel of the corpse suspended on a platform in a midcity tower sacred to the rites of a particularly horrible form of Eastern religion.

The plight of this caste (the Untouchables) is sad enough in the hinterlands, where they eke out a miserable existence as the drawers of water and the hewers of wood to the higher castes, but in the large cities it is pitiful indeed.

There they multiply like rabbits and live by begging.

To see whole families sleeping on the sidewalks, often hundreds to the square, with nothing but a dirty wisp of cotton as bedding, is a sad commentary on the injustice of man to man.

The enlightened Pandit Nehru, sometime disciple of Ghandi and Prime Minister of the new and comparatively free India, is making a determined effort to modify the vicious caste system that has brought a third of the populace to the subsistence level of the animals of the field.

Now that he has made peace with Pakistan (the Moslem part of the new India), he is free to devote all of his energies to the fight.

It will be a tough battle, for the priestly and ruling castes are bitterly opposed to any reform calculated to remove their fingers from the pie.



By FRENCHY MICHELET

This class has great influence with the poor, ignorant Hindu, who is but little removed from his fathers who induced their daughters to throw themselves on the funeral pyre of their husbands, and who, to do them justice, were as ready to cast themselves under the groaning wheels of the ponderous Juggernaut when that hideous idol was dragged around town for the annual mumbo-jumbo to the gods.

The Brahmin uses this religious fervor to hinder reform. But he is rapidly losing ground and perhaps tomorrow will see him tilling the fields that he spoils today.

MUTUAL HOMICIDE

When the English were forced to loosen their stranglehold on India, the Hindu and Mussulman promptly split the country between them. They then set up separate governments. Much suffering resulted from this separation, for each group promptly murdered the other's nationals when these displaced persons sought the sanctuary of their new country.

While the Hindu and the Mussulman hate each other on religious grounds, and maintain an uneasy truce between them at best, they agree very well in nursing a grudge for the late and little lamented Mustapha Kemal of Turkey.

It was he who first lifted the Pandora's Box of Woman's Rights in the East. The native, be he Hindu or Mohammedan, is all for hitching woman to the plow—an obviously silly device, for everybody knows that the donkey does a better job.

He costs less to keep, and he doesn't talk back to you, besides.

Curious to get the native's reaction to the usurpation of pure-

ly masculine prerogatives by mere upstart woman, we cornered a venerable sage in a mouldy bazaar and broached the subject.

His flowing mustaches fairly bristled in righteous indignation at the mere thought of the wrongs his sex was suffering at the hands of these modern Jezebels, and he delivered himself of many oracular observations, some of which we have scribbled down for posterity, such as the scribes of King Hezekiah have recorded the wisdom of Solomon for the edification of all the succeeding generations of man.

"Verily, my son," the old man said, in a vernacular peculiar to these learned men, "woman's place in this scheme of things is a minor one indeed.

"The inspired prophets of your own Christianity have solemnly affirmed that she was a mere afterthought of the Lord, something that He whipped up while He rested from the labor of creating the heavens, the earth and man.

"Indeed, that great fountain of wisdom, revered alike by the Mussulman, Christian and the Jew, has warned in the 9th verse of the 20th chapter of his deathless Proverbs that it is better to dwell in a corner of an airless attic than in a wide house with a contentious woman.

"Then he got to thinking of what a profound observation he'd come with, and he violated his custom and repeated the injunction in the 24th verse of the 25th chapter of the same sayings:

"You Western people ruined the world when you gave women equal rights," he continued, shaking an accusatory finger in our flushed and chagrined face. "Don't you realize that women are naturally vicious?" he asked. "Without the restraining hand

of man they grow as intractable as the she-ass and as vicious as the lioness robbed of her whelp," he said.

"Why, look what happened to the spider family, when the female got out of hand," he wound up. "Now she celebrates her nuptials by eating her mate on the bridal night."

Heartily ashamed of the weakness of our sex, we trotted on up the street, firmly resolved to do our best to straighten out a couple of dames of our acquaintance.

