



Official Organ, Atlantic & Gulf District, Seafarers International Union of NA

VOL. X

NEW YORK, N. Y., FRIDAY, NOVEMBER 26, 1948

No. 48

ILA Turns Down Offer As 'Vague'

The ships still lay idle in every port from Maine to Virginia this week, as the Negotiating Committee for the International Longshoremen's Association and the representatives of the New York Shipping Association, who spoke for the stevedoring companies, remained deadlocked. The 45,000 striking ILA members stood fast by their demands for a 25-cent an hour pay boost for straight time, a 37½-cent rise for weekends and nights, a welfare fund and other benefits.

The employers continued to offer the 10 and 15 cents which precipitated the strike. They also offered to discuss a welfare fund on a basis which President Joseph P. Ryan of the ILA described as "too vague" to deserve serious notice.

"When the employers have something more to offer we will consider it," Ryan added. How long the strike would last was as much a matter of speculation as it was a week earlier. It was up to the employers.

BUSY CONCILIATOR

The Federal Conciliation Service, in the person of conciliator William Margolis, was handling negotiations between the 125-man ILA committee and the representatives of the companies. Sessions were being held in the Hotel Edison in New York.

In all ports, Seafarers continued to give the longshoremen their all-out support. ILA members were offered all the facilities SIU halls had to offer. This policy was in line with the traditional relations between the two unions which have supported each other in many past beefs.

BRITISH HELP

The strikers received unexpected support early this week when the seamen of the Queen Elizabeth, the big British Cunarder, walked off the ship in Southampton.

They refused to take the giant vessel to Halifax as the Cunard people had planned, and they refused to take her to New York for the duration of the strike,

They went back to work to keep the Queen shipshape, after the company agreed to their terms for all Cunard ships.

The only ships being worked are those at Army piers along the coast which the ILA was loading, coal ships at Hampton Roads which were being loaded, as is normal, by railroad employees, and tankers.

While the ILA was not on strike on the South Atlantic and Gulf coasts, ports in those areas were feeling the effects. Coastwise ships could not move with the northern ports tied up, and port authorities in the Gulf feared that the ILA would take action if they tried to bring in diverted vessels.

SINCE JULY

The ILA commenced negotiations with the employers on July 5. In the beginning, the union demanded a 50-cent increase for straight time, and 75

cents for night and weekend work.

On August 21, just before the old contract expired, the employers obtained an 80-day anti-strike injunction under the Taft-Hartley Act, since the union was talking of striking.

When the injunction ran out, the ILA had to strike anyway, since the employers would not make a reasonable wage offer. They still haven't.

In the strike's early days, the commies in New York tried to take advantage of the situation. They called independent meetings to stir up disension, and they made an attempt to picket the Army pier in Brooklyn, which would have created unfavorable publicity, since the employers immediately would have wrapped themselves in the flag. But the SIU and the ILA, working together, were able to end that threat.

Sun Oil Company Union's 'Victory' Gave Unlimited Overtime — And All Of It Unpaid

Beware of Cities Service's "captive" union CITCO, warned a Brother who paid off of a J. M. Carras tanker last week. Signing his name L.S.M., Book 100411, he stated that previous to joining the SIU in 1946 he had sailed for the Sun Oil Company out of Marcus Hook, when their "independent" union SOTMA offered the plan of one month paid vacation for every six months continuous seetime—and no overtime.

Seeing Ernest Bossert's article on "Esso Stooze Union," in the November 19 LOG, he was moved to write of his own experience with Sun Oil.

To begin with he is sure that the majority of the men were against this plan even at that time, but you know who counts the ballots in a company union, so the plan passed.

Immediately the company practice of allowing no overtime

Pro-SIU men sailing Cities Service ships are reminded that if they are asked to join the new Cities Service company union they should do so for the time being. By signing up for the company union, they can stay aboard and bring Cities Service under SIU contract.

when the company had to pay for it—changed over night. The men found themselves being called out for all kinds of extra work in excess of eight hours.

For instance, in tying up and letting go, the company had not made a practice of calling out all hands in the deck department for fear of paying a little overtime. Thereafter, all hands were deemed necessary.

But the payoff was in the engine room. A diesel job, the ship he was on carried an Engineer

Repeal Of T-H Act First On AFL Program

CINCINNATI (LPA)—Repeal of the Taft-Hartley act took position No. 1 in a program hammered out at the AFL convention here by a record total of 700 delegates.

In a determined and confident mood, the convention set its sights at securing repeal in the early days of the 81st Congress.

Under the strategy framed at the convention, the AFL will seek legislation so phrased as to wipe the Taft-Hartley shackles off the books, and reinstate the Wagner act.

Once that has been accomplished, the AFL will stand ready to consider amendments to the Wagner act calculated to overcome purported weaknesses in that law and to provide ma-

chinery for handling a nationwide or industry-wide strikes affecting the public safety and welfare.

The goal will be to get the T-H act obliterated by March 1 or earlier if possible.

Labor unity highlighted another declaration adopted by the convention. The resolution urged that the AFL "reach out" to the CIO, "grasp them by the hand and urge them to come back into the AFL."

"The recent political victory was won by the cooperative efforts of all labor," the declaration read. "The greatest possible impetus toward the organization of workers would come from extending such unity."

"All of the resources and en-

ergy now consumed in civil war would then be turned toward advancing the economic and social welfare of labor, our nation and the world."

The resolution also instructed the AFL Executive Council to "pursue" with new vigor its efforts to bring about unity between all bona fide labor unions in our nation."

Delegates also formulated a broad legislative program. The objectives of that program include: 75c to \$1-an-hour minimum wage; housing legislation along the lines of the Taft-Elender-Wagner bill, but broader; improved and extended social security; health insurance; a strengthened Labor Dept., and many other measures.

Seafarers Wins By Landslide In Virginia Ferries

Demonstrating an overwhelming desire to be represented by the Seafarers International Union, crewmembers of the Virginia Ferry Corporation racked up a thumping 243 to 4 vote in favor of the SIU in a National Labor Relations Board election held November 16-18. In the announcement of the SIU victory by the NLRB, the final tally showed that out of 277 crewmembers eligible to vote, 243

voted for the SIU, 4 for no union and 2 votes were void. Certification of the SIU as sole bargaining agent is expected in about two weeks.

The victory for the SIU and the men of the Virginia Ferries winds up an intensive organizing drive which began only a few months ago. The planning and execution of the drive was handled almost exclusively through the Norfolk branch.

The men of the ferries, which operate between Little Creek and Cape Charles, Virginia, registered their landslide vote for the SIU during the three-day period at polling places located at both ends of the ferry run.

SET ELECTION

Notice for the election originally came from the NLRB trial examiner in the Norfolk district when recognition was given the SIU's petition for a bargaining election.

Prior to the war the SIU attempted to organize the ferry fleet, but was thwarted when the State of Virginia took over the operation of the ships.

Now, once again operated by the company, contracts have already been signed with the Masters, Mates and Pilots and the Marine Engineers Beneficial Association.

NY Maritime Council Gives Turkey Dinner

NEW YORK — Because employer stubbornness in the ILA beef was keeping thousands of workers in the maritime and related industries jobless, the New York Port Council of the powerful Maritime Trades Department, AFL, sponsored a turkey dinner with all the trimmings on Thanksgiving Day afternoon at the Seafarers Hall.

Joining the waterfront unions in putting on the highly successful affair was Local 202 of the Brotherhood of Teamsters, whose members drive produce from the docks to market.

Signing the invitation to the dinner were: Joseph H. Papa, President of Local 202 of the Teamsters; Joseph P. Ryan, President of the International Longshoremen's Association; Captain William Ash, Secretary-Business Manager Local 88, Masters, Mates and Pilots; Captain Bill Bradley, President of the ILA's Marine Division; Thomas Hill, New York Agent, American Merchant Marine Staff Officers Association; Fred Howe, New York Agent, Radio Officers Union; Morris Weisberger, New York Agent, SUP; Joe Algina, New York Agent, SIU; and Paul Hall, Secretary-Treasurer, SIU A&G District and Chairman of the New York Port Council of the Maritime Trades Department.

Houston Goons

Seafarers in the vicinity of the Houston waterfront are strongly urged to keep a weather eye peeled for those louses who have been rolling seamen in the dock area.

Several instances of this kind of activity have been reported to the LOG recently. Although Seafarers can care of themselves, several precautions are advisable:

When going ashore, travel in pairs. Don't try to return to your ship alone at night after you have been drinking. Whenever possible, take a taxi to the docks.

SEAFARERS LOG

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

Affiliated with the American Federation of Labor

At 51 Beaver Street, New York 4, N. Y.

HAnover 2-2784

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

267

The Marine Hospitals

The SIU pulls no punches. Whether it is striking out at a chiseling shipowner, a professional labor-hater, or inadequate chow in a marine hospital it lets go with both fists flying.

The deciding factor for the SIU has always been: Does Union action serve the best interests of Seafarers. If it does, then watch the fur fly.

And the fur was flying particularly thick and fast back during the war and in the first postwar year of 1946 on the marine hospital issue. At that time conditions in many marine hospitals were far from what the SIU considered to be satisfactory for its hospitalized members.

Poor chow, inadequate facilities and the brush-off were among the seamen's hospital beefs the SIU vigorously sought to eliminate.

The pages of the SEAFARERS LOG rang with blasts condemning these and other unsatisfactory conditions. At the same time, however, where a word of praise was in order for marine hospital efficiency, the SIU did not hesitate to use it. In consistently pressing for improved conditions and facilities for seamen in the Public Health Service institutions, the Union recognized that the shortcomings were in no way the fault of the hospital personnel.

Responsibility for the conditions was not placed on the individuals who were striving to maintain a semblance of efficiency, in spite of many obstacles. In fact, the SIU also called attention to the plight of the hospital employees, who were having a difficult time of it themselves.

But the SIU had a job to do in behalf of its membership and the chips had to fall.

There has been marked improvement in the marine hospitals throughout the nation in the past couple of years. Many of the SIU's disclosures and charges have led to changes that are of vast benefit to seamen hospitalized in those institutions.

The first to acknowledge these corrections has been the SIU. And the Union's role in behalf of its membership and the American seamen has been recognized in the Marine Hospitals themselves.

As a matter of fact, the spirit of cooperation extended to the hospitals by the Union has on more than one occasion been praised publicly by administrative officers and staff employees alike.

In the Baltimore Marine Hospital, where the working relationship between the hospital staff and the Union is of great mutual benefit, the Clinical Director, Dr. John H. Wilson made this statement:

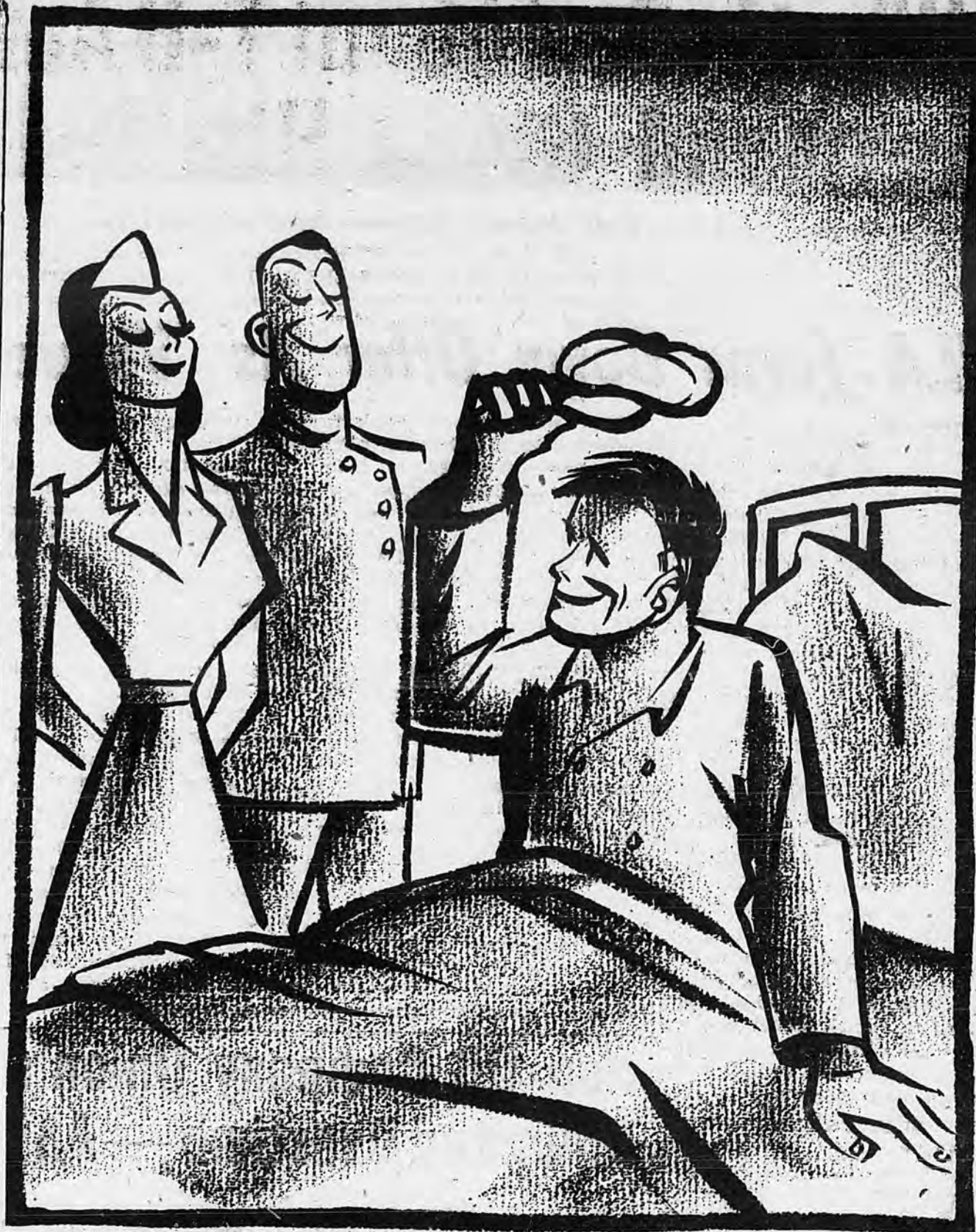
"The Seafarers International Union has been extremely cooperative with this Hospital, and during the past three years has contributed a large portion of the blood for the Hospital's blood bank.

"The Administration of this Hospital wishes to take this public opportunity to again thank this Union for its cooperation."

The SIU will continue to cooperate with the marine hospitals to affect whatever improvements may be needed for restoring ailing seamen to health under the most favorable conditions.

And while we're at it, we think this is a particularly appropriate time to remind Seafarers that no matter how good conditions are in the marine hospitals, no matter how extensive are the recreational facilities, there is no substitute for the lift a hospitalized Brother gets from a personal visit from an old shipmate.

Although this thought should be foremost in our minds as the holiday season approaches, it should not be forgotten that a cheering visit to the hospital is in order any day of the year.



Men Now In The Marine Hospitals

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

BOSTON MARINE HOSPITAL

JOSEPH E. GALLANT
JULIUS HENSLEY
VIC MILAZZO
JOHN J. GEAGAN

MOBILE MARINE HOSP.

C. OLIVER
A. SMITH
C. HAFNER
J. W. CARTER
S. P. MORRIS

NEW ORLEANS MARINE HOSP.

J. N. HULL
S. C. FOREMAN
A. N. LIPARI
R. MALDONADO
J. ASHURST
J. DENNIS
P. L. SAHUQUE
C. VINCENT
N. S. LARSSON
G. R. ROTZ
G. O'ROURKE
O. HOWELL
V. P. SALLINGS
H. C. MURPHY
A. WARD

J. L. GREENE
J. MAHONEY
W. L. RICE
C. GASKINS

P. PEREZ
G. MALONEY
A. THIBODAUX
J. HARRIS
J. WATLER
N. ROMANO
J. B. MARTIN
A. BAUM
S. LeBLANC
E. LOOPER
L. MIXON
J. BRANDON

STATEN ISLAND MARINE

F. CARDOZA
A. CASTILLO
C. B. SHIPMAN
J. N. RAYMOND
J. N. McNEELY
LARS LARSEN
A. NORMAN
WILLIAM HUNT
THOMAS VELEZ
J. N. WOOD
M. J. LUCAS
E. C. EATON
N. H. LUNDQUIST

BALTIMORE MARINE HOSP.

R. FREY
R. N. KELLY
G. GASE
J. FITZSIMMONS

Hospital Patients

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

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

Staten Island Hospital

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

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

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

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

M. R. KENAN
R. MOACK
F. BECKER
R. PURCELL
C. SIMMONS
J. CHIORRA
J. D. CARROLL
E. C. BLOSSER
J. L. MILLER
E. C. LAWSON
R. WATERS

BOSTON MARINE HOSPITAL

JOSEPH E. GALLANT
JULIUS HENSLEY

GALVESTON HOSPITAL

NICK NIKANDER
J. GIVENS
R. HUTCHINS
L. MCKRANE
C. ATHERIVE
S. ZEIRLER

MEMPHIS HOSPITAL
JOHN B. HEGARTY

'What's Bad About T-H Act?' Asks SUP Man; Haymond Gives Him Union Facts Of Life

To the Editor or
Charles Haymond:

I am only a permitman (SUP) but I would like a clarification on your article, either addressed to me or printed in the LOG. You stated in your full-page letter article, which I believe told us nothing:

First, I would like to know how the Taft-Hartley bill hurt the SIU and organized labor.

