SEAFARERS LOG

Official Organ of the Atlantic and Gulf District, Seafarers International Union of North America

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T-H Act Slows NLRB Work, Delays Cities Service Case

NEW YORK—For over a month now, since the last Cities Service protest was overruled by the National Labor Relations Board, the Seafarers International Union has been awaiting certification as collective bargaining agent for the unlicensed personnel in the CS fleet. In the normal course of events, such certification would have been received by now, but with the tremendous backlog of work which has piled up on the NLRB, there is no telling when the final word will be forthcoming.

Before the passage of the Taft-Hartley law, the national offices of the NLRB handled approximately 600 to 700 cases per month, and the backlog never exceeded 5058 cases. That was bad enough, but not as serious as the situation has become today.

To day the NLRB is more than 12,000 cases behind, and is only able to process half the work it did before enactment of the T-H law.

Most of the delay is caused by the law's requirement that unions must go through special election procedures before requesting employers to institute a union shop contract. Even Representative Fred Hartley, co-author of the law admits that this is unnecessary.

In the first 6,000 cases, less than 50 shops voted against the union shop, and adds Robert Denham, chief counsel for the NLRB, "There's no reason to believe there will be any change in those figures."

While the Cities Service case, which would grant collective bargaining rights to many unlicensed seamen who really require such representation, kicks around the NLRB offices, the Taft-Hartleyites will be figuring out how the Board and unions can be stymied even more effectively.

The brutality which had characterized the Di Giorgio Farms strike flared again this week with the shooting of James Price, Pres. of Local 218, National Farm Labor Union, AFL. For further details on this strike, see page 4.

Of course Senator Joseph Ball of Minnesota, the "watch-dog" of the Joint Committee on Labor Management Relations, is not prepared to accept this as proof that workingmen want the union shop.

He says that maybe the answer is to forbid the union shop entirely, and he will begin hearings on Monday, May 24, on how the Taft-Hartley law can be tightened up.

In addition to taking up the whole question of the union shop, the hearings will consider ways and means of giving employers even more latitude in influencing or coercing workers to vote against the union, and will also seek to find ways to amend the law so that employers will be denied the right to bargain with unions about jointly administered welfare funds.

Do It Now

By an overwhelming vote on the Referendum Ballot, the membership of the Seafarers International Union, A&G District, went on record to protect itself in the hard days to come by building up a strike fund and by providing shoreside operating bases.

That means a $10.00 Strike Assessment and a $10.00 Building Assessment. Already many members have paid these sums.

The operators will move without warning. It is our duty to be prepared.

Pay the assessments immediately. It is our insurance for the future growth and strength of the Union.

Seafarers Signs Tanker Outfit, Twelfth In Year

NEW YORK—With the signing of the U. S. Waterways Corporation to a standard SIU tanker agreement, Headquarters of the Union this week announced that in the past year twelve new tanker companies had been brought under contract. At the same time last year, the SIU did not have a single contract in the tanker field. The additions, besides U. S. Waterways Corporation, are Tanker Sag Harbor Corporation; Petrol Tanker Industries, Incorporated; J. M. Carras, Incorporated; American Tramp Shipping Development Corporation; Philadelphia Marine Corporation; U. S. Petroleum Carriers, Incorporated; Strathmore Shipping Company, Incorporated; Intercontinental Steamship Company; Federal Motorship Corporation; Metro Petroleum Shipping Corporation; and Palmer Shipping Corporation.

This represents close to fifty ships, with more to be added in the near future. In addition, certification in the Cities Service fleet is pending, and that will mean sixteen more ships. Other companies are in the process of being organized, but the names must be withheld at this time for strategic reasons.

The U. S. Waterways Corpora-

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SIU Fights For Right Of Seamen To Get Unemployment Insurance

By JOSEPH VOLPIAN
Special Services Representative

NEW YORK—The shipowners in their greed for extra profits have discovered a new way to drop the boom on seamen.. Using a little legal skullduggery they are trying to welsh on unemployment insurance.

They are contending that if they can come up with a phony claim that they offered a man a job for another voyage the man is not eligible for unemployment compensation because he is "quitting without just cause." The SIU is moving fast to counteract them.

All this started in New York State where most of the steamship companies have headquarters. Unemployment insurance is primarily a state matter but ship owners and operators in other states have been quick to follow the lead of New York employers.

Here is the history of the situation.

In 1946 when seamen first became eligible for unemployment insurance, a group of big wheels from the New York State bureau handling the matter came to SIU headquarters to get the facts on our hiring practices.

AGREEMENT

After an extensive investigation of the nature of seafaring in general, the traditional aspects of the articles, the Hiring Hall, Rotary shipping and other matters, these state officials agreed that the end of the articles or the payoff constituted termination of a contract.

This meant that if a man came off a ship at the end of articles he definitely was not "quitting without just cause." Nor was he being "fired for misconduct."

What was more, he was eligible for unemployment insurance after the proper period.

This view was followed in New York and elsewhere until New York State began to pay back to the employers the money left over in the unemployment insurance fund at the end of the year. There was $168 million for all employers, shipowners included. The shipowners saw their chance and pounced.

Not only would they profit from the rebate, but if they could find a twist to make seamen ineligible for unemployment compensation on the beach they could make the rebates even larger. In short, they decided to rob the poor-box. And, quite naturally, shipowners in other states fell in line.

Here is the way it works in New York. A man on the beach finds that he needs unemployment compensation and goes up to apply for it. The insurance people get in touch with the company which sends back a letter saying that the man refused to sign on again and that he is not eligible. He quit his job without just cause, the company says.

SHAKY GROUND

The companies have taken their position knowing full well that they are trying to deprive seamen of what is rightfully theirs under law. Moreover, they know that they are violating a maritime tradition by which employment ends with the articles.

They know they are on very shaky ground when they contend that a man is "quitting without just cause" because he

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Staten Island Hospital Arranges New Schedule For Out-Patients

The Staten Island Marine Hospital requests that out-patients come for treatment on Wednesdays, Thursdays and Fridays whenever possible from now on.

Reason for the request is that the Out-Patient Department is carrying a very heavy load. Because almost everybody arrives for treatment on Mondays and Tuesdays between 10:30 a.m. and 3:00 p.m., there often are long delays in getting to individual patients.

Hospital officials, aware that such delays result in inconvenience and confusion, suggest that better medical service can be rendered if out-patients, visits are spread over the entire work day and through the whole week.

If you are an out-patient at Staten Island, try scheduling your visits for Wednesdays, Thursdays and Fridays between 9:00 and 10:30 a.m. or between 3:00 and 3:30 p.m.

That way you'll find the doctors less busy, and much better able to give your case the full attention it deserves.

Tanker Tonnage Now Comprises Quarter Of World Bottoms

The importance of the SIU's drive to organize tanker fleets is made clear by recent world ship statistics showing that tankers now constitute a quarter of the world's total tonnage.

In addition, more tankers are being built, in the United States as well as abroad, because of the growing demand for petroleum and the extended supply lines to the Persian Gulf and elsewhere.

Of tonnage now under construction throughout the world, one ton in every five is a tanker ton. At present, about 450 tankers are being operated under the American flag and another 30 are being built by private operators.

First tanker ever built came down the ways in 1886 and was described as a "petroleum steamer." Called the Gluckauf, she was German designed and British built.

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Phony Advertising

There was rarely a day during the depression when the newspapers weren't full of pictures showing helmeted National Guardsmen clubbing strikers, or persuading them to stop picketing by thrusting sharp bayonets at them.

From one end of the country to the other, the NG was called out to break strikes and strikers, so that the boss could continue to pay sweat-shop wages.

The strength of labor, however, could not be denied. Many politicians have said that it was the New Deal which made it possible for labor to organize. That is just so much poppy-cock. It was the power of the workingmen themselves, joined into solid unions, which *forced* the government to institute reforms.

Now we see the black days, which we had thought were behind us, starting to overtake us again. Pick up the newspapers any day and see the pictures of the police and National Guard units brutally felling strikers and splitting picketlines.

In the May 14 issue of the LOG, a Brother wrote an article warning the younger members of the SIU against joining the National Guard. He pointed out that the NG is used for strike-breaking, and that many men would find themselves fighting members of their own families, one on the picketline, and the other being forced to bust it.

Built on the same principle as the National Guard is the Naval Reserve, which has been carrying on a recruiting campaign in the merchant marine.

There is a strong possibility that the maritime unions in this country will be forced to strike to preserve the Hiring Hall and the Rotary Shipping principle. In that case, the Naval Reserve will in all probability be ordered by the President to sail the ships.

This is no pipe dream. The threat to use the Navy as strikebreakers was made when the CMU hit the bricks. Then only the SIU stand that such a move would be considered a lockout caused the authorities to change their plans.

It is, therefore, reasonable to assume that the same tactics will be tried this time. Already the newspapers are whipping up anti-union sentiment against seamen's organizations.

The National Guard and the Naval Reserve, in advertisements, play up the healthful advantages of membership in either of those organizations. In glowing terms the ads speak of the smart uniforms, the snappy drilling and the two weeks vacation in the country each year.

Not a single word about the strike-breaking activities that have made the NG hated by labor all over the nation. Not a single word about the time the President threatened to use the Naval Reserve to break a maritime strike.

More and more Americans are waking up to the threat posed by the National Guard and the Naval Reserve, two groups which might be the strong force of repression in the United States.

As trade unionists, the members of the Seafarers International Union should have nothing to do with these government agencies, which have in the past, and can be in the future, used to break strikes.

