

# ECA Chief Threatens 50% Rule

Paul G. Hoffman, chief of the Economic Cooperation Administration, has threatened to scuttle a large portion of the U.S. merchant marine by diverting Marshall Plan bulk cargo shipments to foreign vessels, unless American operators meet "competitive rates" by Jan. 1.

In a letter to Senator Styles Bridges, chairman of the Congressional "watchdog" committee, Hoffman said he would ignore the Congressional mandate that 50 percent of Marshall Plan supplies should be shipped in American bottoms, if his terms aren't met by the shipowners.

Hoffman gave as a reason for his ultimatum a differential in the rates, particularly on coal shipments, charged by U.S. shippers as compared with foreign shippers.

## MONOPOLY DRIVE

The reason for this differential was exposed recently by Grenville Mellen of the Maritime Commission as a maneuver on the part of foreign operators to drive American ships from the trade.

On his return from a survey of Marshall Plan countries, Mellen revealed that foreign ship operators have deliberately depressed their rates to show ECA officials and Congress that American rates are high and that the 50-50 provision should be abandoned.

The Commissioner said that once American ships were forced out, foreign carriers would enjoy a virtual monopoly and would soon raise their rates as high or higher than present American charges.

He offered as evidence of the deliberate rate depression the \$6.85 per ton offered by foreign ships in the coal trade to France. They could not have possibly made a profit at these rates, the Commissioner charged, since not less than \$9 a ton would bring an adequate return.

## SIU FOUGHT

The provision that 50 percent of all relief goods to Europe are to be shipped in American vessels was inserted in the Foreign Assistance Act of 1948 after it was vigorously fought for by several organizations, including the Seafarers International Union.

The Seafarers pointed out to Congress that failure to enact the 50-50 provision would seriously impair the strength of the American merchant marine and would create widespread unemployment among this nation's maritime workers.

In his criticism of Hoffman's threatened blow at U.S. shipping, Commissioner Mellen said that the American merchant fleet must have continued guarantee that it will get its share of Marshall Plan shipping "or we will again become a second-rate maritime power..."

U.S. shipping, he said, has already suffered considerably in the past 15 months due to a lack of business.

# SEAFARERS LOG

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## AFL MARITIME WORKERS HAIL BRITISH CREW



Members of unions affiliated with AFL Maritime Trades Department exchange greetings with Queen Elizabeth seamen after dockside demonstration in appreciation of latter's refusal to sail the vessel out of Southampton last month during strike of International Longshoremen's Association. Rousing welcome was staged for the Liz's crew when the giant liner arrived at her New York pier last Monday night.

## MTD Welcomes Queen Liz Crew

NEW YORK—A 200-man delegation, representing the unions affiliated with the AFL Maritime Trades Department gave a rousing welcome to the crew of the Queen Elizabeth when the British liner docked here late Monday night.

The dockside demonstration was staged by the New York Port Council of the MTD in appreciation of the action taken by the British seamen during the recent strike of the AFL International Longshoremen's Association.

With New York and other East Coast ports completely tied up by ILA strike, the Cunard White Star Line succeeded in diverting a number of its vessels to the Canadian port of Halifax.

### TAKE ACTION

The attempt to send the Queen Elizabeth there failed, however, when the crew of the giant passenger ship, on board in Southampton, voted to recognize the American longshoremen's beef and refused to sail until the strike was settled.

As the Elizabeth was being moored the MTD delegation held high scores of placards expressing thanks for the assistance from across the ocean.

Obviously greatly pleased with the cordial welcome, the Elizabeth crew selected a delegation of its own to go ashore and thank the American waterfront unions for the stirring display.

After greetings were exchanged, Steve Cardullo, A&G SIU Headquarters Representative, thanked the British crewmen in behalf of the ILA and other MTD unions.

"Your action gained the admiration of union members through-

out the United States and the world," he told them.

"We also pledge our full support to you in the future, should you take action to improve your wages and working conditions," he said.

The morning following the demonstration, a group of men from the British liner, headed by Bonnie Regan, of the Elizabeth's Stewards Departments, visited Atlantic and Gulf District Headquarters, 51 Beaver Street.

The Elizabeth seamen, all members of the National Union of Seamen of Great Britain, were taken on a tour of the building. They showed keen interest in the

organization's facilities and in the rotary shipping procedure.

Before leaving for their ship, several of the men took copies of the SEAFARERS LOG, which they said they intended to distribute to their shipmates.

Participating in the previous night's welcoming of the Elizabeth crew were, in addition to the ILA, the Atlantic and Gulf District of the SIU, The Sailors Union of the Pacific, the Radio Officers Union, the United Marine Division of the ILA, the Masters, Mates and Pilots and the American Merchant Marine Staff Officers Association, the Purser's union.



Part of the welcoming committee as they lined the docks with messages of thanks to the Cunard ship's crew. Placards also proclaimed MTD's promise of support should British need it in any future beefs for wages and working conditions.

# Shipping On West Coast Is Resumed

SAN FRANCISCO — Shipping activity up and down West Coast ports was rapidly approaching normal as the settlement of the 97-day strike sent seamen and longshoremen back to work.

An estimated 30,000 men were getting back on their jobs in all Pacific ports, all of which had been struck except Tacoma, Washington.

Strikers returning to work included the CIO longshoremen, Marine Cooks and Stewards, Radio Operators and the independent Marine Firemen. Their strike ended last Friday but a threatened jurisdictional dispute between the Sailors Union of the Pacific and the CIO Longshoremen delayed resumption of work.

The jurisdictional clash centered about stevedoring work which the AFL seamen had been handling on coastal steamers and which appeared to be threatened by the new contract between the longshoremen and the Pacific American Steamship Association, employer representatives.

However, the SUP subsequently received a written guarantee from an official of the employers' group stating that the SUP members would continue to get the stevedoring work in question and that the new employer-CIO contract had not injured their rights.

Under the formula which resulted in the strike settlement, the terms of the contracts with the CIO union have been guaranteed by the national office of the CIO, and by the Employers Council. Both parent organizations have agreed to withhold support in the event of contract violations.

The West Coast strike began on September 3 when an 80-day federal injunction expired. Throughout the strike period the operators took the stand of refusing to bargain with unions which had not signed non-communist affidavits. This dodge was aimed at Bridges' longshoremen and the Marine Cooks and Stewards.

The shipowners, however, reversed their stand when the presidential election upset scuttled their hopes of breaking the West Coast unions after the first of the year.



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## International Cooperation

The cause of international waterfront solidarity got a heartening boost last Monday night, when the seven unions affiliated with the American Federation of Labor's Maritime Trades Department gave a rousing welcome to the crew of the Queen Elizabeth on the vessel's arrival in New York.

The AFL maritime workers were out on the docks to show the British lads that their refusal to sail the giant passenger ship out of Southampton during the International Longshoremen's Association strike, last month, deserved a show of thanks.

By their action the Elizabeth seamen stymied attempts of the Cunard line to divert its prize ship to Halifax and thus avert the effect of the East Coast longshore strike.

What makes the Elizabeth crew's action particularly impressive is the fact that, although maritime workers of various countries have previously given pledges of support to striking unions of other nations, the British seamen took an active and effective stand.

They took a militant stand—a stand which the SIU, whose history is studded with a record of militancy, was one of the first to recognize as a display of sound waterfront trade unionism.

The Liz crewmen's action, acknowledged the other night by the MTD, bodes well for the future of seamen everywhere.

## Knifing American Shipping

A full scale fight is now being waged in Washington over the announcement by Paul Hoffman, ECA Administrator, that the 50-50 division of ECA cargoes between U.S. and foreign ships will end this month unless American shippers reduce their rates to the level of foreign operators' charges.

The battle, once thought won when Congress, in setting up the plan, overrode the wishes of the State Department to bypass American shipping in favor of foreign operators, has flared up again as a result of Hoffman's ultimatum of lower your standards or get out.

Shipping operators, maritime unions and the Maritime Commission, thunderstruck by Hoffman's arbitrary threat, which clearly violates the intent of Congress, are shaping up their defense for the battle which may decide the future of the American Merchant Marine.

Hoffman, in effect, has asked that American standards of wages, working conditions and safety regulations be abandoned. The SIU, along with the others, refuses to bow to the whim of this ex-auto magnate. If nothing else, elementary economics should show Hoffman how wrong he is. As long as international trade has been in existence differences have existed in rates, wages and standards.

As long as conditions are not the same the world over, steps must be taken to protect the American standard of living. We hope other countries will eventually raise theirs to our level; we refuse, however, to lower ours.

Elementary economics it is, but when a businessman goes shopping for cheaper men and ships he doesn't consider the long range consequences of unemployment, ship lay-ups and heavy relief rolls—all eventual government burdens. He sees only a way to do something as cheaply as possible. He's bargain hunting at the expense of thousands of American seamen.



## Men Now In The Marine Hospitals

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

### SAVANNAH MARINE HOSP.

MURRAY A. PLYLEE  
A. C. McALPIN  
PHILIP SARKUS  
A. ROBICHAUD

### BOSTON MARINE HOSPITAL

NORMAN J. MOORE  
VIC MILAZZO  
JOHN J. GEAGAN  
JOSEPH E. GALLANT

### NEW ORLEANS MARINE HOSP.

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

### A. THIBODAUX

J. HARRIS  
J. WATLER  
N. ROMANO  
J. B. MARTIN  
A. BAUM  
S. LeBLANC  
E. LOOPER  
L. MIXON  
J. BRANDON

### STATEN ISLAND HOSPITAL

A. CASTILLO  
J. C. BLAKE  
W. HUNT  
R. F. WENDT  
J. McNEELY  
J. TUTWILER  
A. NORMAN  
J. GULLSTEIN  
D. O'ROURKE  
H. R. KREUTZ  
C. FISHER  
T. VELEZ  
J. N. WOOD  
M. J. LUCAS  
E. C. EATON  
N. H. LUNDQUIST

### BALTIMORE MARINE HOSP.

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

## Hospital Patients

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

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

### Staten Island Hospital

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

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

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

### GALVESTON HOSPITAL

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

### MOBILE MARINE HOSP.

R. C. DAVIDSON  
W. W. RICHARDSON  
W. R. ROSS  
C. E. GLOVER  
D. McDOWELL  
J. JOHNSON  
C. HAFNER



**AFL TRANSIT WORKERS THANK SEAFARERS FOR AID**

AFFILIATED WITH:  
AMERICAN FEDERATION OF LABOR  
NEW YORK STATE FEDERATION OF LABOR  
CENTRAL TRADES AND LABOR COUNCIL  
OF GREATER NEW YORK AND VICINITY

PRESIDENT: BERNARD G. BROPHY  
SECRETARY-TREASURER: GUSTAV J. HORNBERGER

**AMERICAN FEDERATION  
MUNICIPAL TRANSIT WORKERS**

265 WEST 110th STREET, NEW YORK 11, N. Y.  
ROOM 1508 CHELSEA 2-7295

Nov. 26, 1948.

Mr. Paul Hall, Sec'y. Treas.  
Seafarers International Union of  
North America.  
51 Beaver Street,  
New York City 4, N. Y.

Dear Sir and Brother:-

I have, for some time, wanted to express, through you, the thanks of our local union to your organization for the assistance rendered us.

Your organization has been characterized as the "Brotherhood of the Sea". However, a more accurate statement might be "Brotherhood".

I might also add that we are grateful, not only for what aid you have given us, but for the fraternal and cooperative attitude displayed by members of your union, particularly yourself.

With warmest regards, I remain,  
Fraternally yours,  
*Bernard G. Brophy*  
Bernard G. Brophy,  
President.

oelu:153.

The above letter from Bernard Brophy, President of Local 380, expresses the AFL Transit Workers' appreciation of SIU support during a recent organizing drive.

# New Ruling Leaves Permit To Ship Out Up To Local Boards

A special bulletin issued by the National Headquarters of Selective Service on November 12, makes the following clarifications affecting merchant seamen:

**LOCAL BOARD MEMORANDUM NO. 10**

**ISSUED: NOVEMBER 12, 1948**

**SUBJECT: PERMIT TO LEAVE THE UNITED STATES—REGISTRANTS WHOSE REGULAR OCCUPATIONS REQUIRE DEPARTURE FROM UNITED STATES.**

**1. Consideration To Be Given to Registrant's Normal Occupation.**—(a) In the exercise of its authority to issue a Permit of the Local Board for Registrant to Depart from the United States (SS Form No. 300), the local board may consider the effect of a denial of such permit upon the registrant's ability to continue his normal gainful occupation during the period of an appeal, reconsideration, or pending his entry into the armed forces.

(b) Whenever a registrant has been regularly and continuously engaged in an occupation, the nature of which normally has required him to depart from the United States, the request for a permit to leave the United States specifically for the purpose of engaging in his customary business or occupation should receive favorable consideration.

**2. Advice to the Registrant.**—Each registrant to whom a permit is issued in consideration of the conditions peculiar to his occupation should be informed of the board's purpose in issuing the permit, and should be advised to file with the board whatever evidence he or his employer desires the board to consider in finally determining his classification.

LEWIS B. HERSHEY,

Director.

This means that all Seafarers within the draft age are to keep in touch with their draft boards as much as possible, notify them of the nature of their occupation and also of the fact that they will be going to sea from time to time.

In writing the draft board, give them the nature of your occupation, and ask them that you be allowed a permit as provided for under this new clarification.

It is advised that all draft eligible members do this before shipping out. Evidence of good faith on the part of the draft registrant will go a long way towards helping him clear up any problem he may have with his local draft board.