Second, how will we get low cost housing? Will all the union bricklayers, carpenters and building workers work for less money than their actual rate of pay to build new homes for families? Or do we expect the government to subsidize all home building? And where will the money come from—higher taxes?

Three, and if you only took time out to check the election returns you would have found out that places like Detroit went for Dewey. And all of our industrial centers. I claim it was the farm areas of our country that beat Mr. Dewey.

Four, I don't know how many of the Senate were not re-elected, but I do know that the majority of Congressmen and Senators who voted for the Taft-Hartley bill were re-elected. So you see the average person who studies the Taft-Hartley bill will realize it is not really the slave labor bill it is supposed to be.

Because Mr. Truman, who Charles Haymond claims is one hundred percent for the working stiffs, forgets that he used it four times to stop John Lewis, president of UMW (United Mine Workers).

So you see, Mr. Haymond, I believe you wasted a full page in the LOG to tell us seamen nothing.

Yours truly,
George Lunsford

To the Editor:

If the Brother Lunsford wants to know how the T-H Act hurt the SIU and other maritime unions, let him look around him. The Atlantic and Pacific waterfronts are idle today because the employers tried to smash the ILA with the 80-day injunction

(Ed. Note: The following letter received from SUP permitman George Lunsford, expresses disagreement with Seafarer Charles Haymond's analysis in the November 17 LOG of President Truman's election victory. The Editor asked Haymond to reply, and his point-by-point rebuttal accompanies Lunsford's letter.)

The SIU is not a political organization. Its constitution bars political and religious activity inside the Union. But because the Taft-Hartley Law was an issue in the national elections, and because pork chops were riding on the results, the LOG printed Haymond's original article. The Brother who has disagreed with him is typical of the type who, as Haymond points out, listened to those "labor leaders" who jumped on the Dewey "bandwagon" and read the Hearst papers.)

and the ILWU with the 80-day injunction plus the anti-commie pledge. Further, the shipowners attempted to use T-H to eliminate the Hiring Hall from all seamen's contracts. Only a resolute stand and a series of job actions by the SIU's A&G District kept the Hiring Hall in the contracts—in "violation" of the law, some say.

And if Lunsford wants more evidence, let him look for a moment at the SIU's organizing campaign, notably in the Cities Service fleet. Under the Wagner Act, the SIU would have become bargaining agent for all CS ships after the first election, and CS would now be under contract. Instead, we must first vote the extra nine ships, then quite possibly have a union shop election—unless the law is changed before the latter step becomes necessary.

Brother Lunsford seems confused. He reminds one of those "labor leaders" who, thinking that Dewey would be elected, decided that the Taft-Hartley Act was not so bad and jumped aboard the Dewey bandwagon, certain they were boarding what the commies used to call the "locomotive of history." Possibly he's been listening to some of those guys, or perhaps he's been reading old man Hearst's papers.

BOSS NO ANGEL

He should remember that the bosses know what the Taft-Hartley means. They wrote it. They invented it as a union-smashing tool. Brother Lunsford also ought to know that the bosses aren't angels. They'll scab a struck plant faster than you

can yell "fink," if they get the chance.

If he doesn't think so, let Lunsford talk to some oldtimers who were in the 1921 seamen's strike 14 years before the Wagner Act was passed. Or let him talk to some of workers involved in the current oil workers' strike in California a year after the Taft-Hartley Act became law. On both occasions, scabs were hired by the bosses to work the ships or the plants as the case might be.

Or let him check up on the Wall Street Strike of last spring. He will learn that under the Taft-Hartley Act the UFE voted by 9 to 1 for a union shop. The boss refused to accept the express will of the workers, and there was nothing in the T-H law to make him. The union struck, and the Wall Street bigwigs brought in half the cops in New York to keep the workers from blocking off the New York Stock Exchange. Mass picketing was illegal under the Taft-Hartley Act, the boss said, and now the authorities say the boss was legally correct.

BALANCE SHEETS.

The T-H Act requires unions to publish financial statements. The SIU has no objection to this provision, and would and does publish its balance sheets anyway. But why shouldn't the bosses open their books to the unions? The guys who wrote the law didn't think of the time in 1945 when General Motors refused to open its books for the United Auto Workers. Or if they did, it didn't seem important to them for they were thinking in terms of union-busting.

As an organization of anti-commie sailors, the SIU has no serious objection to its officials' signing anti-commie affidavits in order to make use of the National Labor Relations Board. But the SIU does raise the question: Why shouldn't the bosses sign anti-commie pledges? And anti-Nazi, anti-fascist pledges?

From what I read, most of the big bosses here, played footsie with the big wheels in Nazi Germany and fascist Italy for years before the war. Did Brother Lunsford ever read about some of the international monopoly arrangements, called cartels, in steel, oil, chemicals and a few other things?

BILLIONS FOR HOUSES

Plenty more evidence could be piled up to answer Lunsford's first question, but we must leave space for his remaining points. However, he might read about the experience of the International Typographical Union which was reviewed in last week's LOG.

He asks about housing. We hope to get low cost housing

for American workers the same way we hoped to get it last year, when a Republican House of Representatives voted it down. (Even Senator Taft favored some kind of housing legislation.)

Certainly housing will mean taxes, because there will have to be considerable subsidization. But has Brother Lunsford any objection to contributing a little to the public welfare? What's more, we may be able to restore the income tax reduction which a Republican Congress passed over Truman's veto, and which favors the rich at everybody else's expense.

Last year American industry made profits totaling 21 billion dollars! Not bad eh? If just three billion or so of that could be taxed off for housing we could build a lot of houses without asking bricklayers or any other building workers to take pay cuts. And the bosses would still have 18 billion bucks to struggle by on. For Brother Lunsford's information, incidentally, labor costs don't amount to a very large percentage of the price of a house.

Brother Lunsford's third and fourth points seem to be rooted in misunderstanding, if not misinformation. He writes "places like Detroit went for Dewey. And all of our industrial centers. I claim it was the farm areas of our country that beat Mr. Dewey."

Of course several of the big farm states voted for Truman, and those votes were a tremendous factor in the election. But Mr. Truman himself is on record as saying that the labor vote put him in.

OUTRIGHT ERROR

Furthermore, Lunsford is in outright error if he thinks the city of Detroit went for Dewey. It did not. It went for Truman by 3 to 2. However, the rural vote in Michigan did put that state in the Dewey column because the Wallace vote cut Truman's strength. By no stretch of the imagination could a Wallace vote be interpreted as a "lost" Dewey vote.

Lunsford's claim that all the big industrial centers went for Dewey is not correct. Massachusetts, largely industrial, voted for Truman, as did Ohio, Illinois and California.

The last three states contain great industrial centers such as Chicago, Cleveland, Cincinnati, Akron, Los Angeles and San Francisco, as well as extensive agricultural areas.

New York would have gone overwhelmingly for Truman had it not been for those misguided souls who voted for Wallace.

As a result of the elections, there will be 54 Democrats, including the Dixiecrats, and only 42 Republicans in the Senate.

Although some of the Democrats have pro-Taft-Hartley records, 54-to-42 is a commanding majority, and many of the old diehards will have little choice but to follow Truman's own policy. The same is true of the House where there will be 263 Democrats, 171 Republicans and 1 American Laborite. As a matter of fact 16 Senators and 112 Congressmen who voted for the Taft-Hartley Act are not returning to Washington. Moreover, labor threw a scare into a lot of people who are still there.

None of us can say that Truman is organized labor's dream man. He is not. He did use T-H on the miners and threatened the Railroad Brotherhoods. But he was elected with the votes of organized labor supplying the big punch. Moreover, he knows it. Even the National Association of Manufacturers admits it.

With labor strongly in the political picture and constantly prodding him and Congress, the Democrats will have a hard time not coming through with the bulk of what labor wants.

NO TRUMAN MAN

Don't get me wrong. Don't call me a "Truman man." I'm not. I belong to no political party. I don't think that Truman is the complete answer, not by as long a shot as anybody cares to measure. But I do believe labor will get a better shake from Truman than workers would have from the Dewey-Warren ticket which called the Taft-Hartley Act a "wise law."

There's no question about it. Dewey, Warren and the people behind them were out to break labor. They were going to use the Taft-Hartley Act for all it was worth. And, if that failed to do the trick, they were going to write worse laws.

If these few notes don't convince Brother Lunsford that the Taft-Hartley Act is a union-smasher, perhaps he'd better do a little real research of his own.

Charles Haymond

Shore Jobs Help Men In Philly

By LLOYD (Blackie) GARDNER

PHILADELPHIA — With this port tied up as solidly as every other one on the coast by the ILA beef, there's no news of shipping here — except on the tankers, of course.

When you consider the situation, the boys haven't done too badly. Quite a number have picked up shore jobs. The Waiters and Restaurant Workers Union and the Machinists Union are due a big vote of thanks from the Philly branch for placing Seafarers on temporary work. They have been a big help.

The longshoremen in Philly are being backed 100 percent by the maritime unions here as in all other ports. These ILA men have shown a solid front and will, I am sure, continue to do so until they have brought their beef to a successful finish.

As things stand now, we have five ships hung up due to the strike, and all the boys are anxious to see this beef end and ship-ping resume.

Slow Shipping Hits Galveston

By KEITH ALSOP

GALVESTON—The one word that sums up shipping in this port is "terrible." The week produced no ships in for payoffs or crew replacements. Our only waterfront activity, as far as the SIU was concerned, was the handling of five ships in transit.

Three of the ships in port were Watermans, one Carras tanker and one Moran tug. The Watermans: Andrew Jackson, Governor Kilby and Governor Miller; The Carras vessel: Michael; the Moran: Watch Hill.

All of the beefs, of which there was the usual number, were handled in SIU style.

It would be difficult to identify this as a port unaffected by the East Coast and West Coast strikes.

The lull in shipping has caused a number of men to head inland to visit their families, and now that duck hunting season is open,

many Seafarers have picked up their trusty fouling pieces and have gone ahuntin'.

Reports have it that the ducks are plentiful—a broadside in any direction is supposed to bring down a flock. Anyway, shipping may not be so good, but there's plenty of food for the table.

BOOZE BACKFIRE

Here at the Hall during the past week we had an incident which should serve as a warning to the gashounds.

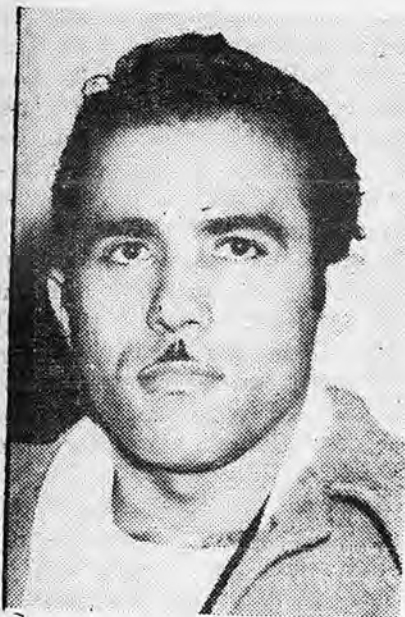
A couple of boozers were standing out in front of the Hall taking up a collection for some rotgut.

When an SIU man refused to give to the "fund", the characters challenged his book and prepared charges against the man. The screwball move backfired, however, when the booze hounds found themselves up on charges instead.

HERE'S WHAT I THINK...



QUESTION: It has been said that seamen's generosity makes them easy to approach for a handout. What is the slickest line you've ever heard?



EMILIO SANTOS, 2nd Cook:

Most of the hardluck stories given to me have been the usual kind that most guys have heard themselves. But I heard one for the first time a few days before the longshore beef started. A guy came up to me and asked if I could lend him a couple of bucks. He said he'd be sure and pay me back the next day because—and this is the new line cause—he expected a rebate on his income tax. The next day came all right, but not my friend. A couple of days later he told me he was sorry but he didn't have the dough. That income tax business won't work again.



CHAS. J. OPPENHEIMER, FWT:

In Bombay a young kid came to the gangway of a ship I was on and asked to see the Skipper about money to get back to his mother in Calcutta. She had sent him to get some funds from his father, who he said, was a Fireman aboard an English ship. He couldn't find his father, he said, and the tears streaming from his eyes nearly broke our hearts. None of us had any dough, but I gave him a couple of sandwiches. Later, as I watched from the aft end of the ship, I saw him give them away on the docks. He was no beggar, he was an actor. He belongs in Hollywood.



DAVID JOHNSON, Utility:

I've been hit several times by men with new twists to old tales, but the one time that I know the story was a phony happened awhile back here in New York. One day I was approached by a man outside the post office. He told me he needed \$2 to make a long distance phone call to his father, who was ill in the Middle West. In sympathy with him, because my father was ill at the time, I gave him a \$2 bill. A little while later, after completing my business in the post office, I happened to look into a nearby bar. There sat the supposedly grieving son, drinking up my \$2.



WALTER HENLEY, MM:

I was really touched once. I met a girl in a nightclub on the West Coast. We were having a good time when she put the touch on me for \$200 giving me a ring to hold. Just on a hunch I had it appraised—it was worth \$1,000. I saw her later and she asked for \$500 more, saying she was closing a deal. I couldn't see how I could lose, so I gave her the money. She asked to look at the ring a moment and then returned it to me. A couple of days later I learned she had checked out of town. The ring, when I pawned it, brought \$5. She had switched rings on me.



M. G. RIVERA, Oiler:

Slickest little racket I ever ran into was down in Valparaiso, Chile, while I was aboard the SS George W. Arthur, a Mississippi ship. Five shipmates and I met a guy who was wandering around carrying a tiny coffin, followed by a small group of people. He was moaning and wailing that he had no money with which to bury his daughter. We felt sorry for him, of course, and asked him how much. We gave him the 20 bucks he said it cost. That night we saw that same guy drinking beer and having a high time in a local night club. We questioned him but the cops ran us out pronto.



G. PORTILLO, Cook:

A short time ago, as I was standing around on the street after one of our regular Union meetings, I was approached by a fellow who looked like he was having a tough time. He told me someone had entered his room and had stolen everything he owned. All of his clothing, except what he was wearing, and every nickel he had was lost, so he said. All he wanted was a few dollars to keep him going. I came across with some dough. Later, however, I found out that he had stopped several of my poor little friends, had given them the same story and made some nice change.



MANUEL PERRY, AB:

Panhandling is raised to the status of a profession in the Far East. In India "backsheesh" is the password. Truculence and persistence take the place of chance there. Criples are in abundance. In fact men will cripple themselves and let loathsome sores go untended in order to make themselves objectionable to people who will pay them off. Often little kids are trained to say in English, "No mama, no papa, no chow-chow— I prefer the South Street approach though: 'Hey buddy! Gimme a dime for a glass of beer.'"



DONALD RUNBLAD, OS:

One day not too long ago a guy stopped me outside the Union Hall. He gave me an elaborate song and dance of how he was fresh out of the hospital and in need of money for a bunk and some food. Although he didn't come right out and say so, he led me to believe that he was a member of the Union. He didn't show me any proof, however. I gave him the dough. Later I came to the conclusion that his method was to stand before the Hall and soft soap the SIU members, leading them to think he was a fellow member. Of course, if he was a member, he'd make his touch inside the Hall.



CARL PETERSON, AB:

I had a costly experience I think should be a warning to our Union Brothers. Back in 1945 I had just paid off after a long trip. I had 2,000 dollars, I ran into a friend whom I had known a long time as a sober, clean-cut, serious-minded guy. He told me that he was putting a few grand into a little machine shop and he was short a thousand to buy a lathe. In a few months he was getting 8,000 bucks for some leg injuries he had sustained, and he asked me for a thousand so he could get going. I gave it to him and that's the last I ever saw of him. It'll never happen again.



JACK SCOTT, WIPER:

"How about a dime, mate?" seems to be the size of it, "I need one more to get straightened out." The other night by the Mills Hotel, a long skinny guy, who looked like he hadn't been to bed for a week, grabbed my arm and demanded a penny. I asked him what good a penny would do. He said when he got nine more he'd have a dime! In Zanzibar there is a little crippled kid who won't give up. Once he starts after someone he will crawl on his hands and knees after him into bars and stores with his cap out till you piece him off.

Minutes Of A&G Branch Meetings In Brief

NORFOLK—Chairman, James A. Bullock, 4747; Recording Secretary, Vicor D'India, 20875; Reading Clerk, Claude Fulcher, 30580.

New Business of Branch minutes read and accepted. The communications from the Secretary-Treasurer on the transportation rule, and on the new registration rules read and accepted. No New Business. The Agent reported some activity in shipping, and that Smith and Johnson would crew two ships in the next week. Voting for a bargaining agent for the Virginia Ferries is going on and to date 200 crewmembers have voted. Final results will be known November 18th. It looks good for the SIU. The Dispatcher reported 172 registered, and 75 shipped. One minute of silence for departed Brothers. Meeting adjourned at 8:00 P.M.

PHILADELPHIA — Chairman, Don Hall, 43372; Recording Secretary, Ray Oates, 25128; Reading Clerk, W. W. Hall, 39256.

Motion to non-concur with Baltimore and Galveston New Business. New Business of other Branches accepted. The Agent's report was accepted. Motion made under New Business that a man be allowed to accept transportation and stay on the vessel. Motion lost overwhelmingly. Motion carried to put the transportation rules on a Union-wide referendum. Carried. The Secretary-Treasurer's financial report and report to the membership accepted. The Patrolman's report was accepted. The Dispatcher reported 103 registered and 68 shipped. G. Pagano, W. H. Millison and A. M. Forbes were Obligated. One minute of silence for departed Brothers. Meeting adjourned at 8:00 P.M. with 165 members present.