"THE NEXT MOVE"

Men Now In The Marine Hospitals

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

MOBILE HOSPITAL

J. B. McGUFFIN
E. J. SILLIN
A. M. McDOWELL
E. B. HALL
H. ALLMAN
TIM BURKE

GALVESTON HOSPITAL

JAMES BLACK (SUP)
E. LERMA
CLAYTON KELLY
ROBERT FRENCH
COMMON (SUP)
JENKINS
W. M. GUY (SUP)
NEILS M. COLSTRUPP

STATEN ISLAND HOSPITAL

P. LOPEZ
J. RODRIGUEZ
E. CASTRO
E. WILISCH
J. GORDON
P. FRANKMANIS
E. OLSEN
G. FINKLEA
S. HEIDUCKI
J. W. McNEELY
A. JENSBY
J. L. ROBERTS
G. R. MITCHELL
F. NERING
P. R. WAGNER
J. QUIMERA
W. J. WOLFE
J. OVERTON
J. W. McCASLIN
H. CHRISTENSEN
J. PACHECO
R. M. KYLE
I. B. GRIERSON
J. H. MURRAY
C. NANGLE
G. VECCHIO
H. CORDES

SAVANNAH HOSPITAL

G. R. ANDERSON
J. H. FERGUSON
W. H. KUMKE
TROY THOMAS
J. R. BATSON
W. JUST
J. R. ROLIN
J. NEELY

NEW ORLEANS HOSPITAL

F. GARRETSON
A. LOOPER
J. DENNIS
C. MASON
A. LIPARI
P. D. VAUGHN
A. AMUNDSEN
N. A. GENOVESE
G. BRADY
L. D. WEBB
R. BUNCH
A. EDEFORS
E. H. IVARRA
L. CLARKE
E. DRIGGERS
J. GAINSLAND
B. DUFFY
E. HEBERT
J. KENNAIR
J. H. ASHURST
J. E. MAYHART
L. A. HOLMES
C. PETTERSON
T. DAILEY
A. OLSEN
R. E. GRAYAY
S. LeBLANC
M. PETERSON
M. FITZGERALD

BRIGHTON MARINE HOSP.

R. LORD
A. BONTI
J. PENSWICK
W. CAREY
J. CONNOLLY
J. KORY
R. KING
J. LEES
J. CHARRETTE

Hospital Patients

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

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.)

Operation Chow Raised No Beefs

When the Seafarers went to the assistance of the United Financial Employes in the Wall Street beef, it definitely established the effectiveness of its strike machinery. Notable was the smooth-functioning feeding setup, which kept the thousands of pickets amply fed throughout the strike.

Responsible in a large measure for the success of this always important aspect of strike activity was Seafarer George Whale, Chief Steward. Brother Whale had complete charge of the feeding operation, from the purchasing of the food to its distribution.

NO CHOW BEEFS

Probably no sounder evidence of the good job done by Brother Whale and the rest of the men engaged in feeding the pickets is the fact that this is the first beef when there were no chow beefs.

While it is true that coffee was occasionally slow in reaching the picketlines, it was not a production problem. There just weren't enough cars available at all times to transport the food.

In pitching in on the UFE beef, Brother Whale drew on his SIU strike experiences, among these being the 1946 General Strike and last year's Isthmian strike.

GEORGE WHALE

George joined the SIU in 1943, when he returned to sea after working shoreside since 1927. He started sailing in 1912. In 1947 he was a member of the rank and file committee which worked out Stewards Department rules changes to be incorporated in the contract.

Brother Whale stayed on the beach for the entire period of the UFE strike in order to see the job through to the finish. He appeared well satisfied when it was all over.

"Everything went off smoothly according to plan," he said.

Seafarers Must Prepare Now For Dark Days That Lie Ahead

By AUSSIE SHRIMPTON.

The pages of history are scored throughout with cases of guys and gals who refused to take a warning of what was in store for them.

From the biblical chap who refused to heed the handwriting on the wall right to the fellow who thinks he is going to be the next President of the United States, one and all have failed to understand what was shown to them and told to them.

Fellows, it can happen to us—unless we are prepared for what is to come. The writing is on the wall for all to see, and only a mental ostrich who persists in putting his head in the sands of complacency can fail to see it.

DARK DAYS COMING

Let's face facts. Dark days lie ahead of us, and it's damned lucky for us that we realize it and are preparing for the worst. It certainly is not enough for us to sit back and say, "Leave it to the officials. Those guys know what they are doing."

They do know what they are doing, but at the same time the rank-and-file can get behind this thing right now, and start pushing so that the shipowners will know that we intend to stand no shoving around come next August.

Here is the score. Management has made the biggest cudgel it ever had in order to beat down labor. It was manufactured for them by the firm of Taft, Hartley & Company, and doubtless cost a lot of dough. It was given a few preliminary swishes and found to be all that management had hoped for.

A number of unions big and small already have felt the bite of the Taft-Hartley Act. But right now, it is obvious that this law is being carefully greased and oiled for its first big test against the seamen this summer.

WITH TRIMMINGS

The stage is being set. All the forces of a lying press and other forms of phony propaganda already are at work. There is going to be a knock-down and drag-out affair with all the trimmings for the purpose of breaking the seamen's unions and returning the balance of power to the shipowners.

The first to come up will be the NMU, whose members are so busy fighting among themselves, and are so torn on matters of internal policy that they may well crack under the first onslaught and give up completely or, what is worse, compromise.

There can be no compromise about the essentials over which this battle will be fought, namely the Hiring Hall and Rotary Shipping. These constitute the jugular vein of the seamen's unions.

If they go, we go, and shipping returns to the dark days of backdoor jobs, company favorites, bad food, bad accommodations and precious little overtime to boot.

All that we have fought for will be whisked away in the twinkling of an eye. The "Captain Blighs" of the Merchant Marine will come out of their rat-holes where they have rested in retirement, start dusting off their gold braid and start getting their log books ready.

Luckily for us, we have a barometer by which we can see how things are going. What happens to the NMU, whose contracts expire before ours, will be tried on us.

BE PREPARED

We enjoy, through the use of job action, quite fair relations with most of our contracted companies. But if the NMU companies win, you can bet your bottom dollar that the SIU companies will get set for the kill.

If they try it, they have some rude shocks coming. We are by no means unprepared, and that big Taft-Hartley stick doesn't scare us.

We have been alerted and our membership is ready. But if we have to act, all hands must make a 100 percent effort.

How can you help now? First by kicking in that 10-dollar

Strike Assessment that you voted for. Kick it in NOW.

The Union Strike Fund is at a very healthy level, but the extra assessment is going to raise it to an even healthier one so that we cannot be intimidated through our bellies if the beef drags out.

The second way you can help is by being personally prepared for what is to come. There can't be any petty excuses, any finagling out of picket duty or any muttering and moaning in the ranks.

One and all of us must be in there fighting to keep all that we have won, and all that we hold most dear guaranteed by decent contracts for us as seamen of the American Merchant Marine.

Russia's Merchant Vessels Maritime's Latest Mystery

Top mystery of the maritime world is the exact aim and nature of the Soviet Union's merchant fleet which operates behind an "iron curtain," like everything else in the USSR.

The Soviets are believed to have the world's fourth largest fleet consisting of approximately 600 ships, a little less than a third of the number in the active U.S. fleet. However, the movements of only about 110 ships are reported. Where the rest go and what they carry is a Soviet secret.

The reason that the movements of the 110 can be recorded by the western nations is they touch foreign ports and so find their way into American, British and other registers.

Apparently the rest of the fleet travels only between Soviet ports or Soviet-controlled ports in which ship arrivals and departures can be covered by censorship.

Of the 87 American-built ships which went to the Soviet Union under lend-lease and later State Department sale only 23 can be located. Among the "missing" are 27 Libertys.

STRANGE VOYAGES

The movements of the 110 Soviet ships hitting non-Soviet ports are rather mystifying in themselves. These ships certainly are not operated economically, maritime economists point out.

They sail no regular runs, and their voyages are too hap-hazard and too extended for effective tramping.

For instance a ship will bring a cargo of Russian manganese from the Black Sea to Baltimore.

Instead of returning to the Black Sea, the ship will wander up and down the U.S. eastern seaboard picking up a little cargo here, a little more there, then go through the Canal to the Pacific Coast to finish loading. From the Pacific Coast the ship will depart for Vladivostok.

Such irregular and uneconomic operations have led to the suspicion that the ships are used to train naval personnel, as well as merchant seamen to man the vessels planned under the Soviet Union's huge shipbuilding program.

Seafarers Signs Tanker Company, Twelfth In Year

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tion operates two tankers, and is dickering for others. The ones already in action are the John H. Marion and the Eugene W. Hilgard. Mar-Trade Corporation is the general agent for the company.

Included in the contract is the new higher wage scale, which has been written into all agreements signed since approximately a month ago. Companies already under contract will be presented with the increased wage scale very soon.

Starting from scratch, and with not even a toehold in the tanker industry, the SIU has, in the period of a short year, established itself as a dominant force. SIU contracts are tops in the industry, and the way Cities Service seamen flocked to sign pledge cards is sufficient evidence of the Seafarers reputation among tankermen.

The approrimately 1,500 new jobs which have been added as a result of the tanker organizing drive will also prove to be a strong wall against impending unemployment on the American waterfront.

Second-Year Man

Clarence Lohne, who is now in his second year as a member of the SIU, makes up for his lack of years by his union enthusiasm. He's all the way for the SIU and with good reason—SIU wages and conditions are the best in the industry. Brother Lohne recently paid off the Benjamin Lundy. He sails as Wiper.

SIU Fights For Seamen's Right To Jobless Pay

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does not stay aboard ship after the payoff.

Perhaps the ship has been out on a hard voyage of several months duration. During the war, even government agencies recognized that seamen needed a period ashore between voyages.

Moreover, there is no proof that the phony offer of employment advanced by the company means the same conditions. Perhaps the ship will be hungry. Or perhaps it will switch to a tropical run, or to some other run that some men don't like or, worse, can't stand.

Actually, the trick is not working in New York quite the way the owners thought it would. New York State officials are not taking the shipowners "evidence" without allowing a seaman claiming insurance a full hearing. And in a good many instances the seamen are getting their compensation.

When New York State decides on a fixed policy it will be reported in the LOG.

FORM LETTER

In other states, however, seamen are being disqualified left and right. When they apply the company sends a form letter saying that they refused employment and there goes their compensation money—out the window so far as they are concerned.

Until the Union can get this mess straightened out, we make the following suggestion.

If you are faced with such a company stand when you apply for compensation, demand a hearing. Make the company come to the hearing with some real evidence that you quit without just cause. If you take a firm stand you can help the whole membership defeat this money-grabbing move by the owners.

Praises Shipmates

Benjamin Mignano, AB, who paid off the SS Pennmar recently, had words of praise for the strong Union spirit of his shipmates.

"The fellows really did a good job on that ship," he said.