The necessity of keeping the draft board posted at all times as to your whereabouts, your status as applies to shipping, the ship you are aboard and its destination is important. Compliance with this is, of course, strictly up to the individual, but it is to his advantage to meet the board's requirements.

## Marine Hospitals And The Merchant Seaman

By JOSEPH VOLPIAN

In this and recent issues of the LOG pictures have appeared illustrating some of the work the government doctors are doing in the U.S. Maritime Hospital, which are operated by the Hospital Division of the U.S. Public Health Service. It is therefore appropriate at this time to say a few words about the legal conditions under which a seaman is eligible for medical treatment.

The Marine Hospital system was established by act of Congress one hundred and fifty years ago last July for the relief of sick and disabled seamen.

However, since the government cannot be expected to pick up the medical tab for everybody who ever made a run down the river and back, the administrators of the hospitals have had to devise rules for admission. These rules are fairly liberal, and the SIU is pressing constantly to have them improved still further.

### PANAMANIAN EVEN

Eligible for medical treatment at a U.S. Marine Hospital are seamen employed aboard vessels registered, enrolled or licensed under U.S. maritime laws, except canal boats in the coastal trade.

The government, playing safe, adds that to be eligible a man must be primarily engaged in the care, preservation or navigation of a ship, or working aboard in the service of those engaged in the care, preservation or navigation.

In addition, the hospitals treat seamen employed on government-operated ships except those of the Army and Navy, whose sick and injured personnel go to military institutions. Also elig-

ible for the Marine Hospitals are seamen from foreign flag ships owned or operated by U.S. citizens, which must be a boon to a lot of guys sailing under the colors of Honduras and Panama.

The Marine Hospitals and relief stations provide medical, surgical and dental care along with hospitalization. Artificial limbs and eyes, special shoes and other orthopedic and dental appliances are supplied when necessary, but the government does not supply eye glasses. (Seafarers requiring eye glasses are advised to look into the Union Optical Plan in New York.) In certain emergencies, the government pays for private medical treatment.

To obtain treatment, a seaman must have a minimum of 60 days aboard a ship, and must apply for the service within 90 days after leaving a ship. The 60 days

of sailing can be broken into shorter periods, however, if no more than 60 days elapse between any two periods. A man proves the 60 days with a certificate from the ship's master.

The 90-day eligibility period can be extended if a man has not changed his occupation, and has been prevented from shipping because of poor economic conditions in the industry. The SIU is pressing for a greater extension of this period.

If a man is injured or taken sick aboard a ship, the Marine Hospitals waive the 60-day sailing requirement. But in a foreign port responsibility falls to the company.

### PRO AND CON

For the past three years, the LOG has been running articles and letters by the membership pro and con the Marine Hospi-

itals. In general the pros have far outweighed the cons, especially in the past year.

These expressions of membership opinion have formed the basis for Union action on the hospitals, which is the democratic, SIU way of doing things. Despite the fact that most reports on the hospitals have been favorable, there are occasional abuses. The SIU has straightened out more than one doctor over-impressed by his own importance. The authorities in Washington always respond speedily to SIU complaints.

There is no such thing as perfection, and the staffs of Marine Hospitals are subject to normal human frailties. Nevertheless, they are doing an excellent job by and large. Meanwhile, the SIU will continue to bring pressure for even greater improvements.

## Round-Up Of Maritime Happenings

The Japanese Foreign Trade Council has requested the United States to bareboat charter 129 Liberty ships to Japan. The proposal states that the Japanese would carry eighty percent of the cargoes originating in the Asiatic area and fifty percent of those originating elsewhere.

They claim the United States would save \$147 million annually by this arrangement.

The American-Hawaiian Line will transfer its operations from the Pacific Coast to New York on January 1. West Coast operations will be handled through its wholly-owned subsidiary, Williams, Diamond & Company. Waterman's Arrow Line will resume intercoastal service on

December 14 when the Purdue Victory sails from Vancouver, Washington. Other ships to follow are the Malden Victory and the Loyola Victory.

The former Matson Line ship, Matsonia, now operating under the house flag of the Home Line, partly owned by the Panamanian Lines, will enter passenger service (shortly) between Genoa, Italy and the east coast of South America.

For Sale: The 2,500 ton yacht Grille, which the people of Germany presented to Adolph Hitler, has been offered for sale for \$1,600,000. The greatest passenger vessel built since the war, the Cunard White Star's 34,000 ton

Coronia, begins her shakedown cruise this week. Compass and anchor tests will take six days, following which she will begin speed trials on the Clyde.

A petition for a fifteen percent wage increase has been presented its operators by the National Maritime Union. If no agreement is reached with the operators in fifteen days, the dispute will go to arbitrators. Also seeking a wage increase are the tugboat men of New York. They are asking a thirty percent increase and an increase in food allowance from \$1.25 a day to \$1.76.

The Provincial Finance Ministry of Argentina has asked that

foreign ships be barred from Argentine waters unless Argentine vessels receive treatment equal to that of other ships in the countries concerned.

Described as "floating flophouses" and "dump ships" while serving as emergency-class post-war passenger ships, the C-4s have come to be viewed in a more favorable light by ship operators. Forty-four of the C-4 type ships were built during the war. At present twelve are under charter to private companies—six to the American President Lines and three each to American-Hawaiian and the Seas Shipping Company (Robin Line). Robin has the vessels in service

(Continued on Page 11)



## Shipping Rise Is Reported By Port Savannah

By E. M. BRYANT

SAVANNAH—Shipping in this port picked up a little this week but the beach is still loaded down with book and permitmen.

The SS Cape Nome paid off Tuesday in Charleston and we sent 20 replacements aboard. When the SS The Cabins came in here in transit, we had a call for six replacements. Adding these to the six men we sent to the Madaket, which paid off and headed for the gulf, we had a total of 32 men shipped for the week.

For next week, we have two ships scheduled thus far, and maybe we'll get a few jobs on them. They'll certainly come in handy. In fact, the next couple of weeks look pretty good from this point.

However, I think we should warn anyone planning on jumping down here that it's a waste of time and good suds money, as we have more than enough men to handle the jobs, if and when anyone piles off.

In the local Marine Hospital are the following members of the SIU: Murray A. Plylee, A. C. McAlpin, Philip Sarkus and A. Robichaud.

Among the chief topics of conversation among the Seafarers on the beach at present is the rule on transportation. We have been advising the men who have ideas on the subject to send them to the SEAFARERS LOG for publication, so that all hands can read their viewpoints.

The oldtimers in port include Brothers J. E. Godsey, Ray Kitchens, R. Reddick, W. Stall, J. Rosa, J. W. Gordon, W. J. Brantley, T. C. Musgrove.

## New York Gets Temporary Boost

By JOE ALGINA

NEW YORK—The end of the West Coast strike and the settlement of the East Coast Longshoremen's beef point to good shipping here this week.

The resumption of coastwise sailings made for the crewing of several ships out of this port. Rated men especially found the week's activity to their liking.

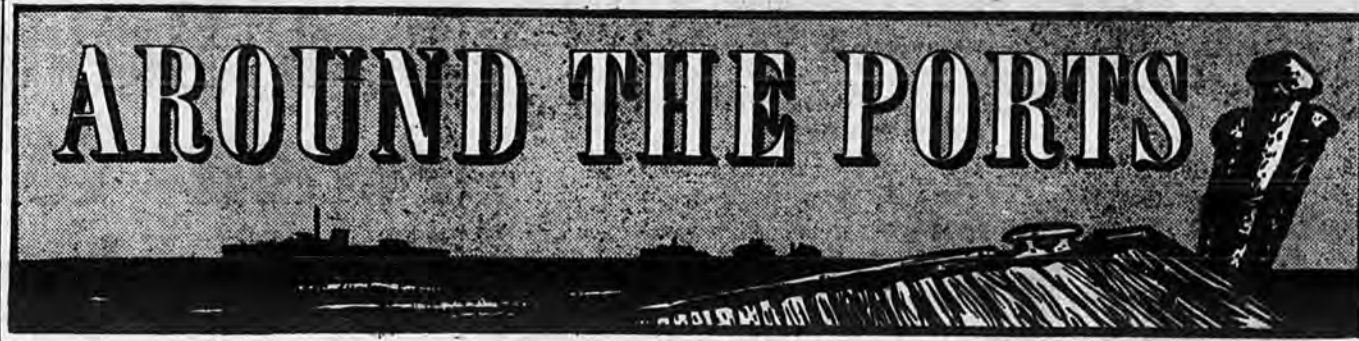
There's no doubt but that this is only a temporary boost and will slacken off shortly, but while it's here we intend to enjoy it.

The week's breakdown for payoffs and sign-ons runs something like this: Payoffs: Oberlin Victory, Legion Victory, Isthmian; Julesburg, Terminal Tankers; Bull Run, Sag Harbor Corporation; Chrysanthy Star, Intercontinental. The Bull Run had a good payoff after a three months trip; the Chrysanthy Star was out only fifteen days.

Sign-ons: Robin Kettering, Robin Mowbray, Robin Line; Alcoa Patriot, Alcoa; Governor Graves, Waterman; St. Augustine Victory, Isthmian. In addition to the ships signed on in this port, replacements were sent aboard a good number of vessels here in transit.

Other than that brief report on shipping, there is little to pass along this week. A few comments on shipboard problems and I'll sign off.

On some ships Mates, in an



## Shipping In Philly Settles After Spurt

By LLOYD (Blackie) GARDNER

PHILADELPHIA — The end of the International Longshoremen's strike stepped up shipping activity here for a few days, but after all the strike-bound ships crewed up and left, things became very quiet.

It has been a case of all departures and almost no arrivals. Since the resumption of work on the Philly waterfront we have had two payoffs.

The SS Kyska came in from the Far East for a fast, clean payoff. The only thing that threatened to foul up the Kyska payoff was the presence aboard of a loud-mouthed phony Second Engineer, who considered himself something of a bully.

We had no trouble pointing out to the Waterman Steamship Corporation that this man was a liability on the Kyska. The Skipper concurred in this and bolstered our contention by stating that the man definitely hindered the operation of the ship as a good and happy unit. For his forthright statements we owe the Kyska's Skipper a vote of thanks.

### DOWNING ARRIVES

The other payoff was the W. E. Downing of the State Fuel Transportation Company. This T-2 tanker was only recently brought under SIU contract as a result of the efforts of our Organizing Department.

This ship made a run to Tam-

pico. While she was there a couple of bookmembers in the crew performed in a way that was a disgrace to the ship, her crew, and in the minds of some, the Union.

These birds got gassed up, took a few pokes at some of their shipmates and broke up all kinds of ship's gear. And, after telling the old man to go to hell, they threw their gear on the dock and watched the ship sail without them.

It is extremely unfortunate that a couple of performers like these two think so little of their Union and their Union Brothers that they will endanger our organizing program and the chance to put more ships under SIU contracts.

Their irresponsible actions could very easily jeopardize our efforts in that direction—that is, if they were allowed to pass.

### TO STAND TRIAL

The membership, which, incidentally, is vitally interested in acquiring more jobs for all Seafarers, can rest assured that these foul-ups will have to face a Headquarters trial committee on charges brought against them by the ship's crew and also by the Organizing Department.

These offenders will get a fair and just trial. But, if the committee finds the crew's charges are well-established, the verdict should serve as a warning to potential foul-ups and performers of every variety.

Our membership has demonstrated time and again that it will not stand for performances that are injurious to the general welfare. Since the membership adopted a program of self-discipline, there have been only isolated instances of such conduct. But we must be on guard at all times.

The pictures and stories on the various marine hospitals appearing in the SEAFARERS LOG make very interesting reading and have been the subject of considerable discussion around here. There is no marine hospital in the Port of Philadelphia.

The men are generally sent by the Public Health Service to either Baltimore or New York.

However, in emergencies, seamen requiring hospitalization are admitted to St. Agnes' Hospital in this city where the government maintains a ward for such cases. Seldom do we have anyone there, but when we do we visit them regularly. We can report that the chow and the treatment in this hospital is very good.

The debate continues hot and heavy on the transportation rule. It appears that a number of men who were opposed to the rule at the outset are changing their minds and are favoring retention of the rule as it now stands.

### FAIR FOR ALL

I believe that after considering all angles and studying the question thoroughly, the membership will vote to keep the rule now in effect.

Except for those guys who think of the problem strictly

from a personal and selfish viewpoint, I think the membership will realize that the current rule is the only fair and wise procedure on transportation, since it is intended to protect the interests of the general membership.

A great deal of favorable comment is coming this way on the Thanksgiving dinner put out by New York Port Council of the AFL Maritime Trades Department at SIU Headquarters.

In the opinion of most of the men, the various labor unions should get together in a similar manner more often.

The labor front is fairly quiet, with no beefs of any size in progress. And while we on local news we'd like to get this in:

Maybe we didn't have a winning baseball team, but by god we have a championship football team. Our own Philadelphia Eagles have gone and done it again. The pigskin toters copped the National League title.

Now if the amazing A's or Fightin' Phillies will come up with a pennant next year, our Philly sports fans will be hard to talk to.

That's all for now. Be with you next week. Until then, good luck, good sailing—and don't fail to vote.

## Toronto Clears Deck For The Coming Year

By HARRY MELLING  
(Agent, Toronto and Georgian Bay District, SIU)

TORONTO—Activity in this area last week included the arrival of the SS Collier, which tied-up at the Century Coal Dock. We signed on the forward crew.

