

GENERAL FUND ASSESSMENT CARRIES BY BETTER THAN 5-1



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Headquarters Tells Recent Arrivals Of Meeting Date Change

To prevent confusion among members who have come ashore in the past few weeks, SIU Atlantic and Gulf District Headquarters reminded Seafarers that the next regular membership meetings in all ports will be held on Wednesday, Sept. 14. Subsequent meetings are scheduled for every second Wednesday evening thereafter.

The new meeting schedule went into effect on Aug. 31, as a result of the unavailability of the auditorium used by the New York membership for certain nights on the previous schedule.

A new schedule was drawn up and approved at regular membership meetings to permit all Branches to hold their sessions simultaneously. This was the simplest solution, since all Branch meetings outside of New York are held in the Union's own quarters and the changes, therefore, could be easily effected.

TALLYING BALLOTS CAST IN REFERENDUM



Members of the Headquarters Tallying Committee, elected at the Aug. 31 membership meeting, as they rechecked and tabulated results of the voting on the General Fund assessment. Around the table, from left to right: Roderick Smith, Larry White, Sam B. Luttrell, Jose Pacheco, Lars Hillertz and Patrick McCann. It took four days for the committee to count and check the votes, which passed the General Fund assessment by a 84.4 percent majority.

The report of the committee will be placed before the membership at the next meeting and, after approval, will be payable at any Branch of the Atlantic and Gulf District.

NEW YORK—With Seafarers in the ports of Seattle, Wilmington and Tampa setting the pace, the Atlantic and Gulf District membership overwhelmingly approved a ten-dollar assessment to strengthen the Union's General Fund in the referendum which ended on August 30.

Upon completion of the ballot count on Wednesday the Headquarters Tallying Committee announced that 84.4 percent of the valid votes were cast in favor of the assessment.

The port-by-port breakdown revealed that all ports had rolled up a vote for the assessment by a better than two-thirds majority, with the exception

of Philadelphia. Although Philadelphia registered a majority vote for the assessment, it missed making two-thirds by a hair, with a 66.4 percent favorable vote.

Article XXIII, Section 3 of the Union constitution states that a two-thirds majority vote is necessary to carry an assessment. The Philadelphia vote has no bearing on the outcome of the balloting, however, since the constitutional requirement refers to the total vote cast on a union-wide basis.

(The complete referendum results appear on Page 3.)

The port of Seattle went for the assessment 100 percent. Wilmington rang up a 98.6 percent vote for the levy, with Tampa close behind with a 96.5 percent tally in favor of the assessment.

The Tallying Committee's report will be submitted to the membership at the next regular meetings in all ports on September 14. After the report has been concurred with at these meetings, the assessment will become payable.

TO MEMBERSHIP

The referendum on the General Fund assessment stemmed from a resolution presented by 36 Seafarers at the regular membership meeting in New Orleans on June 29.

The resolution was adopted by the New Orleans membership and was passed at all Branch meetings on July 13 and again

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ILA Takes Firm Stand In Coast Contract Talks

NEW YORK—Unless the shipowners take a more realistic viewpoint in current negotiations with the AFL International Longshoremen's Association, the possibility of a tie-up hangs over the Atlantic coast.

So far, the shipowners have refused to discuss any of the Union's demands, which include a 22-cent increase in straight pay over the present \$1.88 per hour, increased overtime pay, a pension system, larger work gangs, increased vacations and an improved welfare plan.

The ILA is also demanding that any agreement reached with the New York Shipping Association be made to cover the ILA's entire Atlantic Coast District, which extends from Portland, Maine, to Hampton Roads, Va.

INDIVIDUAL PACTS

In previous negotiations, a contract was first worked out for the New York locals, and then became the pattern for individual pacts in the other ports.

The ILA's demands for a new contract, to succeed the one expiring on September 30, were presented to the employers at the first meeting two weeks ago.

At the following meeting the shipowners rejected all of the union's demands and countered with their own proposals, which

included a reduction of 13 cents in the hourly wage rate and smaller working gangs.

At this point the ILA's 120-man negotiating committee, representing all locals of the Atlantic Coast District, walked out of the meeting, with ILA President Joseph P. Ryan calling the proposal "an insult to the union membership."

A third meeting was held on Tuesday of this week, at which the ILA committee formally rejected the operators' proposals, and stated flatly that they would not alter their original demands.

The shipowners consumed most of the session with allegations that "things were tough."

SINISTER MANEUVER

President Ryan charged the employers with "trying to use the current manpower surplus as a weapon to force wage cuts and to pull back all the gains made by the union since 1945."

He said they were thus trying to follow the pattern adopted after World War I. The ILA committee made it clear, however, that this maneuver would not succeed.

The shipowners' own profit reports, the ILA committee maintained, are sufficient proof of their ability to meet the longshoremen's demands.

They warned the operators that if a tie-up resulted over

the new contract, the responsibility would be the shipowners' alone.

Another meeting between the two groups is scheduled for next

week. The union negotiators have made it clear that they will not take any offer of the operators back to the ILA membership unless it is a "good one."

Green Calls Commies And Reactionaries Twin Enemies Of Free, Democratic Labor

AFL President William Green called for an intensified effort to resist the "destructive forces" which seek to "tear down all the good that labor creates," in a Labor Day address in San Diego, California.

The AFL official singled out world-wide communism and the forces of reaction at home as the "twin evils" which must be checkmated by free, democratic labor unions.

President Green lashed out at the Tory "reactionary combination in Congress" which seeks "to suppress and prohibit the natural instincts and desires of all free Americans to improve their conditions in life and to provide security for their children."

Mr. Green charged that through their activities, the Tories, while they profess to hate communism—which he described as "first and foremost among the hateful corroding and inhuman influences of our age"—are con-

sciously or unconsciously helping to push working people into the ranks of the Communist Party.

"The Tories profess to love freedom," he said, "but only for themselves, not for labor."

Mr. Green said that labor is fighting the obnoxious Taft-Hartley law because it realized that by keeping American labor free and strong the nation can be kept free and strong. He declared:

"Those who believe in the American ideal must realize that it can triumph and survive only if the American people are given full and free opportunity to improve their standard of living and to secure their future against the social handicaps and economic catastrophes which cause heartaches, discontent and eventually can lead to revolution."

Following are some of the highlights of President Green's speech:

First and foremost among the hateful, corroding and inhuman

influences of our age, I place World Communism.

I accuse World Communism of seeking power at any price, of keeping alive the threat of war, at a time when the human race recognizes that war is the greatest curse and destroyer of mankind, and of exterminating human freedom and liberty over vast areas of the earth by the most cruel and forceful methods imaginable.

Finally, I accuse World Communism of reviving slave labor on a mass basis, thereby destroying the dignity of the individual and reducing him to the status of a prisoner of the state, without a soul, without a mind of his own, without reason for existence.

When the last war ended, the American Federation of Labor foresaw the strategy of the Communists. We anticipated what would happen—and did happen

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SEAFARERS LOG

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The Membership Speaks

The membership of the Atlantic and Gulf District once again proved that they have faith in their Union. By a majority of 84.4 percent they voted to assess themselves \$10 a year, for the purpose of building the Union's General Fund. \$2 of this amount will be earmarked for the International's General Fund for general organizing that will benefit us directly and indirectly.

The balance will be used by this District for the important work that must be done if we are to not only keep our gains, but to add to them: fighting against discriminatory and reactionary legislation in Washington, maintaining the present Union services in the face of a general shipping slump, and organizing new companies under the SIU banner—all of which add up to security and protection for all of us.

We are not surprised at the large "yes" vote—somehow, we expected it, in view of past performances—but it is always gratifying, especially in a period when times are a little tough, to see a concrete example of organizational loyalty and farsightedness.

With that kind of spirit we can't lose!

Look Who's Talking

Labor-haters and union-busters are following a new tack in their all-out effort to weaken the collective security of organized workers. They are trying to sell the American public the screwball notion that unions are dangerous because they tend to become big and accumulate "huge treasuries."

Coming from guys who pump billions of dollars of profit out of the American working people every year—and who are always digging for more—this cry is about as valid as a used postage stamp.

But just to make the cheese more binding, let's look at the record.

As was pointed out in a recent issue of the *League Reporter*, weekly publication of the AFL Labor's League for Political Education, the picture painted by the big boys of "big labor" is a myth, pure and simple. And the *Reporter* didn't use its own figures to prove the point. Instead it took the proof from a survey made by *Life Magazine*. *Life*, by the way, is no lover of organized labor, but believes in free enterprise—free of trade unions, if possible.

Anyway, *Life Magazine* last year totalled the wealth of 32 of the largest unions in America, representing more than half of the trade union membership. This total amounted to \$224 million.

But, in the same year, the assets of one corporation—the American Telephone and Telegraph Company—totalled \$10 billion. Or 40 TIMES AS MUCH AS ALL 32 INTERNATIONAL UNIONS COMBINED.

The National City Bank also reported in 1948 that 56 corporations had assets of more than \$500 million dollars each. In other words, each corporation had more than twice as much wealth as all 32 of the nation's largest unions put together.

We think Senator Hubert Humphrey (D., Minn.) hit the nail right where it hurts most, when he remarked:

"I haven't heard yet of any labor leader becoming a millionaire... No group in this country has done more to increase the American standard of living than organized labor."

"For every man who has been abused by labor, there are thousands—yes, millions—who have been cheated, reamed and dry-cleaned by such things as bank failures, foreclosures, business bankruptcies and the like."

That kind of sums it up.



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 them.

NEW ORLEANS HOSPITAL

- J. DENNIS
- L. LANG
- F. LANDRY
- C. ELLARD
- L. WILLIS
- C. D. SHIVELY
- J. B. ALLRED
- W. W. ROYES
- W. SWILLEY
- J. MORTON
- L. E. JARVIS
- C. BACHMAN
- A. MAUFFRAY
- N. I. WEST
- B. H. LAWDERBACK
- P. RAULERSON
- G. MOREJON
- H. R. PITT
- J. E. TASSIN
- A. SYLVERA
- C. BROWN
- D. KOROLIA
- A. ARVANTIS
- S. T. JAMISON
- T. RIGBY



MOBILE HOSPITAL

- J. CURTIS
- MIKE LEOUSIS
- L. HOWARD
- T. GALVIN
- R. LONG
- D. C. MILLER



STATEN ISLAND HOSPITAL

- H. E. BONEWALD
- N. DORPMANS
- J. P. PROBST
- J. W. FAILLA
- W. R. THOMPSON
- M. J. LUCAS

- A. TREVINO
- J. HERNANDEZ
- M. FERNANDEZ
- L. OIEN
- T. KANADY
- I. RHODEN
- M. ROSSI
- V. GROVER

SAN FRANCISCO HOSPITAL

- J. W. KEENAN
- T. ISAKSEN
- B. WIGG
- J. GILL
- T. MACK



SAVANNAH HOSPITAL

- L. T. MCGOWAN
- W. L. SMITH
- T. R. DeLOACH



BOSTON HOSPITAL

- BOB FISHER
- VIC MILAZZO
- J. J. FLAHERTY

Directory Of SIU Halls

SIU, A&G District

- BALTIMORE.....14 North Gay St.
- William Rentz, Agent Mulberry 4540
- BOSTON.....276 State St.
- Ben Lawson, Agent Richmond 2-0140
- Dispatcher Richmond 2-0141
- GALVESTON.....308 1/2—23rd St.
- Keith Alsop, Agent Phone 2-8448
- MOBILE.....1 South Lawrence St.
- Cal Tanner, Agent Phone 2-1754
- NEW ORLEANS.....523 Bienville St.
- E. Sheppard, Agent Magnolia 6112-6113
- NEW YORK.....51 Beaver St.
- Joe Algina, Agent HANover 2-2784
- NORFOLK.....127-129 Bank St.
- Ben Rees, Agent Phone 4-1083
- PHILADELPHIA.....337 Market St.
- J. Sheehan, Agent Market 7-1635
- SAN FRANCISCO.....85 Third St.
- Jeff Morrison, Agent Douglas 2-5475
- SAVANNAH.....2 Abercorn St.
- Jim Drawdy, Agent Phone 3-1728
- SEATTLE.....86 Seneca St.
- Wm. McKay, Agent Seneca 4570
- TAMPA.....1809-1811 N. Franklin St.
- Ray White, Agent Phone M-1323
- WILMINGTON, Calif., 227 1/2 Avalon Blvd.
- E. B. Tilley, Agent Terminal 4-2874
- HEADQUARTERS, 51 Beaver St., N.Y.C.