Brother Mignano, a member of the SIU since 1944, specifically mentioned Gerald Stilley, Deck Delegate, "for his good unionism."

A Report On The DiGiorgio Strike

By ERNESTO GALARZA
Educational Director, National Farm Labor Union, AFL.

A brother AFL union, the National Farm Labor Union, led by H. L. Mitchell, has been on strike against the Di Giorgio Farms in California for more than eight months. The Di Giorgio interests are nationwide, from farms in California to shipping on the East Coast.

Violence and brutality have marked the strike. The eighteen-mile long picketlines, which extend all around the farm, have been broken many times by the police and by paid strike-breakers. In violation of the law, scabs have been brought across the state lines, from Texas and New Mexico, and in some cases across the national boundary, from Mexico.

Organized labor in California, and throughout the rest of the country, has aided the strikers. Food and money have been collected from coast-to-coast. Caravans bearing food and clothing have brought much needed assistance to the starving farm laborers.

Their plight is desperate, but although they have been offered bribes to scab, not a single man or woman has crawled back to work since the picketlines were first set up.

In tribute to these gallant strikers, and in order to give their story the widest circulation, the LOG is proud to print a special article, written by Ernesto Galarza, Educational Director of the NFLU.

The Di Giorgio Fruit Corporation's 12,000 acre ranch in Kern County, located 18 miles from Bakersfield, California, is one of the largest enterprises of its kind in the United States. It is the backbone of a $20,000,000 business owned by Joseph Di Giogio's family corporation.

Di Giorgio requires some 1,200 employees to operate this ranch. At the peak of the season he hires additional field hands and packers. Many of these full time workers live in the towns of Arvin and Lamont, a short distance from the corporation's fields and packing sheds.

Other workers live in Bakersfield. Still others drift in with the tide of migratory labor that rises and falls with every change of the California seasons.

On October 1, 1947, over 1,100 of these workers called a strike. They had organized a union and had voted to strike for union recognition, collective bargaining and better pay.

The strike is now in its eighth month.

20-MILE LINE

Joseph Di Giorgio keeps a silent watch on the picket line from a vantage point 3,000 miles away at his headquarters, 66 Harrison St., New York City. He contends, through his lawyers, that "There is no strike. There are no issues."

But the determination of the men and women who have kept vigil on a 20 mile picket line for more than seven months has forced Di Giorgio to recognize that there is a strike, a problem and an issue.

Di Giorgio has recognized the facts of the situation in deeds, if not in words. The Corporation has hired hundreds of strike breakers.

It has used Mexican contract workers, imported from Mexico under the auspices of the Mexi-

can and United State governments, to work behind the picket line.

It has harbored a mob that set upon and beat peaceful union pickets.

It has refused to sit down with state and federal conciliators.

It has tried to prejudice citizens of good will against the union by distributing a statement entitled, "A Community Aroused."

It has attacked the strikers before Congress and before the nation through the Congressional Record.

It has organized hostile public demonstrations against relief caravans sent by organized labor to aid the strikers.

It has caused to be published full page newspaper advertisements stating its side of the case.

It has persuaded the state legislature to investigate the union for alleged communist activities.

It has sent agents to Texas to enlist and employ strike breakers.

There is a strike. The corporation can no longer blink at this fact.

The corporation has now in its employ hundreds of "scabs". They pass through the picket lines in the presence of a heavy police guard that is on duty at all times. The sheriff's supply of reserve arms and strike breaking equipment is kept in a trailer just inside the corporation yard.

Di Giorgio has drawn his strike breaking crews from the "skid rows" of the valley towns and from Texas. Signed statements are on record showing that many of these men were hired without knowledge of the strike.

As long as the corporation can successfully cross hundreds of strike breakers through the picket line it will probably refrain from using violence.

It has not always been so considerate. On one occasion a mob of forty persons ran out of the corporation yard armed with tire irons and clubs and severely beat three pickets.

The day before this incident took place, Di Giorgio had organized a motorized column against the relief caravan sent by California trade unions.

As the caravan passed the main gates of the Di Giorgio ranch, a hostile line of trucks and cars moved in the opposite direction on the same road. The demonstration was apparently intended to provoke mass violence, which was avoided by the presence of mind of the caravan leaders.

While the strikers are determined to keep the peace on the picket line, they have been forewarned that violence may be used again.

Di Giorgio has sought to place the label of communism on the strikers. Already the state legislature, through the Tenney Committee, has held hearings to investigate alleged communist financing of the union. The hearings of the Committee, held in Los Angeles on February 18, 1948, were a disappointment to Di Giorgio. The union got a clean bill of health. Its officers answered all questions. The case of the corporation was so weak that Di Giorgio himself failed to appear.

More recently, the suggestion has been advanced in the nature of a veiled threat, that the investigation be continued by Congress. Union officials have welcomed this proposal.

This is a brief summary of the forces behind which finance farming and corporation agriculture are moving to crush unionism in the central valley of California.

Against formidable opposition the strikers have reason to be confident. Twice since the strike began the AFL unions of the state have sent relief caravans, carrying food, clothes and funds to the strikers and their families.

LABOR BRIDGE

The California American Federation of Labor has declared that the distance between industrial and agricultural workers is being bridged by this demonstration of solidarity.

Union organization is making headway in the San Joaquin Valley. One attempt at wage cutting has been stopped.

The strikers have shown that they can conduct a peaceful campaign in the face of violent provocation. The attempt to arouse community feeling against the strikers has failed. Chamber of Commerce officials in Kern County have met in conference with the president of the union and expressed a willingness to support extension of unemployment insurance to agricultural workers in the state.

The strikers have focused public attention, not merely on their own plight, but beyond that on the basic issues that face millions of American citizens whose labor raises the crops that feed the nation and a starving world.

HERE'S WHAT I THINK...

QUESTION: **Now that shipboard promotions have been done away with, except in emergency cases, what do you think of requiring members to register in just one rating?**

THOMAS RODGERS, Bosun:

By registering in just one rating there will be more opportunity for men holding just one rating to get a job. There will then be a greater pick of those jobs on the board. Men no longer will register in a dozen ratings and then go down the list when jobs are in short supply. It's not fair for a man having six or seven ratings to take a job from a man registered in just one rating. The odds aren't fair when, for example, a man can bid for six jobs and another member for just one. If a man holds a high rating he should ship in that rating.

GEORGE THORNHILL, Ch. St.:

Registering in one rating is beneficial to the whole membership. When and if a higher rating is called from the board a man holding that rating is the only one who can take it. When a lower rating is called it is not right for him to have first crack at that job, too. As long as there is an abundance of men around for all ratings and no shortage exists, men should register and sail at their top rating and no lower, thereby giving men with lower ratings a crack at the other jobs. It's the proper way to give every one an equal chance at the available jobs.

ADD GILHAM, Nt. Ck.-Bk.:

That is the only way for a man to register. There should be no question about it. This way, when registering, a man will be bidding for the job he knows best. Chances are that he knows this job best and will do a better job aboard ship. If a man has the skill to hold several ratings, he should ship only at the top one. He gets more pay and leaves the less-skilled jobs to the rest of the membership. Too, I'm in favor of the membership registering in just one rating because jobs are not in great supply now and men are available in all ratings.

WILLIAM TODD, Jr. Eng.:

That's a good idea. It gives other fellows a better chance to grab ships. If men holding several rating—I hold all rating in the Engine Department except Deck Engineer and Electrician—are in a hurry to ship they can register as FWT and get out in a hurry. If they're in no particular hurry, they can register at their top rating—Jr. Engineer, in my case—and wait it out a bit. I register all around now, but I don't think it is fair to all. Men work hard to get higher ratings, so they should always ship in their highest rating.

Seafarers Celebrate Opening Of New Hall In Port New Orleans

By EARL SHEPPARD

NEW ORLEANS — The new SIU building here in this port is at long last ready to move into. And just in time, too, to keep the Brothers from sweating it out this summer in the old Hall at 339 Chartres Street.

As of right now, our new address is 523 Bienville Street, although for a few days the Dispatcher is at the old location until the telephones can be changed and a few minor repairs made to the entrances and floors.

The recreation and meeting floor has been set up with plenty of tables and chairs, writing facilities, radio and loudspeakers. There will be ample space to seat the membership at meetings, instead of having half the Brothers stand.

The lavatories have been equipped with showers, and any Brother wanting a shower has only to walk in and turn on the faucet.

PROUD PEOPLE

In general the membership hereabouts is proud of the new Hall and frequent comparisons are made to other Halls. The general feeling is that all Branches should have new Halls, as soon as possible, so that all SIU men can enjoy the privileges of their own Halls.

There will be the formal opening and dedication of the Hall after the regular meeting of Wednesday, May 19. The fellas here ask that Brothers in other ports drop in for the festivities, and bring their wives and girl friends. People from other trade unions are also welcome.

Beer and sandwiches will be served—the beer by the generosity of local gin mills—and a good time is guaranteed to all.

Shipping has been pretty good here lately and should even show signs of improvement. Seven ships paid off last week, including two passenger vessels, the Alcoa Clipper and the SS Del Mar, Mississippi. These two, and the freighters, took on new crewmembers, and that relieved shipping considerably.

Beefs were minor, and all squared away right at the payoffs. They consisted of fumigation gripes, ship's stores, etc. But all were settled to the satisfaction of the crews involved.

Galveston Good To Bookmembers

By KEITH ALSOP

GALVESTON — Shipping continues to be good for bookmen here, although we had only one payoff and one sign on last week. Moreover, we expect things to be a little better for at least the next couple of weeks.

The payoff was on the SS Caleb Strong, and she signed right on again.

The only beef was about some overtime that had not been turned in within the 72 hour limit. However, we got it squared to everybody's satisfaction. Incidentally, the ship went out with a new Skipper.

What is expected to hold this port up for a while is the fact that there still are a lot of grain cargoes scheduled to leave from the Texas coast for Europe. That grain fills a lot of holds.

Meanwhile, we keep going after the tankers and that is plenty to do, for a lot of tankers hit these ports.

Other than the above, things are quiet in the Galveston area, both for the Seafarers and for the whole labor movement.

On Overtime

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

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

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

Shipping Is At Standstill In New York

By JOE ALGINA

NEW YORK The long expected slump finally caught up with us in this port. Suddenly shipping all but stood still. In fact, so far as the Stewards Department is concerned, there just isn't any shipping, none to speak of anyway.