KIPLING SAID

As we turned the corner we heard the old man chanting a quatrain from Kipling, which we cannot refrain from quoting, alike for the beauty of the melody and truth of the sentiments contained therein:

"When the Himalayan peasant meets the hc-bear in his pride

He shouts to scare the monster, who will often turn aside;
But the she-bear thus encountered, rends the peasant tooth and nail;

For the female of the species is more deadly than the male."

This baneful Western influence has evidently even infected the birds.

There's a pair of crows building a nest in a crane beside the ship. He flits around the area, stealing likely material, while she sits on the steel framework adjoining the nest and criticizes his handiwork.

Everytime he adds something to the nest she sets up a terrible racket. You can just hear her screaming—"You call that straw! If you didn't spend so much time chasing women maybe you could get some decent lumber for our house."

He usually comes up with a few weak expostulatory caws, and then she really cuts loose. Then he shakes his head a few times and flies away to rummage for more lumber, reflecting, no doubt, on the evils of matrimony, the good "Old Crow" days and the way his world generally is just going to hell in a hack betimes.

Minutes Of A&G Branch Meetings In Brief

BALTIMORE—Chairman, William Rentz, 26445; Recording Secretary, G. A. Masterson, 20209; Reading Clerk, Al Stansbury, 4683.

Motion carried to accept charges as read. Minutes of all Branch meetings read and approved, except for motion to non-concur with that part of Philadelphia New Business stating that no man change into another department unless he is rated. Secretary-Treasurer's financial report approved as read. Motion carried to refer excuses to Dispatcher. Following reports were read and concurred in: Vacation Rule Committee's, Build-Committee's and Headquarters. Agent stated that shipping had been slow for past two weeks and that, as a whole, the port has been running smoothly. He reported that from May 15-19 he attended Maryland State Federation of Labor's 44th annual convention and AFL Labor League for Political Education, in Hagerstown, Md. Meeting adjourned at 8:30 PM, with 369 members present.

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

Motion carried to accept and concur in recommendation of Headquarters report. Reports of Vacation Rules and Building Committees approved as read. Minutes of all Branch meetings read and accepted. Port Agent discussed shipping in this port, which has not been too good. Motion carried that no member be allowed to ship outside of his own department. Meeting adjourned at 7:45 PM.

SAVANNAH—Chairman, Jeff Gillette, 37060; Recording Secretary, L. E. Hodges, 255; Reading Clerk, C. A. Yaw, 45062.

Minutes of Savannah and other Branch meetings accepted, with the exception of that part of Philadelphia minutes reading, "not to change any man into another department unless he is rated—AB, Oiler, FWT, Cook, etc." Reports of Quarterly Finance Committee, Vacation Rule Committee and Building Committee were accepted, as were the Agent's report and Secretary-Treasurer's Financial Reports. Telegram from Director of Organization Lindsey Williams regarding the Bents Fort and letter on unfair charges against Cities Service were read. Members stood in silence for one minute in memory of Brothers lost at sea. Agent Bryant informed the membership, under Good and Welfare, of the importance of registering and voting for the right men in the coming city election. It was pointed out that the Yellow Cab drivers in this city, members of the Teamsters' Union, have been meeting in our Hall for the past few weeks. Members were urged to use only Yellow Cabs, as they are the only union outfit in Savannah. Meeting adjourned with 50 members present.

BOSTON—Chairman, W. Hamilton, 3400; Recording Secretary, Ben Lawson, 894; Reading Clerk, H. Cashman, 40363.

Minutes of Boston and other Branch meetings read and accepted. Reports of Agent, Patrolman and Dispatcher accepted.