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- Phone 3-8911
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- Phone 5591
- TORONTO.....111A Jarvis St.
- Elgin 5719
- VICTORIA, B.C.....602 Boughton St.
- Empire 4531
- VANCOUVER.....565 Hamilton St.
- Pacific 7824
- HEADQUARTERS.....512 McGill St.
- Montreal Plateau 676

Members Okay General Fund Assessment

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approved on July 27, in accordance with the sponsors' provision that "two successive meetings" act on the proposal.

In proposing the ten-dollar assessment, the New Orleans Seafarers specified that the money be ear-marked for the General Fund to permit the Union to meet its day-to-day operating expenses without curtailing any of the membership services.

Proponents of the resolution at regular membership meetings strongly urged adoption as being vitally necessary to offset the loss of revenue due to the slump in shipping.

ANTI-UNION DRIVE ON

Moreover, those favoring the assessment pointed out, anti-union forces were encouraged by the economic recession and were already demonstrating that they are out to weaken the security of trade unionists.

It was also recalled that the activities of the SIU on the legislative front in behalf of seamen's welfare was being expanded of necessity.

The SIU could only continue its all-out fight against anti-union legislation if it was assured of the means to do so, and it was for this reason that the resolution was offered.

30-DAY VOTE

Balloting on the assessment began in all ports on September 1 and continued through September 30, the voting period specified in the original resolution.

At the conclusion of the voting period, each port elected tallying committees to count ballots. The results were forwarded to Headquarters, where the checked and tabulated all voted Tallying Committee recast, completing its task on September 7.

Members of the Headquarters Tallying Committee, who were elected at the New York membership meeting of August 31, were Roderick Smith, 26893; Patrick McCann, 20273; Lars Hillert, 48392; Sam B. Luttrell, 46568; Larry White, 27165, and Jose Pacheco, 6889.

How Branches Voted In Referendum

BRANCH	YES	NO	VOIDS, NO VOTES	TOTAL VOTES	PERCENTAGE OF VALID VOTES	
					NO	YES
Boston.....	146	16	1	163	9.9	90.1
New York.....	1134	170	21	1325	13.0	87.0
Philadelphia.....	95	48	2	145	33.6	66.4
Baltimore.....	455	101	12	568	28.2	81.8
Norfolk.....	107	41	1	149	29.1	70.9
Savannah.....	77	37	1	115	32.5	67.5
Tampa.....	83	3	4	90	3.5	96.5
Mobile.....	220	42	17	279	16.0	84.0
New Orleans.....	475	45	6	526	8.7	91.3
Galveston.....	86	33	1	120	17.7	72.3
San Francisco.....	78	25	4	107	24.3	75.7
Wilmington.....	69	1	0	70	1.4	98.6
Seattle.....	23	0	2	25	.00	100
TOTAL.....	3048*	562	72	3682	15.6	84.4*

* Resolution was carried by more than two-thirds of valid votes cast, as provided for by the Atlantic and Gulf Constitution.

Food Samples Good, Oremar Crew Tells Company, Send More

Never let it be said that Seafarers are lacking in the niceties of etiquette. We offer the following "bread-and-butter" letter, sent recently by the SS Oremar crew to the Ore Steamship Company, giving thanks to the Ore SS Co. for the overabundant fare, as a case in point:

"We, the crew of the SS Oremar, wish to thank you and your company for the fine variety of foods you stored our ship with. Words can't express our gratitude, especially for the four watermelons and the 40 ears of corn.

"We, the 46 men aboard the good ship Oremar will close with these words: Hoping you grow fat and prosperous.

"Sentimentally yours,
"Crew, SS Oremar"

The Soviet System Of Mind Control: I

The Party Of Lenin And Stalin

Since the October Revolution of 1917 the Russian Bolsheviks have developed the most comprehensive and far-reaching system of mind control known to history. They have been able to surpass earlier despotisms in this respect because they have had at their disposal all of the agencies for the moulding of the mind that modern science and technology have created. They coordinate and employ these agencies—the school, the press, the radio, and the moving picture, the automobile, the airplane, and the machine gun, science, literature, and art—with utter ruthlessness and singleness of purpose.

The key to the understanding of this system of mind control is the All-Union Communist Party, or the Party of Lenin and Stalin, with its six million members, its Central Committee of seventy-two, its Politburo of fourteen, and its complex and far-flung apparatus. Here also is the real key to that "understanding" of the Soviet Union which so many people are asking for today. In fact the Party, and not the government, is the Soviet state.

ORGANIZED AS POLITICAL

The Party of Lenin and Stalin of course is not a political party at all in the sense in which the term is used in democratic states. It rules neither on authority nor with the consent of the people. Like its predecessor, the empire, it can be dislodged only by violent revolution. In general structure and mode of operation it is a kind of political army. Following with amazing precision the plan for a revolutionary organization outlined by Paul Pastel, a Russian revolutionist of the early nineteenth century, it has its three levels or circles of membership: it has its common soldiers, its commissioned and non-commissioned officers, its high command. The duty of the soldiers and officers is to carry out the orders of the high command. The latter consists of the fourteen members of the Polit-

buro and seventy-two members of the Central Committee.

In Lenin's time the operation of the Party was supposed to proceed under the principle of "democratic centralism." According to this principle all policies would be fully discussed by the rank and file in the thousands of cells which constitute the base of the organization. Thereafter delegates would be chosen presumably to represent the members at regularly called Party congresses and the policies adopted would be binding on the entire membership. Under Stalin this entire process has been abandoned, and even reversed. The last congress convened in the spring of 1939. And if another congress should be called in the near future, as promised, one may be certain that every delegate will be carefully picked by the leadership and will sup-

This is the first of a series of articles on the Soviet System of Mind Control by George S. Counts, of Teachers College, Columbia University, and distributed by the Workers Education Bureau of America. Dr. Counts has long been considered an authority on Russia and her ruling communist clique, and we know that the membership will find this series interesting and informative.

port without qualification the basic policies of Stalin and the Politburo.

PUBLIC DISCUSSION BARRED

Under this system of control there can be no public discussion of grand policy, either foreign or domestic. Such policy is discussed and formulated by the Party high command, and is then commonly given to the world in the form of a resolution by the Central Committee. It is thereafter the function of the other members of this political army to carry the policy to the people,

to explain and argue, to persuade and cajole, to secure the adoption of resolutions of approval, and to prevent the emergence of any kind of organized opposition. All branches of the cultural apparatus are made to serve the same purpose. The Soviet citizen reads and listens in vain for the slightest criticism of any policy adopted by the central organs of the Party.

This monolithic system of mind control will be laid bare in the materials to be presented in subsequent articles.

Tories, Commies Called Major Foes Of Labor

(Continued from Page 1)

in Czechoslovakia—if the Soviet forces were able to capture control of organized labor in Europe. We, therefore, begged and pleaded with the occupation authorities of our own country to help and encourage the prompt revival of free trade unions in Germany.

We sent some of our ablest men across the ocean to see that the job was done right. We gave money, equipment and moral support to the rebuilding of the free trade union movements of Italy and France and other nations.

Against fearful odds, we combated Soviet attempts to enlist European workers in opposition to the Marshall Plan.

We exposed the hypocritical propaganda of the Communist leaders; we upheld the honor and integrity of America's policies, and we won the fight.

Without the support of labor, the European Recovery Program could never have succeeded. The Communists sought to under-

mine that support through the so-called World Federation of Trade Unions. The American Federation of Labor consistently refused to join that organization because we recognized it as a Communist front.

Now the World Federation of Trade Unions has fallen apart, thoroughly discredited and almost completely isolated as a Communist fifth column movement. And the free trade unions of 50 nations, with the enthusiastic support and encouragement of the American Federation of Labor, are banding together and will form a new international organization in defense of peace and democracy next November at a conference in London.

The American Federation of Labor, which has never harbored or tolerated Communism within its own ranks, hails the new determination of the CIO to purge itself of Communist leadership. It is a healthy trend, one which I venture to predict will promote the eventual uni-

fication of all organized labor in this country. May God speed the day!

* * *

But Communism is only one of the twin evils which beset our times. The other is Toryism, promoted by a reactionary combination in Congress.

To my mind, the basic crime of the Tories is that they seek to suppress and prohibit the natural instincts and desires of all free Americans to improve their conditions in life and to provide security for their children. This is a crime against the basic principles of natural law and the democratic way of life.

Promotion of the welfare of the American people, which is explicitly set forth in the Constitution as one of the primary objectives of our government is considered by the Tory combination and the interests they represent as a dangerous and revolutionary idea. They berate the "welfare state" as a form of totalitarianism, when it is really the true goal of democracy.

So far, the keynote for the Tory campaign is the empty, barren, sterile charge that the progressive legislative program favored by labor and espoused by President Truman would change the American way of life and lead us to statism.

Here and now I brand that charge as utterly false. It is unadulterated propaganda designed to mislead the American people and to dodge the real issues.

The American Federation of Labor is opposed to statism because we oppose both a dictatorship of the right and of the left. We have never and we will never advocate a program which would undermine the American way of life. On the contrary, we are firmly convinced that our progressive program is a sound middle-of-the-road policy, which will strengthen the free enterprise system, reinforce the economy of our country and make American freedom and democracy more secure and more meaningful to the American people.

New Orleans Shipping Gets Hot, But Levelling Off Is Expected

By EARL (Bull) SHEPPARD

NEW ORLEANS — Shipping here in the Crescent City took a decided jump during the past week. The activity reminded us of the situation a few years ago, when the board was lined with jobs. It would be nice to feel this will continue, but the cold facts indicate otherwise.

The fellows over at the local grain elevator are like that fellow Finnegan—they're in again, out again.

At the present writing, they are again pounding the bricks, so don't let the first paragraph of this article influence you to hit the road for our sunny clime. At least, not with too much expectancy, since the strike could very easily slow down this sudden spurt in shipping.

This is the third strike at the elevator in the past two months. All grain shipments to New Orleans have again been halted or diverted to other ports.

BIG "YES" VOTE

A large number of Brothers around here cast ballots in the General Fund assessment referendum. And the vast majority of them were in favor of adopting the resolution, as the final results clearly show.

Apparently, members in New Orleans, where the resolution was originally offered, were determined to prove they shared the views of the sponsors of the proposal. The results are a pretty good example of the strong Union spirit that prevails among New Orleans Seafarers.

The old Seatrain New Orleans will soon be in as good shape as her sister ships operating out

of New York, as far as quarters, messroom and other facilities are concerned.

The company plans to cut the foc'sles into watch foc'sles, and will also put several small tables in the messroom in place of the two long tables now being used.

COMFORT ON THE WAY

We have had several meetings with Seatrain Lines in regard to the new setup and it appears to be a problem as to how to accomplish the changes. But we are certain the ship will be made more comfortable, particularly the sleeping quarters, which will be equipped with innerspring mattresses.

We had a fine assortment of oldtimers in recently, when the Del Norte and the Alcoa Corsair arrived in port recently.

Among the crews were LeRoy Clarke, Blackie Bankston, Red Hancock, Jack Parker, Jimmy King, Joe Powers, Tony Nicolo, Charlie Bradley, Paul Boudreaux, Thurston Lewis, Danny Byrnes, Frank Russo and Francis Peredne.