Is this situation permanent? Or is it temporary? Will things get a whole lot better when that Marshall Plan really gets up steam? The answer to all three questions is easy: we don't know.

Right now, the chartered ships are being turned back to the Maritime Commission, and towed away to the boneyards because there are no cargoes to put into them.

But let's go to more pleasant things. Let's look at the payoffs. We have had some payoffs despite the sad state of shipping, and, for once anyway, there weren't any sour ones.

NO BEEFS

Among the best was the payoff of the Malden Victory, a Waterman vessel in from an intercoastal run. There was nothing wrong with her except a few of the minor things that always can be settled in a few minutes.

About as good was the payoff of the Afoundria, another Waterman. She was in from a foreign trip.

Two Isthmians came in from the Far East for very clean payoffs. These two, the George Chamberlain and the Steel Director, had signed on their crews on the West Coast, but they came here to payoff.

The Alcoa Cavalier came in without a beef again. She's a nice ship now and we are going to be sorry when we lose her. Now that she's in good SIU shape, she is going to start signing on in New Orleans and paying off in Mobile.

Despite the poor shipping the Patrolmen here are as busy as ever. If they don't have a payoff to attend, they have plenty of work to do keeping Headquarters' records straightened out. That's a big job in itself.

TOO MUCH MONEY

The other day we found out something we didn't know — Seamen are making too much money. At least, that's what this man Taylor at the American Merchant Marine Institute seems to be saying.

Just how he figures things, we don't know. All we can say is that, if what he claims is correct, SIU members are getting cheated. Perhaps they ought to apply to the AMMI for the difference between what they actually get and what the AMMI spokesman says they are paid.

These people who claim seamen make too much money always overlook a lot of things. For one thing, they forget that sailing is hard work and that it takes a lot of savvy. And they

forget that few seamen can count on 12 months' pay a year.

If seamen are making too much money, what about the shipowners? The United States Lines announced its profit for last year. The total was more millions of dollars than anybody ever saw all at once.

U. S. Lines is not an SIU company, but there is no reason to think that other steamship companies, including those contracted to the SIU, aren't making similar profits.

We notice that a few of the country's biggest industrial outfits are beginning to talk about cutting prices. They're doing this just because the working men and women are asking for a little bit more money to meet the weekly grocery bill.

Why didn't these guys do some price cutting last year? If they had, things might be a lot different now. They just didn't look very far ahead.

STAY GEARED

Meanwhile, we have to keep ourselves geared for action in case we have to go out and fight for the Hiring Hall and Rotary Shipping in the middle of this summer. It might not be a bad idea for every member to set aside a nest egg to tide him over a week or two in case something should happen.

There still are a lot of aliens who haven't filled out the SIU questionnaire on the alien question. This questionnaire is part of a Union program to help the alien members get squared away. The Union can't do much until is has all the information about the aliens it can get.

Here is a little general advice to all aliens. If you have five years or more in this country, make every effort to get your papers.

Shipping is slow and your papers can help you ship. Moreover, all aliens who can certainly should obtain visas so they can sail coastwise once in a while.

We'll wind up by passing on some congratulations to the New Orleans branch for the new Hall down that way. We hear it is one swell place and that the boys have fixed it up right. The whole membership will be proud of the bright and shining structure.

Shipping Good In Puerto Rico; Maritime Trades Council Formed

By SAL COLLS

SAN JUAN — Although we have had no actual payoffs or sign ons in this port, we have shipped enough replacements to Bull and Waterman vessels to let us say that shipping is fairly good .

We had a couple of beefs to handle last week, and we got them settled. There was an AB who flew here after missing the Kathryn, one of the Bull ships, in New York. He had to get off.

Another AB who was on Waterman's Monarch of the Seas declared his willingness to sail as Deck Maintenance, a rating he held. So it was a simple matter to take him off the ship and send him back out as Deck Maintenance. So perhaps this wasn't really a beef.

Biggest thing we have had to contend with here has been the dispute between the ILA and the UTM about dividing up the longshore work in Arroyo. However, that has been squared now and they are splitting the jobs 50-50.

We sat in on a meeting of officials from both unions from ports all over Puerto Rico when they settled the problem. On April 30, we loaned the San Juan Hall to ILA officials who were planning their policy on the situation.

One thing that came out of this settlement is a brand new AFL Maritime Trades Council which we have just organized for this port. We are waiting for a charter now, when we get it we'll let you know.

We have a committee out looking around town for a suitable building which can be bought at the right price. The committee is acting in accord with instructions from Headquarters.

On the education front we are making sure that the members here understand the new shipping rules voted on the referendum ballot. We haven't been able to go beyond that recently, because the ILA-UTM dispute kept us from holding our last scheduled meeting.

Savannah Gets The Boneyard Run

By CHARLES STARLING

SAVANNAH—This port Agent feels like the warden of Sing Sing who watches the men walk the last mile to the electric chair. We don't watch anybody walk that last mile, but we do payoff ships and then see them start that forlorn journey to the boneyard.

Next week we have four payoffs, and two of the vessels are to be taken out of active service. One is of the Arnold Bernstein line, and the other belongs to South Atlantic.

However, an Overlakes ship will payoff in Jacksonville, and then head for Germany, and the SS Southwind will payoff here and go right out again.

Now for a little piece of good news. It looks like the new Hall we have been looking for will be ours at last. For the last few days we have been dickering for a newer location, and all who have seen it think it will be just the place for us.

Of course, we don't have it yet, and if and when we get it we won't be able to move in for five or six weeks, but still and all it gives us something to look forward to.

WORD TO WISE

We would like to tip off the boys who sail as OS, Messman or Wiper to stay away from this port until shipping improves. We have plenty of men on hand from Jacksonville and Charleston, not to mention the men from right around here who can rough it out until they get a berth.

The way shipping is now one would think that the days of jumping ship were over. But every now and then we run into some characters who still go in for that line of stuff.

Picture their surprise when they come into the Hall and we tell them that they have automatically plastered a $50.00 fine on themselves—which has to be paid before shipping out again.

They really cry the blues. But so far, we haven't run into any second offenders, so the cure must work.

Mobile Shipping Holds Steady, But Beach Still Overcrowded

By CAL TANNER

MOBILE — Shipping here remained steady for the past week with about 190 men shipping out. However, we have upward of 700 men on the beach, so don't rush down.

The Marshall Plan cargoes actually are beginning to move from here, but not in enough volume yet to warrant pulling any ships from the boneyard. Perhaps that development will come some day.

There were seven payoffs in Mobile during the past week and six sign ons. Most of the payoffs were Watermans, as usual, and the rest were Alcoa and Bernstein.

The only one that was any trouble was the SS William Carter of the Bernstein Company, and the trouble on her was largely technical.

MONEY FLIES

The company had to fly the payoff money down from New York and, while the boys were

waiting for it, the Master was unable to issue a draw. This made things pretty awkward.

In addition, when the paymaster finally arrived, we discovered that he had no authority to settle any overtime beefs.

The upshot was that the crew carried a handful of minor beefs back up the east coast with them. They'll straighten them out when they hit an east coast port.

The sign ons were accomplished easily enough. We just had to see that a few repairs were made here and there, and that the slopchests were in good shap.

One ship which the boys who were lucky enough to make her really snapped up was the Robin Kettering. She was the answer to a seaman's prayer.

She had innerspring mattresses, great big lockers and every modern convenience. Moreover, she seemed to have a good bunch of officers.

The Kettering is one of the jobs that the Robin Line has reconverted from wartime baby flattops, and she sure is a beautiful ship.

We had a Waterman that was a swell ship too. This was the Madaket which came in, paid off in Gulfport, signed right on again and sailed for Bremen. Her Stewards Department especially was on the ball.

PASSENGER JOBS

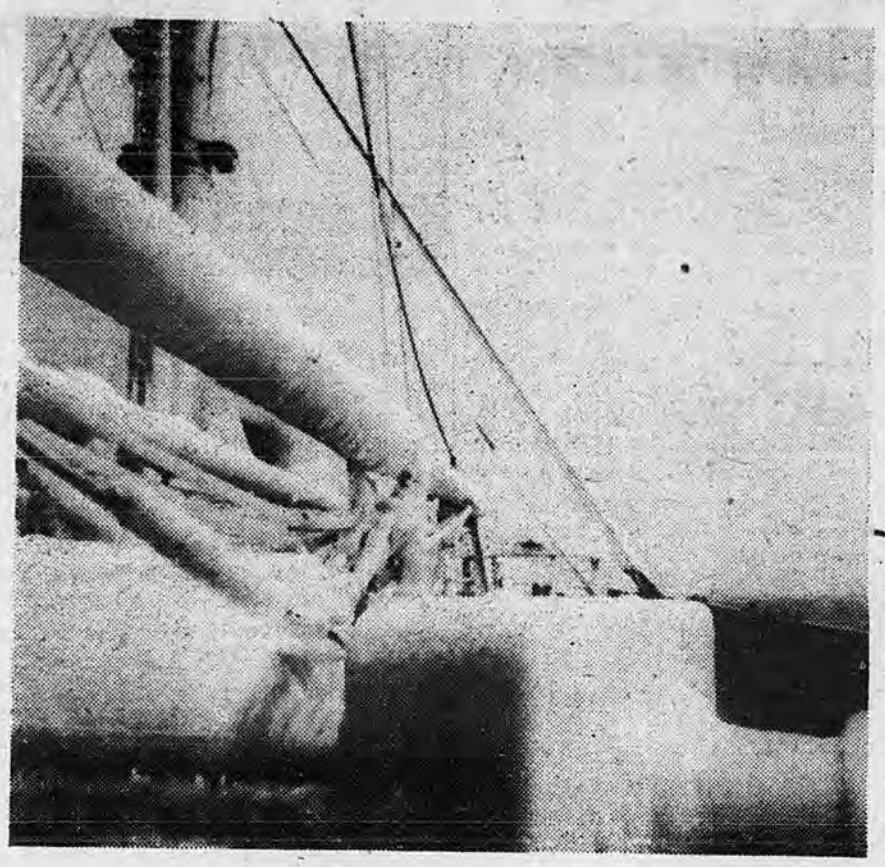
One Waterman touched here in transit. She was the Winslow Homer and she took a few replacements to run coastwise.