A&G Shipping From May 10 To May 24

| PORT | REG. DECK | REG. ENG. | REG. STWDS. | TOTAL REG. | SHIPPED DECK | SHIPPED ENG. | SHIPPED STWDS. | TOTAL SHIPPED |
|-------------------|------------|------------|-------------|--------------|--------------|--------------|----------------|---------------|
| Boston..... | 34 | 16 | 33 | 83 | 4 | — | 8 | 12 |
| New York..... | 100 | 93 | 126 | 319 | 53 | 54 | 78 | 185 |
| Philadelphia..... | 24 | 20 | 18 | 62 | 15 | 16 | 16 | 47 |
| Baltimore..... | 79 | 63 | 33 | 175 | 69 | 57 | 56 | 182 |
| Norfolk..... | 23 | 24 | 24 | 71 | 6 | — | 1 | 7 |
| Savannah..... | 8 | 8 | 7 | 23 | 10 | 10 | 4 | 24 |
| Tampa..... | 11 | 12 | 9 | 32 | 17 | 18 | 13 | 48 |
| Mobile..... | 34 | 23 | 36 | 93 | 18 | 21 | 27 | 66 |
| New Orleans..... | 71 | 59 | 86 | 216 | 66 | 60 | 83 | 209 |
| Galveston..... | 20 | 24 | 14 | 58 | 12 | 13 | 5 | 30 |
| West Coast..... | 26 | 27 | 35 | 88 | 31 | 35 | 36 | 102 |
| TOTAL..... | 430 | 369 | 421 | 1,220 | 301 | 284 | 327 | 912 |

Secretary-Treasurer's Financial reports and Headquarters reports read and accepted, as were reports of Quarterly Finance Committee, Vacation Rule Committee and Building Committee. Motion carried to have wreath placed on monument on Boston Common, in memory of merchant seamen lost at sea during war, if Agent has enough money on hand. After standing in silence for Brothers lost at sea, meeting was adjourned with 250 members in attendance.

NORFOLK—Chairman, J. S. White, 56; Recording Secretary, Ben Rees, 95; Reading Clerk, Glen Lawson, 39580.

Minutes of previous Norfolk meeting read and accepted, as were minutes of other Branches. Meeting accepted Secretary-Treasurer's weekly finance reports, and concurred in recommendations of Headquarters report. Reports of Building Committee, Quarterly Finance Committee and Vacation Rule Committee were read and accepted. Communication from Director of Organization Lindsey Williams on unfair labor charges against Cities Service read. Motion carried to read list of names of those involved and to get copy aboard each ship that hits this port, so that men can be notified to appear at proper time. Agent's and Dispatcher's reports accepted. Brothers wishing to be excused referred to Dispatcher. Membership stood in silence for one minute in memory of Brothers lost at sea. Under Good and Welfare, several Brothers hit the deck on matters concerning the port. Meeting adjourned with 71 members present.

TAMPA—Chairman, W. W. Bryant, 22114; Recording Secretary, T. S. Sosa, 34467; Reading Clerk, P. R. Turner, 51255.

Minutes of previous Tampa meeting accepted. New Business of other Branches read and accepted. Following reports were accepted by the meeting: Agent's, Secretary-Treasurer's Financial and Patrolman's. Meeting stood in silence for one minute, in memory of Brothers lost at sea. Under Good and Welfare members discussed voluntarily paying off ships after a year. Practically all hands agreed that one year on a ship was enough. Meeting adjourned with 46 members present.

PHILADELPHIA—Chairman, G. Suit, 6951; Recording Secretary, Smith, 51223; Reading Clerk, Brown.

Motions carried to accept minutes of other Branch meetings as read. Port Agent discussed ship-

ping; it has not been very good, he said. Secretary-Treasurer's financial report was read and motion carried in approval. B. Amezcua took the Union Oath of Obligation. The various committees' reports were read and accepted. Meeting adjourned at 8 PM, with 175 members present.

NEW YORK—Chairman, Joe Algina, 1320; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Eddie Mooney, 46671.

Motions carried to accept minutes of previous meetings in all Branches as read. Secretary-Treasurer's financial report read and accepted. Port Agent said that shipping had dropped a bit during the past two weeks, but that the port was holding its own, nevertheless. In Headquarters report, Secretary-Treasurer Hall discussed progress of Welfare Plan negotiations. He reported that companies are now in process of signing the agreement, which will be published in a future issue of the LOG. He also discussed the Vacation Rules Committee's proposals and recommendations, which he refrained from reading because of its length. It will appear in the coming issue of the LOG, so that membership will have full opportunity to study it before taking further action. The re-

port also mentioned the Cities Service working rules agreement, which has been subjected to the company's usual stalling tactics. Developments in the negotiations will be presented to the membership as they break. Following one minute of silence in memory of departed Union members, Brother Hall announced that John Owens, secretary-treasurer of the ILA and executive secretary of the AFL Maritime Trades Department, had died. The membership stood in silent tribute to his memory, after Hall described Owens' constant fight to aid SIU in all of its beefs.