Visits were made to the SS Winnipeg and the SS Fernie, which are to leave shortly for tie-up in Hamilton, Ontario.

On December 4, Brother Thomas and myself proceeded to Midland and Port McNichol where we boarded the following ships: SS Lemoyne, SS Donnacona, SS J. A. France and SS Westmount.

We pointed out to the crewmembers that it would be to their advantage to complete payment of dues to March 1949 so they could receive priority in obtaining berths for the Spring outfitting, since we hold power of attorney for replacement of the crews when the ships are outfitting.

These crews were informed that freeloaders are definitely out and that December would be the deadline for the payment of dues. Obviously, none of the men wants to be classed as a freeloader and they are paying up.

We hope that all Port Agents and Patrolmen in the Canadian District can similarly impress the crews in their areas so that we can line up the membership 100 percent by the time the spring season rolls around.

## Port Boston Needs Pumpmen For Tanker Jobs

By ERNEST B. TILLEY

BOSTON—Shipping is good—damned good, in fact—for men who want to ride tankers. This favorable situation should encourage job-seekers, particularly Pumpmen and Electricians to head for this New England port.

In the past ten days a number of tankers paid off and signed on in the area covered by this A&G Branch.

Among these were the SS Stony Creek, American Tramp Shipping and Development Company; SS Evistar, Inter-continental Steamship Company; SS Trinity, John M. Carras, Incorporated; SS Sanford B. Dole, Metro Petroleum Shipping Company, and the SS Nathaniel B. Palmer, Palmer Shipping Company.

These tankers, and others that are expected to arrive shortly, are keeping the Port of Boston alive. At the present moment there is a sharp need for men to fill the jobs.

### NEWCOMERS

All of these tankers are relatively newly-contracted companies and the jobs they bring to the membership represent the fruits of our Organizing Department's hard-driving efforts over the past months.

It is very important that these ships be crewed with capable SIU crews who know the score. Since they are all newcomers under our banner, it is an excellent opportunity for good Union men to break them in proper SIU style. By doing a first-rate Union job now, we can be sure the correct pattern will be set.

There are, of course, competent crews aboard these ships now and there are men around here who can fill the bill, but there is always room for more good men.

As a matter of fact, we had to call New York on two occasions last week to help us fill calls for Pumpmen and Bosuns for some of the tankers mentioned. As this report is being written not a Pumpman or an Electrician is registered in this port.

### PROSPECTS BRIGHT

All in all, the prospects for the next couple of months look bright for the Port of Boston. Two factors are responsible for this favorable picture:

1. The end of the West Coast tieup should bring the ships on the intercoastal run back into Boston on in-transit calls, which means a few jobs here and there.

2. With the approach of winter we expect an increased number of tankers and coal ships to work out of Boston and surrounding ports, from New London, Conn., to Searsport, Maine, all of which are served by this Branch.

So the opportunity is here for Seafarers who want to ship on tankers. The Organizing Department has done a fine job in bringing a considerable number of tankers under contract. Let's follow up their work by filling the jobs in true Seafarers style.

By the way, the balloting period for the election of A&G officers for the coming year comes to an end on Dec. 31. If anyone doesn't vote it will only be because he has failed to take the initiative. Those who haven't yet done so should cast their ballots as soon as possible.

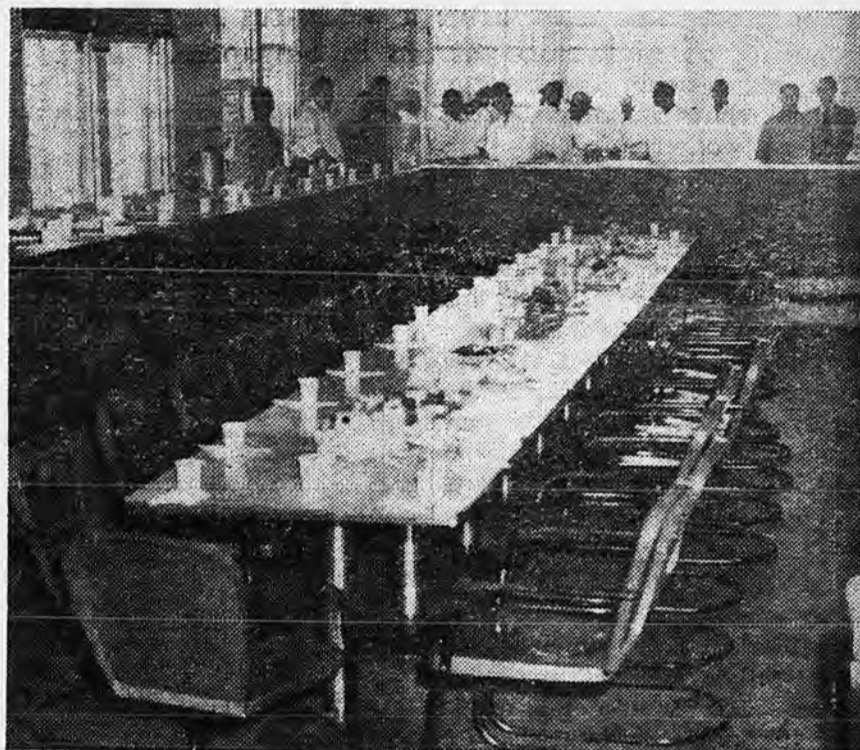


# New Orleans Turns Out For Holiday Spread



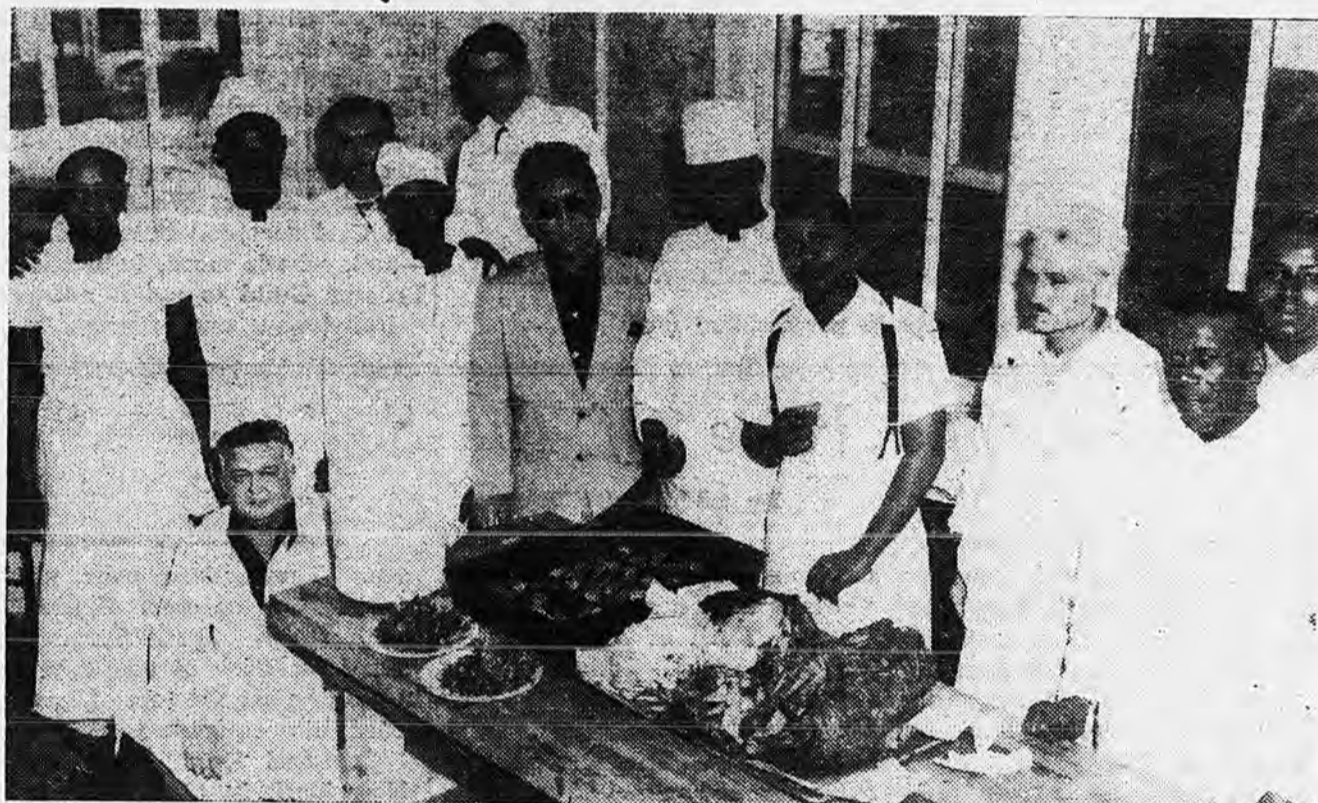
Maritime workers in the Port of New Orleans who were Thanksgiving Day guests of the AFL Maritime Trades Department were not the only ones to enjoy a gala holiday. In the New Orleans SIU Hall, more than 500 members of the Atlantic and Gulf District, SIU, and the Sailors Union of the Pacific put away a sumptuous turkey dinner that drew praise from the most discriminating gourmets.

Included in the menu "fit for a king" were the traditional holiday standbys of roast turkey and dressing, baked Virginia ham, roast leg of pork, cranberry sauce, giblet gravy, salad, baked yams, peas, golden bantam corn, mashed potatoes, green onions, celery and chilled peaches and coffee. Enough beer was on tap to go around and around and around.



Even the tapeworms were satisfied with the Thanksgiving Day feast served up to the festive Seafarers in the New Orleans Hall. Photo above shows a section of the improvised dining hall with one group awaiting service and another seated around table loaded down with choice holiday fare. "All they want," was the order of the day.

In photo below are some of the crack galley force who prepared and served the food. For their fine job in preparing the gala meal, much credit is due Brothers Henry Gerdes, Bob White, George Curry, Percy Thompson, Franklin M. Cain, Robert Harris, Frank Harris and Henry Herren.



The more than 500 SIU and SUP members participating in the day's festivities, dined in an atmosphere that ranked with the best in the land, as the above pre-meal photo taken in the A&G Hall's improvised dining room shows.

With the ample fare, prepared by crack A&G galley-men, tucked tightly under their belts all hands relaxed on the third deck of the A&G's sparkling, spacious building for the movies.

What made the whole venture so easy to handle were the modern facilities available in the A&G's new hall in the Crescent City. All hands present agreed that nothing was lacking, and that Thanksgiving was a great day for every man in the Hall.

## Seafarers Aid March Of Dimes

Seafarers are responding enthusiastically to the "March of Dimes" appeal, sponsored by the National Foundation For Infantile Paralysis, Inc., which was endorsed by the membership.

Many Brothers as well as ships' crews are contributing to this worthy cause. Sizable donations were made recently by three SIU ships which have been acknowledged by the foundation in a letter of thanks to the Union.

SIU ships frequently take up collections for charities, or designate proceeds from fines during a trip for hospitals or Union purposes. During the infantile paralysis drive many of these will be sent to the Foundation.

Thus far, acknowledgment has been received of the following donations:

|                          |         |
|--------------------------|---------|
| SS Topa Topa .....       | \$14.65 |
| SS Emilia .....          | 56.30   |
| SS Francis .....         | 50.26   |
| SS Kathryn .....         | 26.00   |
| SS Robin Locksley .....  | 20.67   |
| SS Governor Graves ..... | 39.01   |
| SS Hilton .....          | 59.50   |
| SS Bessemer Victory ..   | 6.26    |
| SS Raphael Semmes .....  | 36.43   |

## Shipping Still Slow In Port Mobile; Union Hall Undergoing Alterations

By CAL TANNER

**MOBILE** — The shipping picture has not altered appreciably in the past week. Things are still pretty slow in this Gulf port. Activity was confined to five pay-offs and an equal number of sign-ons, including two ships on continuous articles.

The payoff ships were the Wild Ranger, Caleb Strong, and Jean Lafitte, Waterman; and the Cavalier and Partner, Alcoa.

The Wild Ranger, which is on continuous articles, went out again on her Puerto Rican run and the Cavalier, also on continuous articles, left for her regularly scheduled 17-day cruise to the West Indies.

Other sign-ons included the Waterman vessel Madaket, which will call at Bremen, Rotterdam and Antwerp and the Wacosta, bound for ports in Korea and Japan.

The payoffs and sign-ons for the week were exceptionally

smooth with practically no major beefs. Port activity was stepped up a bit by the appearance of two Isthmian ships, the Steel Chemist and the Steel Scientist, both of which called in transit.

### ALL SMOOTH

Everything was reported smooth on these ships, with the exception of a beef involving transportation for a few men. The beef ended satisfactorily when we collected the money for the men concerned.

Over at the Mobile Marine Hospital, our boys there find everything ship-shape. Included in the hospital list this week are the following Seafarers:

R. C. Davidson, W. W. Richardson, W. R. Ross, C. E. Glover, D. McDowell, J. Johnson and C. Hafner. Readers of the LOG probably saw some of these Brothers' photos in the report on the Mobile hospital appearing in the Nov. 26 issue.

Our complement of oldtimers on the beach this week shows the following men are around:

W. W. Brown, E. Lynch, M. Dodge, R. E. McNatt, B. Jensen, J. Bell, J. Austin, V. M. Hanley, K. Knutsen, M. D. Parkman, P. J. Causey, S. Tuberville, G. Kal-eel, R. Phillips and J. C. Keel.