Beginning after the first of July there will be an Alcoa passenger ship in Mobile every week. There will be a payoff every Monday. We can count on plenty of jobs on those ships, most of them in the Stewards Department.

The weather here is getting a wee dab warm. Consequently, we are getting our fans fixed up. At present we have three large fans in the Hall, and we hope they will keep us comfortable when it really gets hot.

There a few oldtimers here whom a lot of the members remember, among them A. Sullivan, G. Saucier, E. C. Gillespie, J. Alves, G. Troche, S. Turner, S. Karlson, J. A. Ryan, D. Alexander, L. Culbertson.

A TOUCH OF XMAS



In case the weather gets hot in the next few days, this picture of the SS Knox Victory should cool you off. This was taken on a crossing of the Knox from Maine to Bremerhaven, by Brother E. W. Monahan.

Ship Cargoes Fall To New Low For Postwar Years In Baltimore

By WILLIAM (Curly) RENTZ

BALTIMORE — While shipping is still going on in this port it is on a slow schedule with little hope of a pick up in the immediate future.

We've had a few ships in for payoffs and a few for sign-ons, but the tempo is not that of a few months ago. According to a survey made recently in this port, the amount of goods on hand here to be loaded on the ships is the lowest since before the war in 1939.

There is no backlog of goods to be loaded. In fact, the ships along here are beginning "hand to mouth" loading, something that no seaman likes to see. That means just one thing — slow shipping.

The members here, as well as all people connected with maritime, are beginning to wonder where the Marshall Plan goods are. The ERP, which was supposed to breathe life into the starved American merchant marine, hasn't come through with the cargoes.

Of course it is early, but reports coming in here have it that foreign ships are loading Marshall Plan goods regularly. If we don't start carrying the goods shortly, there is a good possibility that the 50 percent clause in the Marshall Plan is just so much bunk.

FAR, FAR AWAY

It's only a few miles from here to Washington, but as far as Congress is concerned it seems to be a million miles away.

Give the ships away, give the jobs away, give everything away. Just make sure there is nothing left for the American seaman. That seems to be the state of mind in Washington.

This port's payoffs numbered four: Robin Gray, Robin; Monroe Victory and Columbia Victory, Isthmian; and Pennmar, Calmar. There were a few beefs on the ships, but nothing that wasn't settled at the payoff to the satisfaction of all hands.

Sign-ons numbered but three, all Isthmians: Monroe Victory, Columbia Victory and Steel Maker.

In transit we had the usual number of Watermans and Alcoa vessels up from the Gulf area. These ships usually make their stay short, but we manage to get someone down to handle any beefs that have arisen since the port of departure. That's the one way to handle beefs: Keep at them whenever the ships hit port and they'll be settled quickly before any sore spots develop.

Philly No Place For Guys Without Stake

By LLOYD GARDNER

PHILADELPHIA — This week in the City of Brotherly Love finds us still running on the slow bell as far as shipping is concerned. We have quite a few men registered in all ratings, and every day more men drift in here from other ports.

I would advise anyone who wants to ship in a hurry to stay away from this port. At least for a little while.

Of course, if a man is in no hurry to get out, and has a few bucks in his kick, then he should come here to enjoy the fine weather, the friendly atmosphere and the baseball games.

On the waterfront everything has been going along smoothly. We hit all the ships which payoff, sign on, or just come through in transit. We're generally able to square away whatever beefs crop up, but most of them are of a minor nature.

TWO DON'TS

Right here and now there are two points I would like to mention. Quite frequently we receive a phone call from someone on a ship laying down in Wilmington, Delaware, or Paulsboro, New Jersey. The crew wants a Patrolman to come down to square away a beef.

In most cases we find that the ship is due to payoff in Baltimore or New York within a day or two. There is absolutely no point in those cases of sending a Patrolman.

If the ship is sailing for foreign ports, then of course we send a Union representative, but to send a man down to those far off places to settle a beef when membership's money.

The other item on my mind is this: Calmar Line ships crew up and sign on in Baltimore. When the ships hit Philly to top off before sailing for the West Coast, some members of the crews want to quit, for one reason or another.

The company refuses to pay them off, and the Commissioner supports the company, since the men signed on for an Intercoastal run, back to Baltimore.

NO TROUBLE

So, Brothers, if you don't want to sail those ships, please don't sign on them in Baltimore. If you do, then you'll have to make the trip.

Otherwise, these ships give us no trouble. They store up here in Philadelphia, and we always have a Patrolman on hand to make sure that they are stored correctly.

Now that all this is off my mind, I want to bring the members some good news. Our poor, misguided Patrolman, Bob Pohle, walked the last mile Saturday

afternoon. He got married, and so we all wish him smooth sailing all the way.

ATTENTION!

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

The Patrolmen Say—

Two-Skipper Ship

NEW YORK — A short while ago we paid off the tanker Petrolite, which had just returned from almost eleven months of shuttling between the Persian Gulf and ports in France and Belgium.

Overall, this wagon had a pretty good crew aboard. That is, except for the Skipper. If it weren't for this guy, the payoff could be written off as a good one with a fine crew aboard. However, the crew found that doing business with this guy was no easy matter.

Of course, he had a million alibis for his conduct. He was blessed with a gift of gab that would pale a Union Square spellbinder. We had heard his kind before, so his longwinded spiels didn't cause us to swoon.

KNOCK 'EM OUT

He had logged the majority of the crew for any infraction that came to mind, but, fortunately, we were able to knock out the bulk of the logs without too much difficulty — thanks to the aid of the U.S. Shipping Commissioner, who was really on the ball and could see how phony most of the logs were.

However, considering the length of the trip, it is our opinion that the crew behaved very well and, in all probability, with a decent Skipper a lot of the above-mentioned bunk would have been avoided.

Incidentally, the Skipper had his wife with him during the entire voyage. From what the crew said the ship had two Skippers instead of one. It can easily be seen that eleven months of sailing under a team like this would be enough to drive the best crew to the wall.

Louis Goffin
Jimmy Purcell

Radio Operators Get Status Of Officers

After next April 1 there will be a change aboard ship. Sparks is going to be a full fledged officer, and there will be no April fool about it.

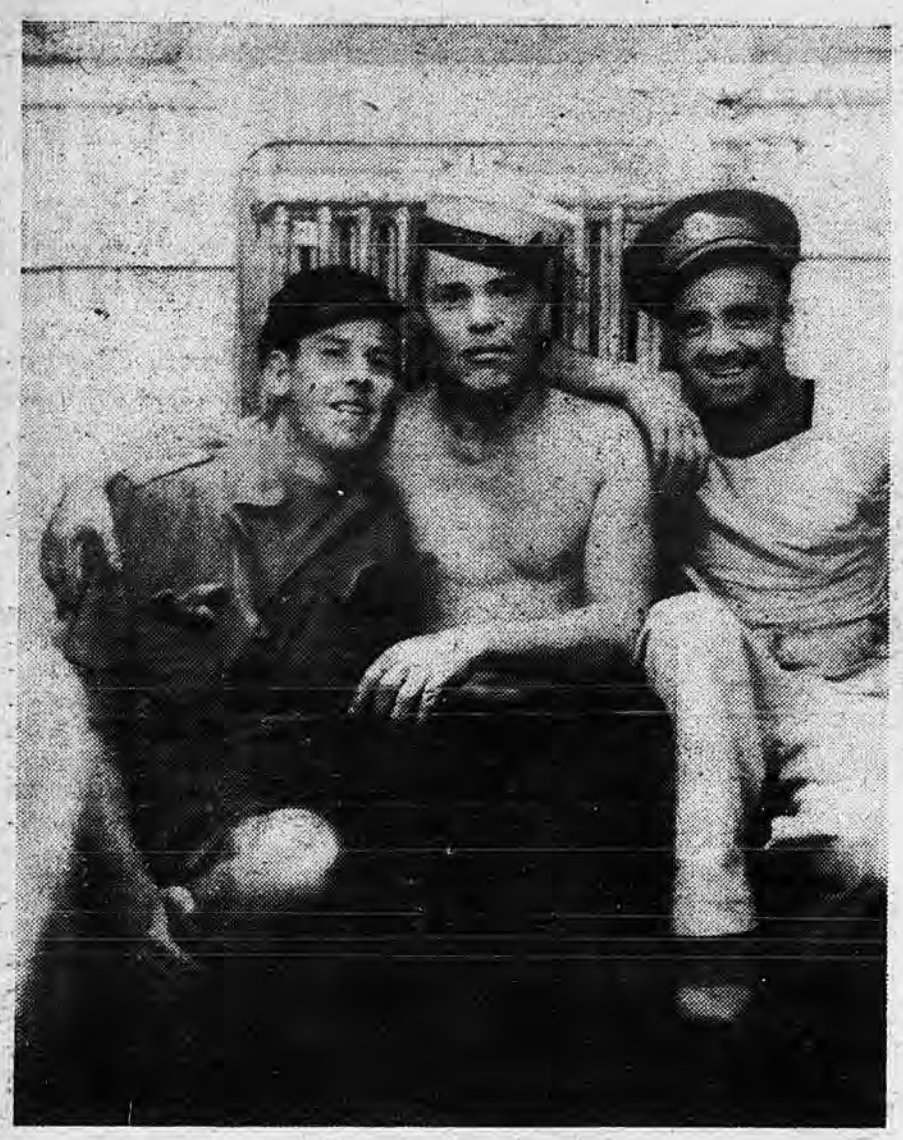
Last week, President Truman signed a bill calling for the licensing of radio telegraphers as ships' officers, effective April 1, 1949.

The new law applies to radio operators on all merchant ships of 100 gross tons or more, except ships operating solely on the Great Lakes. Actually, the law makes no great change in the status of radio men, but recognizes a situation that has long existed.