NEW ORLEANS—Chairman, Bull Sheppard, 203; Recording Secretary, Herman Troxclair, 6743; Reading Clerk, Buck Stephens, 76.

Charges against two members, accused of fouling up aboard ship, were read and concurred in, and motion carried that all ports be notified that these men are to appear before elected trial committee in this port. Minutes of all Branch meetings read and approved. Port Agent said that shipping had been slow since last meeting and was now practically at a standstill. Headquarters report and reports of the various committees were concurred in as read. Committee recommended that Frank Tarifa and Bu-

ford Pierce be allowed to become active; membership approved. It was also recommended that Dan Munro be allowed to pay up back dues and assessments. George A. Pellerin and Keither C. Smith took the Union Oath of Obligation. Meeting adjourned at 8:15 PM, with 375 members present.

MOBILE—Chairman, D. L. Parker, 160; Recording Secretary, James L. Carroll, 14; Reading Clerk, Harold J. Fischer, 59.

New Business of Branch meetings in all ports read and accepted. Agent reported on prospects of shipping in coming two weeks, saying that nine offshore and nine coastwise vessels are due to hit port. He said that library rack on second deck had been completed, and told members who want to donate books and magazines to bring them in. Agent reported that 1,400 Gulf Fishermen had recently affiliated with the International of the SIU. Motions carried to concur in Building Committee's and Vacation Rules Committee's reports. Headquarters report was read and concurred in. There were 255 members present when meeting adjourned.

SAN FRANCISCO—Chairman, Jeff Morrison, 34213; Recording Secretary, Frank S. Mitchell, 5661; Reading Clerk, McBride, 29249.

Minutes of other Branch meetings read and approved. Motion carried to concur in Secretary-Treasurer's financial report as read. Port Agent said that shipping continued slow during the past two weeks. The following were elected to serve on the Trial and Excuse Committee: W. J. Rose, R. Stephens, G. Viner, R. J. Prothero, A. Sistrunk. F. M. Collins took the Union Oath of Obligation. Reports of the following committees were read and accepted: Headquarters, Quarterly Finance, Vacation Rules, Building and Trial and Excuse. Meeting was attended by 42 members.

Personals



WILLIAM BOND

Contact your wife immediately, at 215 Canal Street, New Orleans, Louisiana.

JOHN WM. PRACHNICK

Get in touch with your wife at once; she is very ill: Margie L. Prachnick, 510 Bush Street, Room 217, Astoria Hotel, San Francisco, California.

CARMELO REYES, AB

Get in touch with your wife at 129 Hooper Street, Brooklyn 11, New York.

WILLIAM E. PEPPER

Your landlord, J. De Simone, 1236 43rd Street, Brooklyn, New York, is anxious to know what disposition to make of your room.

JUAN LEIBA

Contact Carmen Pura Diaz, Social Worker, Department of Labor, Employment and Migration Bureau, 1881 Broadway, New York 23, New York.

JOSE DEHEZA

Please get in touch with your brother Angelo as soon as possible, at 508 East 145th Street, Bronx, New York City.

Y. TALLBERG

Contact George J. Engelman, at 44 Whitehall Street, New York City.

HENRY MARHENKA

Get in touch with your sister at 124 Miramar Avenue, Santa Barbara, California. She is worried about you.

HENRY WATSON

Contact Department of Welfare at 1918 Arthur Avenue, Bronx-57, New York.

TAYLOR

Henry Nikulski, who was shipmates with you on the SS Strathcape, left pictures of the voyage to Madagascar and the Far East in the LOG office, and asks that you call for them there.

JOSE FIGUEROA

Get in touch with your wife—she is anxious to hear from you.

WILLIAM ANTOINE

Get in touch with Charles W. York, Admiral Semmes, Humble Oil & Refg. Co., Mobile, Alabama, with reference to being an heir to certain lands in Alabama.