On the beach, we had more oldtimers, including Leonard Craddock and the Creel brothers, Sloppy and Bob.

Brothers getting standbys from the Hall when they want time off are complaining that they are catching hell from the heads of their departments, who say the standbys seem to think all they have to do is take eight hours of coffee time and standby—no work.

We urge all Brothers accepting standby jobs to turn to and protect the other Brother's job — in the same manner you'd want your own job protected.

Port Savannah Squares Beefs For Crew On SIU Canadian Ship

By JIM DRAWDY

SAVANNAH—Two South Atlantic Steamship Company vessels paid off and signed on in this port during the past week. In addition, two ships called on in-transit status—the SS Jean, Bull Lines, and the SS Chetcamp, which is contracted to the SIU Canadian District.

The Canadian vessel came in with a beef over the number of men required to stand sea watches. We pointed out to the Chetcamp's Mate the paragraph in the agreement stating that three men should always be on sea watch for the safe navigation of the vessel.

The Mate replied that he considered himself the third man on watch, but he was told that that was not his job. At any rate, the beef was settled.

CALL THE HALL

All Seafarers—especially delegates — aboard ships touching Jacksonville or Charleston are advised to make absolutely sure that all replacements are to be gotten through the Savannah Hall. It is not necessary to sail from either of these ports short-handed. Savannah can and will

supply men, but you must let us know what you need.

So far, the delegates aboard SIU ships calling at Jacksonville and Charleston have been doing a splendid job and we want to thank them for being on the ball.

The hurricane that ripped through Florida last week slowed down to a mere 70 or 80 miles an hour on arrival here, and there was little damage in this port. The SIU Hall was untouched. But ever since the big blow came by we've been burdened with heat and rain.

SAVED THE DAY

To break the monotony, Brothers Blackie Blizzard and Tommy Thomas went fishing. They came back without any fish but they did manage to capture a bushel of crabs.

Brother B. Varn, who lives in Plant City, Fla., had the bow of his house blown away by the hurricane. He and his family have moved astern and are getting along okay until the repairs can be made.

Only three Seafarers are in the Savannah Marine Hospital this week. They are L. T. McGowan, W. L. Smith and T. R. DeLoach.

A SHIPBOARD PAPER MAKES ITS BOW



Seafarers on the SS Puerto Rico, new Bull Lines passenger ship now on her second voyage to San Juan and Ciudad Trujillo, are putting out a shipboard news sheet, the SS Puerto Rico Advocate. In photo above George Boney, who serves as editor, makes ready on the mimeo for the paper's first run. Lending a hand are James Morin (left), Oiler, and Stanley Hawkins, BR. Photo by Jimmie Golden.

New York Gets Coastwise Vessels

By JOE ALGINA

NEW YORK — A goodly number of ships came into the Port of New York for payoffs and sign-ons during the past two weeks, but most of them were in the coastwise trades.

Among those paying off and signing-on were the following:

Catherine, Elizabeth, Beatrice, Ann Marie, Inez and the Puerto Rico, Bull Lines.

John B. Waterman, Raphael Semmes, Bessemer Victory, Malden Victory, Chickasaw and Claiborne, Waterman.

Seatrain's Havana, Texas and New York.

Steel Executor and Steel Flyer, Isthmian.

Also the SS Trinity, Christina, Carras; and the Evistar, a Triton tanker.

SIGN-ONS TO COME

No sign-ons have yet taken place aboard three ships that also paid off. These are the Isthmian ships Queen Victory, the Steel Maker, and the Robin Kirk.

Two additional sign-ons were the Robin Gray and the Waterman vessel, Yaka.

For the most part, these payoffs and sign-ons were smooth, with few beefs requiring anything but routine settlement.

And while we're on the subject of beefs, this is a good time to mention that all-important shipboard ingredient called co-operation. Without it no trip can be a success, and without it you're going to have beefs that never should arise ordinarily.

OATH IS IMPORTANT

When a man takes the Union Oath of Obligation, he gives his solemn word that he will work along with his Union Brothers. If all hands would live by that oath, there'd be no trouble.

Not that we shouldn't expect beefs to come up among men. It's only natural that everybody isn't going to see eye-to-eye with his shipmate. But we do have a right to expect the other guy to act like a real Union Brother, and we should do the same.

If we all do our share of the work on the job and treat our shipmates squarely. If every guy does just that much, you'd rarely find a beef among crewmembers.

LEGION RIDES AGAIN

The American Legion, which for some warped reason thinks it has a special claim on use of the word American, is again sticking its nose in places where it doesn't belong. Now the "holier-than-thou" outfit has asked the President to set up a loyalty check system for all personnel on American ships.

Man for man, the American seamen can match their war records and patriotism with the Legionnaires any time, many of whom, especially those from World War I, never saw a shell outside of a peanut shop.

It's about time somebody started checking the real purposes of the Legion, which is about as self-seeking a group as you will find anywhere. Its record of gain at the expense of the rest of the nation is nothing for "patriots" to be proud of.

Strikes In Steel Would Affect Port Baltimore

By WILLIAM (Curly) RENTZ

BALTIMORE—Despite a number of payoffs and sign-ons shipping wasn't hot here during the past weeks, because most men were remaining aboard their ships for another trip.

The payoffs included the following: Chilore, Marina, Bethore, Cubore, Mangore, Catahoula, Southstar, J. W. Cullen, Topa Topa, Feltore, Marquette Victory, Penmar, Marore, Evelyn, St. Augustine Victory, Algonquin Victory, Venore and Edith.

Signing on were the Marore, Chilore, Venore, Bethore, Cubore, Marina, Catahoula, J. W. Cullen, Evelyn, Edith and Southstar.

Several of the ships paying off were laid up, or are waiting for cargo. All beefs were squared away, with everyone concerned going off satisfied.

COMMIES AT WORK

The communist role in the Bridges' longshore strike in Hawaii became pretty clear here on the Baltimore waterfront last week. We saw a few members of the Marine Cooks and Stewards giving out literature, stating that they backed Bridges.

The men told us that the MCS had requested them to give out the stuff, but that they didn't know what it was all about.

This is another example of how the commies are trying to use whatever influence they have in maritime unions to help them in their latest drive to capture control of the waterfronts.

The steel strike, which is scheduled to get underway on Sept. 15, will have immediate effect on Baltimore shipping if it comes off. The Ore ships will especially feel it.

Speaking of the Ore ships brings us to the same old beef—the food. This company apparently can't understand that by feeding its men decently, they are going to have a more efficient group of shipboard workers. If you ration a man so that he is always unhappy, he can't be expected to do his best.

Every man who knows anything about shipping would be able to tell them that a well-fed crew is a happy crew, and a happy crew works efficiently.

"UNCLAIMED, RETURN TO SENDER"



This is what happens to that mail that you are "too busy" to pick up. Here Baby Miller ruefully looks over the mail that has been gathering dust for more than 90 days in the New York Hall. After this picture was taken, the pile you see here was taken to the post office, to be shipped back to the sender. Come up, and get yours, Brothers.

Minutes Of A&G Branch Meetings In Brief

NEW ORLEANS — Chairman, Blackie Bankston, 21851; Recording Secretary, Herman Troxclair, 6743; Reading Clerk, Buck Stephens, 76.

Minutes of previous meetings in New Orleans and other Branches read and accepted. Trial committee elected to hear charges against several members. Motion carried to have this committee also serve as tallying committee to count ballots cast



in the General Fund assessment referendum. Following were elected to committee: J. E. Kennedy, Paul Boudreaux, John Hull, G. J. Hall, Alexander Martin and George Curry. Agent Sheppard reported that affairs of Branch are in good shape and that a slight pick-up in shipping had been noted during the past couple of weeks. He said that more men had been shipped than registered for the three-week period. The outcome for the next two weeks looks fair, he said, although two scheduled arrivals will head for the boneyard. Quite a few beefs arose since the last meeting, the Agent reported, but all have been settled, except for a minor Stewards Department dispute aboard the Cavalier. That will be squared away when officials of Alcoa arrive from Mobile tomorrow. Excuses were referred to the Dispatcher. Motion carried to accept committee's recommendation to reactivate book of Brother Ernest H. Ibarra. Meeting adjourned at 8:15 PM, with 245 members present.

PHILADELPHIA — Chairman, C. Kimball, 52; Recording Secretary, James Doris, 23177; Reading Clerk, George H. Seeburger, 6932.

Minutes of previous Philadelphia and other Branch minutes read and accepted. Agent reported on shipping and announced that the Steel Flyer was among the vessels due to arrive in this port during the coming week. Shipping had been pretty good for the past few days, he said. Under Good and Welfare it was suggested that a



representative be sent to Honolulu to represent SIU men in that port. Motion carried to excuse Carmen Williams from meeting because of illness. One minute of silence in memory of departed Brothers. Meeting adjourned at 8:15 PM.

MOBILE — Chairman, O. Stevens, 115; Recording Secretary, James L. Carroll, 14; Reading Clerk, Harold J. Fischer, 59.

All Branch minutes were read and approved. Agent Tanner reported on prospects of shipping for the next two weeks, stating that Waterman was planning to move two laid-up C-2s this week and that 13 ships were due to hit this port within the two-week period ahead. Headquar-

A & G Shipping From Aug. 10 To Aug. 31

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	26	17	14	57	7	6	5	18
New York.....	174	132	153	459	126	104	93	323
Philadelphia.....	74	41	32	147	36	35	23	94
Baltimore.....	185	162	159	506	144	109	108	361
Norfolk.....	56	36	35	127	27	28	21	76
Savannah.....	29	18	12	59	4	9	8	21
Tampa.....	11	11	9	31	14	9	10	33
Mobile.....	74	63	70	207	26	18	20	64
New Orleans.....	115	91	134	340	156	139	167	462
Galveston.....	36	30	26	92	21	21	18	60
West Coast.....	60	41	48	149	57	50	43	150
GRAND TOTAL.....	840	642	692	2,174	618	528	516	1,662

ters' report to the membership read and accepted. Motion carried to elect tallying committee to count ballots in General Fund assessment referendum. Following were elected: O. Price, M. Shipley, L. Lott, R. Seckinger, M. Blanton, L. Neira. Other motions carried: To instruct Agent to cooperate in AFL Labor Day program; to send a wreath to funeral of Brother F. Dunlop, a Brother who died recently in New York. After considerable discussion, a motion to extend shipping cards by 60 days was defeated. Motion carried to accept trial committee's report. Under Good and Welfare, there was much discussion of the Puerto Rico situation, with a large number of members taking



part. Meeting adjourned at 7:45 PM, with 258 members in attendance.

BOSTON—Chairman, J. Greenbaum, 281; Recording Secretary, B. Lawson, 894; Reading Clerk, G. Russell, 25690.

Minutes of Boston and other Branch minutes accepted as read. Agent discussed shipping during the past couple of weeks and the prospects for the coming weeks. Dispatcher reported the shipping figures. Secretary-Treasurer's financial reports read and accepted. Motion carried to elect tallying committee to count port's ballots in General Fund assessment referendum. Elected were W. McKenna, E. Haskins, G. Hunt, G. Russell, J. Riddle and H. Wiese. One minute of silence in memory of departed Brothers. Meeting adjourned at 7:30 PM, with 59 bookmembers present.

BALTIMORE — Chairman, William Rentz, 26445; Recording Secretary, G. A. Masterson, 20297; Reading Clerk, F. A. Stansbury, 4683.

D. Milligan and Thomas Walton took the Union Oath of Obligation. Minutes of other Branch meetings read and accepted. Several men were excused from the meeting after presenting valid reasons. Headquarters' report to the membership accepted as read. Port Agent reported on the status of shipping in this port and was followed by Patrolmen and Dispatcher, each reporting on their activities during the past three weeks. Motion carried to accept hospital committee's report. Motion carried to elect tallying committee

to count ballots cast in recently-concluded referendum on the General Fund assessment. The following men were elected to serve on the committee: Ray Queen, J. Giller, J. Higgenbotham, W. C. Thomas, A. Bernstein and Ed Janaszak. Committee members were instructed to begin tally on Sept. 1 at 10 AM. One minute of silence in memory of departed Brothers. Under Good and Welfare, members were urged to take good care of the new chairs which were provided for the comfort of all hails. Meeting adjourned at 8:15 PM, with 309 members present.