### JUST TEMPORARY

Business, of course, is going on as usual during alterations. A few temporary changes, however, have been made necessary while the Hall is being renovated. To comply with the regulations of the local building code, we have moved the Dispatcher's counter to the ground floor.

Safety regulations prohibit more than 200 men from being on the second deck while repairs are under way. Since we have at times more than seven hundred men answering calls, we decided that all could be accommodated on our ground floor.

As soon as the second deck re-

pair job has been completed, the Dispatcher's counter will be moved back to its original spot. We merely ask that the Brothers bear with us during this temporary change. When its all over, they'll see that the inconvenience, if any, was well worth it.

### GOOD OLD CG

Well, the Coast Guard is up to its phony tricks around here again. The other day we had a case involving a man on the Alcoa Cavalier. As the trial neared the end and it appeared that the man was just about to be cleared, he gathered his papers together and prepared to leave the room. Suddenly, an FBI agent walks up and places him under arrest for another trial.

We managed to secure the man's release pending the hearing. However, we want to use this incident as a warning to the Brothers to keep their noses clean. It seems that the Coast Guard and the FBI are teaming

up in this town so that, if one doesn't get you, the other will.

By the way, anyone who has any gear or packages or thinks he may have some—in the Mobile Hall is urged to call for them as soon as possible, as we are going to have to dispose of all gear that has been unclaimed for six months or longer.

Mail, too, that has not been called for in the six month period, will be returned to the sender. We'll wait ten days before disposing of this material, so if you have anything here, we suggest you pick it up right away.

On the basis of present indications, shipping will continue slow during the next week, as neither of the major companies has anything much scheduled.

However, this forecast is subject to change on short notice as Waterman has a few ships that should shove off when the cargo they are waiting for finally arrives.





# SHIPS' MINUTES AND NEWS

## M. Felix, Steel Worker Troubadour, Wins Raves In Singapore Night Club

Max Felix, guitar-playing tenor, member of the Steel Worker's crew, returned to the States this week after a successful Far Eastern voyage, highlighted by his entertaining of nightclub patrons in Singapore.

The big moment for Brother Felix to show his talents came while the worker was tied up in Singapore late in October. He was hired to perform in the "Happy World," the biggest cabaret in the city. In entertaining the customers with his sterling guitar strumming and songs of the Phillipines, he won thunderous applause from the nightly crowds. His mastery of music endeared him to the nightclub-going set of Singapore.

If the Steel Worker hadn't pulled out of port, Max probably would still be there bowing and taking encores. The crew of the Steel Worker, however, was glad that Brother Felix didn't stay ashore. His songs and music made his foc'sle the most popular on the ship. Whatever the crew wanted to hear, Max had it in his repertoire, built up through years of entertaining throughout the United States.

His career as a professional musician began back in the twenties when he appeared in dance bands during the height of the jazz age. One of his early jobs was with a Fanchon-Marco unit, which featured out front a young crooner, named, Bing Crosby.



Seafarer Max Felix in professional garb

### WITH THE SISTERS

Later Brother Felix worked with the Andrews Sisters when they first hit the big time in 1932 while singing with Larry Rich's orchestra.

It was in the movies, though, that Brother Felix played to his biggest audience — without his guitar, however. In 1945 he appeared in the film "They Were Expendable" as the mayor of Cebu, a city in the Phillipines. Robert Montgomery, John Wayne and Donna Reed were the stars of the film.

His recent trip on the Steel Worker holds special significance for Brother Felix, for greater joy than that received from playing in a Singapore nightspot came when the ship touched Manila on the return trip. Born in the Phillipines fifty years ago, Max was reunited with his family which he hadn't seen in twenty-four years.

### On Performers

The membership has gone on record to prefer charges against all gashounds and performers as well as the men who willfully destroy or steal ships gear. The SIU has no place for men who ruin the good conditions the Union wins for them. Take action in shipboard meetings against men guilty of these things.

Did you know that you can buy more cruzieros in Argentina than in Brazil? For example, today you buy 23 cruzieros for \$1.00 in Brazil — in Argentina you buy 29 cruzieros. Look for yourself.

Edward Buckley had a good time in Mote. He wants to go back again and he wishes the ship would break down there... The Union must put more pressure on performers. They are wrecking what others have built up. I don't favor the Captain logging these men. We ourselves should handle the situation. I favor this. For the first offense, for instance, we might exact a \$25 fine. For the second offense make it the 99-year club. We must weed these fellows out.

Omar Faerber has fallen in love and he can't see straight. I believe he has told the girl he was wealthy. I don't see any other reason for it! Bruce Bourgoise (bellboy) looks rather cute in his uniform. He stands over six feet and weighs near 250 pounds... Melvin Sutherland (Second Cook) is a good Union man and does his work without any fuss. He's a good example of an SIU member.

I have preached and I will continue to preach that the three Departments should cooperate with each other at all times. If there's a beef, bring it up at the meeting. Let's not have friction

among Departments. Herbert Knowles is offering a \$50 reward for the return of his teeth. No questions asked. Some time ago a waiter lost his teeth and they were found in the pantry stuck in hard soap. This was no joke but some one meant it to be.

**Suggestion: We have a good Union and the SEAFARERS LOG is our mouthpiece; therefore, I think all Delegates on board ships should go ashore in foreign ports and bring LOGs back to their ships. Our Union spends good money to keep this paper going—remember its free to all of you.**

Stanislaw J. Modelewski works in the galley and the Chef gave him a certain address in Santos. I believe the place is Madame Barbe... Clyde Lanier, Store Keeper, is tired of Delta ships. He wants to go back to Alcoa. I think he likes the seventeen day run... Our Captain, Ole Olsen, is on his vacation and I hope he returns. This man has proven over and over that he is a sailor and a gentleman. I'm no Captain's boy, but if a man is good, praise him!

For several trips we have had trouble with our ship's doctor. The present one is Doctor Joseph Deignan, and the crew seems to be well pleased. We are fortunate to have him... Nils Lornsen, John Davis, and George Gordan are our three Watch-

## Broadway Hit Play Set Up By Seafarer Literary Agent

Veteran Seafarer Carl Cowl is riding high these days in literary and theatrical circles.

As author's agent for playwright Robert E. McEnroe, whose "Silver Whistle" is packing them in at the Biltmore Theater in New York, Carl confesses that he has a smash hit on his hands.

Carl followed the sea off and on for 20 years before he went into partnership in a literary agency with Claire Leonard in 1946. The latter's interest in seaching out little known writers and selling their works was what led Carl to seek a partnership with her in the difficult business of persuading publishers, editors and theatrical producers that a new man's efforts should see the light of day. He has been deeply interested in the theater all his life, and in the whole world of literature.

### HOLLYWOOD, TOO

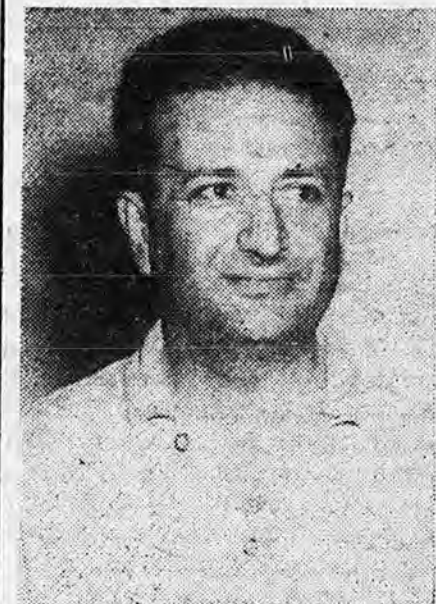
For an agent interested in bringing out unknowns, the author of "Silver Whistle" filled the bill exactly. He was working in an aircraft factory in Hartford, Connecticut, when his play came to Carl Cowl's attention. Various agents and producers had turned "Silver Whistle" down but Carl accepted it, nonetheless — and, what's more, induced the Theater Guild to put it on.

Hollywood and foreign pro-

ducers are now interested in "Silver Whistle" which is, curiously enough, laid in an old folks' home.

In the play, the aging inmates of the home are living out their days dismally, with nothing to look forward to but the end. A youngish hobo, using a false birth certificate attesting that he is 77 years old, wangles his way in.

The hobo, played by top-flight actor Jose Ferrer, through his outlandish and youthful attitude, brings new light and laughter



CARL COWL

into the lives of the old men and women. The new spirit remains even when the hobo is personally discredited, the moral being you're as young as you think you are.

### SEND STORIES

As an agent, Carl Cowl has represented other authors of Broadway shows. In addition, he is the agent for a number of writers of short stories and articles.

He hopes to expand all sections of his business, and he is anxious to discover a Seafarer Hemingway or Eugene O'Neil. At present, he has a novel by MEBA member Bob Lund of which he expects great things one day.

All Seafarers with short stories, novels, or other literary efforts which they think good enough for the open market, are urged to get in touch with Carl, either through the LOG or through Carl's own office at 516 Fifth Avenue, New York.

## MINUTES OF SIU SHIP MEETINGS

**DANIEL H. LOWNSDALE, Oct. 30 — Chairman E. Sam Vatis; Recording Secretary J. F. Gillette.** The previous minutes were accepted. The Delegates reported on the standing of the membership. F. Smith was elected Engine Delegate. Motion under New Business by E. Votis to elect a Ship's Delegate. J. F. Gillette elected. Motion by Barnes to check stores in Mobile. Carried. Motion by F. Smith to go into Good and Welfare. Discussion on soap issue, painting quarters and cleanliness of mess-

hall in port. The Steward reported that he had ordered towels. It was recommended that all Brothers read every issue of the LOG as it contains many things of vital interest to all. One minute of silence was observed for Brothers lost at sea.

NOONDAY, Oct. 24—Chairman Alex Gall; Recording Secretary Robert W. Quinn. The Delegates reported all in order. Previous minutes read and accepted. Motion carried under New Business

(Continued on Page 7)



# Digested Minutes Of SIU Ship Meetings

(Continued from Page 6)

to have the slopchest and medical supplies checked by the Patrolman upon arrival. The crew was asked under Good and Welfare to be sure their foc'sles were clean and their beds stripped before leaving the ship. One minute of silence observed for Brothers lost at sea.

**DEL CAMPO, Oct. 30—Chairman Jack Brocell; Recording Secretary W. T. Horsfall. Brother Charles Tannerhill elected Ship's Delegate. The Deck Delegate, J. Brocell, reported ten full books and all in order. Engine Delegate F. B. Williams, and Steward's Delegate A. Martin reported on the standing of members. Motion carried under New Business that the Stewards Department take care of the recreation room and the Engine and Deck Departments take care of the laundry. One minute of silence observed for departed Brothers.**



**STEEL VOYAGER, Oct. 31—Chairman Kelly; Recording Secretary F. J. Willard. Previous minutes and the Delegates' reports on the standing of the membership accepted. The meeting went into Good and Welfare, where it was decided that no one would sign for cots missing, stolen, or broken. All beefs on cots to be taken up by the Crew Delegates and the Patrolman with the Captain and Steward. There was a complaint that the slopchest was being run in the interest of the Captain and not of the crew. One minute of silence for lost Brothers.**

**STEEL EXECUTIVE, Oct. 10—Chairman Stanley Yodris; Recording Secretary Sidney Switzer. Delegates reports accepted. Motion carried under New Business that the Deck Department do the painting on inside passageways, pantry, messrooms, toilets, and storerooms. Under Good and Welfare the Stewards Delegate asked that the Union clarify through the LOG who was supposed to do this painting. (Ed. Note: For several months, at intervals, the LOG has printed the SIU's position in this matter. For details, see LOG, October 8.)**



**FELTORE, Oct. 14—Chairman Chick Fisher; Secretary William Fields. Delegates' reports accepted. Good and Welfare: Discussion on the number of pillow slips issued to each man. It was brought up that in the tropics a man is supposed to get two pillow slips a week. The Steward said he would do all he could to see that everyone was satisfied with his linen. Bill Thompson gave a talk on the slowness of shipping. Members warned to keep laundry clean. One minute of silence for Brothers lost at sea.**

**SEATRIN HAVANA, Oct. 27—Chairman Lighfoot; Secretary Hutchins. Delegates reported on number of permitmen and bookmen in their departments. New Business: Motion carried that**



delegates see shoreside Patrolmen concerning disputed overtime and delayed sailing. Good and Welfare: Suggestion made to renew library when ship arrives at Edgewater. One minute of silence for Brothers lost at sea.

**WILLIAM R. DAVIE, Oct. 31—Chairman A. Maselek; Secretary Raymond Wells. Oskav Kackep elected ship's delegate by acclamation. Deck Delegate reported disputed overtime in his department; other delegates reported everything running smoothly. New Business: Motion carried that all winches be checked before signing on for the next voyage. Motion carried for the Stewards Department to paint all decks in officers' quarters. Motion carried that all repairs be made to the satisfaction of the crew before signing on for the next voyage. One minute of silence for Brothers lost at sea.**



**EDWARD JANEWAY, Oct. 26—Chairman J. Meehan; Secretary W. Mrozinski. New Business: Motion by A. H. Anderson to read the letter written by the committee of delegates for transmission to the LOG. Letter accepted by crew. Motion by Jackson to give vote of thanks to the committee for the letter to the LOG. Motion carried to arrange a new set-up for department toilets. One minute of silence for Brothers lost at sea.**

**BALTIMORE, Oct. 31—Chairman Howard Webber; Secretary Cathorne. Delegates reported on number of bookmembers and permitmen in their departments. New Business: Motion made and seconded that the three delegates get together and find out the amount of sanitary work that is supposed to be done by each department. One department seems to be doing more than its share. Good and Welfare: Suggestions made as to supplies needed for routine work. One minute of silence for Brothers lost at sea.**

**MONROE, Oct. 3—Chairman A. Galga; Secretary A. A. Hestres. Delegates reported on number of new men to join ship in Ponce. New Business: Discussion held on member who had failed to do his work. Agreed that a special meeting be held in San Juan for the purpose of trying the brother. Motion carried to suggest that Headquarters work for the including of heavy overcoats in ship's gear for men working in the iceboxes. Feeling among crew was that this would lessen danger of illness, especially in the tropics. Education: Several brothers discussed ad-**

vances made by SIU since being organized and the importance of being good union. Good and Welfare: Suggestion made that radios be tuned down while men are sleeping.