FOR SALE

Anyone interested in purchasing all or part of a complete set of rigger's tools, including marlinspikes, fids, wire-cutters, aluminum serving boards, please get in touch with SIU member Erling Melle, 237 Emerson Place, Brooklyn, N. Y. Phone MAIN 2-0018.

Report Of A&G Vacation Rule Committee

May 19, 1950

We, the undersigned Committee, elected May 9, 1950 for the purpose of studying the recommendations made in various outports regarding the vacation rule issue, have studied all recommendations sent in and have read various articles, letters, etc., published in the SEAFARERS LOG on this subject.

We have also studied this problem, not only as it affects the Atlantic and Gulf District, but as to how it has affected other unions in the marine industry.

It is to be pointed out to the membership that recently the SUP passed this same rule and, in passing same, became involved in legal difficulties. In order to acquaint our membership of the difficulties involved, the following are the findings of the SUP and their attorneys on the entire matter:

REPORT OF THE SUP

"Recently the membership of the Sailors Union conducted a referendum vote on a coastwise scale dealing with the limitation of members to one year aboard a ship. The ballot read as follows:

"Are you in favor of taking your vacation after one year's employment and leaving the ship, provided the trip is completed? The only exception will be Bosuns and Carpenters in the big passenger vessels and the steady maintenance gang."

"When the ballots were tallied, the vote had carried by 2,286 yes and 884 no. According to the policy adopted by the membership, this ruling was to have gone into effect April 1, 1950.

"Meanwhile, however, the Sailors Union re-

ceived strong objections from the Pacific Maritime Association in the form of a communication objecting strenuously to the adoption of the one year rule, claiming it was a violation of the contract, as well as a violation of the Taft-Hartley Act and that this was strictly a subject of negotiations.

"We were also called into a meeting by the tanker companies, who stated flatly that this was a direct violation of the agreement and that they would not tolerate or allow the Sailors Union to put such a ruling into effect. They further stated that, if the Union had wanted to do such a thing, it should have notified the companies before they had signed the agreements. The tanker companies intimated strongly they would take strong action if the Union carried out its plan.

"The position of the tanker companies was followed up by letters from Standard Oil, Tidewater-Associated, Hillcone and Pacific Tankers, demanding that the Union live up to its contract and not enforce such a rule as taking off a man after one year.

"Meanwhile, in order to be absolutely sure, the Union put the problem in the hands of its attorneys for an official interpretation, and for an official policy.

MADE VOLUNTARY

"This latest problem was taken up at the Headquarters meeting on April 3rd and thoroughly discussed from every angle by the membership, who went on record unanimously to put the one year limitation aboard a ship strictly on a voluntary basis, to avoid the possibilities of any breach of contract and to avoid being sued by disgruntled characters within the organization who may be planted for that specific purpose.

"However, the meaning of the one year rule still stands: That on a voluntary basis the membership voted—and the figures show they voted overwhelmingly—in favor of the one year rule, so it will now be up to the membership to live up to that rule themselves. The Union will not force anyone off the ship after one year. The membership voted for the one year limitation, so it will be left in its hands to abide by its own rule.

"When the vote was taken, the ballot did not state that the Union would force the men off the ship, nor did it state that it must be done voluntarily. However, the membership has now ruled that this is a voluntary proposition and it is up to the individual member to carry it out."

Under the circumstances of the above, it would, in turn, be applied to this Union, inasmuch as we have, in general, the same clause in our contract as the SUP has. We feel, therefore, that to change the existing rules covering vacation at this time is inadvisable.

We believe that before this rule could be changed, we should consider the following:

1. Wait until official legal settlement is made of this case on the West Coast, and be guided accordingly, or
2. Wait until such time as our next Negotiating Committees are held on September 30, 1951, and alter the contract in any manner that the membership desires to cover this matter.

In looking into this matter further, we find that the other marine unions have instituted this vacation enforcement rule primarily because of the shortage of jobs, as compared to their total full book membership.

As recommended in several communications from different SIU ships crews and individuals, we have reviewed the job situation in our union.