NORFOLK — Chairman, Ben Rees, 95; Recording Secretary, J. A. Bullock, 4747; Reading Clerk, G. Lawson, 39580.

Other Branch minutes of previous meetings read and approved. Headquarters' report to the membership read and accepted. Agent gave a picture of prospective shipping for the near future in the Port of Norfolk. He pointed out that the 15 ships assigned to crew up and payoff in this port are the only regular ships making this port to take crews. He also stressed the necessity of doing a good Union job on these ships. William C. Murphy and Caleb G. Sparrow took



the Union Oath of Obligation. Port tally committee was elected to count votes cast in referendum on General Fund assessment. The following men were chosen to serve: Cecil Saunders, K. Konstantinos, James A. Wynn, Niels Grungahl, Jacob Lauer, George C. Gillikin and John Price. Meeting voted to accept excuses from three members unable to attend. Several subjects of interest to the membership were discussed under Good and Welfare.

GALVESTON — Chairman, Keith Alsop, 7311; Recording Secretary, R. Wilburn, 37739; Reading Clerk, W. Brightwell, 7279.

Galveston and other Branch minutes read and accepted. Secretary-Treasurer's and Headquarters' reports accepted as read. Port Agent said that shipping for the past three weeks had been slow. Payoffs here recently were the SS Coe Victory and the SS Jefferson City Victory. He said that the following ships are scheduled to call here in-transit: Choctaw, City of Alma,

Fairisle, Lafayette, Ponce de Leon and Yaka, all Waterman, and the St. Augustine Victory, Isthmian. In addition, the Steel King has a payoff scheduled for Sept. 14, the Agent concluded. The following Brothers were elected to serve as a tallying committee at the conclusion of the General Fund assessment referendum: J. Bird, J. Allen, W. Zieler, S. Smith, G. Jordan and A. A. Ellis.

SAVANNAH — Chairman, Jim Drawdy, 28523; Recording Secretary, W. C. Spivey, 43456; Reading Clerk, Jeff Gillette, 37060.

Secretary-Treasurer's financial report read and accepted. Agent



reported that payoffs of Southport and Southland were clean and that most of the crews had signed on again. However, 18 replacements were sent to the

ships. The Jean also came in and took several replacements. Scheduled for September payoffs are the Cape Nome, Cape Race and the Jean. Dispatcher's report read and accepted. Membership acted on written excuses from men not present. Motion carried to excuse permitmen from meeting due to overcrowded Hall. Committee elected to tally ballots in referendum concluded on Aug. 30. Serving on the committee were Arthur



Fricks, Joseph H. Booker, John Blizzard, Charles Moss, C. R. West, Clarence Reynolds. Meeting adjourned at 7:45 PM, with 148 members in attendance.

TAMPA — Chairman, R. H. Hall, 26060; Recording Secretary, K. Lopez, 50711; Reading Clerk, 37062.

Minutes of other Branch meetings read and approved. Port Agent discussed shipping during the past period, and mentioned the immediate prospects. Secretary-Treasurer reported on the state of the Union, the shipping picture in the various ports, Branch buildings and the problems facing the SIU. His remarks were well taken. Dispatcher cited the port's shipping figures. Under Good and Welfare, many men took the deck to discuss the problem of men who take jobs in this port and then leave the ship in another port. A trial committee was elected to hear charges filed against three members accused of missing ships in this port. Men were placed in six months' probation.

Marine Hospital Locations

The complete list of Class A U.S. Marine Hospital is printed below. In addition to these the United States Public Health Service also provides second and third class relief stations in smaller American cities and foreign ports.

- Baltimore, Maryland—Wyman Park Drive and 31st Street. Out-patient office—Custom House.
- Boston (Brighton), Massachusetts—77 Warren Street, Boston. Out-patient office—Custom House, Boston.
- Buffalo, New York—2183 Main Street. Out-patient office—228 Federal Building.
- Carville, Louisiana—(P.H.S. Leprosarium.) Freight and express address: St. Gabriel, Louisiana.
- Chicago, Illinois—4141 Clarendon Avenue. Out-patient office—New Port Office Building.
- Cleveland, Ohio—Fairhill Road and East 124th Street. Out-patient office—New Post Office Building.
- Detroit, Michigan—Windmill Pointe. Out-patient office—Post Office Building.
- Ellis Island, New York.
- Fort Stanton, New Mexico—(Tuberculosis Sanatorium.) Freight and express address: Capitan, New Mexico.
- Galveston, Texas—45th Street and Avenue N. Out-patient office—302 Custom House.
- Kirkwood, Missouri—525 Couch Avenue.
- Memphis, Tennessee—Delaware and California Streets.
- Mobile, Alabama—St. Anthony and Bayou Streets.
- New Orleans, Louisiana—210 State Street. Out-patient office—Custom House.
- New York, New York—(Dispensary) 67 Hudson Street. Out-patient office—Barge Office.
- Norfolk, Virginia—Hampton Boulevard, Larchmont. Out-patient office—Custom House.
- Portland, Maine—331 Veranda Street. Out-patient office—Custom House.
- San Juan, Puerto Rico.
- San Francisco, California—14th Avenue and Park Blvd. Out-patient office—Appraiser's Building.
- Savannah, Georgia—York and Abercorn Streets.
- Seattle, Washington—Jenkins Street and 14th Avenue South. Out-patient office—Federal Building.
- Stapleton, Staten Island, New York—Bay Street.
- Vineyard Haven, Massachusetts.



SHIPS' MINUTES AND NEWS

Dan Cremmins, SIU Member Since 1945, Dies In Santos

Seafarer Daniel J. Cremmins, a member of the crew of the SS Del Santos, died in a hospital at Santos, Brazil, on August 14, the LOG was informed this week. He became ill aboard the Mississippi Shipping Company vessel and was hospitalized upon arrival in Santos.

Burial took place at the Saboa Sisolosia Cemetery, Santos, on August 15. Services were conducted by a priest of the Catholic Church.

SIU MEN AT SERVICES

Twenty members of the crew of the SS Del Monte, another Mississippi ship, attended Brother Cremmins' funeral, according to Henry Gerdes, Steward on the Del Monte. Captain John F. Owens, and Chief Mate Werhan, of the Del Monte, represented topside at the services.

The crew of the Del Santos, which was at sea when word of Cremmins' death was received, sent a wreath for the funeral. Floral pieces were also sent by the crew of the Del Monte and the Delta Line, Mississippi subsidiary which operates the vessels.

JOINED SIU IN '45

Brother Cremmins, who held book No. 47799, was in good Union standing at the time of his death. He joined the SIU Atlantic and Gulf District in the

Port of Boston on May 19, 1945.

The late Seafarer was born in Massachusetts on Sept. 26, 1922. He lived at the home of his parents, Mr. and Mrs. J. Cremmins, at 121 West St., Malden, Mass.

Motor Ship Collides With SS Colabee

In a dense fog described as "one of the worst" experienced off the Nova Scotia coast, the 110-foot motor ship Lavernier collided with newsprint carrier Colabee, bound for Baie Comeau.

The collision occurred about 12:30 PM, July 29, with visibility practically zero in the fog-bound seas. The Lavernier's stern was sliced off as she crossed the Colabee's bow, and her six-man crew was tossed into the water.

Seafarers aboard the Colabee immediately lowered a couple of lifeboats and picked up the six men. Later they were transferred to a small ship, the Edward L, out of Nova Scotia.

The Colabee then continued on her course to Baie Comeau.

MEN BEHIND THE GOOD CHOW ON SANTA CLARA VICTORY



With these Seafarers in the galley, there's plenty of reason why feeding should be first-rate on the Isthmian ship. In front row (l. to r.): Johnny McElroy, 2nd Cook & Baker, and A. Telan, Steward; rear row: Rozendo Serrano, Utility; James McGhee, Utility; James Miller, Saloon MM; Antonio DeSouza, MM; E. R. Slagle, Utility; Frank Resquites, 3rd Cook, and L. Tate, Ch. Cook. Wilson Caro, BR, was not present when photo was taken. Group was photographed in Tacoma, where Santa Clara Vic loaded lumber for East coast ports.

'Voice Of The Sea'

By "SALTY DICK"

ABOARD THE SS PUERTO RICO — You'll be hearing a lot about this ship, which just made her first run as a passenger ship under the Bull Line flag.

There are a bunch of old-timers aboard. We brought the ship to New York from Baltimore where she was fitted out and then sailed on the maiden voyage to San Juan and Ciudad Trujillo on Aug. 18.

Everything ran smoothly. The only event was that we found a stowaway aboard on our trip north.

Pete Gonzalez is our Chef. Pete's got an earned reputation as a good feeder. He's famous for *arroz con pollo*... Fred (Lil Abner) Barthes is in the Black Gang, but the only grease on him is on the seat of his pants.

Among this fine crew is old-timer Frank Bose, Chief Electrician. He and his assistant, Sal Colls, are always ready to help out anyone. They recently installed a fan in my room. Whew!

Jimmie Golden is BR-ing here and is doubling as our ship's photographer. You'll be seeing some of his stuff in the LOG. Bosun Eddie Parr is walking with a limp—it's a boil near his stern.

Night Steward on the PR is Ray Griswold, former bartender on an Alcoa scow. He's coming around fine after a recent operation... "Fibber McGee and Molly" are the names given to Eddie Smith and Stan Hawkins, both of whom are room stewards.

We've got a ship's paper, the SS Puerto Rico Advocate. Responsible for the job is George Boney. He's worked his fingers

to the bones to make the publication a success... Our Ship's Delegate, Paul Sanford, is on the ball. We already have a good-sized ship's fund... Brother Colucci is writing a column for the ship's paper. He calls it "Around the Bases." If you're interested in softball, see Colucci.

The fanciest pair of shoes I've ever seen belongs to Kenny Eckholm. Ask him to show them to you... Wedding bells will soon ring for Jack Cockerill. First he plans to save a few bucks while sailing.

Not mentioning any names, but the smallest member of the crew has just received a lock of hair from his girl friend. He carries it near his heart... For those who don't know, Puerto Rico means rich port.

A certain waiter promised a girl in Baltimore a wedding band. Several days later she showed up in New York, and came on board looking for him.

Our ship's library has received some books and magazines and one crewmember has already donated a bound volume of the SEAFARERS LOG. We're hoping others will follow suit... Someone said that "Tiny" Mease got stuck in a locker the other day.

And 77 Concha Road in Ciudad Trujillo is becoming the most popular resort for seamen in this ship... The skipper is a good joe. He gave sun-worshippers permission to go out on boat deck so they could catch some of the sun's rays — and there are plenty of them.

We must include the fact that the crew aboard this ship is working as a unit and doing a good job of it.

Comments From Hawaii On Bridges' Beef

Two observations on the four-month-old Hawaiian strike of Harry Bridges' CIO longshoremen were disclosed in letters received by the LOG this week.

One of the communications was from Arturo J. Lomas, a Seafarer who wrote from Honolulu's Tripler General Hospital. The other was from a resident of Honolulu who is a friend of SIU member Eddie Giza. Giza turned the communication over to the LOG because he felt it was of general interest.

Brother Lomas wrote that he couldn't understand how the longshoremen "could hold out so long. The papers and radio have a powerful propaganda setup going full blast. Programs are interrupted about every 15 minutes for a blast at the commies.