**EVANGELINE, Oct. 6—Chairman E. Eiland; Secretary O. Remaud. Because ship is due to tie up at end of trip there was no old or new business. Motion carried that a table be reserved for the scrubbing of clothes. Motion carried that the recreation room be used as such and not be used as an auxiliary pantry. Motion carried that the messroom and pantry be kept cleaner. Repair list made up and approved by members present. One minute of silence for Brothers lost at sea.**

**TULANE VICTORY, Oct. 28—Chairman D. C. Craddock; Recording Secretary M. Fabricant. The deck delegate reported twenty-eight hours disputed overtime. The engine delegate had some disputed overtime, and the stewards delegate reported everything okay. The meeting went into Good and Welfare where it was asked that the delegates and the shore Patrolman contact the company about installing oscillating fans, repairing the Bosun's and 8-12 Firemen's lockers, and putting the ship's radio into shape. Engine delegate Sill to report one member to the Patrolman upon arrival. One minute of silence for lost Brothers.**

**JOHN B. WATERMAN, Oct. 24—Chairman E. Bishop; Recording Secretary E. Jones. No beefs were reported by the delegates. The meeting went into Good and Welfare where the membership was warned that the laundry is for the use of all hands and no one should leave clothes soaking in the sink. It was asked that the recreation and messrooms be kept cleaner. Painting of the shower and toilets, and fixing of the radiator in the deck department head were discussed. The food came up for discussion and the Pastry cook was asked to do better. One minute of silence for lost Brothers.**



**STEEL APPRENTICE — (No date given)—Chairman P. F. Spencer; Recording Secretary Hughes. The minutes of previous meeting were read and accepted. The delegates made their reports. No New Business. Discussion under Good and Welfare covered painting of crew's quarters, re-arranging some quarters, providing space to stow gear in Electrician's quarters, replacing lost keys, and the cleaning of quarters before the new crew comes aboard. The stewards department was given a vote of thanks. One minute of silence for Brothers lost at sea.**

**STEEL EXECUTIVE, Oct. 10—Chairman Stanley Podris; Secretary Sidney Switzer. Considerable discussion as to who was going to paint the inside of the passageways, pantries, messrooms, toilets and storerooms. Motion carried that the deck department be allowed the job. Stewards Delegate requested that the LOG print the clarification to this problem.**

**SEAFARER SAYS: DO IT NOW!**

Now is the time to pay up the \$10 general fund assessment that you passed in the recent referendum. Protect yourself by keeping in good standing - don't let yourself fall into arrears.

## CUT and RUN

By HANK

Before their ship sailed, a few oldtimers from Baltimore, Bill Mackin, Bosun Arthur Hiers and Curtis Hanson happily navigated around town. They spliced their conversation mainly about Baltimore and Beulah's place. Furthermore, they nominated their shipmate, Bosun Berger Hansen, the oldtimer, as "the best sailor in the SIU"—remembering how he handled the crew in working the deck gear on the Gadsden.

Brother Fred Fagan sailed out of this expensive town on a tanker trip... Brother Ed Parsons came in from New Orleans last week. He enjoyed his Thanksgiving dinner down South... Brother Ray Myers, Baltimore oldtimer, making a trip on the Robin Goodfellow, met his shipmate, Tommy "Beachie" Murray, who came in from a trip a few weeks ago.

To those oldtimers, James Creel and D. M. Story, on the Alcoa Pioneer: the Seamen's Club is on the list to receive LOGs every week as you requested. By the way, fellas, there is a place in San Nicholas, Aruba, which has been receiving LOGs for a long time. It's called Charlie's Bar—so drop in and see if you can pick up a few copies... Benny Kosow, in from a tanker trip, says—"I'm a one-trip guy and that's why I'm for the transportation rule. It's the greatest thing that ever happened." Although this is one brother's opinion, you brothers who are for or against the transportation rule can and should voice your opinions in the LOG.

The following brothers will be receiving the weekly LOG at their homes free of cost: Charles Palmer of New York, Jesse Rogers of Alabama, Edmund Blosser of West Virginia, Kenneth Nickerson of Alabama, James Prestwood of Florida, William Folse of Alabama, James Smoot of Texas, C. H. Montgomery of Alabama, Hazen Dean of Illinois, Andrew Sudol of Pennsylvania, Tommie McLemore of Texas, Nathan Eldridge of Alabama, Paul Wilkins of Texas, Gerald O'Rourke of New York, Paul Cazalas of Alabama, Stephen Emerson of Arkansas, William Cheathan of Alabama.

Know any of these oldtimers? The following may still be anchored in town: J. De Jessa, M. Riechelson, H. R. Gordon, E. A. Hansen, I. Galindez, A. Daines, F. Ryan, H. Kreutz, E. Belpre, L. R. Seay and G. Nunez... Book Dept.: They Took To The Sea, by David Klein and Mary Johnson, published by Rutgers University for \$3.75. It contains the personal accounts of voyages by Jack London, Joshua Slocum, Rockwell Kent and other small-boat voyagers.

Brother Jack Greenhaw sailed recently with his sextant... Bob High is out on a trip right now... Steward Ted Eaton was real happy last week. He came out of the hospital after three weeks and he has an old shipping card, too... How good is the famous spaghetti and other food put out in Angelo's Place in Gulfport, Mississippi?... Brothers, wherever you are in the world look around and pick up the LOGs so you can keep informed of union news. Keep the ships clean and happy, and hold those shipboard meetings. To Brother E. P. Burke down in Texas City aboard the Seatrain Havana: You're right. Performers don't last long in the SIU.



# THE MEMBERSHIP SPEAKS



## Treasured Tome Vanishes; Man Called Frenchy Sought

To the Editor:

Not infrequently when the task falls upon my shoulders to invade the rum caverns along the skid row to inform one of our beachcombing brothers that his wife is suing him for non-support of the living-room furniture, or that he has won four bits on the weekly \$50,000 lottery, I hear the name of Frenchy Michelet mentioned. Not once, mind you, but again and again.

It would seem that this man Michelet has left his indelible mark on the green island of Puerto Rico, and did this in the short time he spent here two summers ago as relief agent for Salvador Colls.

With the permission of the membership then, I should like to recall a toe-nail impression of Michelet as I remember him in those balmy days, for the sole purpose of possibly flinging a little mud on the enduring popularity of this strange and mysterious character. In short, let it suffice here to say, I know something about Brother Michelet that you probably do not.

Frenchy Michelet came down to Puerto Rico carrying a worn-out leather briefcase full of old cash receipt books, hairpins, punch boards, dirty underwear, and one or two long-forgotten ham and cheese sandwiches, bummed off of Lord-knows-what ship. With the lordly air of an admiral he dropped his anchor in Salvador's creaky chair, propped his feet on Salvador's battered desk, and (glaring threateningly round the Hall) demanded to know what the hell there was to read among the membership on the beach.

### HERE, SIRE

Then and there I learned that Frenchy was a bookworm. Being a lover of books myself, I immediately dashed into the baggage room, rummaged around in my seabag and came up with the apple of my eye—a beautifully bound copy of Boswell's "Life of Johnson." Cradling it like a rare treasure in my arms, I slid up and mutely extended it to Michelet. He took it from my hands, sniffed the cover and then waved me away, like King Solomon dismissing a slave.

Well, to make a long story short, the next two weeks Michelet spent with his nose in my book, his feet cocked on the desk, rousing himself from time to time only long enough to breath harsh words in the telephone or issue a curt command to one of the cringing beachcombers. It was, "Hey, you, take that AB's job!" or, "Listen, you birds, they want a ten-man shoregang on the SS Novertime. So get movin'."

And then, just as suddenly as he arrived in Puerto Rico, he vanished. Here one minute and then gone from sight the next—in the twinkling of an eye. Some

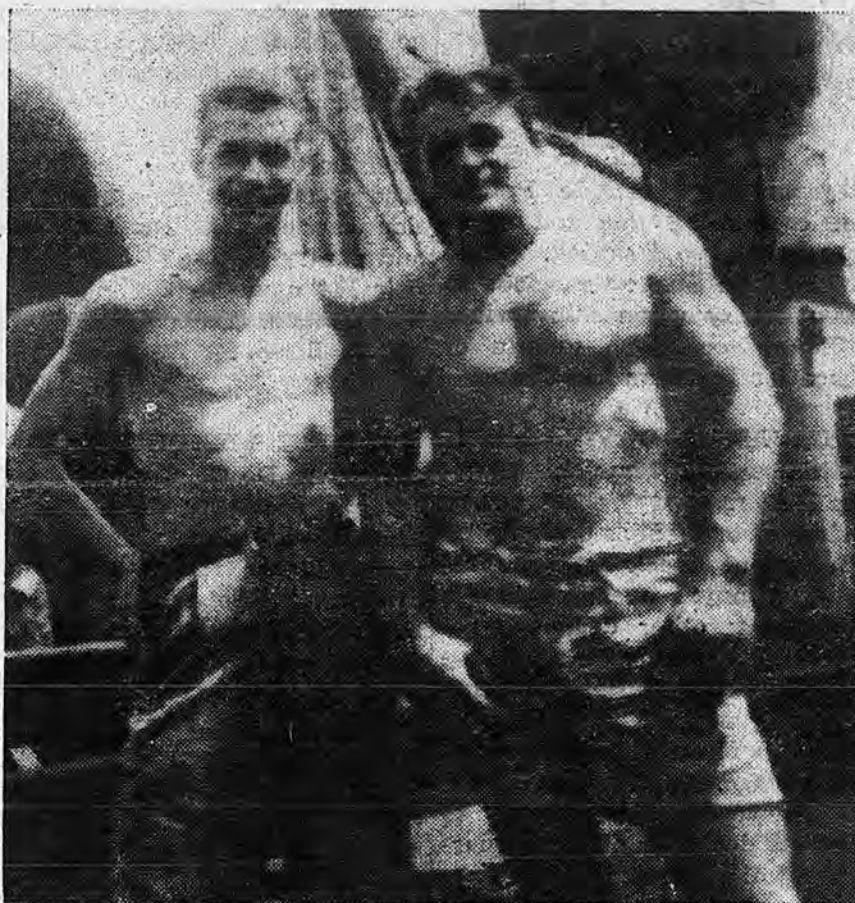
say he was carried to New York on the broom of a witch. Anyway, with Michelet went my—yes, you guessed it—the apple of my eye, my solace, my treasure—my book!

Now, Frenchy hasn't been back to the Island of Puerto Rico since, and I haven't the faintest idea where he might be at the moment. But, Brothers, you don't have to tell me where my book is. No, because I know only too well. It's in that worn-out, leather briefcase with the old cash receipt books, the hairpins, the dirty underwear, and the long, long forgotten sandwiches.

But looking back over what happened that summer, I guess I should have known better in the first place than to lend Michelet anything. It's kind of like what my father used to say about me: "I've taught that boy everything I know," he used to tell the neighbors, "and still he doesn't know anything!"

Homer (Red) Spurlock

## AT THE CALCUTTA DOCKS



Walter Edwards and Bruce Davis, crewmembers of the William H. Allen, Isthmian vessel, doff their shirts and get some sun while the ship is tied up in Calcutta. Picture by Jerry Bonski.

## Ex-Zane Grey Man Echoes Same Old Beef

To the Editor:

I would like to comment on an article in the LOG of November '49 about Isthmian's Zane Grey.

I was on the Grey the voyage previous to the one mentioned in this article. Judging from this Brother's report she is still the same ship she was five or six months ago. (Ed. Note: The Brother, whose name was withheld, told of the Skipper's refusal to set gangway watches.)

This is due, I believe, to the Captain, W. Schfran. He lives in constant fear of overtime. On our six month trip, the deck gang did not make fifty dollars on gangway watches and not a hell of a lot more on other overtime.

Consequently the Zane Grey will never be anything but a "rust bucket" until the Skipper learns that "An SIU Ship Is A Clean Ship."

### LAUDS CHIPS

Chips on there came into the SIU at the time of our organizational drive with Isthmian. (Ed. Note: The earlier letter contained high praise for the Carpenter.) By the time our voyage to the Middle and Near East was over, there wasn't anyone on that ship who didn't think him one of their best shipmates. He was always willing to lend a hand and help out a Brother at work, or financially when lack of funds threatened to spoil a night ashore. Being the Deck Delegate that trip, I observed his union spirit. The man is one of the best and a credit to our organization.

I am now retired, but appreciate the LOG and await it eagerly each week. I would like to ask you to change the address to P.O. Box 11, Quincy, Massachusetts.

I'd like to say hello to all my old shipmates and wish them smooth sailings. As for the Zane Grey, after dealing for six months with that skipper, anyone would need a good rest!