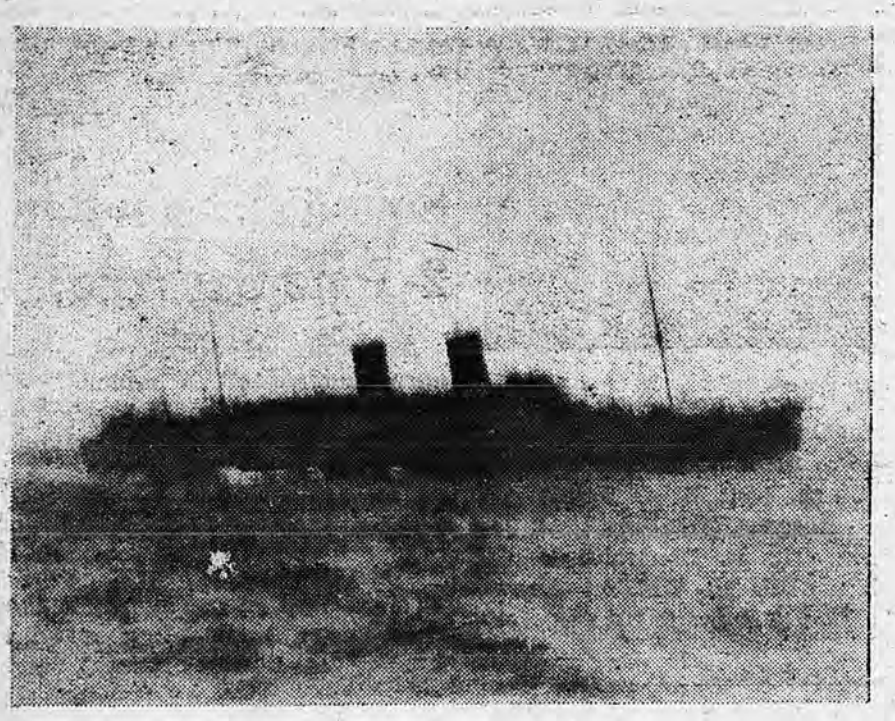
When the President signed the bill, Fred M. Howe, general secretary-treasurer of the Radio Officers Union, AFL, commented as follows:

"The signing of this bill recognizes in Federal law what the unions have fought for since 1931 and what is in fact the common practice on merchant vessels."

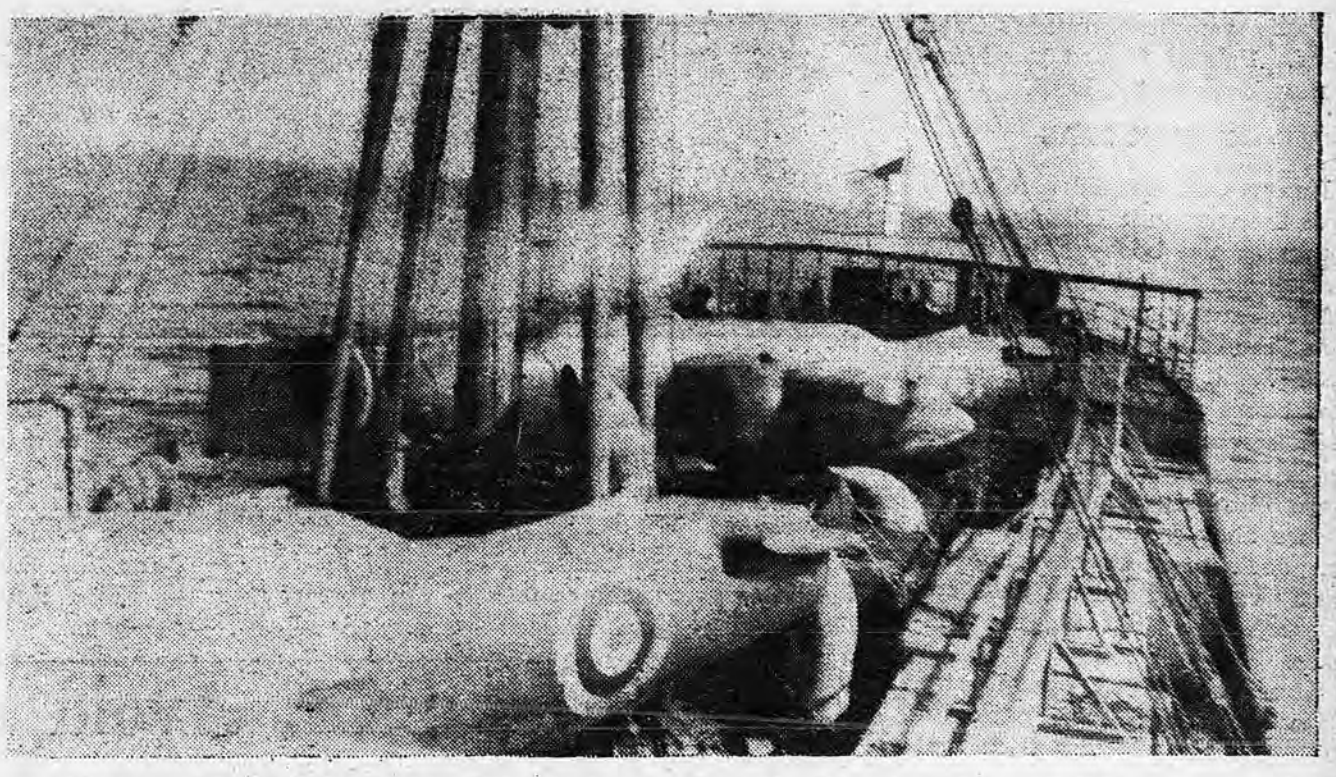
When The SIU Delivered The Goods



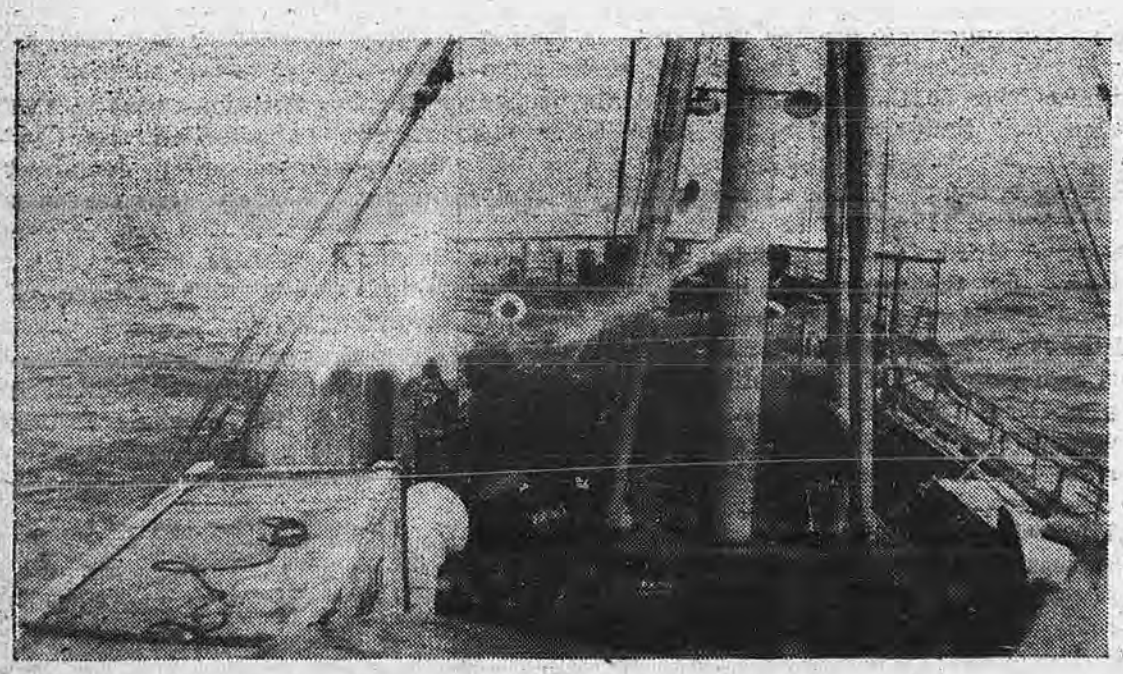
Last week, some slightly faded pictures, accompanied by a letter, were delivered to the LOG office. The letter said, in part, "Here are some pictures taken a few years back on a couple of rustbuckets. Just sending these in so you can put them in the LOG. They should bring back memories to some of the Brothers." It was signed by H. W. Greenlee, of Huntington, West Virginia. We think that Brother Greenlee is right, and so here are the shots. Picture at left shows Oiler Whitey Mason between two Australian soldiers aboard the SS Ipwich in the Spring of 1941. Picture above shows the funeral service for Brother Cecil McCann. This took place on the SS Antinous, in the Red Sea, 1940.



A ship in the Red Sea, under fire, as it struggled to get away from a plane high in the air. At times the sky was full of gun puffs, created as the vessel threw shells into the air to defend itself. Although many merchant ships travelled in convoy, quite a few of them made dangerous runs all alone. Even in convoy there was plenty of danger.



The Ipswich carried plenty of the tools of war to the American forces fighting all over the world. This shot shows the good ship plowing through the waves on the way to Port Sudan, loaded with airplanes and plane parts. Many other trips were made by this gallant ship before the war finally came to an end.



More implements of war, carried by United States ships to the far corners of the earth. Before the U.S. was forced into the conflict, American ships, manned by American crews, carried food, clothing and armaments to the people all over the world who were fighting fascism. After Pearl Harbor, the United States continued to supply the world, and at the same time manufactured enough fighting weapons to equip its own forces. It was the American merchant navy which transported the materials of war. U.S. merchant seamen were the first to fight in World War II, just as they were in World War I.

SHIPS' MINUTES AND NEWS

Wetmore Nearly Lost In Storm That Took Houston Wood's Life

The eleventh and twelth days of March were tough ones for the crew of the SS James A. Wetmore, a Waterman Liberty.

The eleventh was the day the ship ran smack into a full-fledged hurricane in mid-Atlantic at 51 degrees 30 minutes west, 39 degrees 20 minutes north, a couple of hundred miles or more northeast of Bermuda.

That was the storm in which Seafarer Houston Wood, whose death was reported in the LOG of May 7, lost his life. New details concerning the storm and the circumstances of Brother Wood's passing have now become available. The only thing that saved the ship itself was the fact that the steam steering engine continued to run under eight feet of water for a full five hours and a half.

A full account of the Wetmore's stern tussle with the Atlantic's wildest fury was obtained by Seafarer Jerry Palmer in a letter from Trafton Hutchins who was the Wetmore's Chief Mate. Palmer turned the information over to the LOG.