"Public sympathy," he continued, "seemingly is much against the strike (it hits most people directly—lack of food, etc.). We haven't been too much interested in same owing to the commie angle. But with this sickly propaganda, which is also a blast at all labor, unfortunately, and the filthy record of capital in these islands since way back, one can only hope that labor will not be hurt by any adverse movement which may arise.

"It appears, however, that the setup for such an anti-labor movement is good, from what I can see," Lomas concluded.

The letter from Giza's friend, who wrote after learning that

the Steel Flyer had been unloaded by union longshoremen upon arrival in the US from Honolulu, declared:

"Now we shall see how strong Harry Bridges and his cohorts are. I hope this will be the end of him. If Bridges is ousted from the CIO, then I hope the AFL gets in—and in a hurry.

"It isn't what is happening here so much. The same thing is going on all over the world and it will take courageous governments and union men and women to combat it and keep us out of war.

"The strike is certainly communist-inspired and is backed by the Soviets. Keep up the good work. Believe me, it is good to know that there are men of courage and good faith in unions."

IT WAS COFFEE TIME ON THE TRAVELER

Brother James W. Kelly submitted this photo so his shipmates on a recent trip aboard the Steel Traveler "can see it in the LOG." Unfortunately, identification didn't accompany picture so we can't tell you who the men are.



Digested Minutes Of SIU Ship Meetings

ELIZABETH, May 21—Dan Butts, Chairman; R. F. Stewart, Secretary. Chair read communication from SIU representative in San Juan. Motion carried that dispute between Chief Cook and galley boy be dropped. Brother Curley recommended that repair list be handed to company representative in time for repairs to be made. Motion by Butts carried that shore gang in PR be restrained from doing work that might eliminate overtime for crewmembers unless Deck Gang doesn't want the work. Recommended that destination of ship be posted on sailing board. Suggested that DDT bombs be made available.

ALEXANDRA, June 3—Frank Dowd, Chairman; Mel Brown, Secretary. Ship's Delegate repeated previous advice to crew to be careful not to take more cigarettes ashore in Germany than allowed by regulations. Brother Healy discussed need for fumigation of ship. Brother Rious confirmed Ship's Delegate Miller's observation that Steward and Cook are talking unnecessarily about each other's work.



MALDEN VICTORY, June 9—Robert McCulloch, Chairman; G. E. Campbell, Secretary. Ship's Delegate read a letter from Brother who left ship to go to hospital. He thanked crew for sending money and said he was coming along fine. Under Good and Welfare discussion was devoted to the subject of "Good Unionism" and proper conduct of good union members. Meeting adjourned at 7:30 PM.

DEL VALLE, June 26—N. A. Bartlett, Chairman; Earl Laws, Secretary. Ship's Delegate reported that disputed overtime had been collected. N. A. Bartlett, Carpenter, elected Ship's Delegate by acclamation. Three departments are to rotate in keeping recreation room and laundry clean. Ship's Delegate instructed meeting that henceforth all shipboard beefs are to be taken to the delegates for settlement, and that the practice of calling the Hall is to be discontinued. No man is to leave the ship unless he has been properly relieved or excused by his department head.



OREMAR, June 26—F. Barron, Chairman; W. J. Fogarty, Secretary. Delegates made their reports. Suggested that Agent be notified of the condition of the water aboard. As ship just came out of the drydock, men feel there is no excuse for drinking water not being satisfactory. Also suggested that the rooms be touched up with paint. One minute of silence in memory of departed Brothers.

TELFAIR STACKTON, June 6—M. Burnstine, Chairman; C. Kerfoot, Secretary. No beefs in any of the departments. Motion by J. Kearney that each delegate make repair list, copies to be forwarded to New York and Norfolk, as ship is in port to load for only one day. M. Burn-



stine gave pep talk on Unionism, praising the fine way in which the crew has conducted themselves in traditional SIU style. Henri Robin, Baker, was elected Ship's Delegate.

SUZANNE, June 12—G. Bonfont, Chairman; Peter Serrano, Secretary. No beefs to report in any of the departments. G. Bonfont was elected Ship's Delegate. Motion by Carbone calling for a set of new table cloths for crew's mess. Motion by Al Rivera to keep customs guards in Trujillo City out of the crew's mess as they discriminate against the crewmembers going ashore. Discussion was held on the matter of fresh fruits. Crewmembers charged that there had not been enough.

MAIDEN CREEK, June 12—Oliver Kase, Chairman; Joseph Malazinsky, Secretary. Ship's Delegate advised everyone to leave his quarters clean for the oncoming crew. Disputed overtime was reported in the three departments. Patrolman is to be requested to check into matter of stores which were promised but never delivered. Ship's Delegate reminded all hands that a sober payoff is expected of everyone. One minute of silence in memory of departed Brothers.



CITY OF ALMA, June 12—S. Furtado, Chairman; N. Lust, Secretary. Ship's Delegate said that he had asked to put Captain catwalk forward but had been turned down. Everything was reported going smoothly in the departments. Question as to why milk was not put aboard in last US gulf port. Suggested that men try to keep washing machines and laundry tubs clean, and that attempt be made to decks in quarters back aft painted. Crewmembers are to refrain from using obscene language during meals. (Ed. note: Port Agent Tilley reported from Wilmington that the catwalk had been put on the ship.)

ROBIN MOWBRAY, June 5—Robert Garris, Chairman; Melvin Brown, Secretary. Department Delegates reported. Kirby Dugman resigned as Ship's Delegate and Arne Larsen was elected by acclamation to succeed him. Crew recommended that anyone found using narcotics should be put on charges and if found guilty put on the social register.

FRANCES, June 12—B. Goodman, Chairman; F. Townsend, Secretary. All was reported in order by the delegates; no beefs pending. Motion by A. Valentine carried, recommending that laundry be moved to place now be-

ing used as linen storeroom. Change would be more convenient all around. Motion by B. Goodman that voluntary donations be accepted at payoff to purchase wreath to be sent to funeral of Brother Rose, who passed away at San Juan. Under Good and Welfare it was recommended that Stewards Department be consulted before the stairway leading down to ice-boxes is painted so as to avoid possibility of accidents.

ALLEGHENY VICTORY, June 18—James Naylor, Chairman; Paul L. Whitlow, Secretary. No copy of last repair list left aboard by previous crew so it was suggested that new one be drawn up and sent to Headquarters; copy also to be presented at Baltimore when port authorities come aboard to check repairs for New York, where work will be done. Whitlow was elected Ship's Delegate. Motion carried instructing Ship's Delegate to get names of Agents in ports we are scheduled to hit. Discussion held on washing machine for crew's use. Will get estimates on cost of one, then crew will contribute amount needed.



BIENVILLE, June 11—Parks, Chairman; John G. Brady, Secretary. Delegates reported all okay in all departments. Motion by Tanner that Ship's Delegate see Chief Mate about painting of the fantail, instead of using fish oil. This is advised for the benefit of the crew. A vote of thanks was extended to the Stewards Department for a job well-done. Appreciation was also expressed for the fine spirit and cooperation shown by all departments throughout the trip. Repair list was discussed and drawn up.

QUEENS VICTORY, June 4—Philip Archilles, Chairman; Joe Wright, Secretary. Ship's Delegate reported on cigarette rationing. Except for some disputed overtime in Black Gang, there were no beefs to report. Motion carried to give each man a full set of linen each week, and to charge him for pieces missing when he turns it in. Steward requested that everyone change his own linen. There was extensive discussion on the food situation, with the result that more stores are to be ordered at the earliest opportunity.

On Overtime

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

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

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

SEAFARER SAM SAYS:

Everyone likes to hear news of his old shipmates. If you have an item about a member that you think will interest the others, send it in to **CUT-AND-RUN HANK**, % THE LOG, 51 BEAVER ST., N.Y. 4.



HANK WILL DO THE REST!

CUT and RUN

By HANK

A vote of thanks to the crew of the good ship SS Puerto Rico. They are a swell bunch, all departments are in shipshape condition and the chow turned out is tops. Smooth sailing, fellas. By the way, Eddie Murphy aboard the SS Puerto Rico can sit and listen all night to those Western songs. And he says "Skippy" Gusczyński is real happy when a certain Western number is played... Brother Donald Rood, the electrician (if we're not mistaken) was in port a few weeks ago. Now it looks as if he's out voyaging again... Congratulations to Luis Ramirez. He recently became the proud "poppa" of another boy... Where's little Pete Drebas right now? He's a guy with a sense of humor and never stays in port too long... "Duke" Wade sailed into town recently after a trip.

Joseph De Cabo, who has a habit of wearing dark glasses, is continuing his musical business (call it a side-line hobby) as dancing instructor. Is it true, Joe, there's a new dance called the canasta?... Thomas Cully, Al Sacco are probably still in port... Apparently there's a brother who thinks the name of the ship he's on is called the Robert Kettering. He's mistaken. The name of the ship he's on is called the Robin Kettering... That oldtimer, Mike Gottschalk, has informed us he's going to introduce a new flavorful concoction for the passengers aboard the SIU's newest passenger ship, the SS Puerto Rico. It will be culinary—not a new type of drink.

Congratulations to William Zarkas. This winter he'll be ringing the bells of betrothal and starting on the long voyage of matrimony. We're also informed that Brother Zarkas didn't cross an AFL picketline outside one of the big movie houses around Times Square recently. Indeed, it is this typical helpful spirit on the part of every union man throughout the labor movement which helps the union guys on any picketline to win their fight against anti-labor actions and resistance.

John Riebel is in town right now. By the way, Brother Riebel is the champ of the checker players on the recreational deck. Or could it be he's just one of the many checker champs?... Bing Miller had a birthday last month. Do any singing. Bing?... Joe James sailed into town recently from a trip.

The SEAFARERS LOG will be sailing free of cost to the homes of the following brothers—Henry Sedgeway of Alabama, Alexander Stankiewicz of California, Joseph Sintes of Louisiana, Leonard Munna of Louisiana, John Toledo of New York, Richard Johnson of Louisiana, Billy Hartzog of Alabama, Harry Green of Louisiana, Aubrey Smith of Georgia, T. Leahay of Alabama... Brother H. A. Manchester is aboard the tanker SS Petrolite, on a year's shuttle-run between the Persian Gulf and France.

Norman Maffie, the artist, just grabbed a job on a Bull Line ship... Say, Norman, how about drawing the typical shipboard "draw." It should make a good scene... With apologies, we'll ask who is the former chief passenger steward, initials E. M., who complained when he received a ten cent tip. In our opinion, any brother with a sense of humor and a broad mind, would still pop his safety valve over such an experience... Brothers, read your agreements thoroughly so that your jobs and beefs can be performed in the proper and understanding manner. Keep those ships clean. Hold those shipboard meetings. Read all the booklets printed for every Brother's welfare. A continuous reading of all SIU literature is an obligation to your Union and yourself. Smooth sailing, Brothers.

THE MEMBERSHIP SPEAKS



Man's Odd Conduct Puzzles 'Wayfarer' On Far East Trip

To the Editor:

Having recently made a trip to the Far East I feel I should write about two things which impressed me very much—"The happiness of some men," and "The destructive nature of Man."

In French Indo-China, I paused to watch small, frail girls and women do the work of oxen, pushing and pulling wagons loaded with tons of material. Their ages appeared to be from 12 to 30 years. The older women were digging ditches with picks and shovels.

But despite the hard work and the hot sun and the unbelievably low wages, they appeared very happy as their laughter and horse play were ever present.

The soldiers who watch over these coolie women to see that they do their work without rebellion or strife make very little more than the coolies themselves. Yet they, too, seem satisfied with their brutality and authority.

ON TO CITY

But let us leave the coolies and the soldiers and go to the heart of the city and to the better restaurants and night clubs. Who do we see there? Not the coolies who are happy just to exist, not the soldiers who are happy with the power of authority.

We see the contented business man in his white palm beach suit and peroxide mademoiselle, drinking champagne and eating lobster a la Newburgh. Yes, it is he who is happiest of all. Happy that the coolies exist, happy that the soldier protects, happy that business is as usual.