Bud Leavitt

(Ed. Note: The LOG is being sent to your new address.)

## Brother Resting After Illness Asks For LOG

To the Editor:

At the present I am on the beach, having been hospitalized after a five months trip. I'm home now and taking things on the slow bell. I would be very glad if you would send the LOG to me here.

Inclosed is a photo taken in Calcutta aboard the Isthmian scow Thomas Cresap on the last trip, in which you will see shipmates Lefty, Oiler, and Les Keith, AB, and myself.

Ernest Such

(Ed. Note: The LOG is being sent to your home.)

## Goodfellow Crewmembers Return Kindness Of Priest

To the Editor:

We of the SS Robin Goodfellow proudly ask that the SEAFARERS LOG print the inclosed photograph of Father Morgenschweis of Walvis Bay, Southwest Africa, as well as the kind words he addressed to this crew.

To many of the Seafarers on the South African run aboard Robin Line ships, Father Morgenschweis is well known. His generosity and kindness to Seafarers stopping at Walvis Bay is definitely something that we can be proud of.

In his letter to the men of the Robin Goodfellow he extends his heartiest thanks for the gift presented to him by the "Goodfellows." The gift of which he speaks is an oxford grey suit bought with donations gathered from the crew. The suit was purchased in New York City after completion of the previous voyage, and presented to him during the present voyage.

Father Morgenschweis' words are as follows:

"To the Goodfellows in remembrance of Brother and Father Morgenschweis, O.M.I., with heartiest thanks for the generous gift received from the Goodfellows as a kind token of friendship. God Bless you all!

"Yours very sincerely,  
"Fr. L. Morgenschweis, O.M.I.  
"Walvis Bay, SW Africa"

We all thank Father Morgenschweis for his remembrance of the "Goodfellows" of the Robin

### Thanks Pennant Crew For Aid

To the Editor:

I wish to thank the crew of the Alcoa Pennant for the fine donation made to me while I was hospitalized in the Hotel Dieu St. Vallier, Chicoutimi, Quebec.

Joseph R. Marcoux

Goodfellow.

We would like to ask that a copy of the LOG, in which this letter and the picture appear,

be sent to the Father at Walvis Bay, SW Africa.

The crew of the  
SS Robin Goodfellow



In the center is Father Morgenschweis, flanked by his brother on the left and his nephew on the right.

## Hubby's Loopy Letter Puzzles Wife

To the Editor:

I have often wondered what kind of "fruit juices" my husband is served in foreign ports because, as you will see from the following letter, he is sometimes a bit confusing:

"Dear Moron: I set myself down, pencil in hand, to type you a letter. Please pardon the ink. I don't live where I lived before because I moved to where I live now. I am so sorry we are so far together. I wish we were closer apart. We are having more weather this year than last. My aunt Nellie died and is doing fine. I hope you are the same.

"I started from New York to Baltimore to see you. I saw a sign that said, 'this takes you to Baltimore.' I got on the sign and sat there for three hours. The darn thing didn't even move.

"I am mailing you a blouse by air-express. I cut the ties off to make the package lighter. They are all in the packet. If you don't get this letter, let me know, and I will mail it to you.

"Our Chief Mate swallowed some pins, but everything is okay now. We fed him a pin cushion. I would have sent you the fifty dollars you asked for, but I mailed this letter before I thought of it.

"Lovingly yours,  
"Somebody else,  
"Alec.

"P.S.: Enclosed you will find a picture, but for fear of losing it, I took it out."

I am very curious and would appreciate your opinion of this letter.

Mrs. A. J. Janowski  
(Ed. Note: We're speechless.)



# Further Remarks On SIU Payoff Rule

## PRO:

### Crew Says Union Gains

To the Editor:

Whereas: the present Transportation Rule is working for the benefit of the membership and provides for a faster turnover of shipping, and

Whereas: This ruling, that requires a man to accept transportation when it is due him and get off of the ship, protects the transportation clause in our agreements and assures that this hard-won Union condition will not be lost to the membership, and

Whereas: The refusing of transportation money amounts to paying the company a bonus in order to hold one's job—which is contrary to all Union principle—and

Whereas: Job security for all of us exists in Union security,



and in measures which promote fast shipping, and

Whereas: The transportation payoffs will tend to prevent cliques from developing on the ships in the future, which would endanger Union conditions, therefore

Be It Resolved: That the present transportation rule be continued in effect; and that all crewmembers who are entitled to transportation be required to accept this money, pay off the ship, and re-register at the Hall.

Signed by 25 crewmembers of the SS Oberlin Victory

### Boosts Rule

To the Editor:

This is why I am for the transportation ruling as it is:

1. The men who have stayed on ships after collecting transportation were a hindrance to the Negotiating Committee when they went up for our new agreement.

2. The rule will help educate company stiffs on ships that have just signed agreements with the Union, by starting them shipping out of the Union Hall.

3. The men coming off of these ships will have a chance to attend meetings and get their jobs off of the board, which many have never done before. Such people often think that the Union isn't doing anything to help them, and some are so ignorant of the SIU program that they feel that they are paying \$3.00 per month for a job.

4. I think the rule as it stands would create more shipping for aliens and citizens alike.

John R. McGuinness

On this page are letters from the membership giving their views on the Union transportation rule. In line with the SIU policy of full discussion on all matters of policy, the LOG for the past several weeks has devoted space to the opinions of the membership, both pro and con. All letters on the matter of transportation will be printed in the LOG during the coming weeks to give the membership ample time to form opinions on the rule. All possible steps are being taken to devote equal space to both sides of the controversy.

In brief, the rule calls for men to take transportation money and pile off their ship when it pays off at a port other than the one in which the crew signed on. This applies in cases where the vessel does not start for the sign-on port within ten days.

### Contests Crew's Stand On Rule

To the Editor:

I am for the transportation rule as it stands now. Of course we all know the companies are against this rule, for they want to keep the same men.

In the November 26th issue of the LOG, 28 members of the Governor Groves declared that the newly formed ruling on transportation is not good unionism. Where were these members when we voted up and down the coast to accept this rule?

In my opinion these members are only thinking of themselves. They claim that the main objective is job security. Well how about the men on the beach? Are they not entitled to a job?

They asked how many seamen can afford to maintain a standard of living if they have to get off and wait for another job to come around. How are the guys that are on the beach to maintaining a standard of living? They also claim that it would be much better to incorporate a time element into this ruling. The ruling as it stands now already has a time element, which I think is sufficient.

#### MEN APLENTY

They further state that emergency permits would have to be issued to replacements taking the vessels that bookmen were pulled off of. These members should know that we have a lot of books and permit men on the beach waiting for a chance to get a job. They further state that the new ruling is contradictory to the preamble in the Constitution and By-laws which state that whenever rights belong to one member it belongs to all members alike.

This crew thinks that this happens only to them and not to all members alike.

In closing this letter I want to say that I am in favor of men getting off their ships when they are entitled to transportation, because some of the companies that have been organized in the past two years have men on their ships that have never been in the Union Hall since receiving their books.

I think that it would do these members good to attend a few meetings and ship off the board.

Thomas J. Heggarty



### Aids Beached Hardships Seen

To the Editor:

I have been reading about the transportation rule in the LOG. Here is the way that I feel about it:

I think that a man who makes a trip and pays off in any Port other than the Port he signed on in, and who is entitled to transportation, should get off the ship. If he wants to come back to the Port he signed on, he can do so as he has his fare.

Also it is good for the fellows on the beach, who then get a chance at the job. In other words, I am in favor of men getting off with their transportation.

L. P. Hogan

To the Editor:

I am writing in regard to the new transportation ruling that we have heard so much discussion on in the past few weeks.

We, the undersigned crewmembers of the SS Hurricane, wish to non-concur with the ruling as it now stands. We believe that such a ruling works greater hardships on each and every brother than did our former transportation ruling. Regardless of who the fellow may be, if he has made money to tide him over on the beach for a couple of weeks, he will sign clear of the ship.

If we must have such a ruling, then let's put a time limit on it in order that we can make a few dollars to last until we catch the next ship.

Signed by 23 crewmembers

### Crew Of Del Aires Submits Compromise Payoff Rule

To the Editor:

I submit for your criticism a basic draft of a compromise transportation ruling that has been carefully thought out to meet the needs and desires of all. I believe this is the best end to work toward since the membership as a whole has not been unanimous in a clear cut policy.

"Article I. When a ship has made a trip to a foreign port and back to a port where transportation is due, and such a voyage exceeds sixty days, all crewmembers must receive their transportation and get off the vessel.

"Article II. When a vessel has made a trip to a foreign port and back to a port where transportation is due, and such voyage has not exceeded a total of sixty days, each crewmember shall have the following options:

"Section 1. Any crewmember who has notified the company shall receive this money at the payoff and leave the ship.

"Note: Under the terms of Article II of this ruling, each crewmember must notify the company within a reasonable time before signing off (or termination of the vessel's articles) of his intentions."

"Section 2. Any crewmember who has notified the company of his intention to collect transportation money due him under the terms of the vessel's articles be paid only when men are leaving the vessel. In the above ruling, when a crewmember receives transportation money he must get off the vessel; however, he may, under the terms described, surrender the trans-

portation money and remain on the vessel.

Here are some of the main points the ruling embodies:

1. As a whole, we have agreed with the Negotiating Committee that transportation money should of his intention of remaining for another voyage may be allowed to remain on the vessel by surrendering his transportation money due under the terms of the ship's articles.

2. I believe that the turnover in shipping afforded in Article I of my plan will provide a sufficient turnover in shipping and one that will be the fairest and most acceptable to the membership. Those who wish to remain on a ship for a long period of time can pick ships that are on steady runs in and out of the same ports where no transportation is involved.

3. The sixty day limit assures a man the necessary time to accumulate sufficient funds to wait for another ship without undue hardship. (Making the time limit sixty days and having it apply in this case to all hands alike will prevent any conflict with the existing rules covering tripcard and permitmen. At the same time it protects men in the exceptional cases where the ship pays off in under sixty days.)

3-A. In reality the turnover in shipping afforded by the present transportation ruling will not be healthy without the sixty day clause. When a man is required to accept transportation and pay-off in less than sixty days, we are simply dividing a little work among a few, with no one really being better off. Thus the ruling as it harms job security without justification.

## CON:

### Crew Prefers Old SIU Rule

To the Editor:

We the undersigned crewmembers of the SS Claiborne, which to go on record as protesting the ruling on transportation which requires a man to pay off when he has transportation due him, for the following reasons:

First, many trips are so short that you don't have enough money to keep you until the next ship.

Second, when a ship signs coastwise articles to another port to pay off, and then signs foreign articles, an individual may only have a four or five day payoff when he has to leave the ship and go to the bottom of the shipping list.

Third, we find the new transportation ruling not to be what we would call a good SIU shipping rule.

Fourth, we find the old SIU policy to be better. This provided that a bookman was able to stay on board ship as many trips as he liked and get transportation money when payable.

Signed by 31 members of the crew of the SS Claiborne

Under Article II of the ruling I submit, Section I is included for the following reason:

By insisting that a man notify the company of his intentions prior to the payoff, the company and the shoreside Patrolman are assisted in settling the issue once and for all at the time of payoff. Too, it prevents misunderstandings and changes of mind from cropping up later, creating beefs that would necessitate the Patrolman revisiting the ship days later. At the same time this part of the plan will allow



prompt replacement of those leaving the vessel with no beefs over jobs after men have been dispatched from the Hall.

In closing, I would like to say that I believe that this ruling is the best solution to the transportation problem because it embodies all of the basic ideas that have been expressed at one time or another by the membership in meetings and through the medium of the LOG.

Jerry J. Palmer  
Endorsed by 23 crew members  
SS Del Aires



# Minutes Of A&G Branch Meetings In Brief

**BOSTON**—Chairman, J. Greenbaum, 281; Recording Secretary, E. C. Dakin, 180; Reading Clerk, R. Murphy, 39417.

Minutes of meetings held in other Branches read. All adopted except that part of Galveston New Business calling for re-extending shipping cards. Agent reported on trip to New London to visit the Evistar, a newly-contracted ship. Vessel appeared to be lined up in good SIU-style. Balloting committee reported on voting during past two week period. Under Good and Welfare several men hit the deck to discuss the reasons why the members in the port of Boston haven't taken more time for educational meetings. Agent reported that attendance at educational meetings has been poor and asked that the members take greater interest in the meetings.

§ § §  
**SAVANNAH**—Chairman, Ray Kitchens, 25190; Recording Secretary and Reading Clerk, William J. Brantley, 111.

Chairman explained that Agent was unable to attend



meeting because he was in Charleston for the payoff of the SS Trinity. Motion carried to accept minutes of meetings in other Branches and post them on the blackboard. L. B. Paul, C. H. Bennett, and L. A. DeWitt took the Union's Oath of Obligation. Good and Welfare: Members spoke on the transportation rule. Opinions both for and against were voiced. Chairman suggested that each member write to the SEAFARERS LOG giving his opinion. One minute of silence observed for Brothers lost at sea. Meeting adjourned with seventy-five members present.

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

Regular order of business suspended so as to obligate twenty men. Trial Committee elected from floor to hear charges against two Brothers. Motion carried to post and file all West Coast and Great Lakes minutes. Motion carried to forward all ships' minutes to the editor of the SEAFARERS LOG for publication. Agent's and Patrolmen's reports accepted. Under Good and Welfare a general discussion was held on matters pertaining to the Union. Meeting adjourned with two hundred men present.