NEW ORLEANS — Chairman, Earl Sheppard, 203; Recording Secretary, Bill Fredericks, 94; Reading Clerk, Herman Troclair, 6743.

New Orleans minutes and financial reports read and accepted. Headquarters financial reports accepted. Motion carried to non-concur with that part of the Baltimore New Business dealing with the registration rules and to re-affirm New Orleans' previous stand of accepting these rules. Motion to non-concur with that part of Galveston New Business regarding transportation, until such time as something is definitely established to change the Negotiating Committee's recommendation, and to accept the balance of the New Business. New Business of other Branches accepted. The Agent reported that business has picked up considerably with nine payoffs and twelve sign-ons in the past two weeks. Indications are that shipping will hold up, with four passenger ships and twelve freighters paying off in the next two weeks. Alcoa is putting two more ships in the boneyard, and is reported to be laying up all Liberties on arrival. Waterman is replacing all coastwise Liberties with C-2s. Carras Tanker Company took a crew for the SS George Ogden (running coastwise between Norco and the East Coast) and is expected to add another ship to this run. The SS John Hansen of White Range Lines and the SS Chrysanthy Star of Triton Steamship Company crewed up here this week. These two companies, al-

A&G Shipping From Nov. 2 To Nov. 16

PORT	DECK REG.	ENG. REG.	STWDS. REG.	REG. TOTAL	DECK SHIPPED	ENG. SHIPPED	STWDS. SHIPPED	SHIPPED TOTAL
Boston.....	9	17	25	51	5	4	4	13
New York.....	174	144	137	455	147	129	90	366
Philadelphia.....	39	37	27	103	25	24	19	68
Baltimore.....	82	76	38	196	51	51	28	130
Norfolk.....	76	62	34	172	31	21	23	75
Savannah.....	14	12	10	36	7	4	5	16
Tampa.....	18	10	9	37	9	7	7	23
Mobile.....	72	61	48	181	54	58	46	158
New Orleans.....	96	99	133	328	138	107	101	346
Galveston.....	71	73	44	188	23	22	18	63
San Juan.....	14	15	11	40	9	5	10	24
San Francisco.....								
(No Shipping Figures Because of Strike)								
GRAND TOTAL.....	665	606	516	1,787	499	432	351	1,282

ong with Carras Tanker Company, are only three of the many companies obtained by the SIU through our organizational pledge to organize all seamen along with Isthmian. These companies supplied most of the jobs for this port the past two weeks, since they nearly all took entire crews. It goes to prove that through organizing the unorganized, we have provided job security for our membership. We should continue our organizing program as we have pledged ourselves to do. Voting has been heavy, and an all-time record is expected for the Port. The Maritime Trades Council meeting Monday agreed to back up the official strike policy of the ILA, and warned that communist and other organized groups of this type would not be tolerated if they attempted to interfere in this beef. Agent's report accepted. Patrolmen's reports accepted. The Dispatcher reported 328 registered, and 346 shipped. The Secretary-Treasurer's communication on the new Registration Rules and report per New York minutes read and accepted. Committee recommended that R. Lanford be allowed to become re-active. The Balloting Committee reported 608 ballots used. Fourteen men were Obligated. One minute of silence for departed Brothers. Motion under New Business that our Washington representative do all in his power to bring the Seaman's Bill of Rights out of the pigeon hole, and to have him endeavor to have the income tax ruling for seamen reverted back to pre-war days, when a seaman who was out of the country over six months would be tax exempted. General discussion under Good and Welfare. Meeting adjourned at 8:40 P.M. with 260 bookmen present.

SAN FRANCISCO—Chairman, A. Michelet, 21184; Recording Secretary, W. J. Milburn, 41009; Reading Clerk, F. Petipias, 32560.

Motion to non-concur with that part of Philadelphia New Business dealing with transportation ruling, and to non-concur with Galveston New Business and re-affirm the San Francisco stand on the transportation clause. Minutes of other Branches accepted. The Agent reported the strike still on but that the shipowners have resumed negotiations with the Longshoremen and things may be humming in a few days. There are ten SIU ships tied up with very few rated men to take the jobs. The SIU has acquired a new Hall at 227½ Avalon Blvd., Wilmington, which was the old MM&P Hall. The Secretary-

Treasurer's financial report and the Headquarters' report to the membership were accepted. Motion carried under New Business that the Agent be directed to buy a heater. One minute of silence for departed Brothers. There was general discussion under Good and Welfare. Meeting adjourned at 7:35 P.M. with 49 members present.

SAN JUAN — Chairman, V. Swanson, 21637; Recording Secretary, H. Spurlock, 11101; Reading Clerk, J. Brady, 38401.

Minutes of all Branches having New Business accepted, save for Galveston where motion carried to non-concur with the part dealing with the transportation ruling, and accept the balance. The Agent reported shipping had slowed down since the ILA strike commenced. It was uncertain whether Waterman and Bull would keep their ships in Puerto Rico or send them back to the States to face possible tie-ups. Patrolman's report accepted. The Dispatcher reported 40 registered and 24 shipped. Motion under New Business to give Brother H. Spurlock a special vote of thanks for his efforts in compiling the new San Juan Branch Shoregang Rules. Motion to accept the new Registration Rules and to put them into effect immediately in the Port. Carried Unanimously. One minute of silence for Brothers lost at sea. The Balloting Committee reported 126 ballots cast in the Port of San Juan. The Secretary-Treasurer's financial report accepted. Under Good and Welfare the water-cooler, fans, and coffee pot were discussed. Meeting adjourned at 7:56 P.M. with 94 members present.

BOSTON—Chairman, J. Greenbaum, 281; Recording Secretary, E. Dakin, 180; Reading Clerk, J. Kearney, 26753.

Boston New Business was read and accepted. Motion carried to non-concur with that part of Baltimore New Business pertaining to transportation, and to accept the rest. The Norfolk New Business was accepted and referred to the Negotiating Committee. New Business of all other Branches was accepted. The Agent's verbal report, and the Patrolman's report were accepted. The Dispatcher reported 51 men registered and 13 shipped. The Headquarters' report to the membership, and the Secretary-Treasurer's weekly financial reports were accepted. The communication from the Secretary-Treasurer on the Registration Rules was

accepted. William Willridge, R. J. Murphy, A. Kudarauski, T. McCarthy, and D. E. Hodge were elected as a Balloting Committee. One minute of silence was observed for departed Brothers. No New Business. Under Good and Welfare there was discussion on the ILA strike. Meeting adjourned at 7:45 with 86 bookmen present.

GALVESTON—Chairman, Jeff Morrison, 34213; Recording Secretary, John Monast, 22585; Reading Clerk, Keith Alsop, 7211.

Galveston Branch minutes, financial report, educational minutes, and Balloting Committee report were read and accepted. The Headquarters report of November 3, and Headquarters financial report were accepted. The minutes of all Branches were read and accepted. The Agent reported shipping in the Texas area to be dead slow, with the only jobs being on transit ships. Next week two ships are due in for payoffs which should help. A beef on short stores was taken care of aboard the SS Andrew Jackson in Houston. Report accepted. A trial committee was elected. The Patrolman's report was accepted. The Dispatcher reported 188 registered and 63 shipped. Motion under New Business to have a committee and the Agent look for a better building to rent for a Hall. Motion to extend the shipping cards of those Brothers who could not get out in the 90 days allowed them. Motions carried. One minute of silence for departed Brothers. Under Good and Welfare, it was asked that Headquarters contact the companies about the shortage of fresh water on grain ships. Meeting adjourned at 7:45.

TAMPA—Chairman, C. Simons, 386; Recording Secretary, M. Ellsworth, 23207; Reading Clerk, A. Driver, 147.

Agent's report, and financial report of last special meeting were accepted. San Francisco New Business was non-concurred with, and Philadelphia minutes were non-concurred with and sent back for clarification. Minutes of all other Branches having New Business were accepted. A Resolution from five bookmen in Stewards Department was accepted. The Agent reported that shipping was slow. The Canton Victory—Waterman—is in port but will not take cargo until the ILA strike is over. The Agent and Bob Matthews contacted the P&O SS Company officials in Jacksonville. They agreed to the two year contract and a raise to become effective in January. This company is facing stiff competition and it is to the interest of

the Union to let them get on their feet. It will be necessary to go to Miami next week to vote the men on the SS Florida. Report accepted. A Balloting Committee was elected and ballots 2654 through 2660 were cast and found in order. One minute's silence for departed Brothers. Under Good and Welfare the transportation ruling was discussed with most members favoring it. Meeting adjourned with 67 members present.

NEW YORK—Chairman, Ray Gonzales, 174; Recording Secretary, Eddie Parr, 96; Reading Clerk, Ray White, 57.

New York minutes and financial report accepted. Motion carried to concur with the Philadelphia motion to give the Agent in each Port power to change Stewards Department whenever necessary, but to refer the amendment back to Philadelphia for clarification. The balance of the minutes concurred with. Motion to non-concur with that part of Baltimore minutes dealing with the new Registration Rules, and to accept the balance. Motion to non-concur with Galveston minutes pertaining to reverting back to old transportation rules, because we are now discussing this matter throughout the entire membership before taking definite action. The rest of Galveston minutes were accepted. Motion to concur with San Juan Minutes and that the shoregang rules be covered in brief in the LOG with an explanation. All other Branch minutes were accepted. The Secretary-Treasurer's report to the membership and his financial report were accepted. The Agent's verbal report was accepted. The Dispatcher reported 455 registered and 366 shipped. Motion under New Business to raise qualification for Bosun from three to five years seetime on deck. Motion lost overwhelmingly. Motion carried that daily bulletins be issued during the current longshore strike for the purpose of informing the membership in this harbor of all developments. Carried. One minute of silence for departed Brothers. Limited discussion under Good and Welfare. Meeting adjourned at 8:40 with 1,700 men present.

MOBILE—Chairman, Kimball, 52; Recording Secretary, Reyes, 45423; Reading Clerk, Fischer, 59.

Motions carried to accept the New Business acted upon in other ports at the last meetings. Resolution from New York on the March of Dimes concurred in by membership. Agent read communication from New York ILA agent regarding the diversion of ships from struck East Coast ports to the Gulf. Suggestion made that bottom of the list permitmen secure temporary jobs ashore so as to ease the hardship in case the longshoremen strike. Balloting committee's report accepted. Seventeen men obligated at meeting. Question period followed wherein members were informed as to the procedure to follow in the event of a longshoremen strike in Mobile. Status of ships and their categories during the strike was clarified. Trial committee reported on two brothers. One man was returned his shipping card; the other was fined the sum fifty dollars for missing his ship.



SHIPS' MINUTES AND NEWS

Del Norte Crew Aroused To Action By Conduct Of Performers On Ship



A portion of the Del Norte's stewards department, which constituted part of the crew meeting held recently aboard the Mississippi Shipping Company vessel for the purpose of curbing shipboard performers.

The only Seafarers identified are the Stewardesses. Left, Mrs. Edna Johannsen, and at right, Cecilia Cervantes.

That number one problem child—the performer—came in for a bit of rough scoring at the hands of the Del Norte crew recently. In open forum fashion at shipboard meeting the “genus gashoundus” was taken to task in whip-like comments from the crew for behavior harmful to the welfare of the crew.

Brought up under Good and Welfare at the meeting held on November 14 while at sea, the fireworks were set off by Crewmember Jack Vorel, who tossed on floor the question of what to do with men who are gassed up and unable to do their work.

The subject, dynamite-laden to crews anxious to preserve harmonious relations, brought forth a spontaneous demonstration from the crew, all men anxious to sink their teeth into the subject. Hands waved in the air and the chairman, Whitey Tomlinson, was temporarily hard put to quell the bursting desire of everyone to speak at once.

Chairman Tomlinson quelled the outburst and scanning the meeting waved the floor to Blackie Bankston who ventured the comment: “Brothers who cannot hold their liquor should not drink while on the ship, but should uphold their part of the Union agreement. Drunks on ship disobey the principles of the SIU. We must uphold our constitution and conditions.”

THE CHAIR SAYS:

Before calling on any other brothers to voice their sentiments, Chairman Tomlinson introduced his sentiment to the general discussion, by suggesting a stern crackdown on performers. “Our Union, he said, “is in favor of each department handling its own beefs. These beefs on drunks should be handled departmentally. Fine them or bring them up on charges. We must crack down.”

In agreement, Scotty Findley reminded the crew of a point

agreed upon at a previous meeting when he said, “In our meeting heading south, we agreed to give our brothers one chance. How many performances constitute a chance?”

Chairman Tomlinson, speaking as Ship's Delegate, took the floor to urge each department to hold a meeting before arriving in New Orleans, the purpose of which would be to figure out means of handling performers. At the same time Brother Tomlinson reminded the members that the educational pamphlet “Charges” outlines four methods of dealing with gashounds:

1. Fine them.
2. Suspend them.
3. Put them on probation.
4. Expel them from the Union.

Red Henderson, next man to be given the floor, expressed the opinion that departmental meetings have not meant as much as they should. In particular, he pointed out, “The engine department has a Wiper who has overindulged and has not performed his duties in SIU style. The man has already been logged \$29 and will probably be logged again tomorrow. What good has it done?”

“Why pick on one man, others have done as bad,” chimed in Brother Barfield.

EASY, BOYS

Membership comments then followed in staccato order:

Dick Martinez: “It is wrong for men to drink on the job and it is up to us to act. Do not let it get out of hand until Topsy has to handle it.”

Sister Johannsen: “If a man likes his bottle better than his

job, let him have his bottle and give his job to somebody else.”

Sister Cervantes: “Some bookmen are worse than tripcarders.”

With a fast rap of the gavel Chairman Tomlinson restored order and asked for concrete recommendations from the floor rather than the general hubbub of members all agreeing that the situation requires some action but merely dealing in generalities.

The Chair then honored Brother Smoky Mauldin's request for the floor. Brother Mauldin asked that the meeting revert to New Business and a committee be formed to handle the problem.

So moved, a motion under New Business by Brother Findley was quickly adopted calling for each department to hold a meeting and work out a concrete program for putting an end to the problem.

The motion also put an end to the discussion of the gashound problem. With ears burning in all departments the meeting then went back into Good and Welfare. The bottle brigade, however, was spared any further chastisement. Following a suggestion that the ship's library be exchanged when the ship hits port, the meeting was adjourned.

ATTENTION!

If you don't find linen when you go aboard your ship, notify the Hall at once. A telegram from Le Havre or Singapore won't do you any good. It's your bed and you have to lie in it.

Brother Appeals For Blood To Aid Stricken Youngster

An appeal for aid in the recovery of a four-year-old boy suffering from a rare kidney disease was made to the LOG this week by Seafarer Harvey Guenther.

Thomas Devins, the youngster, has been hospitalized in Barnes St. Louis Children's Hospital for two-and-one half years and requires at least one blood transfusion weekly to stave off the infection which attacks his blood stream.

Knowing that many Seafarers in and around St. Louis read the LOG, Brother Guenther has appealed to these Brothers to give their blood so that “Doctor Buzzy,” as Thomas Devins is known, may shake off the disease.

Brother Guenther, who sails as Chief Pumpman, assumed responsibility for the care of the child after the boy's father died last year. The father was an old chum of Guenther's. The boy's mother has attempted to pay the hospital expenses but her income is not sufficient to cover the staggering expenses.

Asking for no financial aid, Brother Guenther says that he can shoulder that burden himself, but Brothers who give their

blood to the youngster will aid far more in his recovery.

Although the boy has been hospitalized the better part of his life, doctors are not discouraged. They have told Guenther than another year of treatment should see the boy on his feet and out of the hospital.

Guenther, who just returned to New York from a visit with the youngster, says that his friends around St. Louis have aided him greatly in the demand for blood, but because the youngster needs so many transfusions, a greater number of persons giving blood is needed.

The hospital is located in the heart of St. Louis and is easy to reach from all quarters. Seafarers who want to aid the boy is his fight for recovery need only call at the hospital and state that they are giving blood for Thomas Devins.

“Any aid my fellow Seafarers can give will be deeply appreciated,” stated Guenther.

‘The Voice Of The Sea’

By SALTY DICK

Earl Long is not the Governor of Louisiana. He's a Wiper on a ship heading south... Ralph Dominice, Jr., is not like his old man when it comes to work. He's tired constantly... The more I read the Pilot, the gladder I am that I am SIU.

Lonnie Akridge (cotton picker) misses his farm in North Carolina. He wants to get behind the plow and Beulah (his mule)... Bill Murphy, bartender, is the most famous coffee maker on the high seas. He knows his coffee.

E. Reyes is about the best cartoonist sailing the seas. Let's have more of his sketches... One Cajun (this one came from way back in the Louisiana woods) asked what was that pipe with holes for. Some one told him it was a shower and explained it. Sez he: “I gotta tell paw about these new inventions!”

Suggestion: Let's have the new Union books reserve the last page for addresses of all the Union Halls along the coast... I believe that the Delegate for each Department should be changed after each trip. Give others a chance to do their duty. The retired Delegate can act as adviser if the need arises.

Suggestion: We should have a special Christmas edition of the SEAFARERS LOG... Tad Wrona is a neat dresser who recently went after a girl with lots of mazuma. No luck. He'll try again... Dick Myrick was hooked in BA. His wife will soon fly to the States to be near him... I spent a couple of days in Philadelphia, and while there I saw a burlesque at the Troc. I saw one fellow in the front row who

looked like—no, I'd better not mention his name!

I went to the Philadelphia Hall and looked it over. I think it's not the way it should be. But I'll bet that within a short time the Hall will look much better... Since a certain Cook left the galley of the Del Norte it has been very quiet.