In Singapore, I visited the "Haw Par Garden." This once beautiful garden is slowly being destroyed forever. All over the temples and tombs man has

written and carved his name until now it has become an art—a symbol in itself. A symbol of man's destruction as compared to the once beautiful edifice created by man for his God.

Not only have they carved their names in the temples and tombs but they have broken off the heads, legs and arms of the beautiful statuary and Oriental works of art. These have been carried off as souvenirs and curios, later to be disregarded.

What has possessed man to destroy everything of beauty, be it man or woman, city or town, temple or home? Destroy! Destroy! It seems to be the way of all men. Will it lead to final self-destruction? Is it because man's soul seeks peace and there is no peace?

Ah, would that I were a learned man. I would seek the reasons for man's destruction. Then we would all know the answer.

But I am a seaman, who having seen, passes on.

"The Wayfarer"

Corsair Crew Backs Fund Assessment

To the Editor:

We, the crew of the Alcoa Corsair, would like you to know that we are 100 percent behind the proposed ten-dollar assessment for the General Fund. We hope all the Branches up and down the coast see the necessity of this move, as we see it. It may come in very handy in any tight spot.

Here's hoping it is voted in with flying colors.

Edward Fuselier
Ship's Delegate
(For the crew)

Let The Postman Ring

The SEAFARERS LOG welcomes letters from the membership for publication in the "Membership Speaks." Your Union newspaper is one of the most effective mediums through which you may air your opinions.

Constructive criticisms are welcome but letters must not contain libelous statements against members of the Union.

LOG Aids Member In Selling His Florida Property

To the Editor:

As a result of my letter in a recent issue of the LOG in which I offered my Florida property for sale, I have been swamped with replies from all over America. I am going over each of them.

I am aboard ship at present and I cannot arrange to show interested parties the property. But as soon as I get back to Florida and have finished going through the replies I will be able to handle the situation.

I will write to those who sent in questions and who are interested just as soon as I get ashore. I regret any inconvenience they may have been caused by having to wait until I return.

Thanks again to the LOG for the assistance I got in telling people of the property I have for sale. It sure got results.

I am enjoying my trip to Puerto Rico aboard this ship. We have a very fine crew and the ship is kept clean. We should be in New York some time around the middle of August.

Otto Preussler

Crewmember Says SIU Representation In NY Was A Pleasant Wind-up To Tough Voyage

To the Editor:

I would like to give a sample of some of our experiences aboard the tanker Sweetwater on a recent voyage.

When we were in the Red Sea, I took out one side of the black-out panel board from the starboard side of the panel board from the aft door of the foc'sle. This was done because the cool air system in the foc'sle was inefficient. The foc'sle caught all the heat from the stack and the fire room uptakes. Before the change the temperature was 123 degrees, after the change it had dropped to 85.

As a result of the heat, the bugs ran wild. Despite the benefits of this change, the Skipper made it very clear that he didn't like what was done.

On July 4 I was refused treatment for a swollen ankle, although I have a letter from one of the officers saying that I was hurt while assisting the First Assistant pack throttle valves. I slipped and injured my left ankle. I reported to the

Third Mate on the bridge but he told me to "come back later."

WAIT

On July 15 when I awoke with a sick headache and a bad stomach, the Chief Mate refused to give me salts. I was told to wait until 8 A.M.—three hours.

On July 16 the Chief Mate ordered the Chief Pumpman to grease the motor in motor boat but there were no grease fittings attached to the motor. On June 26 the Skipper washed down the deck from 9:20 A.M. to 10:30 A.M. Reason was that the men had previously been ordered to mop deck from bow to stern with fuel oil and the deck was in an unsafe condition.

There were some bright spots, however. One of them was Chief Engineer Joseph Sheehan, a really swell guy. No Seafarer who sails with Sheehan will ever make a mistake. He's one of the best. So is Larry Glass, First Assistant Engineer, who we were lucky to have.

A word of credit is due the New York Hall for the first-rate

representation the crew got when we hit that port. The men all appreciate the very close attention and interest shown by Port Agent Joe Algina. Also appreciated was the fine representation given us at the company office by Patrolman Red Gibbs.

Oliver Headley

New Member's Wife Becomes LOG Fan

To the Editor:

I am a newer member of the Brotherhood. My wife recently visited me aboard ship and she happened to pick up a copy of the LOG.

She enjoyed reading it very much and asked me if it was possible for you to put her on the regular mailing list so she can get a copy at home every time it comes out.

Gus Paskaris

(Ed. Note: You bet. Copies will begin arriving soon at the Paskaris home.)

AT EASE IN VENICE



Seen here are Chief Steward C. A. Newman and Saloon Messman Tetterton, as they relaxed at a sidewalk cafe in the Italian city. Photo was taken when the Seafarers were shipmates aboard the SS Cecil N. Bean.

Brother Offers Few Changes In Electrician Work Rules

To the Editor:

Every now and then we read an article in the LOG about the Electricians. I would like to keep the ball rolling and blow off a little steam on the same subject.

I have a few suggestions in regard to their working rules which could be worked into the next agreement. I think the rules should specify that the Chief Electrician is in charge of the main and emergency switchboards, and that, except in emergencies, it should be his duty to change over generators.

Also, that whenever the Deck Gang is using deck machinery in port for any purpose outside of the Electrician's regular working hours, he shall be paid continuous overtime while this work is being done.

For example, if the Bosun is

topping gear on a Saturday in port, the Electrician has to be on board to turn on the power on deck and again to turn it off. This messes up his chance of going ashore. An Electrician also must be on hand to take care of any electrical trouble that might pop up.

Also, I think the Electrician should furnish his own tools and be compensated for it in a way similar to the Carpenter.

This would save money in the long run for the companies, and it would eliminate the trouble of Electricians having to sail short of tools because a lot of times a man will come aboard on sailing day, or too late to order tools.

I have found these troubles existing on the Del Sud and several other ships.

Paul Fernandez

Log-A-Rhythms:

CONSOLATION

By James H. Dubose

How long ago it seems,
How long ago it's been:
Since first I saw her in my dreams,
Since first my love was seen.

She was beauty, perfect beauty,
Beauty unakin,
For her's was beauty of the soul,
Not beauty of the skin.

But, now she is gone,
Faded behind a marital screen,
For me not to be loved,
For me not to be seen.

Should I face disappointment with regret?
No. That is the weakling's way,
After gazing on beauty, I am able yet
To laugh and walk away.

CONTENDING SOFTBALL TEAMS ON THE DEL NORTE



These Seafarers trimmed the Delta liner's topside team, 2 to 1, in a game played recently in Santos, Brazil. Bottom row, left to right: Domenicis, Garn, Tucker, Streickland and Russo; top row: Hursey, Hughes, Pedersen, Callahan, Garcia and Foster.

Pistol-Packers Belong Home On The Range, Ames Says

To the Editor:

One night during a recent voyage of the SS John W. Burgess, I took over the wheel watch from Brother E. G. Tesko at 10 o'clock. About ten minutes later the Skipper came into the pilot house and walked out to the starboard wing of the bridge. He bumped into the bulkhead as he was stepping out the door.

After speaking a few words to the Mate, the Skipper returned to the starboard wing, where he made a great deal of noise. It sounded as though he was jumping up and down on the grating, or kicking it. Soon he went to his room.

Shortly after, a shot rang out. The wheel house clock showed 10:28 P.M. The shot, which sounded as though it came from the Master's room, was followed by another and another. It continued until 10:55 P.M., and I thought I was at a gallery range

in Coney Island, not on a ship on the high seas.

The Third Mate and I naturally were a bit concerned. The Mate came into the wheel house, saying he didn't want to get hit and that he didn't like the idea of anyone shooting a gun off behind his back. I didn't hear the rest of what he said because another shot drowned out his voice.

The Third Mate then went out to the starboard wing of the bridge, but no sooner had he stepped outside than another shot was heard. Right back into the wheel house came the Mate. He said, "He (the Skipper) is shooting out the porthole." Then he expressed a fear that one of the bullets might hit some part of the bridge and ricochet in his direction.

BETTER TO SEE

Once, between shots, I heard the gun fall on the deck. I felt much less comfortable than I would have if I had been on a Coney Island shooting range. At least there I could have seen what was going on.

Seriously, however, I want to say that anybody—even a Skipper—who shoots a gun aboard at night, when he is far from being alert is a danger to the lives and limbs of all others on the vessel. Two of the shots were so close that I could hear them hit the water. Shots that close to the ship show that this man did not know how to handle a gun. Certainly, he didn't know how much danger he was creating for the rest of the men.

Les Ames

Union Movie Makes Hit On Seatrain N. J.

To the Editor:

Quartermaster Robert Lester, the Seatrain New Jersey's impresario, who owns a top notch sound movie projector, came up with a prize movie today, the "Battle of Wall Street."

Lester purchased the film recently at SIU Headquarters out of his own money to add to his collection. In view of the fact that he puts on several shows a week, giving of his time and effort freely, the crewmembers, over Lester's objections, insisted on taking up a collection to defray the cost of this excellent movie of our white-capped Brothers in action on the Wall Street picketlines during the rough and tough UFE strike.

Every Seafarer should make it a point to see this film. It will clear up any doubt in the minds of Brothers who may have wondered why we took part in a beef so far removed from maritime. The film shows very clearly that trade unions of all types must stand together or be licked separately.

GOOD JOB

The camera man sure did a good job and got clear pictures of every phase of the long struggle. We saw the first group of white-capped Seafarers march in orderly fashion to their appointed places and soon the well-behaved picketlines were established. Soon thereafter, the Wall Street stooges—a total of 800—arrived.

The efficient work of our galley men in supplying the picketlines with food and hot coffee, the speeches by Dave Keefe, of the UFE, Paul Hall of the SIU, Mike Garrigue of the Hotel, Restaurant Employees Union, Gus Tyler of the ILGWU and the others were shown on the screen in the mass rally.

Then we were treated to the most disgusting spectacle of any of us have ever seen—the kicking and clubbing of helpless pickets as they lay prostrate on the sidewalks of Wall Street. New York's "finest" sure proved themselves.

Bill Gray
Ship's Delegate
Seatrain New Jersey



In the officers' lineup were—bottom row, left to right: Wyble, Nielsen, Eaton and Boyd; top row: Peterson, Cradick, Johnson, Greenard and Morris. Kramer was not around for picture-taking.

Canadian Seaman Hails Move Of Seafarers, ITF Affiliates To Halt Panama Transfers

To the Editor:

I read with interest in the SEAFARERS LOG that a committee had been formed for the purpose of boycotting Panamanian ships. I am glad to see the SIU represented on that committee.

I can assure you that the move of the International Transportworkers Federation and its affiliates to boycott the Panamanian flag ships is timely. It should have the full support of all democratic trade unions.

I agree that seamen are at the mercy of the owners of ships under Panamanian registry. Unfortunately, the men who sail these ships do not belong to any recognized, bonafide union.

Most of the crews on Panamanian ships are being taken on in British Guiana and the West Indies. While there are seamen's unions in British Guiana, Jamaica, Trinidad and the Barbados, they are powerless to do anything, as there is no legislation to compel the shipowners to deal with the unions, or to pay a specified scale of wages or establish certain standards.

In these colonies, there are thousands of men who need work, and the shipowners sail the ships to the ports mentioned and pick the crews.

The working conditions on the Panamanian ships are terrible. Living conditions are very unsanitary. On some ships no towels or bed linen are issued to the crews. The food isn't any good, and when the men complain they are told "take it or leave it."

For example on wages, a Panamanian ship named the Katie pays wages ranging from \$50 to \$55 for an OS, and \$60 for an AB. Can you beat that?

I must congratulate the SIU

for the very fine work it has done and still is doing to improve the working conditions of seamen.

I sincerely hope the American Federation of Labor and its affiliated unions will bring pressure to bear on Congress, so they can throw out the undemocratic legislation that is the Taft-Hartley Act.