MEMBERSHIP AUDIT:

| | |
|------------------------|--------|
| Full bookmembers | 10,080 |
| Permitmen | 3,028 |
| Total | 13,108 |

Number of offshore jobs contracted to SIU, A&G District 8,357

This breakdown reveals that the Union has five bookmen to a fraction over every four jobs under contract and overall, permitmen and bookmen included, the ratio stands at six SIU men for every four jobs.

We, therefore see that the necessity for a change in the vacation rule to alleviate the job condition is not nearly so urgent or necessary as in other seamen's unions, some of which have two books to one job.

COMMITTEE RECOMMENDS

In view of these facts, the Committee therefore makes the following recommendations in regards to vacation rules:

"Any man may stay on a vessel as long as he sees fit and as long as he meets his Union obligations, providing, however, that he does not collect his vacation. Once he does collect his vacation of his own volition, then he is to get off the ship."

Further, it is pointed out that no man under this rule, is forced to take his vacation until such time as he is ready to leave a vessel, but, in any event, once he receives such vacation, he must get off the vessel.

We sincerely recommend to our membership that they adopt these proposals.

We call to the attention of the membership that, even now, the Union is involved in a number of legal cases whereby the Union has been and is being sued by various persons.

We do not deem it wise at this time to take any action which has even the most remote possibility of involving the Union in more legal actions.

We feel that in accepting these recommendations that our membership will be acting in their best interest and for their own protection.

M. Colucci, 38519, Deck Department
G. Frank, 51157, Engine Department
S. Zygarowski, 43925, Stewards Department
J. Felton, 24393, Deck Department
J. R. Mucins, 25179, Engine Department
P. J. McCann, 20273, Stewards Department

Congressman Wier Pledges Support Of Hiring Hall Bill

In a letter to Secretary-Treasurer Paul Hall, Congressman Roy W. Wier of Minnesota, pledged complete support of legislation that will exempt maritime union hiring halls from the Taft-Hartley Act.

Himself a longtime AFL member, Congressman Wier called the hiring hall "very essential to the industry as well as to the Union and its membership."

The complete text of the letter follows:

For the reason that I am in receipt of cards, letters and every once in a while a petition which is usually signed by the crew of some ship at sea, I am going to ask you to please advise all of your membership, through the columns of your Union paper, that they can at all times rely upon my active support and vote for your well-earned hiring halls.

As a member of the Stage Employees' Union of Minneapolis, Minnesota, since 1914, the question of either the closed shop or the hiring is dear to my heart and very essential to the industry as well as to the union and its membership. Yes, I am sold on your fight for this objective and shall vote for it if it ever reaches the House floor.

Our Labor subcommittee of 13 has already voted to report your bill out favorably to the full committee, but because of a lot of time on the educational bills we have been unable to get final action on it. If you can get favorable action on your bill over in the Senate, it will help us considerably here in the House.

Again, I am going to ask you to let your membership know that Congressman Wier is with them in every effort to make tomorrow a better day than today for all the maritime workers.

Fraternally yours,
Roy W. Wier, M. C.,
Third Congressional District,
Minnesota

Log To Check Mailing List

The first complete check of the mailing lists of the SEAFARERS LOG will get under way this week, when postcard questionnaires will be sent to the thousands of LOG subscribers throughout the world.

The questionnaire will inform subscribers that the Union is checking its mailing lists, and if they wish to continue to receive the LOG they should fill out the attached stamped postcard and return it to the SIU.

If acknowledgement is not received within a reasonable time period, the Union will assume that the person no longer wishes to receive the LOG or is no longer living at the address given.

Primarily the project is aimed at trimming the number of LOGs now being sent to persons who have moved without giving forwarding addresses. Revision of the list will cut tremendously the number of copies returned weekly by the postoffice.

BETTER SERVICE

In announcing the check the Union points out that its purpose is not to eliminate readers, but rather to insure that the LOG is received at the proper address and with the least amount of shuttling around by the postoffice.

All Seafarers who will not be at home during the next two weeks are urged to notify their families to reply to the query immediately, so as to guarantee uninterrupted service. The LOG will, of course, continue to be mailed free of charge to all subscribers.