About two years ago I lost an envelope full of pictures on a ship. A week ago I went home and there it was. New York Headquarters had gotten it from someone and they sent it to me by mail. I'd like to thank New York... Francis Fletschinger, BR doesn't care if he's called Curley. He refuses to buy a toupee... Talked to a fellow whom I haven't seen for a long time. He worked ashore in Ohio for 18 months making good money. Yet he quit. Sez he, “I need salt air in my lungs.”

With prices and taxes the way they are, you might just as well stay put on a ship... During my stay in Philadelphia I went to a few nice places and I think “Big Bill” is one of the best for a man... Some time ago I wrote that the best fried oysters are in Philadelphia. Well, I had so many this time I was becoming oyster-crazy. Here's the address if you are ever in Philly: Rudy's Oyster House, Green and Randolph Streets... As long as we are in Philadelphia, let me give you a few tips: Don't go there for the weekend. All bars close at midnight Saturday. Sunday is dead. If you are the educational-type then go there and see the historic places, such as Independence Hall.

Digested Minutes Of SIU Ship Meetings

BEATRICE, Sept. 28—Chairman J. Barnard; Recording Secretary A. Melendez. Previous minutes were accepted. The Delegates' reports were accepted. Under New Business motion carried to turn over the beef about the 2nd Cook to the Patrolman. There was general discussion under Good and Welfare. One minute of silence was observed for Brothers lost at sea.

LAKE GEORGE, Oct. 10—Chairman Donald Wilson; Recording Secretary Alfred W. Forbes. Minutes of previous meeting, and the repair list were accepted under Old Business. The Delegates reported all in order and no disputed overtime. Motion under New Business that either the crew's washing machine be repaired or replaced upon arrival in the US. Motion carried that any crewmember, whether a book member or a trip card, be allowed to make motions in the ship's meetings. Under Good and Welfare it was asked that mattresses, cots, and coats and aprons be ordered upon arrival. One minute of silence for Brothers lost at sea.



AZALEA CITY, Oct. 17—Chairman R. Fisher; Recording Secretary G. Dunn. Deck Delegate Bob Fisher reported some disputed overtime. Engine Delegate Goodrich reported an hour disputed, and Stewards Delegate Scotty McMenemy reported all in order. Ship's Delegate Charlie Scofield reported that there was 12 days bonus for the trip amounting to 30 dollars extra. He read the transportation clause of the Agreement to the membership to avoid confusion on this important matter. Under New Business a motion carried to instruct all Delegates to bring in a repair list and to check the slopchest with the Patrolman. One minute of silence for Brothers lost at sea.

DEL AIRES, Oct. 10—Chairman E. Meiros; Recording Secretary D. Price. The minutes of the previous meeting and the Delegate's reports were accepted. Motion under New Business by Kelley, seconded by J. S. McRay, to bring charges against a crewmember for assaulting Oliver McCall for no reason, and attacking G. J. Simmons with fire ax. Carried. Motion by Samuel, seconded by D. Price, that the ship be fumigated before signing on again. A vote of thanks was given the Stewards Department. One minute of silence for departed Brothers.



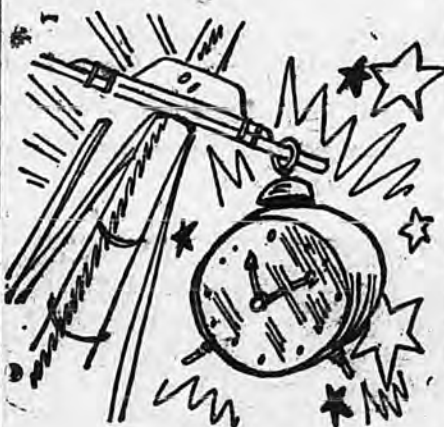
PAUL REVERE, Oct. 8—Chairman John Flanagan; Recording Secretary Leo Searkowski. The Delegates reported all in order. Under Old Business it was stated that the Patrolman would be asked to attend a special meeting in port concerning the Steward. Under Good and Welfare there was discussion on the Captain's attitude toward the Delegates. It was agreed that no one pay off till the Patrolman cleared the ship. The foc'sles to



be inspected before payoff to determine which needed painting. The crew wished to thank the Negotiating Committee for the new contracts and wage increases. One minute of silence for departed Brothers.

CALEB STRONG, Oct. 11—Chairman Dowd; Recording Secretary L. F. Toland. Delegates reports and previous minutes were accepted. Motion by Sorensen, seconded by Barone, under New Business that it be optional whether a man accept transportation and get off a ship. Repair lists were discussed under Good and Welfare. One minute of silence for departed Brothers.

BEATRICE, Oct. 20—Chairman A. Melendez; Recording Secretary Juan Ramon Olive. The Stewards Delegate reported disputed overtime for taking care of passengers which would be turned over to the Patrolman. Motion carried under New Business to have Yale locks installed on doors leading to well deck and to keep the doors closed in Puerto Rican ports. One minute of silence for lost Brothers. Under Good and Welfare Brother Arthur Collett asked for the co-operation of the crew in keeping the messroom clean. It was asked that the messroom and pantry be painted out.



F. MARION CRAWFORD, Oct. 12—Chairman D. L. Yielding; Recording Secretary D. B. Tsermegas. All Departments reported disputed overtime. The Engine Delegate reported that the Captain had stated that all hands in the Engine Department would be fired. Motion under New Business by Dasha, seconded by D. B. Tsermegas, that no one pay off until all beefs are settled. Motion by W. L. Trout to see Patrolman about having the Chief Engineer order the workbench moved from its position outside the 4-8 foc'sle to some place back aft where men using it would not keep the watch awake. Motion by Bowman to contact the Hall upon arrival to see about the Captain's threat to fire all those in the Engine Department. The Stewards Department was given a vote of thanks for a job well done. One minute of silence for departed Brothers.

BERTRAM GOODHUE, Oct. 17—Chairman G. L. Kersey; Re-

Recording Secretary L. Santa Ana. Delegates reports were accepted. William Sarlette was elected Ship's Delegate. Under Good and Welfare there was discussion about the ice box, checking the fans in the crew's quarters and messroom, and the cleaning of the recreation room after games. One minute of silence for Brothers lost at sea.

ROBIN MOWBRAY, Oct. 24—Chairman Barney Cuthrill; Recording Secretary Fred E. Weichert. Under Old Business the previous minutes were read and it was reported that the Chief Engineer would have scuppers installed in each corner of the recreation room deck. The water tanks would be checked and cleaned before next trip. The Deck Delegate Jansson reported 48 hours disputed overtime, and the Engine Delegate Baker reported 65 hours disputed. Motion under New Business that scuppers be installed in galley, thaw-box, passageway, and in the laundry. Motions to have ventilating system installed in the Bosun's and Carpenter's rooms, and to put heavier hinges on the doors. One minute of silence for departed Brothers.



ALAWAI, Oct. 22—Chairman Van Parker; Recording Secretary B. Kinter. The Delegates reported on the standing of crewmembers. The Stewards Delegate reported one man left the ship in Antwerp. The meeting went into New Business where a motion carried to turn the repair list over to the Patrolman upon arrival. There was general discussion under Good and Welfare. One minute of silence for departed Brothers.

EDWARD G. JANEWAY, Oct. 20—Chairman A. Burke; Recording Secretary Walter Mrozinski. Previous minutes accepted. No beefs reported by the Delegates. A. H. Anderson was elected Ship's Delegate. Nick Bengney was elected Engine Department Delegate. Motion carried under New Business that a committee of three bookmembers be elected to write the Hall about the new transportation rule. The three Delegates were elected to serve on this committee. Under Good and Welfare the members were asked not to soak their clothes in the laundry tubs. The Steward reported that he had insecticide bombs and would issue them upon request. One minute of silence for Brothers lost at sea.



ALCOA RUNNER, Oct. 24—Chairman Crammins; Recording Secretary Stone. The Delegates reported on the standing of the crew and stated that there were no outstanding beefs. Motion carried under New Business not to sign on till all repairs are made. Motions to fix scuppers in crew passage way and to paint all unlicensed quarters. There was general discussion under Good and Welfare. One minute of silence for departed Brothers.



There's always time — today, tomorrow, or any day — to remember your brothers in the marine hospitals. Visit them if you can — if you can't, write them. One handshake from a shipmate is as good as a dozen pills.

CUT and RUN

By HANK

The East Coast longshoremen's strike and the West Coast maritime strike have been powerful lessons to the SIU membership. Fortunately, for two years we shall be sailing safely with our contracts, gathering strength through education and the never-ending organizing program. We shall also be fighting, as we have successfully in the past, every phony move by the shipowners, the Coast Guard and the communists. During this two-year period of contract security the SIU shall continue to gain many more friends among other labor unions. Our future depends on our strength and our true trade union friends.

Talking about his last trip on a South Atlantic ship, Brother Joe Barringer says that photographs must be taken for shore-leave passes in Turkey, which is the biggest spy center in the world... The following brothers shall be receiving the weekly LOG free of cost—Sam Munici of Ohio, Ronald Babbitt of Kansas, Frank Van Dusen of Michigan, Fred Suttles of South Carolina, Ben Cavender of Georgia, Joseph Hall of Alabama, Charles Brinton of Indiana, Clyde Wright of Louisiana, J. Dan Daniel of Louisiana, Clyde Schmidt of Michigan, George Moon of Texas, C. "Chuck" Welch of Pennsylvania.

Oldtimer Raffaele Garofalo has been anchored on the New York beach for some time. He's been working, however, which makes a big difference... Here are some of the oldtimers who may be still in town: M. Jendrys, A. Karlomas, E. Torres, C. Torres, A. Burgos, J. Pescador, C. Hunnicutt, C. Andrew, J. Auslitz, G. K. Day, E. Crowell, J. Flynn, D. A. Crockett, W. J. Wolfe, P. Perrotti, F. Spear, R. A. Marsh, T. R. Correll, G. W. Ehmsen.

Last week we read an editorial in the New York Journal-American. In our opinion it could have only been written by an idiot. Weaving himself a happy dream that maritime unions could be wiped out, he conjures up a simple solution, sure to be loved by big business and the politicians. Read these paragraphs and wonder how such garbage journalism can be written and believed. The editorial reads—"The most obvious and surely the best solution of the grave problems besetting the American maritime industries is unquestionably to be found in making the American Merchant Marine an integral and inseparable part of the country's naval establishment. The Hearst Newspapers have urged for many years that both the peace and the prosperity of the country demand that the Merchant Marine be under the authority and jurisdiction of the Navy... And the only way to accomplish this essential purpose is to incorporate it into the Navy, permanently and completely."

Our answer is that the American labor movement should immediately work towards establishing, no matter how long it takes, a national daily labor union newspaper... We read recently of something that could be called "butterfly fever" affecting the crew of an American tanker sailing in the Caribbean. Butterflies flew about the ship and the men complained of blisters, sores and high fever after a week at sea. Is it possible, Brothers?

The Membership Speaks section begins on Page 12.

Baltimore Hospital Facilities Are Tops



Nurse Jayne Norton joins in as a group of Seafarers in Baltimore Marine Hospital while away some time. Around the table (left to right): Edward Janaszak, Jack Anderson, Francis Miller and Charles Simmons. Miss Davette Martin, a social service worker, looks on.

Services Offered Point Up Improvements Made By Public Health Hospitals In US

Always a matter of deep concern to the Atlantic and Gulf District of the Seafarers International Union is the treatment accorded its members confined in the U.S. Marine Hospitals throughout the nation.

During the war, and the first year of peace, the A&G District constantly called attention to the shortcomings of the Public Health institutions as part of its continuing campaign to see that seamen were brought back to health under the most favorable conditions.

And the Union spared no punches, although its criticisms were entirely of a constructive nature. The SIU gave, and is still giving its full cooperation to the Marine Hospitals in the interests of seamen's welfare.

The SIU's firm, but fair, criticisms, have been responsible in no small degree for the change which has been noted in the institutions over the past couple of years.

Noteworthy improvements and advances have been made in al-

most all of the 24 Marine Hospital in the country. Certainly there has been vast improvement in the treatment of seamen, a fact clearly established by the reports that come in from the membership in these hospitals. They give a markedly different picture from those made in the wartime years.

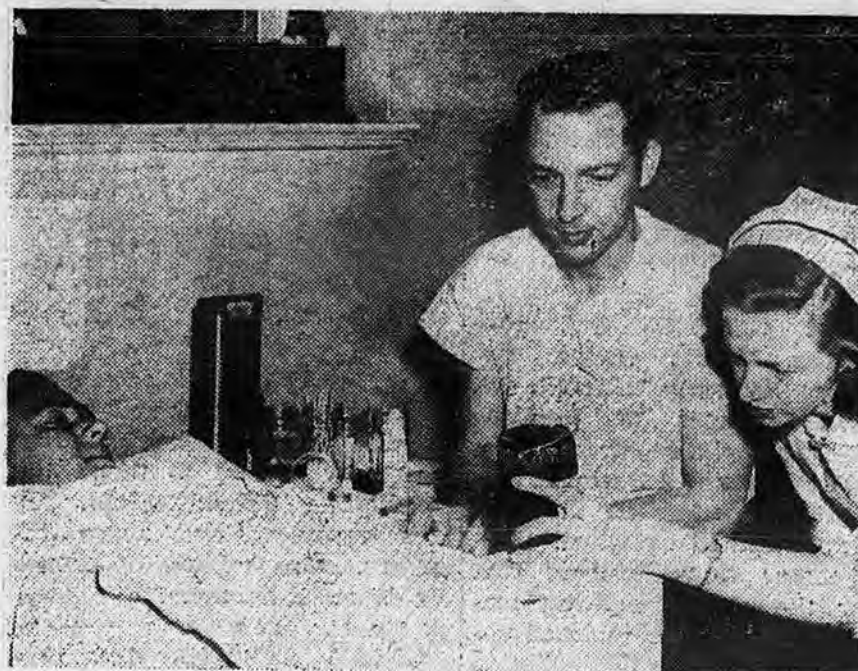
Virtually all Seafarers comments today contain high praise for the Marine Hospital treatment, and are especially laudatory of the doctors, nurses and other staff members.

Because of the SIU's desire to better acquaint its membership with the facilities and composi-

tion of the Marine Hospitals at their disposal, Union representatives in all ports are visiting institutions in their areas. They are talking with the administrative officers, the staffs and the Seafarer patients and they are taking photographs.

Among the first to report were Baltimore and Mobile, whose results appear on this and the following three pages. Reports on Marine Hospitals in other SIU

(Continued on Page 9)



Aided by Nurse Metzler, Dr. Henry T. Leigh administers blood transfusion to Seafarer Rex Coote.



SIU member Ralph Frey doesn't look so unhappy having his temperature taken by Nurse Norton. As a matter of fact, who would?



Dr. Leigh inserts needle into arm of Seafarer G. Palsson for intravenous injection. Average cost of daily treatment per patient in Baltimore Marine Hospital is \$5.75.



Some of the nursing staff of the Baltimore Hospital. In front row (left to right): Mrs. Gladys Guydes, Head Nurse Jennie Martell, and Miss Ruth Buzolski. Second row: Miss Carolyn Cullen, Mrs. Rose Martin, Mrs. Lorraine Grush and Mrs. Martha Gamel.

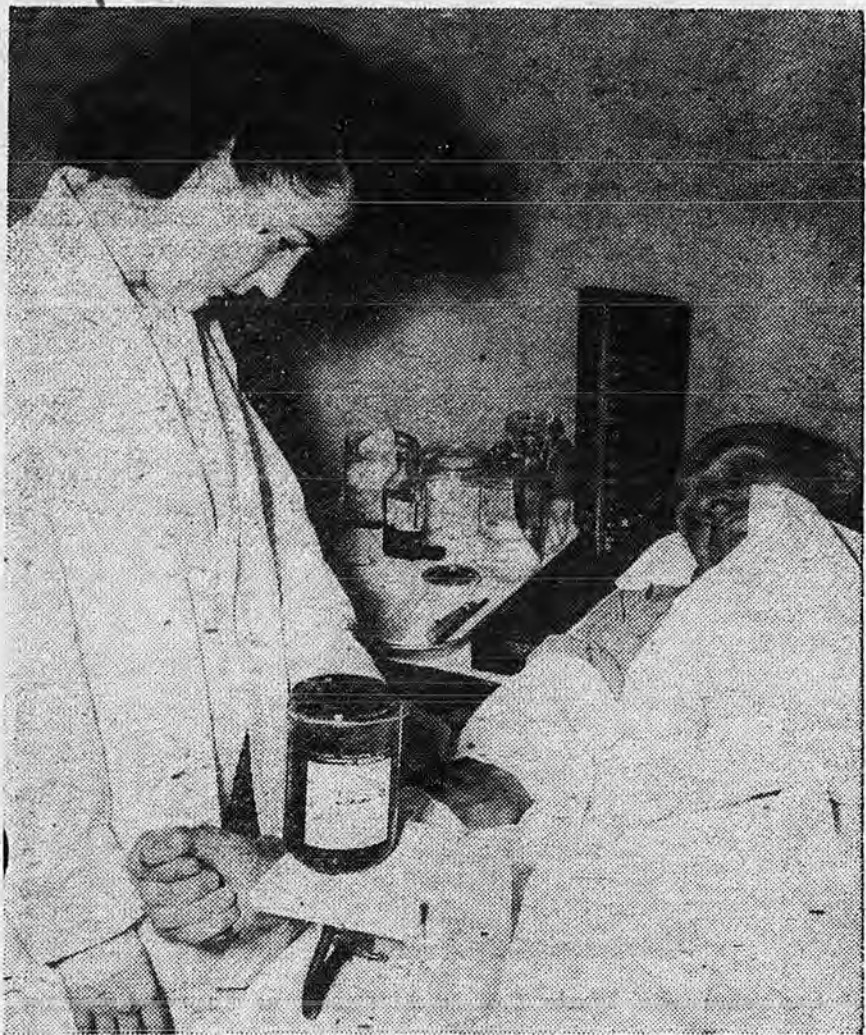
Seafarers Assured Of First-Rate Care



C. Moll, another Seafarer requiring a transfusion, is ministered to by Dr. Nunzio J. Carrozzo, of the hospital staff.



Chow at the Baltimore institution is ample and well-prepared. Hospitalized Seafarers about to enjoy a noon meal are (seated around table, left to right): S. S. Wilson, Tom Laney, Rex Coote, G. Palsson, C. Moll and W. Wilcher.