The recent victory of the Canadian District of Seafarers International Union over the Canadian Seamen's Union is a blessing to Canadian seamen. I am sure they will be happier and much better protected under the banner of the SIU.

A. R. Khan

Brother Favors Job-Sharing

To the Editor:

In regard to the recent compulsory vacation argument, I must concur with Brother W. Lamb, whose letter appeared in the SEAFARERS LOG of August 9.

I am of the opinion that home-steading and apple-polishing run hand in hand. The two are impossible to separate and are certainly not good for any union—especially the Seafarers.

The Mates' fair-haired boys

mask themselves behind the cry of "job security" when their real interest lies in the fact that they have at last found a job carrying mail for topside. In some cases, this covers up their own incompetency.

A job for every book is enough security for any union man. I say share the jobs and promote real union security.

Let's keep our Union strong!

Clifford Thompson

Voyager Men Working In SIU Style

To the Editor:

While making a round-the-world voyage on this Isthmian ship, we ran across the crew of a newly organized SIU Canadian District vessel, the SS Federal Voyager. We spent a considerable amount of time discussing conditions aboard their ship and I felt that what they had to say would be worth passing on to the rest of the membership.

First of all, they could not give enough thanks to the Seafarers for helping them get started with their new contracts for better wages and conditions.

When this gang took over, they found the ship in one hell of a mess, as the CSU crew before them had really fouled up the quarters and the messrooms. But the boys have turned to on that scow despite that and have made it a clean ship, true to SIU standards.

GOOD SEAMEN

As a matter of fact, the Ship's Delegate told us that they had the Mate working ahead of schedule and that he really was amazed at what a good union crew can accomplish.

One other thing for which these men wish to express their thanks is for the books and magazines donated to them by crews of various SIU ships during their stop in Honolulu, as their library was completely destroyed by the former CSU crew.

P. T. Archilles
Ship's Delegate
SS Queens Victory

Boston Shipping On Quiet Side

By BEN LAWSON

BOSTON—In addition to the SS Yarmouth, ships paying off during the past week here were the SS The Cabins and the SS Ann Marie.

Only the SS The Cabins, a Cabin Company tanker, signed on again, so shipping could not be reported as anything but poor for the period.

In-transit ships making this port were the Marquette Victory, Isthmian; Greeley Victory, Waterman; Robin Kirk, Robin; Penmar, Calmar; Bessemer Victory, Waterman; Queens Victory, Isthmian; Canton Victory, Waterman; St. Augustine Victory, Isthmian; Algonquin Victory, St. Laurence Navigation, and Santa Clara Victory, Isthmian.

PERSONALITIES

Johnny Lane is fresh off a tanker and he is going to double his money at the races — he figures. George Russell, one of our swell cooks, is still waiting around for a ship.

Little Pete Jomides is looking fine after a week in the hospital. Pete is one of those rare birds whose appearance will stump you every time. You'd never know he'd been sick by looking at him. You'd think he had just come off a vacation instead.

There aren't any beefs to report from this quarter. All hands are really cooperating — except for the ambulance chasers who are pestering the Brothers in the Marine Hospital.

We'd like to remind the hospitalized members that if they need any assistance, they should ask the Boston Port Agent, when he makes regular visits to the Marine Hospital.

Bernstein Asks MC For Immediate Bids On Reconversions

The Arnold Bernstein Line has urged the Maritime Commission to invite sealed bids for the reconversion of two former Army transports which the company is planning to place into the Atlantic passenger service.

The two Army vessels are the General Pope and the General Weigle, both P-2 type ships, which Bernstein is anxious to have operating by next spring at least. Both would offer one-class passenger accommodations to Antwerp and Rotterdam.

In asking the Maritime Commission to speed action on the alteration of the two ships, Bernstein told the agency that it is attempting to work out a financial arrangement in connection with its application for an operating subsidy.

The Bernstein Line pointed out to the Commission that the United States Lines is considering placing its flagship, the America, in cruise service this winter. According to the Bernstein Line, this would leave the North Atlantic "without privately-owned American-flag passenger service."

The company also informed the commission that it has already received more than 20,000 applications for accommodations on the two ships, "without solicitation on our part."

Okay, Okay — So YOU Were Right!



By TED ANDRYSIK

Relief Jobs Take Up Mobile Shipping Slack

By CAL TANNER

MOBILE—Since our last report, shipping has been anything but spectacular. We had a total of 10 payoffs and eight sign-ons, plus eight ships in-transit, for the three-week period.

The payoffs included the Antinous, Wild Ranger, Iberville, Fairport, Morning Light and Noonday, Waterman, and the Cavalier, Clipper and Corsair, Alcoa.

With the exception of the Noonday, all of these ships signed on again. The in-transit callers were the MV Ponce, heading down to the Islands with a heads-up crew aboard; Alcoa Roamer, bound for the West Indies; Fairhope, heading for Europe; Greeley Victory, going up the coast; Bessemer Victory, also north-bound; Steel Inventor, on the way to Hawaii; Chickasaw, another north-bound job, and the Anna Dickenson, which headed for the lay-up fleet.

Speaking of lay-ups, a few of our Brothers are confined to the Mobile Marine Hospital. They include J. Curtis, Mike Leousis, L. Howard, T. Galvin, R. Long, D. C. Miller.

PROSPECTS

Shipping prospects for this port for the next two weeks don't look too good at this point, with only a few foreign payoffs scheduled. We still have seven C-2s of the Waterman company in the yards waiting for cargo, and they might break at any time.

Relief jobs have been a big help in the last three weeks. Approximately 30 tugboat relief jobs and 12 on the rigging gang were added to ten calls for men on deep sea relief jobs.

Two crews were shipped to tugboats and helped to take up some of the slack in employment during this slow period.

Repairs on the Mobile Hall

are still proceeding at a steady pace and, from the comment received from members on the beach here, Seafarers are sure going to be proud of their new Hall.

The job is going to take a little longer than was first expected. We figured it was best to take it a little slow and do a first-class job. It'll be worth waiting the additional time.

BAGGAGE CALL

By the way, anyone who has baggage in the Mobile Hall is reminded to pick it up as soon as possible. The baggage room will soon be in the path of the renovation crew, and the gear will have to be moved to permit work to continue. Some of the

stuff being held has been in the Hall for a very long time.

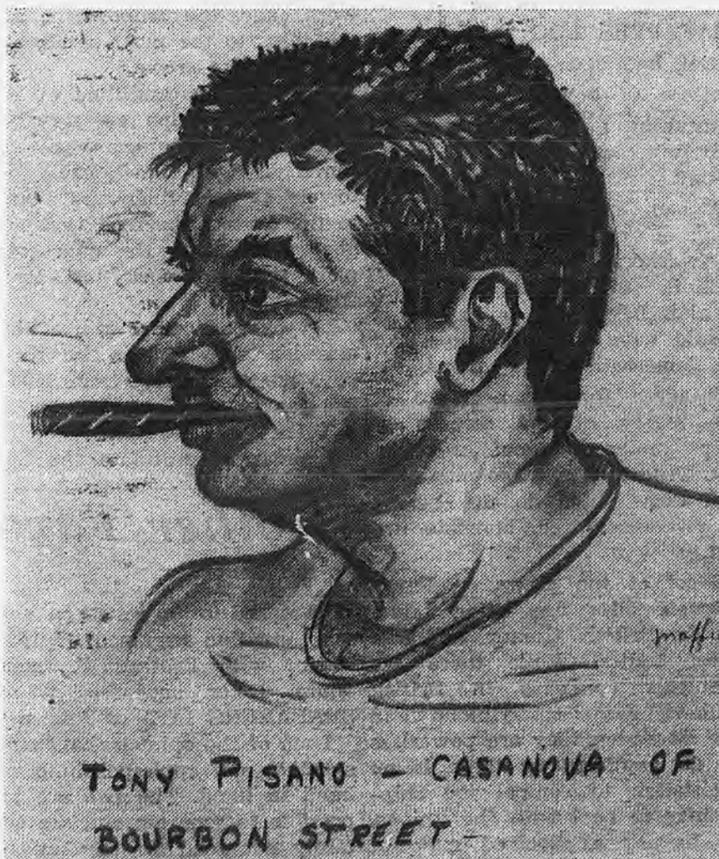
Well, the voting period for the referendum on the ten-dollar General Fund assessment has come to an end, and the entire membership is waiting anxiously to learn the results.

All of the oldtimers on the beach here are sure the results will show a majority of "yes" votes, which will mean a big step forward for the Union.

And speaking of oldtimers, some of them around Mobile at the moment are Blackie Huller, "Ding Dong" Bell, William Morse, H. Carmichael, L. Lott, C. Mitchell, J. Crawford, C. Dunlop, J. Prestwood, J. Jordan, Jimmy Naylor and S. Sims.

See you next issue!

PORTRAIT OF A SEAFARER



TONY PISANO — CASANOVA OF BOURBON STREET

A Norman Maffie sketch of Tony Pisano

Frisco Getting In-Transit Ships

By PAT ROBERTSON

SAN FRANCISCO — Vessels hitting this port during the past week were in-transit callers only and shipping, therefore, was on the slow bell.

Two callers were the Oshkosh Victory, Waterman, and the Calmar, of the company of the same name. There were no beefs on either of these ships.

Buddy Benson, the Bosun, was on the Oshkosh Victory, and E. M. (Bud) Bryant, former pie-card, came in off the SS Afoundria. Bud says he's going to hang around awhile, so we had to rope him and put shoes on him.

Also seen on the Frisco beach were W. M. Pennington, W. L. Busch, Nick Nutin and Earl Spear.

Seafarers currently listed as patients in the San Francisco Marine Hospital are J. W. Keenan, T. Isaksen, B. Wigg, J. Gill, and T. Mack.

We're looking for some jobs aboard three ships scheduled to call at this port. They are the Monroe Victory and Loyola Victory of Waterman, and the Steel Designer, Isthmian.

Something might break soon on the Hawaiian longshore strike. Brother Jeff Morrison is still in Hawaii looking out for the interests of the A&G District membership there. At present all we can do is sit tight.

Money Due

The following men have money due them from Smith-Johnson, 60 Beaver St., New York. Write that office giving address and social security number and voucher will be forwarded.

Alexander Aboline, James Beaners, George T. Brannan, Frank Campbell, Fred W. Carroll, Douglas W. Clifton, Steve Coleccki, Thomas J. Dawes, Antonio, DeCosta, Jose N. Dominquez, Albert E. Edefors, George M. Everett, R. Fiore, George C. Foley, Paul N. Proom.

J. Gibbs, Charles O. Gillikin, Paul Gonzales, Henry R. Gordon, Neils E. Grundahl, John W. Haas, Thomas Harris, Martin J. Hitchcock, Herbert R. Hutchins, Earl D. Johnson, George N. Kaeliwai, Charles A. Loute, George W. Lowry.

Erling Melle, William J. Michaelis, J. Mikaljunas, Stylianes Mondanos, Robert E. Pritchard, Harold Quimby, Francisco M. Reyes, Henry J. Rote, Stanley Ruzyski,

T. Sandstrom, Lloyd G. Schop, Biloran O. Sierra, Gosta W. Sovelius, Otto J. Stemmo, Jack P. Steward, John Straka, Gunnar K. Svalland, Fred Szoblik, Robert C. Templeton, Lucian H. Tetterton, Goon Pay Thlu, Cecil Thomas, Roy Thompson, William P. Vaughn, Robert H. Watkins, David L. Williams, D. M. Woods, Steve Zouvelos.

SS LILICA

The following men can collect the money coming to them by getting in touch with the Dolphin Steamship Company, 52 Broadway, New York City:

Hermanes, J. Out, Oiler; Loretto Refalo, DM; and Samuel Hudgins, MM.