ROUGH SEAS

Heavy seas washed completely over the war-built Liberty, carrying away the booby hatch cover and all the fantail ventilators.

When the storm began to subside, the Mate and a six-man deck detail went aft and spent two hours watching through the engine room and shaft alley to make sure that no more seas were climbing over the fantail before they ventured out to on the deck to start covering the booby hatch with a mattress and canvas, after first rigging lifelines.

After they went outside, the Mate sent three men back for more canvass. It was then that disaster struck, and it was the Mate's own impatience that saved him from personal tragedy.

Anxious to get the new canvas, he went inside himself to urge the men he had sent back to hurry up. Just as he stepped inside a tremendous sea swept across the fantail carrying Brother Wood with it. The other two still on the fantail, Bosun Ed Tyrell and John Zigray, AB, managed to cling to the rail until the sea subsided.

SOUND ALARM

The alarm was sounded immediately and the Captain ordered the ship turned about. All hands stood by while the raging seas were searched, but there was no sign of Wood and gathering darkness finally made further search fruitless.

Hurricanes are storms that form along what is called the "inter-tropical" or "equatorial front," the low pressure through which divides the air of the southern hemisphere from that of the northern. In the Atlantic they are believed to form frequently in the vicinity of the Cape Verde Islands.

Once such a storm is formed it follows one of several rather well-defined tracks. In general they move first from the southeast toward the northwest then swing around toward the northeast sometimes ending up in the vicinity of Iceland.

ON THE GOOD SHIP FRANCIS

Speaking for the Seafarers aboard the Bull Line's SS Francis, Ship's Delegate George Clark said "all hands enjoyed a very good trip." A good crew, he added, makes for a good voyage. He submitted these photos of some of the happy hands aboard.

Making up musical quintet in top photo are (left to right): Juan Villafante, Francisco Agosto, J. R. Ayala, G. Garcia and Juan Colon—all of the Stewards Department.

Deck men in photo above are (kneeling, left to right): George Clark, DM; D. de Jesus, AB, and Julio Evans, Bosun; (standing, left to right): Fabian Cruz, OS; B. Bonafont; Daniel Butts, AB, and Alfonso Rivera, DM. At the rail in photo right is Lou Tabarrini, Black Gang Delegate.

Hitting Port Said? Avoid Fantasio Cafe

Seafarer Anthony M. Atkiewicz has a little good advice for SIU men hitting Port Said:

Stay away from the Fantasio Bar and keep clear of the Isthmian agent's Egyptian doctor.

However, avoid the first pitfall, and you stand a pretty fair chance of missing the second completely, if Atkiewicz' experience is any criterion.

Atkiewicz went ashore from the SS Harry L. Glucksman, an Isthmian scow that had been kicking around the Persian Gulf and the Indian coast for a few months. The trip hadn't been too pleasant a one, he says, and when shore leave came up at Port Said, the boys were ready for a little fun.

Atkiewicz, who was sailing Oiler, and a couple of shipmates made the Fantasio Bar where they sat at a table for a drink. Then Atkiewicz went up to the bar.

He fell into conversation with a two limeys, a Chief Mate and a Chief Engineer. The Britishers bought him a drink and that was what made the trouble, for the drink turned out later to have been methyl alcohol.

Atkiewicz became sick immediately, and his two shipmates took him out to a carriage to head for the ship. But the driver had other ideas and drove off in another direction. Eventually the carriage was stopped by the police because Atkiewicz' shipmates were trying to make the driver take him to Pier 20 where the Glucksman was tied up.

The police sent Atkiewicz right to a hospital. He was in bed 11 days from the poisoned drink. When he was released by the hospital he caught the SS Steel Flyer, another Isthmian, and eventually made his own ship on this side in plenty of time for the payoff. However, he had to get up the jack for his own hospital bill.

Where the agent's favorite doctor made his entry was in the case of Atkiewicz' two shipmates.

First the Port Said cops tried to hold them because of the argument they had with the Arab hackie, but the American Consul stopped that.

However, the Glucksman pulled out before they could be released and the cops brought a charge of illegal entry against them.

The Isthmian agent had the answer for that one—or thought he did. He got hold of the Egyptian doctor whom Atkiewicz believes is kept on call for just such situations.

The doctor went to the police station to tell the two Seafarers that he could get them out of the pokey and into a hospital if he would let him say they both had VD which neither one had.

The hospital was a lot nicer than the bull pen, so the boys let the doctor try his trick. There were two things wrong, however.

In the first place, the trick didn't work. In the second place, when the two men hit the states after joining Atkiewicz on the Steel Flyer, they discovered to their dismay that they owed the phony doctor 40 dollars apiece through Isthmian's Port Said agent. This was 80 bucks for just nothing, they said emphatically.

Dallas Terry Dies In Auto Mishap In Va.

Dallas T. Terry, 22-year-old member of the SIU, was drowned April 30 in Lake Smith at Princess Anne, Virginia, the LOG has been informed.

While driving along the Lakeside Highway, his automobile went out of control and plunged over the bank into the water. Three companions riding with him made their escape from the car and swam ashore, after an attempted rescue of Terry proved futile.

LIVED IN NORFOLK

Terry, who sailed in the deck department on SIU ships, is survived by his wife, Mrs. Lucille Terry and a daughter, Mary Ann, 19 months old. He made his home in Norfolk.

A member of the Seafarers since 1944, he was in good standing at the time of his death. Death benefits will be paid.

Steward Cooks Up Sound Reason For 2-Tone Sausages

A couple of discolored sausages touched off a minor beef at a recent crew meeting aboard the SS Del Sud but a somewhat scientific explanation by the Chief Steward brought a satisfactory conclusion.

The suspicious-looking members of the bologna family made their appearance at a night lunch, the minutes reveal, and crewmembers present decided something smelled on the Del Sud.

"There tainted," they said, and forthwith brought the matter up at the shipboard session.

STILL BOLOGNA

Chief Steward Gerdes refused to be ruffled. "T'aint so," he declared.

Reason for all the ruckus, according to Brother Gerdes' explanation, was very simple.

The discoloration noted in the sausages, he said, was caused by "the garlic seasoning contained therein." When the sausages are exposed to the atmosphere there's a chemical reaction, which results in a change of color, he added.

But the discoloration notwithstanding it's still bologna. All hands left the meeting feeling much better.

Digested Minutes Of SIU Ship Meetings

HAWSER EYE, Feb. 22—Chairman Blackie Marshall; Secretary Sylvester Barnes. Few disputed hours reported. Ice boxes to be repaired and that new supply of meat to be procured. Voted several measures designed to keep ship cleaner. Minute of silence for departed Brothers lost at sea.

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BUCYRUS VICTORY, Jan. 12—Chairman Matthew Bruno; Secretary John J. Schaller. No beefs on overtime. Subject of Ordinaries' conduct referred to Good and Welfare. Question was asked, who tore down the list of fines. It was explained that fines were imposed to make sure that ship was kept clean in SIU style. Matter of Ordinaries straightened out. Minute of silence for departed Brothers.

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ARICKAREE, Feb. 15—Chairman Thomas Fleming; Secretary Floyd Bonnell. Voted that men coming off watch keep messhall clean. Man failing to report for watch pay out of pocket or face charges, such men to be fined three dollars plus overtime. Gave vote of thanks to Stewards department. Decided on donation for men in Brighton Hospital.

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ALCOA PEGASUS, Mar. 13—Chairman P. Morris; Secretary W. Hope. Both elected by acclamation. No beefs of any kind in the departments. Discussion on use of P. O. mess as recreation room, three men assigned to daily sanitary duty to take turns of one week each keeping it and laundry shipshape. Minute of silence for Brothers lost at sea.

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EDITH, Jan. 19 — Chairman Williams; Secretary Rizzi. Ship's Delegate **Williams** said new fan received, and Skipper would allow men to paint own foc'sles provided good job was done. Deck Delegate reported deck head out of order, no overtime beefs. Engine and Stewards Delegates had no beefs. All departments reported men getting off. Discussion of Mate who had habit of working on deck. Ship's Delegate to straighten it out if possible, report situation to Patrolman if necessary.

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CORNELIA, Feb. 8 — Chairman Paul Spinney; Secretary J. Rolivo. Accepted **Spinney's** report as Ship's Delegate. Deck Department's overtime beef concerning painting to be referred to Patrolman, as is problem of ship's stores, gear and slopchest. Committee to investigate food problem. Library to be brought aboard.

BLUE ISLAND VICTORY, Feb 3—Chairman Cy Kean; Secretary Bob Parks. Deck Delegate reported that Master would put out a draw, meeting being in Shanghai. Motion by **Grantham,** seconded by **Mullins,** and carried, that report go to Headquarters about guns being on the ship and being pulled on crew members by officers. Discussion of fact that Steward runs out of food during meal hours. Motion

by **Grantham,** seconded by **Young** and carried that Steward supervise all cooking and baking personally or be brought up on charges. Cook and Baker put on probation for balance of trip. Passed motion that men missing meetings be fined. Permits to be given Union literature. Voted that all ships going to the Far East be especially checked for stores.

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JAMES W. CANNON, Feb. 3—Chairman Lolloway; Secretary J. Lowrie. Few hours of overtime that galley range did not work disputed. Chief Cook complained properly and that the Chief Engineer was interfering with it anyway. Ship's Delegate **Kline** finally settled beef. Bookmen are setting fine example for permit men. Stewards getting as many fresh vegetables as possible.

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GEORGE CHAFFEY, Feb. 8—Chairman J. D. Allen; Secretary L. Paradeu. Discussion of logging of man, report that log may be dropped. Voted investigation of stores, medical stores and slopchest. Voted that men from Stewards Department check any new stores brought aboard. Minute of silence for Brothers lost at sea.

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MONARCH OF THE SEAS, Mar. 16 — Chairman A. Smith; Recording Secretary H. E. Vial. No overtime disputed. Members urged to pay attention to new resolutions. Steward to see that there is plenty of coffee at all times. Electrician said Steward should make fresh coffee for each meal. Screen doors to be closed in port, men leaving them open to be penalized. Trip cards to be checked carefully for time limits. Minute of silence for Brothers lost at sea.