§ § §  
**NORFOLK**—Chairman, Candler, 23536; Recording Secretary, Bullock, 4747; Reading Clerk, Jones.

Minutes of Norfolk and outports read. Motion carried to accept all minutes as read, except the No. 2 motion from Philadelphia, this to be referred to Headquarters. Motion carried to concur in letter by twenty-five members which related to new transportation rule. Letter from the NLRB certifying SIU as bargaining agent for men in

## A&G Shipping From Nov. 16 To Nov. 30

| PORT                                 | DECK REG. | ENG. REG. | STWDS. REG. | REG. TOTAL | DECK SHIPPED | ENG. SHIPPED | STWDS. SHIPPED | SHIPPED TOTAL |
|--------------------------------------|-----------|-----------|-------------|------------|--------------|--------------|----------------|---------------|
| Boston.....                          | 24        | 15        | 21          | 60         | 15           | 14           | 16             | 45            |
| New York.....                        | 171       | 136       | 152         | 459        | 121          | 93           | 115            | 329           |
| Philadelphia.....                    | 43        | 32        | 44          | 119        | 44           | 32           | 28             | 104           |
| Baltimore.....                       | 85        | 86        | 73          | 244        | 113          | 92           | 75             | 280           |
| Norfolk.....                         | 62        | 41        | 34          | 137        | 30           | 27           | 21             | 78            |
| Savannah.....                        | 19        | 24        | 12          | 55         | 31           | 17           | 21             | 69            |
| Tampa.....                           | 38        | 38        | 15          | 91         | 7            | 8            | 7              | 22            |
| Mobile.....                          | 78        | 67        | 71          | 216        | 60           | 46           | 45             | 151           |
| New Orleans.....                     | 100       | 84        | 135         | 319        | 110          | 103          | 138            | 351           |
| Galveston.....                       | 38        | 23        | 29          | 90         | 33           | 35           | 21             | 89            |
| San Juan.....                        | 23        | 11        | 17          | 51         | 17           | 2            | 12             | 31            |
| San Francisco.....                   |           |           |             |            |              |              |                |               |
| No Shipping Due To West Coast Strike |           |           |             |            |              |              |                |               |
| GRAND TOTAL.....                     | 681       | 557       | 603         | 1,841      | 581          | 469          | 499            | 1,549         |

Virginia Ferries read and accepted. Balloting committee reported on voting. Brothers Wynn, Lancaster, Wingfield, Wallace, Ellen and Pritchett nominated and elected to serve on balloting committee in positions vacated by Brothers taking ships. Reports of Agent and Patrolman accepted. Meeting adjourned with 280 members present.

§ § §  
**PHILADELPHIA**—Chairman L. Gardner, 3697; Recording Secretary, R. Oates, 25128; Reading Clerk, D. Hall, 43372.

Motion carried to accept the minutes in outports, except those of Galveston calling for an extension of shipping cards. Also a motion to non-concur with that port of New Orleans minutes pertaining to the Seamen's Bill of Rights. Agent reported on the outcome of the East Coast dock strike and how it will affect shipping. Agent also informed members that three ships left port short twelve jobs. He stressed the dangers involved when this happens too often. Agent Gardner also reported on the progress being made toward the establishment of a Union Optical Plan in Philadelphia, similar to the one in New York. The membership was asked to pay particular attention to the communication containing the letter written to the LOG by a group of Seafarers on the transportation rule. A general round-up of shipping concluded the report. Motion carried to accept communication from ILA thanking SIU for support in recent longshore strike. Good and Welfare: Discussion held on shipping outlook and the Christmas fund being raised for



a party or for benefits to Brothers on the beach. One minute of silence for lost Brothers. Meeting adjourned with eighty-five men present.

§ § §  
**MOBILE**—Chairman, C. Kimball, 52; Recording Secretary, James Carroll, 14; Reading Clerk, H. Fischer, 59.

Motion carried to accept minutes of meetings in outports. Agent Tanner in his report explained the ILA settlement conditions and the new coastwise run being started by Waterman. He also reported that the dispatching was to be done from the ground floor for the time being; renovations, stopped because of the ILA strike, will be resumed shortly. Patrolmen's re-

ports accepted and filed. One minute of silence observed for Brothers lost at sea. Meeting adjourned with 150 members present.

§ § §  
**NEW ORLEANS**—Chairman, Earl Sheppard, 203; Recording Secretary, Herman Troclair, 6743; Reading Clerk, Buck Stephens, 76.

Motion carried to accept minutes of meetings held in other A&G Halls except those of Baltimore. Motion to table Baltimore New Business as action concerning C. Willoughby is vague and conflicting. Agent Sheppard reported on the shipping situation and the number of votes cast in the election for 1949 officials. Agent asked all men present to attend educational meetings being held at the Hall. Trial Committee's reports on members read and accepted. Discussion held under New Business in the matter of transportation. Motion



carried that action on transportation rule be postponed and matter be raised at educational meeting for full discussion. Good and Welfare: Performers were roundly scored by members.

§ § §  
**GALVESTON**—Chairman, Keith Alsop, 7311; Recording Secretary, Jeff Morrison, 34213; Reading Clerk, M. Cross, 33311.

Motion carried to accept minutes of meetings in other Branches. Agent reported on shipping in general. Alsop reported that the committee appointed to look for a new building has been unsuccessful in locating anything suitable to date. Seven men obligated. Motion carried that, when ABs are registered, a notation be made as to whether their card is blue or green. One minute of silence for Brothers lost at sea.

§ § §  
**TAMPA**—Chairman, Joe Wread, 27822; Reading Clerk, Nevin Ellis, 18; Recording Secretary, R. H. Hall, 26060.

Previous minutes of Tampa Branch read and accepted. New Business of previous meetings in other Branches read and accepted. Membership accepted and concurred in letter, signed by 25 bookmembers, favoring retention of transportation rule now in effect. Under New Business, Agent read letter from blind couple who are building a home on Florida Avenue, asking for a donation to enable them to complete house. They are elderly

folks and have made provision, that upon their deaths the home is to be used for handicapped children. Following example of other local trade unions, the membership moved to donate ten dollars. Members observed one minute of silence in memory of departed Brothers. Under Good and Welfare, the transportation rule was batted around, with the majority of speakers favoring the rule as it now stands. Agent reported that shipping was at a standstill for the period of the ILA strike. He announced that a full crew would be placed aboard the Canton Victory on Monday and that coastwise ships would start coming in the latter part of next week, which he expected would ease the shipping situation considerably. Voting has slowed down for the time being, he said, but it will pick up when the Agent goes back to Miami to finish voting the crew of the Florida. So far the number of ballots is largest ever cast in this port.

§ § §  
**SAN JUAN**—Chairman, S. Colls, 21085; Recording Secretary, H. Spurlock; Reading Clerk, R. Ramos, 21954.

Minutes of previous meetings of all Branches read and accepted, with exception of that section of Galveston proceedings calling for extension of time limit on shipping cards. It was moved and carried to non-concur with the Galveston motion. In his verbal report, the Agent told of the timely arrival of the MV Ponce, which paid off on Nov. 29. Payoff was smooth even though she had been out more than two months. Fifteen men were shipped to the Ponce



after the payoff. He reported that shoring work for beached members was practically at a standstill because of the East Coast tieup of Bull Line ships. Plenty of work was expected, however, as soon as the ships start coming in. The Agent thanked everyone for their efforts in making the Thanksgiving dinner party, held at the Hall, a big success. Balloting Committee's report accepted. Under Good and Welfare, a very enthusiastic and heated discussion was held on the new Registration Rules now in effect up and down the coast. Several called on the Agent to clarify certain sections of the new Rules. Discussion then was held on 29 percent tax which Puerto Ricans pay when

servicing aboard the MV Ponce when she is in Gulf waters and the 29 percent tax which Continentals pay while serving aboard the ship while she is in territorial waters. Meeting adjourned at 8:12 p.m. with 97 book members present.

§ § §  
**SAN FRANCISCO**—Chairman, R. Pohle, 46826; Recording Secretary, W. M. Kierulf, 49283; Reading Clerk, D. P. Bell, 102000.

Motion carried to accept all minutes of Branch meetings. Agent reported progress being made in setting up the new Hall in Wilmington. Motion carried to extend a vote of thanks to the Director of Organization for the excellent job of bringing unorganized tankers under the SIU banner. Motion carried to accept and concur in letter on transportation signed by twenty-five bookmembers. One minute of silence for lost Brothers. Meeting adjourned with seventy-four members present.

§ § §  
**NEW YORK**—Chairman, C. Haymond, 98; Recording Secretary, F. Stewart, 4935; Reading Clerk, "Blackie" Colucci, 38519.

Long discussion of rights of a Brother to appeal decision of a



trial committee to the rank-and-file. The discussion brought out and emphasized the member's constitutional right to appeal a decision to the membership. Moved, seconded and carried that the Brother's request be granted. Suggestion by Oppenheimer that meeting not be adjourned without a minimum of five minutes under Good and Welfare. Motion by Secretary-Treasurer that all members in hospital, including both bookmen and permitmen, be given a Christmas donation of 10 dollars apiece, as they were last year. Motion passed. In accordance with previous suggestion, the chairman instructed the members that meeting could not be adjourned without thorough discussion under Good and Welfare. Members went well past the five minute limit, talking over a great variety of matters of interest bearing on the Union's welfare. Meeting adjourned at 8:30 with 1,290 members present.

### Pay-Up Time

Payoff time is the best time to meet Union obligations, such as the \$10 General Fund Assessment adopted by the membership in the recent referendum.

That assessment goes into your Union's General Fund, from which routine operating expenses are met. The wisdom of the membership's decision is borne out by the fact that despite a three weeks halt of shipping due to the ILA strike, Union services and functions continued uninterrupted. Some facilities, such as entertainment, were actually stepped up.

We're in the best financial shape we have ever been in. Do your part to keep it that way by paying up your assessment now.



# Maritime Round-Up



(Continued from Page 3)  
between New York and South and East Africa. A vice-president of Robin Line has called the C-4s excellent cargo ships. His company's experience with the ships in the African run had been "very good," especially in handling of unboxed automobiles.

A 12,500 horsepower super-tanker, the first of 48 to come, was launched last week at the yard of the Sun Shipbuilding and Dry Dock Company in Chester, Pa. Named the Esso Zurich, the 16,000 ton ship will have a speed of 16 knots and a capacity of 228,000 barrels of oil. It will be delivered to its owner, the Standard Oil Company of New Jersey, in about five weeks. It will carry a crew of fifty.

This week in the Antarctic Ocean the largest fleet in the annals of whaling is due to open a four month hunting season with the objective of making 33,000 kills. This represents the limit fixed by the international agreement negotiated in Washington two years ago. Because of the world shortage of fats and meat whaling has become a highly organized industry—and very profitable. The present season's catch may gross \$120 million to \$160 million. Whale oil is quoted as selling at \$440 a ton. The United States is not participating in the

hunt. England, with twenty ships, is the biggest in the field, followed by Russia, which has one factory ship and twenty catchers.

The Longshoremen's strike and the unusually warm weather has cut the demand for bunker and heating oil, causing a drop in price and the number of tankers in service. Chartering groups estimate that it will take several weeks of cold weather before tanker activity will climb to seasonal normality.

Reversing a trend in August, when exports increased fourteen percent and imports twelve percent, food exports in September from the United States dropped seventeen percent below August and imports two percent. Figures were released by the United States Department of Commerce.

A request that the Maritime Commission broaden its inquiry into discrimination against American shipping has been asked by the National Federation of American shipping. All ready looking into the charge the Commission has been asked to look into a series of discriminatory acts against the American merchant fleet. In particular they want probed the practice of some nations to tax foreign operators for freight carried in vessels other than their own government's. Those named were Portugal, France and its colonies, Gibraltar, Cyprus, Turkey, Italy and Egypt.

The Maritime Commission has postponed the effective date of its newly devised vessel chartering plan that limits chartering of ships to operators either owning vessels or those without foreign flag affiliations. The Commission's change of heart was made so as to allow the new Congress to pattern its own ship chartering policy. The new policy, now postponed until January 31, 1949, rules that non-owners should be barred from hiring ships from the Government. A later addition to the rule bars owners of ships from chartering vessels if the company is tied up with foreign ship lines.

## NEW YORK

**SS ANDREW JACKSON**  
G. Georgevich, \$2.00; D. C. Foster, \$2.00; F. Allison, \$2.00; A. G. Peterson, \$2.00; M. Kunicki, \$3.00; C. Thurmond, \$2.00; L. Rossi, \$3.00.

**SS STEEL ADMIRAL**  
J. Levereng, \$3.00; T. Tsapelas, \$1.00; E. R. Arnot, \$2.00; R. M. Ferguson, \$2.00; J. C. Brannon, \$2.00; W. J. Ledet, \$2.00; P. S. Demots, \$2.00; P. Sperandeo, \$2.00; P. L. Sahuque, \$2.00; M. A. Rivera, \$2.00; A. M. Yvan, \$2.00; M. McCarty, Jr., \$1.00; A. S. Rottman, Jr., \$1.00; C. Troncoso, \$2.00; W. Wilson, \$1.00; R. LaRocca, \$2.00; T. Frierson, \$2.00; R. E. Dingle, \$2.00; C. G. Pong, \$2.00; E. Brezina, \$1.00.