Marine Hospital In Pittsburgh Is Closed Down

The U. S. Marine Hospital at Pittsburg, Pennsylvania will discontinue admitting patients on September 9, and the Hospital will be closed as soon as possible, according to an announcement made today by Federal Security Administrator Oscar R. Ewing.

Surgeon General Leonard A. Scheele recommended closing the Hospital to the Administrator in the interests of economy and of providing better medical care to merchant seamen, members of the U. S. Coast Guard and other groups for whose medical care the Public Health Service is responsible.

The action has been taken both because the decrease in the number of persons in the Pittsburgh area who are entitled to medical care at the U. S. Marine Hospital does not warrant the sizable expense necessary to maintain the Pittsburgh Marine Hospital, and because of the increasing difficulty of staffing and equipping a small hospital to give a full range of special services.

Dr. Scheele assured Mr. Ewing that full provision has been made to continue to provide adequate medical care for Public Health Service beneficiaries in the Pittsburgh area.

Patients seeking treatment for chronic illnesses will be referred to other Marine Hospitals where special facilities and specially trained personnel are available for their treatment.

Personals



CHARLIE POND

Get in touch with Eddie Caravona, 11913 Pawnee Ave., Cleveland, Ohio.

MELVIN C. KLEIBER

Get in touch with Mary C. Smith, Local Board No. 18, Room 11, Memorial Building, Middlesex County, Framingham, Mass.

FRANK BARON

Get in touch with Mrs. Shirley Wessel, Supervisor, Missing Persons Bureau, Seamen's Church Institute, 25 South Street, New York 4, N. Y.

WOODROW DOWNS

Get in touch with your mother, Mrs. J. R. Chestnut, 717 W. Olney Road, Norfolk, Va.

MELVIN RICE

Your mother, Mrs. Laverne Rice, Keats, Kansas, would like to hear from you. She would also like to hear from his shipmates.

WACLAW LUESCHNER CHARLES J. NEUMAIER

It is very important that you get in touch immediately with J. J. Doyle, attorney, 519 California St., San Francisco 4, Calif.

W. PARKER W. THORNTON

J. Crowley has left your overtime sheets from the SS Trinity in the mail room of the New York Hall.

ANTONIO BILYK

Get in touch with Benjamin Sterling, 42 Broadway, New York City.

DONALD LIGHT

Bruce Henn has lost your address and asks that you write him at Teaneck, N.J.

JOHN FEDIOW

The Cape Mohican crew has checked your gear at the SIU Hall in Philadelphia.

PETER J. WALSH

Get in touch with J. L. Washburn, Administration Dep't., Air Conditioning Training Co., Inc., Youngstown 1, Ohio.

ROBERT C. STEPHENS

Write to Joyce Deming, 6111 Clybourn, No. Hollywood, Calif.

JOHN ULAS

William Bennett is anxious to hear from you. Write to him at 18802 Henry St., Melvindale, Mich.

SS ROBIN KIRK CREW

Mr. and Mrs. Walter L. Compton thank the men who were aboard this ship on Aug. 24 for the gift given to the Compton's new baby.

BENJAMIN E. KOSOW

Get in touch with Mrs. B. Kosow, 227A-E 102 Drive, Brooklyn, New York.

JACK MAYS

Communicate with Nona Buttery, 2011 Leland, San Pedro, Calif. Important.

WILL BERG

Get in touch with F. B. Michelson, Mills Hotel No. 3, 161 West 36 St., New York 18, N.Y.

ANDY LAVAZOLI

Get in touch with Teddy Cucchiarelli, 1030 Faile Street, Bronx, New York City. Phone—LUdlow 9-8098.

LORAN J. HARRIS

Communicate with Mrs. E. W. Hobson, 94 Spence, R. No. 6 Birmingham, Mich.

SOFRONIO ALINGOSA

Write to Miss Corazon Alingosa, Alimodian, Iloilo, Phillipine Islands.

JUAN LEIBA

A letter is being held for you in New York Hall from Carmen Pura Diaz, Government of Puerto Rico Department of Labor, 1881 Broadway, New York City. You are requested to get in touch with her.

GUY F. PLAHN

"Please get in touch with me. Worried about you, Ann."

PAT DARROUGH

Get in touch with Frank Knight at Sophie's and Shorty's Blue Room, Galveston, Tex.

SVEN REGNER

Important that you get in touch with Mr. and Mrs. B. Brown, 547 So. Park St., Elizabeth 1, N. J.

WALTER HENRY HOFFMAN

"Come home as soon as possible. Business matters to be taken care of. Urgent. Mother and Dad."

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A SAILOR GOES HOME

By JOHN J. FLYNN

The SS Francis Cole layed rusted and drab alongside the wharf and, except for the voices of seamen heard in the passages, an air of forlornness hung heavy about the ship.

A discordant quietude prevailed, broken by the murmur of life seething from distant streets, the lap of water as in gentle caress against the hull, and gulls wheeling and swooping in raucous cry, gulping savagely at the refuse on deck.

The longshoremen had gone to supper, leaving behind a scene of suspended action, while the sunglow of the late afternoon receded before the shadow of the looming dusk.

PLEASANT SIGHT

Tilley leaned on the rail overlooking the welldeck. It was pleasant to survey the helter-skelter of trailing bull ropes, guy lines and odd angled booms, and know he wasn't going to secure them for sea when the ship pulled out.

He was going home. The telegram from his father in Oklahoma said in essence — come home, I need you, the farm needs you and Helen thinks you're forgetting her.

How often he thought of home on calm nights, looking at a velvet sea and drained the cup of regrets that he was so far away—from her, the homestead; yes, even from himself.

But reconcile himself that he belonged there, that those years of toil from a boy to manhood on a heartbreaking, dusty, plagued land—go back to that!

He broke into a nervous giggle. No he didn't really want to, but she was there, and he needed her and the farm needed him. He belonged to the land.

Tilley smiled ruefully; there were horizons that the sea didn't contain and it seemed he rode a solitary passage to many strange and polyglot ports that touched him not.

He could never break away. How odd that, when he was there, he hated the farm and yet on night watches he evoked dreams of a new tractor, raising of soy beans and the use of a new fertilizer he read about in an agrarian magazine. Such it was that he reflected.

"Tilley, the Purser, is paying off." It was Garrity, and the old man was smiling at Tilley's benumbed look. "Well, you don't seem anxious to get your pay."

"Sure, sure, Garrity; I was just thinking—" he hesitated, then offered his hand. "So long Garrity, I'm going home to Oklahoma."

THEY'RE WAITING

"Yeah, that's what you're been saying all day. You got folks and a sweetheart; that's a lot to go back to—see that you stay put," the old man observed gruffly.

He shook his head thoughtfully, "Just a calf, a lucky calf," he muttered and leaned on the rail where Tilley had been.

He surveyed the maze of gear, hazily thinking what a mess a ship looks when she unloads. A languid repose settled over him. The sun dropped slowly be-

hind the skyscrapers, tinting the mackerel clouds in diverging pinks and coloring the water in undulating silver.

The old man blinked. Sure is pretty, but kind of sadlike, as if a lot of good things happened, small things—the boys raising the booms like they were mad, and the bosun so damned excited he almost had us topping No. 4 boom to the crosstrees.

ALL GET IT

And the Old Man—here Garrity wheezed with mirth—dressed as an admiral fit for parade, smiling like a harlot at the pilot. Channel fever touches 'em all.

Now it's all over, and the night is coming like the inflow of the tide covering all the sunny-touched things, and these little things are gone and even seem like long ago that once I lived amid them.

"So long, Pop."

"Eh," it was Werner taking off. "So long, son."

He watched the seaman walk cautiously down the gangway with his seabag. He watched others, and said goodbye to them all and everyone that went left him feeling emptier than before.

The longshoremen returned, and soon the rattle of the winches and shouts of men dispelled somewhat the loneliness of the ship. The blue that hid the stars had faded, leaving those eternal worlds again to watch mutely the destinies of men.

The old man sighed and thought of going for a beer.

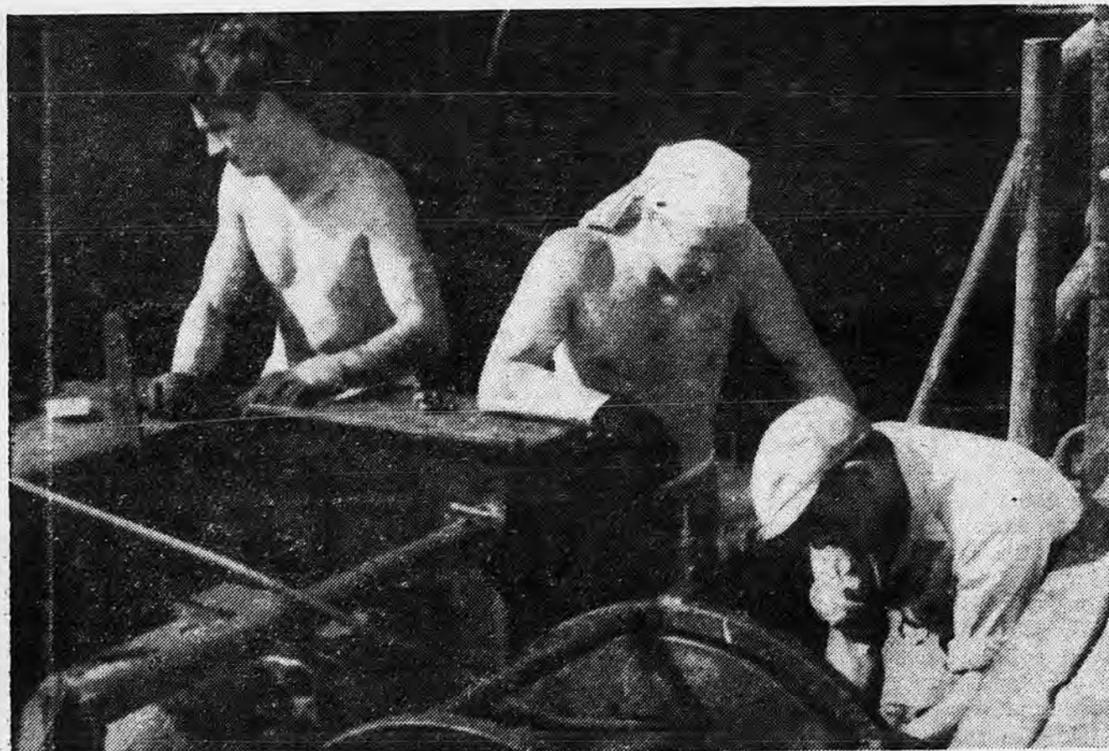
Southwind Seafarers Record Their Trip



E. B. (Mac) McAuley, one of the SIU's most accomplished camera fiends, is currently aboard the SS Southwind. Mac sent the photos on this page from a Turkish port. At left, Tony Parker, Oiler, gets a haircut from B. Tippins, the Southwind's able "clip artist."



This shot was made in Rotterdam last May when MacAuley was aboard the Cape Race. From left to right are Cape Race crewmen "Sleepy" Matthews, Bill Warmack, Hank Donnelly and Bob Pierce (facing camera). In background is the Coral Sea, another SIU ship.



ABOVE—Bill Padgett (left), FWT, and H. A. Kelsall, 3rd Engineer, flash a couple of Sunday smiles in the Southwind's Engine Room.

LEFT—SIU teamwork on the job is demonstrated by this trio of Southwind Deck men: left to right, Deck Delegate "Rags" Hanley, AB; Van Sant, OS, and Bob Harper, Bosun.



More smiles in the engine room. This time they belong to (left to right) Jim McDonald, Oiler; Joe Martin, 2nd Assistant Engineer, and Eddie McCranie, FWT. They're on the four-to-eight watch.



These galley men were cooking up a meal for the Southwind crew when McAuley appeared with his camera. Left to right: L. Harris, Chief Cook; B. Tippins, Night Cook and Baker, and A. Feliciano, Utility.