Transfusion is given to W. Wilcher by Mrs. Echelberger, a technician at the Baltimore Marine Hospital.

Second Largest Institution Of Its Kind Treats More Than 33,000 Patients Yearly

(Continued from Page 8)

ports will appear in subsequent issues.

When it comes to cooperation with the local institution, the Baltimore Branch's activity has been outstanding. Of the Baltimore SIU's cooperation, Dr. John L. Wilson, Clinical Director of the Marine Hospital in that port, says:

"The Seafarers International Union has been extremely cooperative with this Hospital, and during the past three years has contributed a large portion of the blood for the hospital's blood bank. The Administration of this hospital wishes to take this public opportunity to again thank this Union for its cooperation."

Largely responsible for the success of the Baltimore Hospital in treating its patients is the

emphasis it lays on good medical care and courtesy to the patients.

"That is the spirit with which the entire staff operates," Dr. Wilson says. "There is a definite attempt made to treat each patient as an individual and give him the best treatment that medical science has to offer."

The Baltimore Hospital is well suited to achieve the objective stressed by the institution's clinical director. The second largest Marine Hospital in the nation (Staten Island in New York is the largest), Baltimore has 500 beds, which are occupied by an average of 404 patients a day.

Its staff treats all general medical conditions, except tuberculosis and mental disease. Two large out-patient departments are maintained, one in the Hospital and one in the Customs House in downtown Baltimore.

Baltimore's Marine Hospital, a seven-story building completed in 1934 at the cost of one million dollars, has six floors of wards and one floor for private rooms.

Dr. J. F. Van Ackeren, medical officer in charge, heads a total staff of 445. The medical staff is composed of 40 doctors and 103 nurses, who treat patients in each of the following services: surgical, medical, tumor, urological, pathological, dental and eye, ear, nose, and throat.

Adjunct facilities to these treatment services are an outstanding X-ray department for both diagnostic and therapeutic purposes, a well-stocked pharmacy, physical and occupational therapy and a competent record room, which offers quick service on abstracts.

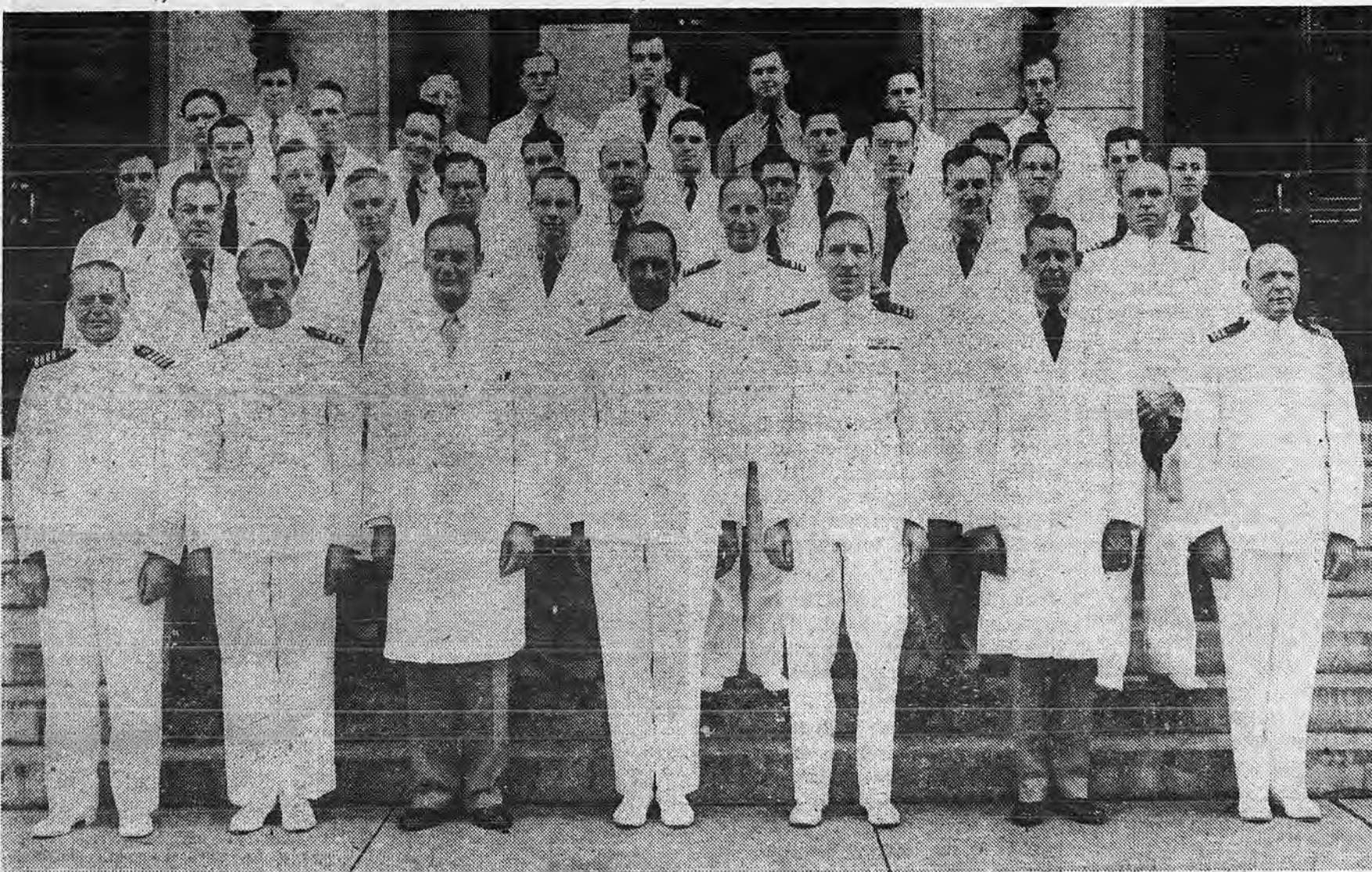
A new and modern laboratory, staffed by specialists in their respective fields, rounds out the hospital's medical facilities.

Handling the human side of things at the Baltimore Hospital is a capable, conscientious and sympathetic social service department, directed by Miss Caroline Diggs.

According to figures supplied by Dr. Wilson, the average length of stay for each patient is 16 days. The Baltimore institution ministers to more than 25,000 out-patients and between 8,000 and 9,000 in-patients during a year.

Hospital functionaries say they would like to increase entertainment and diversional activities for the patients, and Dr. Wilson points out that in future planning it is hoped that more space will be provided for recreational facilities.

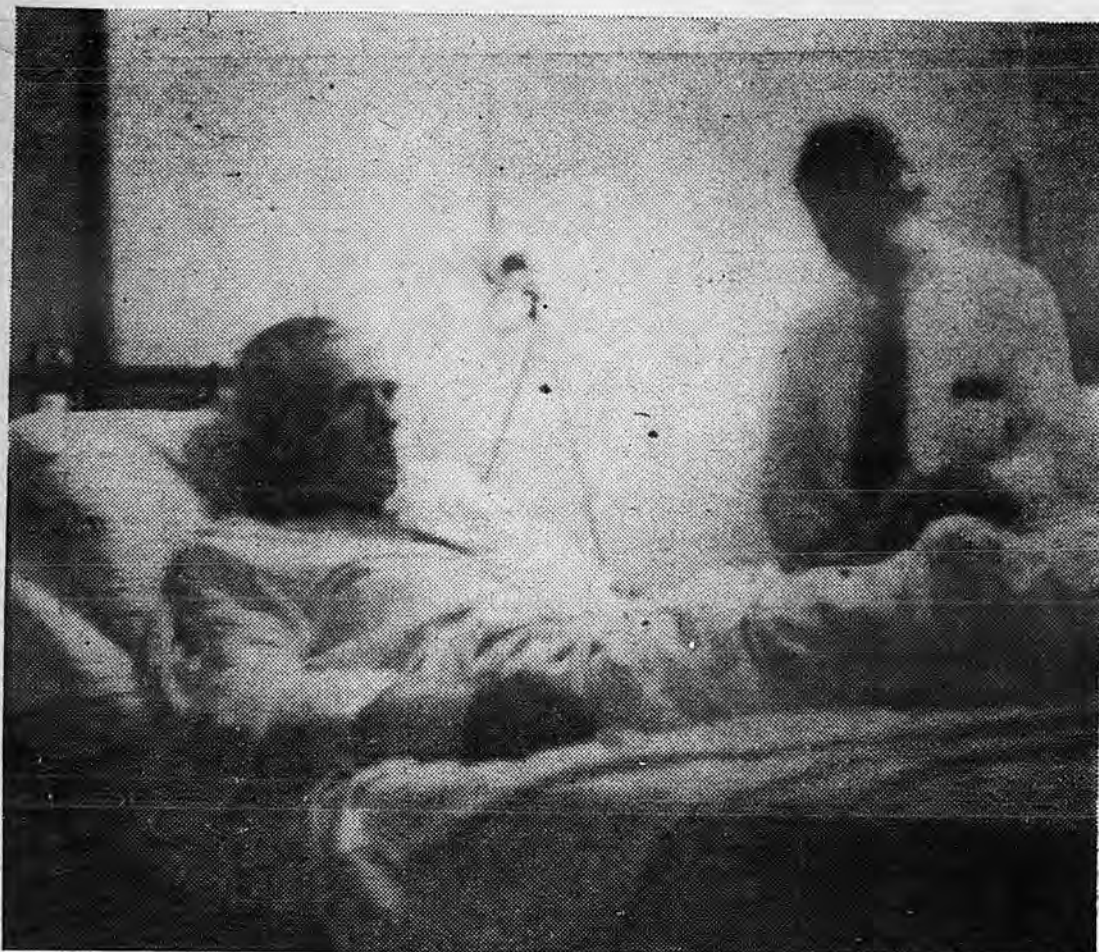
Although expanded entertainment opportunities would be undoubtedly more than welcome to most seamen in the Baltimore hospital, it appears that any man who can figure on being restored to health in the average 16 days cited by Dr. Wilson will probably not fret on that score.



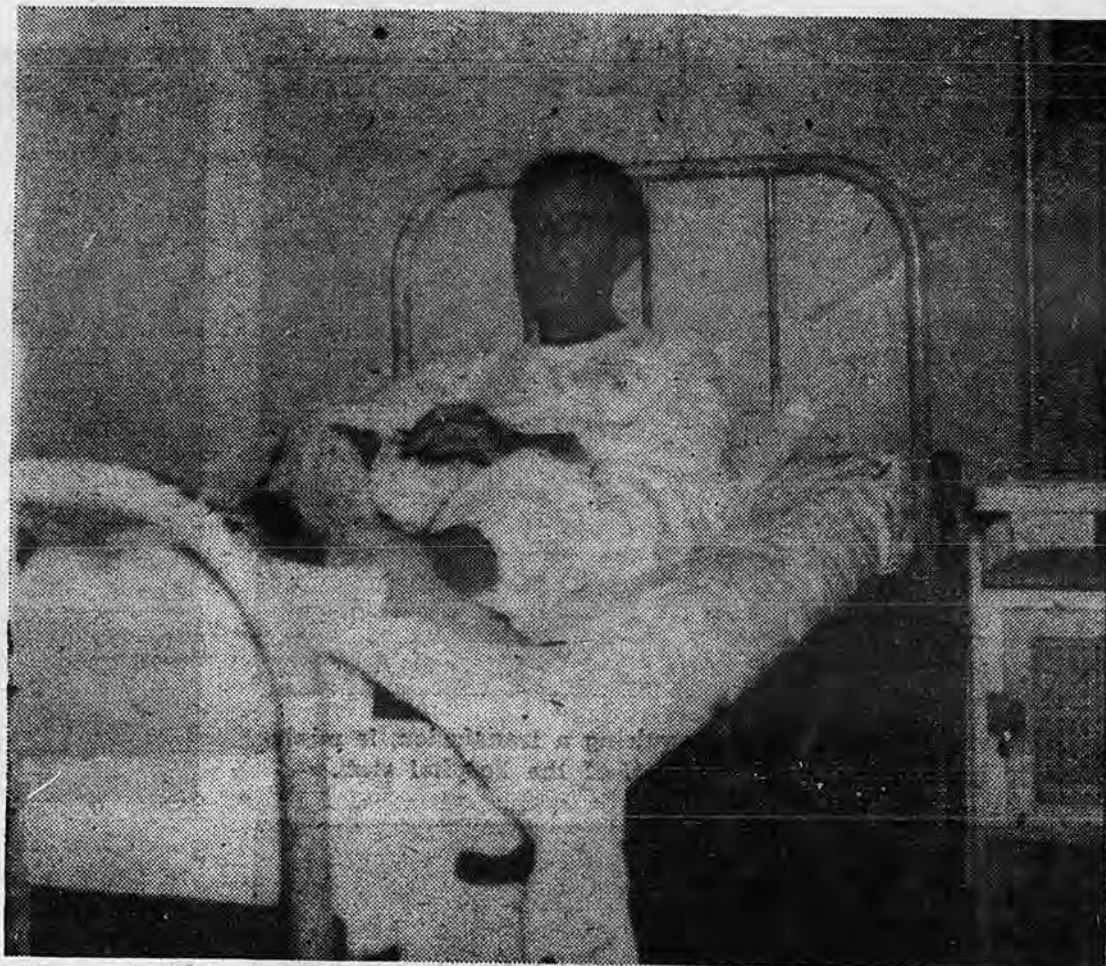
The physicians who make up the medical staff of the Baltimore Marine Hospital. Fourth from the left in front row

is Dr. J. F. Van Ackeren, medical officer in charge of the hospital. Of 445 total personnel, 40 are doctors.

Mobile Hospital's Treatment Of Seamen



Among Seafarers being treated at Mobile Marine Hospital is Clarence Haffner, who sustained a broken leg on a ship during a storm at sea. He has good words for the Hospital staff.



Seafarer H. R. Lowman has been in the Mobile Hospital because of a broken ankle since Aug. 17. He says doctors and nurses are excellent and especially praises Drs. Dagovich and Hershey, who are attending him.

Cheerful Service By Capable Personnel Contributes Greatly To Rapid Recoveries

Mobile's Marine Hospital is a beautiful, three-story, white structure, whose entrance is at the corner of St. Anthony and Bayou Streets. Its appearance is befitting an institution that provides first-class medical treatment, administered with patience and understanding by the entire staff.

Ask any Seafarer who has been a patient in the Mobile Marine Hospital and the chances are ninety-nine to one that he'll tell you that there's no better treatment to be had anywhere.

Responsible for the praiseworthy-treatment of seamen in the Mobile Marine Hospital is a staff headed by Dr. Porter, the institution's medical director. He is assisted by a staff of physicians, including Drs. J. B. Ryan, L. G. White, N. G. Heffner, L. I. Daugherty, E. L. Kirsley and J. E. Hamill, and two dentists, Drs. Allen Perkins and Earl Davis.

HAS EVERYTHING

The Hospital's medical personnel is rounded out by a corps of 20 registered nurses, a varying but large number of nurses' aids and approximately twenty orderlies. These figures vary with the needs of the moment.

Everything necessary to give seamen the finest medical service available is on hand at the institution, including X-ray and vocational therapy. The Hospital has its own laundry system, canteen and recreation rooms. There is a spacious, well-kept lawn surrounding the building for the use of convalescing patients.

The major portion of the treatment given seamen in Mobile is done through the facilities of the Hospital's out-patient and dental departments. At times there are as many as a hundred seamen, many of them Seafarers, using these facilities.

Like those in other SIU ports, the Mobile Marine Hospital is visited weekly by a Union Hospital Patrolman, who brings the Union members their weekly benefits; mail, copies of the LOG and other material of interest.

On a recent visit, to the Hospital the SIU representative was accompanied by two Seafarers, Phil Reyes and D. W. Alexander, who took photos of hospitalized Union members and generally aided him in obtaining interviews and data that would be of interest to the membership as a whole.

The entire staff, from Dr. Porter down, offered the visiting Seafarers their full cooperation. The Brothers learned that all hands in the Hospital were unanimous in their praise of the treatment accorded them by the doctors, nurses, aids and social service staffs.

Proofs that the courtesy shown to patients is no fleeting thing in the Mobile Hospital was shown by the fact that those who have been in the hospital the longest were the most enthusiastic in giving praise to the institution's personnel.

PUBLIC SUPPORT

The visiting Seafarers learned that the Hospital's recreational facilities are ample and are decidedly helpful in passing time pleasantly for the patients.

Besides the recreation room, there is a fairly well-stocked library, books for which are furnished by various civic and welfare organization.

Several Mobile groups are extremely active in making the patients stay in the hospital more than just a dreary wait until their health is restored.

Some of the groups cooperating with the Hospital in attaining this objective are the Catholic Maritime Club, the Seamen's Bethel, and the American Red

Cross, which makes weekly visits to the Hospital.