**SS SEATRIN HAVANA**  
G. W. Johnson, \$1.00; J. I. Swails, \$1.00; J. Megill, Jr., \$2.00.

**SS ROBIN DONCASTER**  
J. Novak, \$2.00; C. C. Hagberg, \$2.00; F. R. Otvos, \$2.00; L. Zampetti, \$1.00; J. Nielson, \$2.00; M. M. Miles, \$1.00; D. O'Rourke, \$1.00; J. Figuerra, \$1.00; M. McGowan, \$2.00; W. H. Chadburn, \$1.00; A. C. Felix, 50c; F. Solis, \$1.00; A. Vidal, 01.00; J. W. Higgins, \$5.00; G. B. Fleming, \$1.00; P. B. McDaniel, \$1.00; A. R. Russo, \$5.00; V. Gustafson, \$2.00; W. C. Thomas, \$2.00; C. A. O'Neill, \$1.00; O. W. Eisele, \$1.00; C. A. Bobbe, \$1.00; J. W. Ward, \$1.00; C. Wayne, \$1.00; S. Mason, \$3.00; D. F. Stone, \$1.00; J. V. Rivera, \$5.00; J. Drigham, \$5.00.

**SS J. B. WATERMAN**  
J. Vilos, \$1.00; C. Andrew, \$3.00; A. Frissora, \$2.00; L. Gunnells, \$1.00; H. Kohv, \$3.00; J. Boldizar, \$2.00; C. Chandle, \$2.00; J. F. Slusarczyk, \$1.00; E. Steele, \$2.00; S. S. Anlouzans, \$2.00; C. E. Chandler, \$2.00; J. Sawyer, \$2.00; A. J. Nautnes, \$3.00; C. H. Buser, Jr., \$1.00; N. Tripp, \$1.00; N. J. Moore, \$1.00; R. Petry, \$2.00.

**SS CAPE MOHICAN**  
B. Olivras, \$1.00; C. Krupick, \$1.00; T. Wills, \$1.00; B. R. Hartzoy, \$3.00; W. L. York, \$3.00; T. H. Watson, \$2.00; J. E. Lopez, \$1.00; E. Freshick, \$2.00; F. Forte, \$1.04; W. J. Martin, \$1.00; J. P. Mullin, \$1.00; R. D. Carlen, \$1.00; L. Cooper, \$1.00; M. Valentin, \$1.00; G. Black, \$1.00; J. Olander, \$2.00; J. Judge, \$1.00; A. Bodler, \$3.00; V. Rockley, \$25.00; W. Westerfield, 50c.

**SS J. SNELLING**  
O. A. Michael, \$1.00; R. A. Floyd, \$2.00; M. N. Evans, \$2.00; A. Androh, \$2.00.

**SS CORAL SEA**  
A. Reeder, \$1.00; P. Winiarczyk, \$2.00; K. Kristensen, \$2.00; S. Kwiatkowski, \$2.00; J. D. Moore, \$1.00; J. Jellet, \$2.00; P. Vlahas, \$1.00; J. Bednar, \$2.00; A. Anavitarte, \$2.00; W. A. Fortsch, \$10.00; A. Rodrigues, \$1.00; F. W. Heck, \$1.00.

**SS SUZANNE**  
A. Saavedra, \$1.00.

**SS SEATRIN TEXAS**  
H. H. Winborne, \$2.00; C. R. Sanderson, \$2.00; T. M. Wabolis, \$2.00.

# Ponce Payoff Saves San Juan From Dull Week Of Shipping

By SAL COLLS

**SAN JUAN**—The timely arrival and subsequent payoff of the MV Ponce in the Port of San Juan literally saved us from one of the slowest weeks we have had this winter.

We collected enough dues and assessments from the Brothers aboard her to pull us out of the hole and leave us sitting pretty and high and dry.

All in all, we sent fifteen replacements to the Ponce, in all three departments. Discharging her Galveston cargo of fertilizer at Pier 10, she then proceeded to her home port of Ponce, where I followed by car to see that everything was ship-shape before she signed foreign articles for another trip.

The Brothers who made the last trip had quite a lengthy repair list, and we were three days battling it out, item by item, with the Captain and company officials.

In the end, the most important repairs were promised in the best of faith, and almost immediately they went to work. Much needed ventilators were installed over the centrifugal pumps, new doors replaced the old ones in the foc'sles, and locks, and lockers.

When the Ponce heads seaward again, she will be a more comfortable ship than when she came in.

## BEACHCOMBERS SAIL

We crewed her up with quite a few of our oldtime beachcombers—if you can call a man a beachcomber who makes his home in Puerto Rico and calls his home port San Juan, because he thinks the island is just about the best place in the world to live and relax. Anyway, Woody Lockwood shipped on her, and Red Morgan, George Litchfield, and a gang of others.

The only other ship to call in the Port of San Juan during the week was the Monarch of the Seas, and "thereby hangs a tale."

The Monarch came in quietly enough. Things appeared normal to Tony Viera, the boarding Pa-

trolman, until he was contacted by one of the crew, an OS permitman, who had a set of charges in his hand.

This permit had clashed repeatedly with a permit AB Maintenance. The beef was purely personal but they fought in the crew messroom during mealtime, smashed company property and conducted themselves in a manner unbecoming Union men.

The Patrolman accepted the charges, which were read before a regular branch meeting and a trial committee was elected from the floor.

After a thorough hearing the committee decided that both men were equally guilty for performing and fighting aboard a Union ship and for actions harmful to the membership.

## LENIENT TREATMENT

Since they were permits and, therefore, on probation, the committee ruled that they should pay a fine of \$25 and get off the ship. In my opinion the men were handled leniently and were lucky their permits weren't yanked.

However, several friends of the AB Maintenance came to the Hall, demanding a new trial, muttering threats and insinuations. You never think they were bookmen in good standing in the SIU. Of course, the decision stands.

The point this incident raises is this, and all hands should get it straight: This Union is governed by a Constitution and By-laws, written by Union men for Union men, in the best interests of the Union and the membership. And we are going to abide by it, come hell or high water!

The rules and procedures have been laid down by the membership and they must be followed. They cannot be waived by personal interests.

Every member of the SIU who considers himself a good Union man will recognize his obligation to abide by the will of the majority arrived at through the democratic process.

## SIU HALLS

SIU, A&G District

- BALTIMORE .....14 North Gay St. William Rentz, Agent Mulberry 4540
- BOSTON .....276 State St. E. B. Tilley, 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 .....614.16 No. 13th St. Lloyd Gardner, Agent Poplar 5-1217
- SAN FRANCISCO .....85 Third St. Steve Cardullo, Agent Douglas 2-5475
- SAN JUAN, P.R. ....252 Ponce de Leon Sal Colls, Agent San Juan 2-5996
- SAVANNAH .....220 East Bay St. Charles Starling, Agent Phone 3-1728
- TAMPA .....1809-1811 N. Franklin St. R. H. Hall, Agent Phone M-1323
- WILMINGTON, Calif., 227 1/2 Avalon Boulevard

HEADQUARTERS. 51 Beaver St., N.Y.C. HANover 2-2784

SECRETARY-TREASURER Paul Hall  
DIRECTOR OF ORGANIZATION Lindsey Williams  
ASSIST. SECRETARY-TREASURERS Robert Matthews J. P. Shuler Joseph Volpian

## SUP

- HONOLULU .....16 Merchant St. Phone 5-8777
- PORTLAND .....111 W. Burnside St. Beacon 4336
- RICHMOND, Calif. ....257 5th St. Phone 2599
- SAN FRANCISCO .....59 Clay St. Douglas 2-8363
- SEATTLE .....86 Seneca St. Maia 0290
- WILMINGTON .....440 Avalon Blvd. Terminal 4-3131

## Canadian District

- MONTREAL .....1227 Phillips Square Plateau 6700—Marquette 5909
- PORT ARTHUR .....63 Cumberland St. Phone North 1229
- PORT COLBORNE .....103 Durham St. Phone: 5591
- TORONTO .....111A Jarvis Street Elgin 5719
- VICTORIA, B.C. ....602 Boughton St. Empire 4531
- VANCOUVER .....565 Hamilton St. Pacific 7624

# PERSONALS

## ARTHUR BACKMAN

Your mother is very anxious to hear from you. Her address: Box 269, Beaver Meadow, Pennsylvania.

## SCOTTY AUBUSSON

Pete Bluhm has checked the seabag you left aboard the Steel Seafarer. Let him know where to send it.

## C. STRONG

Norman Moore has your gear and will check it at the New York Hall when he is released from the hospital.

## IRVIN JOSEPH GORGAS

Contact your mother regarding Draft Board.

## M. R. KINSKY

G. Masterson, Baltimore Patrolman, asks you to get in touch with him concerning receipt No. C70973.

## BROR WIGG

A check for overtime meals you served on the Hurricane is

being held for you in the New York Baggage Room, 51 Beaver Street, New York.

## BENNIE B. COMPAN

Mary Alice is home with your mother and asks that you contact her. Important.

The following men are requested to get in touch with Benjamin B. Sterling, 42 Broadway, New York 4, N. Y.

- Harry M. Hankee
- Emil Koscilnak
- Isie Yaroslowsky
- William J. Knowles
- Alfred Nelson

The following named crewmembers of the SS Bienville, voyage of May 1948, contact Samuel Segal, 11 Broadway, New York:

- Andrew E. George, Albert J. Robellard, John S. Holly, Jr., Robert B. Byrne, Edward E. Steward, Joseph B. Rambo, Charles P. Robertson, Corner M. Allen, Charles L. Bandy, Joseph B. Thomassen, Cecil B. Wiggins.

## Notice To All SIU Members

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

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

## PLEASE PRINT INFORMATION

To the Editor:

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

Name \_\_\_\_\_

Street Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Signed \_\_\_\_\_

Book No. \_\_\_\_\_



# SIU Visits The Boston Marine Hospital



When SIU representatives in the Port of Boston visited the local Marine Hospital last week they got a close-up of the excellent facilities and treatment available to seamen. In photo above, Seafarer Viv Milazzo watches a fellow patient shape up a model boat in the hospital's work shop. Both men appeared pleased with the care they are getting.



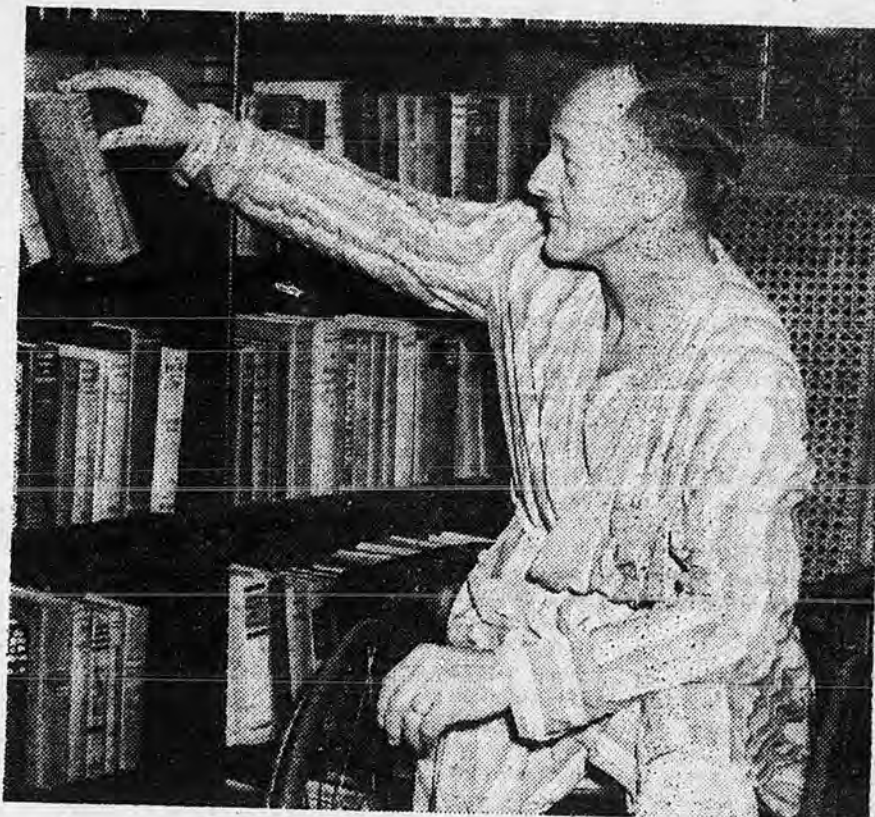
Brother Julius Hensley takes his medicine with a smile supplied by Miss Frances Wilkerson, one of the Boston hospital's staff of registered nurses. In the seven weeks he has been hospitalized, Hensley feels he has had ample time to appraise all of the institution's services. His conclusion is that the Boston hospital can't be topped.



The Boston Marine Hospital makes every effort to see that seamen about to be discharged are physically prepared to resume their shipboard duties. In photo above, a patient attempts to get back his sea legs by practicing on the ladder rigged in the hospital's up-to-date occupational therapy ward. Nurse Margaret L. Blodgett lends a hand by holding the ladder fast.



Dr. K. R. Nelson (above), Medical Officer in Charge of the Boston Marine Hospital, went all out in cooperating with SIU representative who took photos on this page.



Retired Seafarer E. D. Johnston, who underwent an amputation of his right leg, spends most of his time in the Boston hospital's well-stocked library.



In photo above, a patient talks over a personal problem with Mrs. Katherine Higgins, of the hospital's competent Social Service Department. SIU representative said all hands declared the Boston Marine Hospital was doing a good job.