Band concerts and stage shows are given periodically in the recreation hall. Outstanding support in the entertainment field has come from the Mobile local of the AFL American Federation of Musicians, who have given several concerts for the patients.

COSTS UP

The Mobile Marine Hospital, like the others throughout the nation, is conducted by the U. S. Public Health Service. With the broadening of the scope of the Hospital's work in recent years, the cost of treatment has shot up.

The approximate cost per patient for each day's treatment is close to six dollars. The government bears this cost and no charge is made to men of the American merchant marine. However, foreign shipowners must pay that amount for their seamen.

The cost of treatment, however, is no indication of the quality of treatment. By conservative estimate. Similar treatment in private hospitals would run close to \$10 per day.

After making their rounds last week, the visiting Seafarers observed that "all in all, the Mobile Marine Hospital is not a bad place for seamen needing dry-docking for a spell."

They added that with the holiday season coming on it would be a mighty nice gesture if all hands would make it a point to pay to their Union Brothers in a visit to the nearest hospital. It would certainly cheer them up, they said. And they're right!



Seafarer John Weck, OS, is all smiles as he accompanies Mrs. J. A. Thetford, Red Cross representative, on her rounds of the hospital.



Brothers Erlene Smith (left) and V. M. Henries, both general medical patients, are coming around fine. They say they have no beef with the treatment they are getting.

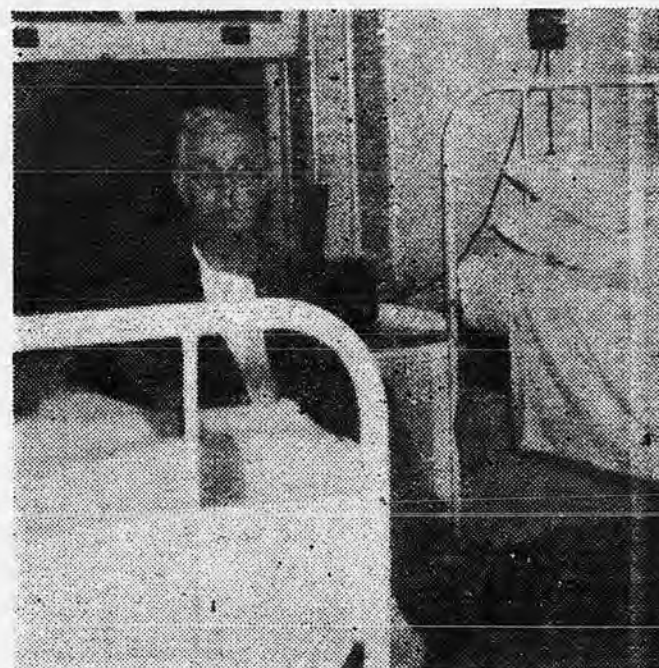
Wins High Praise From SIU Patients



Doing their part to help restore seamen to health in Mobile Marine Hospital are the three members of the nursing staff in photo at upper left. From left to right: Miss Barnett, RN; Miss Hodges, nurses' aide, and Mrs. Rodgers, RN.

~ ~ ~

Talking to SIU representative in photo upper right is William Richardson, who is receiving treatment for suspected polio condition which developed in Antwerp while he was serving as volunteer organizer aboard the SS Radketch. Dr. Ryan and Nurse Taylor rate his all-out approval.



The Mobile Hospital lists have shown Brother A. C. McAlpin's name since April of this year.

Above is SIU member Jerry Pettaway, who entered the Mobile Hospital a couple of weeks ago with a fractured foot.



Seafarer C. E. Glover, who has been in the Marine Hospital for four months, gets a visit from a Union representative. Treatment given seamen there compares favorably with the best, he says.



All the patients in Mobile Hospital have high praise for Mrs. Mills, nurse's aide, for her kindness and consideration. She's the wife of an SIU member.



Brother Lew Smith, SIU oldtimer, has been in the Hospital only about a week, but he's frank, nevertheless. He says chow could be improved a bit as to quality and quantity. He finds everything okay, otherwise.

THE MEMBERSHIP SPEAKS



Master's Outdated Contract Sore Spot To Ranger Crew

To the Editor:

I've heard that my article of last September appeared in the LOG. At least one friend thought it interesting. I've been wondering about other opinions on this review of our bauxite trip.

We are on our way from Mobile to New Orleans now. Our last run was an average trip with the exception of the relief Captain. We will sure welcome back Captain Perry, our regular Skipper. He is a good person and usually lets the boys have a sizable draw, which makes a big difference on a trip.

On this last run Captain Orbin, who reads from an out-dated agreement book, couldn't read black on white. I'd pointed out to him that a hot lunch was called for at the 9 P.M. lunch period. Five minutes later he decreed that coffee and cold sandwiches were all our agreement called for. His, maybe! "You'd better see the Patrolman," was my reply. Arguments avail a Delegate nothing at sea, but when the ship gets back to

the States it is another matter.

Speaking of arguments, I'd like to say that personal arguments, mixed with drink at the payoff are bad business. Such "drinking exercises" blacken the good name of the Union.

SHORT-CHANGED

Our new two year agreement is the strongest contract yet. But Alcoa clips our wings for about forty bucks per month. Port stores are handled by shore gangs, with next to nothing paid the crew on this. All work on the boxes is within routine hours. And shore gangs sougee and paint the quarters.

These clarifications of the new agreement pack a lot of power, but with prices where they are, we're stuck unless we temper down the companies way of thinking and acting.

All rearranging of dry stores or meats for inventory is overtime, as well as de-frosting and cleaning of boxes. We must have first call, ahead of the shore-gangs, on the handling of stores for the voyage that are delivered to the ship. Not to store our own ships is asking for the gun.

This ship has passed annual inspection. All repairs have been completed, new mattresses and pillows have been received, the hull sand-blasted, and welding and painting done. With a clean ship and a fifty percent new crew, we are anticipating a good trip.

In closing I would like to remind you that spot-sougeeing is routine work — and some men should remember that "cleanliness is next to Godliness!"

James B. Elliott

Crew Praises Norfolk Branch For Support

To the Editor:

As members of the SIU and as crewmembers of the SS Rosario, Bull Line, we would like to express our thanks to the Agent and Patrolmen of the Norfolk Branch for their fine attempt to secure us transportation in our recent beef.

Although we didn't get the dough, it certainly is good to know that our representatives constantly fight for what we know are the best conditions in maritime history.

Thanks again to our Norfolk Branch.

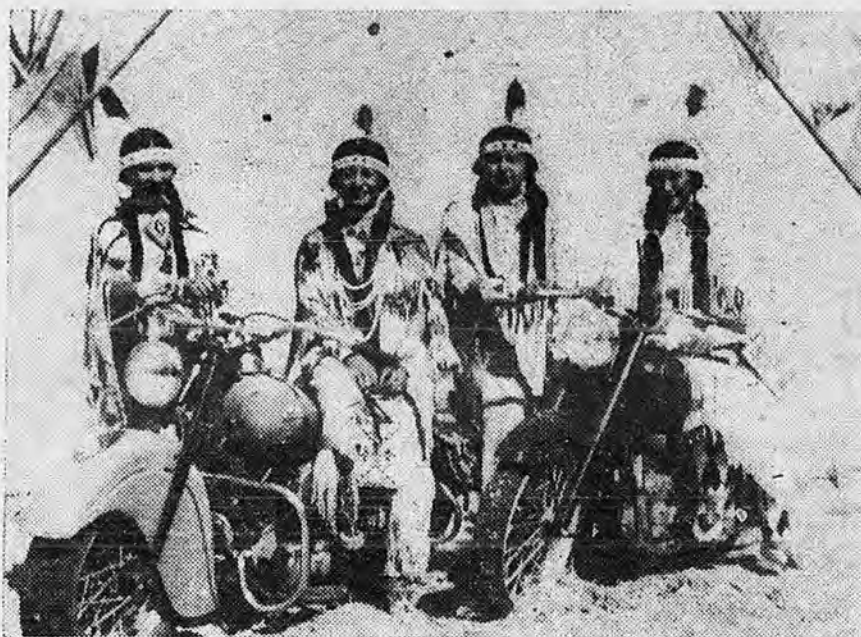
The crew of the SS Rosario

Send Those Minutes

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

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

INJUNS IN THE MODERN AGE



While Brother I. H. Pepper visited the roundup in Pendleton, Oregon, recently, he snapped this picture of four squaws with their mounts. Ten to one the motorcycles are Indians.

Commends Log For Article On Ellis Island Hospital

To the Editor:

Although I am not a member of your Union, I would like to commend you for the article about the Ellis Island Hospital. It made me remember the aid I received while there.

I, for one, will never be able to pay the debt I owe to those fine doctors for restoring me to health. Like all humans, who forget fast as soon as they get well, I never returned to thank these doctors for being so kind to me.

The one who will live in my memory for a long time to come is Doctor Theodore Branfman. His skill and kind words sure came in handy when things were the darkest for me.

I witnessed a miracle while I was over there. A young Coast Guardsman came in whose only means of getting around was in a wheel chair. Ten months later, when I met this young fellow again, he was back on his feet and in school.

REPORTS HEAVY CALL ON LOGS IN BA BAR

To the Editor:

I am very pleased to acknowledge receipt of several issues of the LOG. There has been a great demand for them by seamen visiting this dock, and I will be very much obliged if you will continue sending them to me here in Buenos Aires.

It might help members coming down this way if you would put a notice in the paper letting them know that I will have them available—as long as they last—at this bar.

Jose Sansin, Proprietor American Bar

(Ed. Note: We are increasing your bundle to 25 copies per week. Should this not be enough to fill the demand, let us know.)

Feels New Crop Of Bosuns Will Make For Beefs

To the Editor:

Why stick out your neck? I just came up from New Orleans, and it seems that since the last raise everyone with three years sea time is set on shipping Bosun.

If we aren't careful this is going to get us a beef from our companies, as many of these boys are shipping Bosun for the first time and can't do their job as it should be done. Most of them are waiting for Liberty ships. The fellows who have been sailing Bosun since the wages were almost the same as AB, are forced to take bigger ships and thus make less money and have more headaches than they would otherwise have.

Here's the way I see it: You can be the best damned sailor that ever stepped aboard a scow, but that doesn't mean that you are a good Bosun. Sometimes a man may not be too good a sailor, but knows how to handle men and get work out of them. He's a pretty good Bosun.

This may bring an argument, but it is time something was said. A man may sail on Deck for twenty years and never be any good as a Bosun. Yet another man may spend two or three years on Deck, and make a swell Bosun. A good deal more comes with a Bosun's job than the latest \$25 raise, so think it over before you throw in your card. You may still be better off sailing as AB by letting the boys that have had the headaches for so long keep them a while longer.

Russell E. Barnett

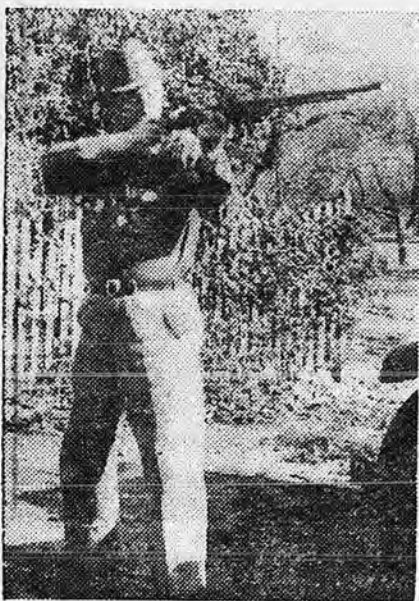
Clifton Coates

AFOUNDRIA'S CLEAN-UP SQUAD



With weapons in hand and togged appropriately for the occasion, crewmembers of the Afoundria prepare to attack the bulkheads and decks with soap and water. In front, left to right—George Burk, Deck Maintenance; Caputo, OS; and Tim Holt, AB. Middle row—O. Bodden, AB; William Morreale, Deck Maintenance; John Bergeria, OS. Back row—"Senator Claghorn" Scvadsen, Deck Maintenance.

SIU Sportsman



Sam Vandal, long-time member of the SIU, demonstrates the manner in which he passes his time while ashore. Here he draws a bead with his high-powered .22 rifle.



Sam sits in his boat still-fishing for bass in Greenwood Lake, New Jersey. Sam's quite a sportsman. He belongs to the Rod and Gun Club and heads for the great outdoors whenever he is in from a trip. His latest ship was the Alcoa Ranger, where he served as Night Cook-Baker.

On Human Understanding

To the Editor:

Under the heading of "Human Understanding" one could cover a million pages and subjects if gone into with an open and intellectual mind.

But begging your pardon, dear friends and readers, I am far from being intellectual. Nor does my mind have more than an average understanding of my fellow man. I am the man next to you on a bus or a street car, or banging your shoulders while rooting for the hometeam. I am the fellow who told you how to find the shuttle to Grand Central or the beach train, or sat next to you in the movies.

I cry when you cry, laugh when you laugh. Sometimes I am happy and content, at other times sad and depressed; but at all times I am the perfect image of you—the average American in the street.

That is the reason I consider myself competent and able to talk to you. These few printed words are my medium.

The world is quite bitter and hard at times—especially if you are lonesome and believe yourself forgotten by all. A cheerful smile from a stranger is an enormous psychological boost. It makes the day appear brighter at once.

INEXPENSIVE FEELING

A little courtesy when crowding into an already fully packed subway car relieves the tension. So will a remark at the right moment. A "good morning" here, a "hello" there—why not? It does not cost you a nickel, and it brings a lot of goodness into your own soul when you are answered with appropriate greetings.

One of the greatest poems that I ever read goes: "Let me live in a house by the side of the

road and be a friend to man." We all can do with a little understanding when the going is tough. And the prevailing times are tough for sure. So we all can do our share in letting a bit of sunshine enter into the lives of others less able to resist the depression forced upon them by circumstances beyond their control.

Before condemning our neighbors, we would do well to try to understand the reasons for their actions, and to analyze their point of view. We would then, perhaps, be able to forgive and at the same time unearth faults of our own.

So come on fellows! A smile here and a greeting there brings out the sunshine everywhere.

John Wunderlich

Takin' A Breather



Shot taken in late summer shows Worth Pittman, crew-member of the Nathaniel Palmer, taking it easy between work stints. Pittman and fellow workers put the Palmer in SIU-shape after it had rested in a boneyard for several months.

Says Don't Leave Unionism On Ship

To the Editor:

Although Union mindedness is strong aboard ship, there are times when it seems to be forgotten by some of our fellow members when they go ashore.

Here is an incident that was noticed recently on a dock in the port of Tampa, where several taxi cabs were waiting for seamen. One of these taxis had a sign on it which could not easily be mistaken which read, "Lucilles Taxi—Union Cab, Local 79. Yet this taxi was by-passed by some of our brothers who engaged another, whose operator neither belonged to a union nor operated on a union basis.

It certainly is a good and healthy sign to see a union label or sign displayed by any union operator or any business. Be it a ginmill, barber shop or any other union shop. We know that

these people are bound with us to fight for better conditions for the common good of laboring men.

In any just beef, we Seafarers give our support to any bonafide organization in its attempt to exterminate the chiselers and sweatshops that operate under the guise of business. Yet when the occasion arises when we need support, how can we expect such support from fellow unionists whom we have not encouraged by patronizing their businesses?

It is necessary, therefore, that we be union-minded at all times. Strong, clean unionism is the foundation upon which rests the cornerstone of solidarity, which is absolutely essential to the maintenance of a strong and united front throughout the whole labor movement.

Arthur J. Browne

Woody Chronicles Tidbits From San Juan Social Life

To the Editor:

There is plenty of activity around the San Juan Hall. Shipping and voting is heavy. Some of the Brothers are jumping off of one ship and on to another right away. It reminds me of the old circus cry: "Here today and gone tomorrow!" Anybody else want one? I mean a job. If so, come on down!

I feel sorry for that Latin from Manhattan, Johnny Sullivan, who by now is up in the cold country oiling winches on the Liberty ship Rosario. Good luck, Johnny. We expect you back soon.

All hands here are expecting three other characters back on the beach any day now. The trio of Vince "Blackie" Kane, Bob Tompkins, and "Boy Smokum Pipe" Lincoln.

Brother Johnny Benedict just shipped out on the Wild Ranger, after three weeks of beach-combing. He claims he enjoyed his stay here. Brother Benedict hails from New Orleans.

All hands have been yelling for the LOG lately. The last issue we've received is that of the 15th of October. They have been reading and re-reading the bound copies and back issues in the Hall. Some like the pictures best, others like the little sketches that accompany the articles, and—oh well!—the whole LOG from first to last page is enjoyed.

We finally put the whip to Red Spurlock. He is now working

on an article that I am sure will be welcome. In the very near future it should be in the LOG office.

ANOTHER STARTER

Brother L. "Pope" Colon, who lost his race horse about a year ago, is back in San Juan. He is not looking for a ship right away. He is trying to buy another race horse. Better luck this time, Pope!

Was outside of Maltilde's Bar as usual with the gang the other day. No one can get in the place except Maltilde and "Red" Morgan. The bar is very small and Maltilde is very large, so the boys and girls sit outside. When it rains all hands scramble onto a neighboring porch where, if the wind is right, they can stay almost dry.

Brother Dario Rios, the chief cook, is in San Juan after spending a couple of weeks with his family in Mayaguez. He states there are six SIU members on the beach there. Brother Rios got off the Rosario, and just dropped in to vote.

Those of us on the Election Committee were moved right smack in the doorway of the Agent's office on meeting night, for the Hall is so small there was no other place. Now, between the Agent and the Dispatcher trying to get around, we are being moved around like Mexican jumping beans—with no room to jump!

But as I've said before, "Keep her steady as she goes."

"Woody" Lockwood



A Seaman's Requiem

By AUSSIE SHRIMPTON

He lay dead on the cold iron deck and stared at the lead grey skies,
With never a friend to mourn him or a hand to close his eyes.
"Yeah, he's dead," was all they said, "sure dead 'n' there he lies."

The Mate came aft at seven bells to give him the last overhauling,
"Just lash him up an' stow him neat in six foot o'tarpauling.
An', Chips, look lively there—the barometer's a falling."

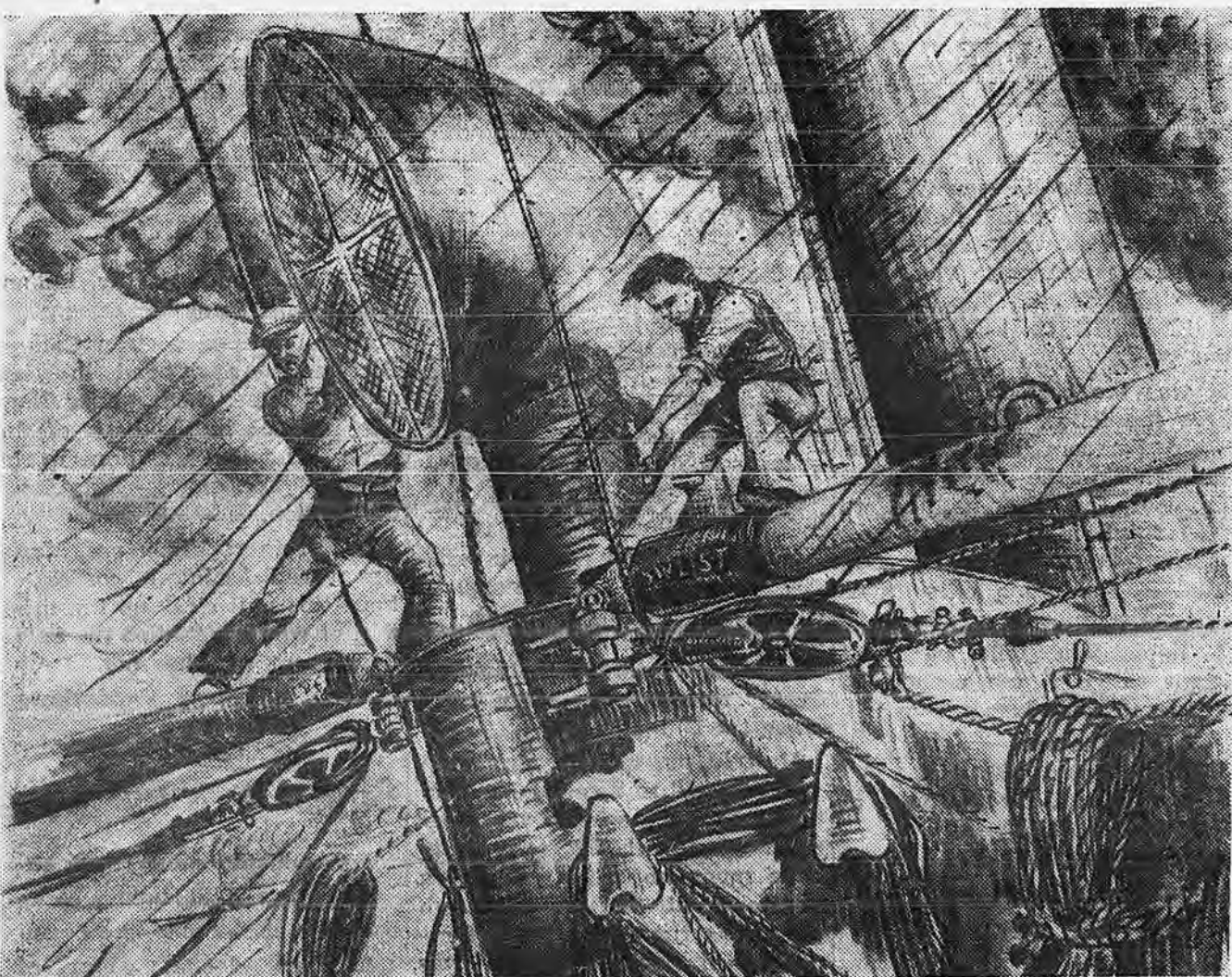
So they carried him up and laid him down with many a heave and jerk,
And dumped him deep in the grey green sea where the tiger shark do lurk;
"Sure it's tough about 'im," the guys did say, "but who's to do 'is work?"

My Last Desire

By BENNO ZIELINSKI

When my heart once stops to beat
Carry my remains to the open sea—
There lower me down into eternity.
There let me dream while the silent waves roll
On the treasure-strewn dunes in submarineland
Where mermaids dance to Neptune's band
Neath the crossroads to foreign countries.
There—deep—the sun never pierces the gloom—
There I'll sway gently to the tide of the moon.

Maffie's Pen Depicts Imaginary Shipboard Scene



Lacking actual inspiration for a highly dramatic shipboard scene, Seafarer-artist Norman Maffie resorted to his imagination for the above view of two crewmembers as they might appear trimming vents aft aboard the Santa Clara Victory if she were struck by a sudden squall in the Atlantic.

Makes Ore Line Cruise, Reports Favorably On Crew

To the Editor:

Well, here we are again, on our return trip to Baltimore from Cruz Grande, Chile.

Things were kind of tough on the beach, so, having heard that these Ore runs were a seaman's nightmare, I thought this would be a good time to try one of them and see what a seaman's nightmare looked like.

This is my second trip, and I think the run is not too bad. Of course they would never do for the overtime boys—there is very little of that. Then, there is no liberty on them either, with one night (and once in a great while two nights) in Baltimore.

On the Chile end you pull right into the dock and start loading. As a rule not over six hours later you are out and on your way back to Baltimore. What the hell! It is a lot better than being on the beach—here I eat!

The Stewards Department is headed by B. L. Robbins, that old son of the two Carolinas. He runs the Department, too! He goes out of his way to try and please, and is on the ball and a jolly good fellow. The Chief Cook, Louie Rowe, is tops in my book—a swell fellow to work with and a good cook.

The Second Cook and Baker, Joe (Paddy) Padelsky, is a wonderful Baker. The results of his work just melt in your mouth when you eat it! He is also a nice fellow to get along with. The Galley Utility (or Chief Pot Wrestler) is W. G. (Pop) Rennie, your old friend—no comments!

MESSMEN MASTERS

Steve Burskey, Dave Barrett, and Joseph Clevenger are messmen, and they are the best that you can find anywhere. Jose Hernandez the BR, is trying his hand at poetry—but it is in Spanish. The Steward Utility,

Thanks LOG For Helping To Contact Son

To the Editor:

This is just a line to thank you for publishing my request of October 22 in your "personals" column asking my son William Gooden to contact me.

He read the notice and got in touch with me. Everything is all right again. I am very grateful for the aid you have given me.

Mrs. Mary Gooden

Riding The Trail



At right, Pete, the Steward of the Shawnee Trail, Navy tanker welcomes aboard a new crewmember. Ship made a trip to Hamburg and back to New York. Pic by John Clamp, Wiper.

Mike (Slumber King) Boris, the Mad Russian, is a swell guy and he is working for the crown of Rip Van Winkle. He has just about enough time in now to rate as champ. Really this is one of the most orderly Stewards Departments I have been with.

Dominic Di Maio is Bosun and a damned good one at that, but he went and took unto himself a wife. Well, Nick, may all of your troubles be those little ones! Nat Muse, the Electrician, with his guitar gives us a little hillbilly music, accompanied by the voice of J. Sheets, AB. It's very interesting. Jose Hernandez and Wiper F. A. Gonzales give us samples of Spanish voice—the guitar speaks Spanish, also. It is very cheering.

Our old friend, Thomas Mack, Oiler, is trying to ape Clark Gable, I think. He must leave many broken hearts on the beach—but he is a swell fellow to know. The Quartermasters are a fine bunch of boys. Deck Engineer Ramon Rozpedowski is a busy bee who is always on the ball.

So with a crew like this you have something to be proud of.

FEW GRUMBLES

The food is good, well prepared, and well balanced. But, hell's bells, if we didn't have a few grumbles and growls we would not feel right. There are no performers, for word was passed along that gashounds would not be tolerated. So far, I haven't seen any brass wearing horns. They look like humans to me.

I believe that with my years of experience I can speak with authority when I say a crew is on the ball as this one is. There has been very little trouble, and to my way of thinking the only way to build a good Union is to fulfill your obligations—then you will see how easy it is to get a new contract. That is what makes the SIU the outstanding Union of the Sea. A chain is no stronger than its weakest link.

Let us try to help our weak sisters along. Do not condemn, but let us try to educate. Always remember that the permits of today are the bookmen of tomorrow. Just because you are fortunate enough to have a book does not give you the right to violate the rules and regulations. Always remember that the permits have their eyes on you. It is up to every one to be a credit to the SIU, not a liability.

Yours for a better and stronger SIU!

W. G. (Pop) Rennie

Drydocked Member Asks Shipmates To Pay Visit

To the Editor:

You can just bet your last buck that I am still anchored down. In fact, I am drydocked over here at the Staten Island Hospital for a new stern bearing, but should be ready for sea in a couple of weeks.

Ray White was in today with the LOGS. He's a popular man with the boys here. If any of the boys who know me have time between calls I wish they would take a run over here. It gets lonesome. I am on the sixth floor, Ward 6F.

N. J. Moore

THE CHATEAU IN RAS TANURA



The subject of many letters and articles in the LOG of late, picture shows the seamen's club in Ras Tanura. Picture was taken by Sidney Lipschitz, crewmember of the Lake George. Men seen on the porch are Seafarers from the Lake George.

Ex-Member Tells Of Battle Within CIO Airport Union

To the Editor:

I have been on the beach for a year now and have retired my book. My wife and I have a baby girl. I'm just making out by working as an electrician at Pan American Airways here in Miami.

We have the Transport Workers Union (CIO) representing us. It is in about as bad shape as the NMU. The majority of the officials are accused of being commies, and there is a good deal of fighting among themselves. On top of this, another CIO Union is attempting a raid.

With contract negotiations coming on, things don't look so good. I try to convince the men that it would be best to throw all the commies out, along with the raiders, and get started all over again. However, with the number of company stiffies and phonies in the outfit, it is surprising that they have a union at all.

I have seen a dry-powder type fire extinguisher demonstrated by Pan American Airways that is far superior to

ELECTRICAL UNION REQUESTS USE OF 'SEAFARE'

To the Editor:

I would like to secure permission from your cartoonist, Eddy Smith, to reproduce one of his recent cartoons. The cartoon which I saw appeared in the SEAFARERS LOG of October 29.

It was the cartoon, "Seafare," where the fellow talks so much in the barroom but when he should talk on the union meeting hall floor, he has nothing to say. I think it is excellent and believe that an enlarged copy posted in the union office may be of value to some members.

I hope you will be kind enough to grant me permission to have it reproduced.

Pat E. Damiani
Local Union 363,
International Brotherhood of
Electrical Workers
Orangeburg, N. Y.

(Ed. Note: "Seafare" is winging your way.)



Claims Bar In San Juan Destroys Logs

To the Editor:

Please discontinue sending that bundle of LOGS each week to the Pennsylvania Bar at 52 Cavadanga Street, Parada 2/1/2, San Juan, Puerto Rico, for the following reasons:

First, the owner has been seen by several SIU men, who live in that neighborhood, dumping the LOGS in the garbage can as soon as they arrive.

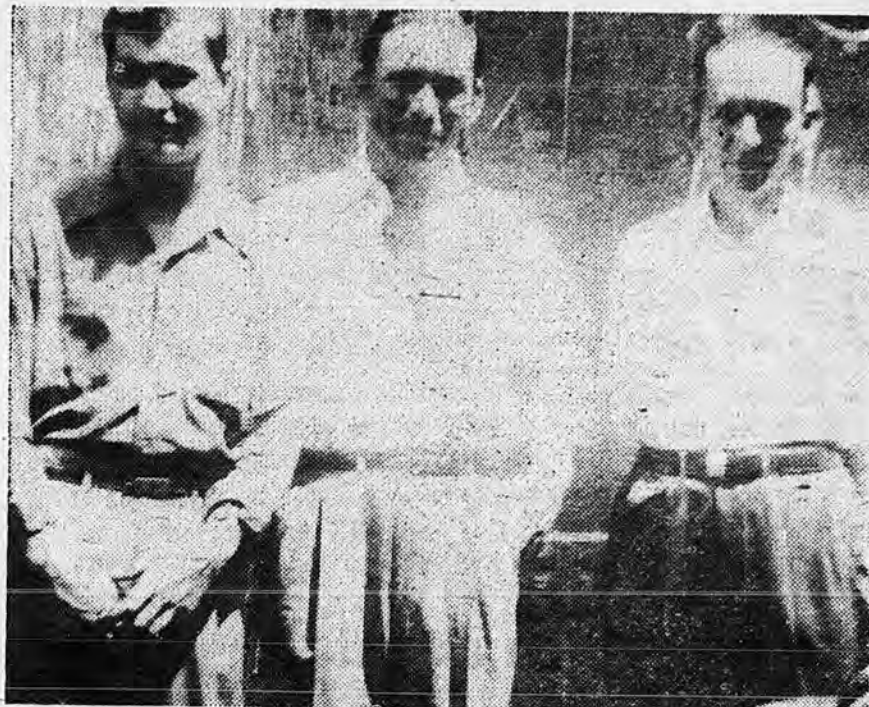
Second, others, including myself, have tried to get a LOG from the Pennsylvania Bar after having actually seen them delivered, but were refused.

I would further advise—and I think that the others who live here will bear me out—that all SIU men stay away from the Pennsylvania Bar in the future for reasons too numerous to mention.

Name Withheld

(Ed. Note: How about it, Pennsylvania Bar? The LOG is open for your statement. If any of the rest of the membership have comments on this, write a letter to the LOG.)

RIGHT AT HOME ON THE CAPE NOME



Taken while the Cape Nome was loading tobacco for Scotland, Ireland and England in Wilmington, North Carolina, Seafarers J. Davis, Baker, Broodway, Chief Cook; and Louis Aiken, Pantryman, look pretty for Uncle Otto Pruessler's camera.

Reader Rows Across 'Seven Seas'

To the Editor:

Your article listing the "Seven Seas" interested me so much that I did a little investigating on my own. As I read it, I recalled naming the seven seas back in my school days; but like those queried on the subject, I, too, had forgotten.

Before beginning my investigation, however, I met unexpectedly (and I thought luckily) a former professor of English who said that "sailing the Seven Seas" referred to those seas along the China Coast.

He told me to look at a map, when I tried to name the seas in that area, but he didn't volunteer to name them! He seemed to have more important things on his mind at the time. Though possessing the rare talent of repartee, it looks like he was caught with his wits down.

I referred to Funk and Wagnall's Dictionary and found under "seas—the seven seas," listed: North and South Atlantic,

North and South Pacific, Indian, Arctic, and Antarctic Oceans.

Perhaps the American College Dictionary (mentioned in your article) listed them under English Phrases in the back of the book as I found was done in the Winston Dictionary—Encyclopedic Edition.

So, Brothers Viken and Macklin were absolutely correct. I hope this will clear up the question of who has "sailed the Seven Seas," and who has not.

Mary Vanderburg

Check It—But Good

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

Mobile Shipping Hits Low Point

By CAL TANNER

MOBILE—Shipping slid to a new low for this port during the past week. Although six vessels were paid off, there were only three sign-ons, including the two ships on continuous articles.

The Alcoa Clipper came in from her 17-day passenger run to the Islands, while the John W. Cullen, also of Alcoa, completed a bauxite run and then headed for the layup.

The remainder of the payoffs were Waterman jobs: the Monarch of the Seas, in from Puerto Rico; the Antinous, back from a European run; the Warrior, returning from a trip to Mediterranean ports, and the Maiden Creek, back after a round of ports in Europe.

All payoffs for the week were smooth, with the exception of the Maiden Creek, skippered by Capt. Morgan Hiles. This scow was fouled up a little by disputed overtime, but everything was straightened out with the Patrolman securing payment of the money for the crew.

BLIGH, AGAIN

As usual, the entire crew had a beef against Skipper Hiles—this time for his refusal to give medical attention to an injured crewmember.

Unfortunately, there was nothing definite enough to put our fingers on, but the crew is waiting for another opportunity to

crack down on this modern Captain Bligh.

Sign-ons for the week were the Clipper, Monarch of the Seas, both on continuous articles and the Maiden Creek, which is scheduled for a trip that will include calls at six coast ports and four Mediterranean ports.

Several Seafarers are in drydock at the Mobile Marine Hospital at this moment. Among them are J. B. Tucker, William Ross, W. H. McKinney, C. E. Deloach, A. Smith, R. C. Davidson, C. Glover, R. Moillanen, W. Richardson, and K. Parker.

Quite a few oldtimers are around the beach, and if you were in Mobile the past week you probably would have run into a few of these Brothers: W. Tracy, B. Clay, E. Vitou, D. Walker, W. L. Dunlop, M. Cutler, C. Stringfellow, W. H. Hamby, N. Larson, J. T. Tighe, W. H. Graddick, and R. Schwarz.

WATCHING STRIKE

The local labor scene is quiet but all hands in the SIU are closely watching the East Coast strike of the ILA. In the event that the Longshoremen should extend the tie-up to the Gulf coast the Mobile Branch of the SIU has made plans to provide essentials for the membership here.

Everything has been put in readiness to set up a soup kitchen at a moment's notice. A dormitory will be made available to men requiring a place to flop, if it becomes necessary because of an extension of the ILA beef.

The Waterman Steamship Corporation has four C ships out in the repair yards and at least two of them are ready to go on the coastwise run, as soon as the company learns that the strike is settled. The other two are slated to follow them at weekly intervals.

ALCOA SLOW

Alcoa, the other large operator in this port, has had a real slow month and prospects for the coming month indicate nothing in the way of improvement in the situation. Only a few of the company's vessels are slated for payoffs and sign-ons.

Since Alcoa has laid up 20 or more Libertys, the only bauxite ships hitting this port are the C vessels, and half of these are in transit from other ports.

That's about all for the present. However, we want to advise everyone wanting to ship out right away that Mobile is a port to bypass for the time being. We will let you know via this column when shipping picks up.

Time For Minutes

To speed up as much as possible the appearance in the LOG a digest of their shipboard proceedings all crews are advised to send copies of their minutes direct to the Editor, Seafarers Log, 51 Beaver St., New York 4, N. Y.

Port Agents should also forward their copies of ship's minutes to the LOG as soon as possible after receiving them.

Any other material relating to the voyage, such as stories, pictures, letters, etc., can be sent in with the minutes.

PERSONALS

ROBERT L. MILLER

Write to Mrs. Shirley Wessel, Seamen's Church Institute, New York.

* * *

GEORGE BOWEN
R. HICKS

Contact Anna Burchick, 517 Cathedral St., Baltimore 1, Md., regarding her brother.

* * *

DANIEL A. HUTTO

Communicate with Mrs. W. L. Hutto, R No. 1, Box 63, Brooksville, Fla. Important.

* * *

VICTOR A. COVER

Ann Lee, 722 E. Lonneta Ave., Glendale 5, Calif., is anxious to hear from you.

* * *

WHITEY or DOTTY GANN

Get in touch with William C. (Reds) Hall, in care of the SIU, 14 N. Gay Street, Baltimore, Md.

* * *

BILL WORMACK

JOE FERNANDEZ

Please get in touch with O. Sikes, care of New York Hall, 51 Beaver Street, New York 4, N. Y.

Shipping In Port New York At Standstill

By JOE ALGINA

NEW YORK—We've all but closed up shop in this port until the end of the Longshoremen's strike. A few tankers moved out and several ships came in for payoffs, but that slight activity didn't create a ripple compared to the usual heavy wash of shipping here.

The few men sent to ships during the past week have gone aboard tankers, and for those jobs we owe a vote of thanks to the Organizing Department.

Two of the ships to go out are the Michael, Carras; the Chrysanthy Star, Intercontinental Steamship Company. Both had come in for payoffs and did quick turn-arounds. The Michael, however, didn't get far. She broke down just outside the harbor.

Other ships in for payoffs, all of whom will be with us for the duration, are the Hilton, Kathryn, Helen, Bull; and the Alcoa Patriot. They bring to twenty the number of SIU ships now tied up here as a result of the strike.

Fortunately for some of the men, several ships are still maintaining full crews aboard; others are maintaining skeleton crews. The men aboard these ships are in good shape and will weather the strike with ease.

PHONY CAPER

Although not many men are going out to ships at the moment, I'd like to comment on a practice currently being pulled aboard a few ships.

A character goes aboard the ship, tosses his seabag on the deck and proclaims to the crew that he is the ship's delegate. His authority, he claims, comes from the Hall where he is a personal friend of the officials.

Such a claim is sheer windbagging, something he dreamed up in a ginmill on the way to the ship. This character was sent aboard the ship to fill a berth, the same as the rest of the crew. He probably feels that a little spiel right off the bat will set the crew right and make for easy sailing.

The best thing to do with this guy is to tell him he stands as

Say Vacation Pay Not Lost, Rule Provides Job Security

(Continued From Page 16)

want that type of trip, because of the transportation rule, he simply does not throw in for it.

There are, of course, isolated cases where it is impossible to secure such information, but these are so very rare that they cannot be considered in making over-all policy.

One thing to us, too, which is particularly significant is the fact that nearly 100 percent of the men ashore are in favor of the present rule. Most objection comes from men aboard ships. If the matter could be checked thoroughly, we venture to say that a large percentage of those men aboard ships who are either writing their "objections to their security being taken away," or agitating other members of the crew to write them, have been aboard for a long period of time and in the large part are afraid that the rule as it now is may break up their "friendly relations" with the mates, engineers and even the company itself.

This, no doubt, to them, would endanger what they fondly refer to as "greater security."

We close this letter with the earnest request that all Seafarers, when the time comes, vote in favor of the transportation rule as it now stands.

As active sailing men of the SIU and Seafarers of long standing, we ask that this letter be published in its entirety.

(Signed by 30 Bookmembers)

(Ed. Note: The above letter has been printed in its entirety because there may be some basis, however unintentional, to the brothers' claim that too much space has been given letters opposed to the rule. However, it will be impossible in the future to devote so much space to one letter. In addition, it is necessary that all future letters on the subject be restricted entirely to issues and be free of name-calling and back-biting.)

SIU HALLS

SIU, A&G District

BALTIMORE14 North Gay St.
William Rentz, Agent Mulberry 4540
BOSTON276 State St.
E. B. Tilley, Agent Richmond 2-0140
Dispatcher Richmond 2-0141
GALVESTON308½—23rd St.
Keith Alsop, Agent Phone 2-8448
MOBILE1 South Lawrence St.
Cal Tanner, Agent Phone 2-1754
NEW ORLEANS523 Bienville St.
E. Sheppard, Agent Magnolia 6112-6113
NEW YORK51 Beaver St.
Joe Algina, Agent Hanover 2-2784
NORFOLK127-129 Bank St.
Ben Rees, Agent Phone 4-1083
PHILADELPHIA614-16 No. 13th St.
Lloyd Gardner, Agent Poplar 5-1217
SAN FRANCISCO85 Third St.
Steve Cardullo, Agent Douglas 2-5475
SAN JUAN, P.R.252 Ponce de Leon
Sal Colls, Agent San Juan 2-5996
SAVANNAH220 East Bay St.
Charles Starling, Agent Phone 3-1728
TAMPA1809-1811 N. Franklin St.
R. H. Hall, Agent Phone M-1323
WILMINGTON, Calif.,
227½ Avalon Boulevard
HEADQUARTERS. .51 Beaver St., N.Y.C.
Hanover 2-2784

SECRETARY-TREASURER

Paul Hall

DIRECTOR OF ORGANIZATION

Lindsey Williams

ASSIST. SECRETARY-TREASURERS

Robert Matthews J. P. Shuler
Joseph Volpian

SUP

HONOLULU16 Merchant St.
Phone 5-8777
PORTLAND111 W. Burnside St.
Beacon 4336
RICHMOND, Calif.257 5th St.
Phone 2599
SAN FRANCISCO59 Clay St.
Douglas 2-8363
SEATTLE86 Seneca St.
Main 0290
WILMINGTON440 Avalon Blvd.
Terminal 4-3131

Canadian District

MONTREAL1227 Phillips Square
Plateau 6700—Marquette 5909
PORT ARTHUR83 Cumberland St.
Phone North 1229
PORT COLBORNE103 Durham St.
Phone: 5591
TORONTO111A Jarvis Street
Elgin 5719
VICTORIA, B.C.602 Boughton St.
Empire 4531
VANCOUVER565 Hamilton St.
Pacific 7824

Notice To All SIU Members

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

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

PLEASE PRINT INFORMATION

To the Editor:

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

Name

Street Address

City State

Signed

Book No.

Further Comments On Transportation Rule

Say Vacation Pay Not Lost, Rule Provides Job Security

To the Editor:

This is to let you know the undersigned members' opinions on the debate now going on in regards to the question of transportation.

Let us state unequivocally, to start this letter off, that we most certainly are in favor of the rule now in effect, to wit: that when a crew has transportation due, they must accept same and get off the vessel.

Now, let's analyze one or two of the points raised by those who are in opposition to this ruling and clarify certain issues which have been misunderstood about this entire matter.

First, some of the fellows seem to be of the opinion that regardless of under what circumstances the crew pays off, the crew must take transportation and pile off the ship. This definitely isn't true. As a matter of fact, there are very few ships paying off now which come under the heading of "due transportation." Therefore, the number of men affected by this rule is in the minority, as compared to the SIU.

Second, the question of so-called "job security." A few persons have stated that they feel this rule is against their so-called "job security." This is not correct. As a matter of fact, the rule as it is now being used is by far a greater means of job security than would come should we change this ruling.

Here is an example. Riding the ships of steamship companies the SIU organized during the past three years are a lot of seamen who are really company men. They are company men because many have never been inside a Union Hall since securing their book through SIU organizational work. Now, through the transportation rule, these company men have to change ships, and in some cases, entire company cliques are broken up. Thus, these men, who have never shipped out of a Hiring Hall, will come through our SIU Halls for the very first time. Herein lies a chance for much education on this matter of Unionism—the Seafarers way.

JOBS EQUAL BOOKS

Third, is the opinion of some of the men in opposition to the rule that bookmen of the SIU are tough up for jobs. This is absolutely not so. Anybody who cares can see this by paying a visit to Headquarters in New York, as we did, and taking a look at the membership charts. The SIU today has approximately one contracted job for every full book. An SIU full bookman at this moment has the greatest job security and turnover of jobs of any Union man in the world. Some guys seem to be of the opinion, according to some of the letters to the Editor, that the beach in every port is loaded down with SIU bookmen, therefore making necessary the ruling now in effect. This is not true, except in extreme cases, such as the present Longshoremen's strike.

As stated before, the record clearly shows that the SIU mem-

bership is not by any means overloaded with bookmen.

Next, the point has been raised that this rule is supposed to prevent a guy from collecting vacation pay due him, or worse still, prevent him from getting in the necessary time for same. **NOTHING~ COULD BE MORE WRONG.** Vacation pay is cumulative in our contracts and the continuity of a man's service in the company is not broken if he stops his employment with one particular company through no fault of his own. This means that if you get off the ship because of this ruling (which incidentally is covered in the Union's transportation agreements) **YOU DO NOT LOSE THAT ACCUMULATED TIME TOWARDS YOUR VACATION;** but, on your next trip, if you want to go back into the same company, that cumulative vacation time is picked back up once again, regardless of the ship you go back aboard belonging to that particular company.

VACATION MIX-UP

Then, too, let us be perfectly frank about this. The question of vacations not only has been misrepresented, but has been greatly over-emphasized as well. It may be surprising to most people to find out that only approximately five percent of the shipboard unlicensed personnel have ever collected vacation money, regardless of the transportation rule in effect. This is true not only of the SIU, but of all seamen's unions, and is accountable to the fact that the large percentage of all seamen change jobs and companies frequently.

In conclusion, we would also like to say that it is our belief that the Editor of the LOG hasn't exactly given this rule now in effect a fair break. For instance, he states in the introduction to transportation letters pro and con in the November 19th issue "the rule calls for men to take transportation money and pile off." The Editor doesn't even bother to explain the exact transportation terms wherein all vessels with their crews have ten days from their arrival at the first American port to start for the original sign-on area before being required to accept transportation and get off. We do not think the Editor has been completely fair on this issue and has been biased on the matter in favor of those who are in opposition to this rule.

In conclusion, we would like once again to state this to those brothers who seem to be of the opinion that the rule now in effect doesn't provide for the greatest amount of security for our membership: Let us remember at all times that we are not an organization banded together for the protection of some would-be company men who would prefer everybody to believe they are beefing about this rule simply because they want "more job security." We do not imply, of course, that all men in favor of changing this rule are "company-minded."

No—lots of the brothers are either ignorant of the real issues involved or else have been

Following are letters from the membership giving their views on the Union transportation rule. The rule calls for men to take transportation money and pile off when a ship pays off at a port other than the one in which the crew signed on in cases where the vessel does not start for the sign-on port within ten days. All possible steps have been taken to give equal space in the LOG to both sides of the controversy.

misinformed on many of the odds at issue, such as some of the absolutely wrong information being passed around as applies to the business of vacations, as explained in this letter.

SHIPOWNER CONCERNED

Remember, fellows, when times look a little tough, the shipowner always want seamen to be concerned over their "welfare." Namely, because it will cause them to stop demanding good conditions, such as our present transportation rider and rules; as a natural result, they will also stop "demanding" the other good contract features our contract provides for: white linen, decent food, and the many other things no seaman had in the "good old days" when company stiffs began to worry about their "security."

It is our earnest opinion that if a man finds he cannot afford to go on the beach occasionally, as is the custom of most all seamen, that man has no business going to sea for a living. He should get a job ashore in some box factory so he can work for the boss 365 days a year. That is one of the handicaps of going to sea and it will always be that way.

That may sound hard, brother members, but as seamen, we must accept it as true. We simply cannot allow a few individual home guards and their concern over their "security" to allow us to make rules and follow policies supposedly aimed at "greater security," but which in reality would lead to a beginning of the destruction of all seamen's conditions.

Remember this. Any time we want to excuse the shipowners from paying transportation, or any other of our economic conditions, in exchange for "greater security," you can bet your life that the shipowner will be glad to make the "exchange."

Remember, brothers, we are of, by and for seamen—all the seamen, not part. The reason we mention this is that recently one or two individuals on ships have written in the LOG that "the rule was made by the guys on the beach." This is foolish. It's an attempt, intentional or unintentional, to create dissension in the Union between "on the ship guys" and "on the beach guys."

The persons making this type of remarks forget that the guy on the beach today is the guy on the ship tomorrow, and vice versa. The talk of "those guys on the beach" seems to have all the earmarks of coming from a professional company stiff of the pre-war days. The same type of person in the "good old days" who used to holler "Mobile for the Mobilians," "Baltimore ships for Baltimore men," and "We Bostonians must stick together," and so on up and down the line.

All oldtimers in the SIU remember this phony kind of guff. It's the sort of stuff we had to destroy completely before we could become the strong Union

we are today. We're too wise for that sort of thing today to ever go for it again. We say to all crewmembers of all SIU ships, if you hear men using this sort of argument, look at them closely — they deserve close watching.

Another point that has come up is that of the forty-five day trip and the hardship it is supposed to work on a crew if transportation is involved and a crew has to payoff as in the present rule. This too has been greatly misunderstood as well as misrepresented. In almost every case a man can easily find out before shipping the length of the trip and the destination. If the man in question does not

(Continued on Page 15)

Stony Creek Crew Backs Present Rule

To the Editor:

The following resolution concerning the transportation rule was adopted by the crew of the Stony Creek, November 19.

Whereas: The present rule would create a much bigger turnover in shipping at present when shipping is rather slow, and

Whereas: A change in the present rule would provide the shipowners with an excellent argument which could be used as a weapon against us in the next negotiations conference;

Therefore: We the undersigned are opposed to any changes in the present rule pertaining to the transportation clause and would vote to that effect if the question of a change is ever brought up for a referendum vote up and down the coast.

Signed by 15 Bookmembers and 14 Permitmen

Opposed To Payoff Ruling, Crew Asks Referendum Vote

To the Editor:

This letter is being written to the LOG and the Secretary-Treasurer in accordance with a request made by several members of the crew. Incidentally, we have all full bookmen on board and expect a clean payoff similar to the one we had in Boston on the previous voyage when there were 24 out of 28 full books. This letter has been read to the membership at a shipboard meeting and is endorsed by those in accord with it.

We, the undersigned fullbook members of the SIU, do hereby declare the newly formed transportation ruling that has been adopted up and down the coast as being unjust and contradictory to the main objectives of Unionism.

The main objective is job security. The right to hold one's job. Where can one possibly find job security when he is compelled to give up his job merely because his vessel failed to return to the area of engagement regardless of the length of employment he has had?

How many seamen can afford to maintain a standard of living if they have to get off and wait for another job to come around? This ruling mainly effects seamen who have responsibilities and obligations to meet. This vessel, for example, averages something like forty days to a round trip. We picked up eleven as replacements in Boston, after having shipped from Baltimore forty-two days previously.

CALLED UNFAIR

Suppose we were to return to another area and collect transportation. We do not feel as though it would be fair to the eleven replacements to have them give up the ship and look around for another ship. After paying the debts that have piled up during the waiting period in Boston, they wouldn't have gained anything for having made this

trip. It is true that we have enjoyed better shipping in the past, and feel certain that things will improve; but wouldn't it be much better to incorporate a time element into this ruling?

We feel that this ruling definitely shows favoritism to those members sailing on coastwise, passenger and regular scheduled cargo ships as they are allowed to remain on board as long as they like. It may be added that we fail to see how this ruling could possibly induce or encourage the shipping companies to operate more vessels and provide more jobs as stated in the LOG of October 8.

As for providing a greater turnover of men on the beach, a man would be less likely to get off a vessel that is on a regular run, or that pays off in the same area it signed on in, since he may get a ship that will make a short trip and pay off in another area, and would then have to hit the beach again for an uncertain period.

HURTS BALANCE

Also, when a ship pays off under these conditions in a port where shipping is considered good, a man may pack up and return to his home port and leave the job to be filled by a new emergency permit who will later be brought into the Union as a trip card.

Last, but surely not least, we want to point out that this new ruling is absolutely in contradiction to the Preamble to our Constitution and By-laws, which states: "Whenever rights belong to one member, it belongs to all members alike as long as they remain in good standing in the Union."

In closing, please let us add that in our meeting tonight, a motion was made and carried by acclamation to ask for a referendum vote extending for a period of 90 days.

28 members of
SS Governor Graves