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ROBIN HOOD, Feb. 15—Chairman John Vrowley; Secretary E. F. Allen. No overtime in dispute. Voted that all repairs must be completed before sign-on. Extended discussion of poor menus, shortage of milk and vegetables.

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BEAVER VICTORY, Feb. 27—Chairman J. Ralph; Secretary S. Schuyler. Voted to have store room inspected and fumigated before next trip. Suggestion made that life jackets should be cleaned and tested before departure of next voyage. Voted to have Delegates contact Patrolman immediately on arrival in Boston to settle beefs. Minute of silence for Brothers lost at sea.

MORNING LIGHT, Feb. 9—Chairman Ralph T. Whitley; Secretary Charles Goldsmith. Voted for extra fans, new mattresses and new pillows. Stewards Department praised for doing fine job, everybody being happy with the feeding. Minute of silence for Brothers lost at sea.

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ROBIN GOODFELLOW, Feb. 1 — Chairman Marvin Lotto; Secretary Martin McCranie. Motion by **Salter,** seconded by **De Rocco,** carried that Master be notified of shortage of stores and that new stores be obtained in Durban, the Steward to check them carefully when they come aboard. Discussion of need for greater cooperation in Stewards Department to keep quarters clean. Minute of silence for Brothers lost at sea.

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YARMOUTH, Mar. 21—Chairman Hanson; Secretary H. N. Smith. Special meeting called by Engine Delegate **Murphy** to find whether **Murphy's** efforts as Delegate met crew's satisfaction. Unanimous vote of confidence in **Murphy.**

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SETON HALL VICTORY, Feb. 1 — Chairman Joseph Faircloth; Secretary James Lawlor. No disputed overtime at all. Vote of thanks to delegates for good job done on voyage. Voted to have milk twice a day until it is gone. Quiet asked so that men on 12-to-4 watch can sleep. Minute of silence for departed Brothers.

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ALLEGHENY VICTORY, Feb. 14 — Chairman F. F. Smith; Secretary A. Jones. Deck Delegate **B. Schesnol** reported that matter of Mate's working on deck referred to Baltimore Patrolman. Engine Delegate **Smith** and Stewards Delegate **Jones** reported no beefs, and Stewards Delegate added that missing items had been put aboard. **Smith** elected Ship's Delegate unanimously. Discussion of shifting Junior Engineer's room, and of repairs. Resolved not to sign on for new voyage until repairs completed. Minute of silence for Brothers lost at sea.

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MARORE, Mar. 8 — Chairman L. King; Recording Secretary E. L. Ericksen. Special meeting, called to order by temporary chairman **Rhodabarger** to consider question of Steward taking coffee to Master at 7 a.m. without claiming overtime. Secretary read the Stewards Department working rules. Motion by **Rhodabarger,** seconded by **Mangon,** to bring Steward up on charges passed without opposition. Minutes endorsed by six bookmen.

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EVANGELINE, Jan. 13—Chairman Calzia; Chairman Villanueva. Voted improvements in menu. No passengers to be allowed in galley at night. Voted that delegates should have copies of agreement. Any man using profanity in front of passengers to be put off ship. Voted cleaning and repair list. Discussion of West Coast rules.

CUT and RUN

By HANK

You still have a chance, today and tomorrow, to see the New York National Marine Exposition, displaying maritime products and steamship lines, from bilge cleaners to radar sets, at the Grand Central Palace, Lexington Avenue, 46th Street. Today—from 11 a.m. to 10 p.m. Tomorrow, the last day—from 11 a.m. to 6 p.m.... Hugo Rogers, representing Mayor O'Dwyer, after opening the Book Drive of the American Merchant Marine Library Association (which supplies free libraries of books and magazines from many American ports to our ships) characterized the life of the American seaman as "tough, tedious and lonely." What the people weren't told and don't know is the big unemployment hitting the sailors right now—due to ships being laid up, etc.—and that the shipowners will be trying to bust the maritime unions this year with the Taft-Hartley Law.

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Although the ERP says 50 per cent of ERP cargoes for foreign nations must be carried in American ship, a new agency was created to protect this law—due to some nations demanding that their ERP cargoes should be carried in their ships. Granville Conway, former War Shipping official, created the agency which every 30 days will have customs officials handing in the Marshall Plan tonnage leaving American ports. If 50 per cent is not being allowed American ships then tonnage for foreign ships will be reduced until there's a balance!

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Brother Eddie Mooney, the smiling waiter, will be indulging into his 19th trip aboard his home, smooth, home, the SS Cavalier. Eddie asked if Norman "Ozzie" Okray was in town. And sure enough he was—after a four-month Isthmian voyage... Bosun Tom Rogers is in town—waiting for another voyage—since his recent one... "Little Frenchy" Joe Marcoux sailed in. He's still on his coastwise trips... "Tex" Morton, he with the rose and the coins in his ears, is becoming a Chilean tourist. He's stowing regular on those Ore ships to Chile, etc. Right now, Brothers, the SIU has negotiated the best agreements in many years for those Calmar ships and the Ore ships!

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Brother George Whale, the Steward, is still in town, wrapped as usual in cigar smoke... Here are some oldtimers who may be still in town: O. Guerra, Steward Michael Miller, Steward Jack McCranie of the Gulf, F. T. Turner, E. Hawks, E. Rubio, O. Saldana, M. Gordils, John De Abreu, R. Garcia, Joseph Hilton, A. Weir, J. Hassin, J. Segobia, Bosun Sal Volpi, A. Miranda, Paul Belows, B. Ledo, F. Piniero, C. Flessau, E. Benson, C E., Brady, George Fensom, M. Richelson, M. George, C. R. Hart, R. Humphrey, E. Greaux, J. Escalante, Bosun Leo Rice, R. Bonich, Fred Bell, D. Bragg, T. Baracliff, J. O'Neill, A. Arnella, W. McKay, W. Hartman, E. Nordstrom, P. Williams.

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The following brothers will be receiving the LOG weekly: Walter Girvin, of Florida; Louis Neira, of Alabama; W. Roberts, of Maryland; David Umphlett, of Maryland; Melvin Condino, of Tennessee; Ronald Ooakes, of California; John Napoli, of New York; Lucien Elie, of Maine; James Baker, of North Carolina; James Fleming, of Alabama; Robert Broom, of Alabama; Ken Weekes, of New York; James Moore, of South Carolina; Paul Suhr, of Pennsylvania; E. Monahan, of Massachusetts; John Polowczuk, of Pennsylvania; Robert Dera, of New Jersey; Harold Larsen, of Pennsylvania; Anthony Ambrosia, of Michigan; Roy Schwendeman, of Ohio; Herbert Frost, of Missouri; James McCasland, of Mississippi; Andrew Junkins, of Alabama; Don Renfro, of California; Ronald Henrickson, of New York; Joseph Aimee, of New York, and Victor Jordan, of Pennsylvania.

THE MEMBERSHIP SPEAKS

SS Pegasus Ends Trip With Clean Record; Skipper Lauds Crew As 'Good Union Men'

To the Editor:

Being an avid reader of the LOG, I have noticed many articles depicting the action taken against the crewmembers who perform and the phony captains and officers.

While I wholeheartedly believe in this policy, which, by weeding out the performers and freeloaders, is the only way we can protect and demand respect for our organization, I believe that we all too seldom hear about the many trips that are made by fine crews and officers with no beefs or disputes. If there are any beefs on those trips, they are settled in a sensible way.

CREW'S REQUEST

At the request of the crew I write this in the hope that you may find space for it in the near future, as all hands agree this ship is a home.

We have just finished a rum and coke on the SS Alcoa Pegasus of which Captain E. A. Wilcke is master, Eugene Ranallo, Chief Mate; John R. Kearney, Chief Engineer, and Floyd E. Starkey, Steward. We believe these men should have honorable mention as they are all darn good Joes, who went out of their way to keep everyone happy and contented.

As Deck Delegate, I found it a pleasure to work with the chief mate, who was always willing to be shown and abide by the section of the agreement pertaining to the particular problem at hand.

At the conclusion of the trip, all overtime in all departments was approved and paid.

GOOD BOSUN

I have heard, on several occasions, the deck crew compliment our Bosun, Charles O. Lee, of Tampa, Fla. Also the captain, mate, and Port Captain Devine upon arrival in the port of Mobile.

The crew asked me to express our best wishes to Brother Lee in his new business and forthcoming marriage. In was a pleasure to work under his capable and understanding supervision and I can truthfully say he is a good Union man and shipmate.

To our Stewards Department goes a good deal of the credit for making this such a good trip. They were always on the ball. And they outdid themselves putting tasty dishes before us. Never was a Stewards Department cleaner or more willing to cooperate with the rest of the crew than this one.

CREW PRAISED

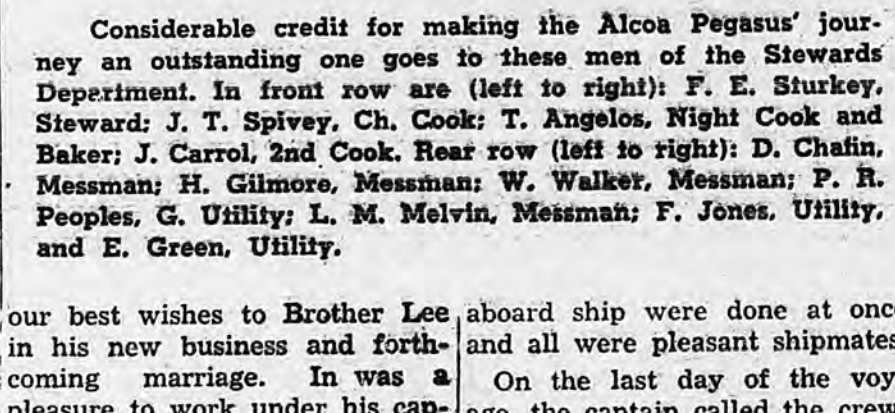
The Engine Department had no difficulties below. In fact, things ran so smoothly that you hardly knew they were aboard. Any repairs that could be effected aboard ship were done at once and all were pleasant shipmates.

On the last day of the voyage, the captain called the crew, officers and passengers together on the boat deck and praised the crew for conducting themselves as good seamen and said that they were all good Union men.

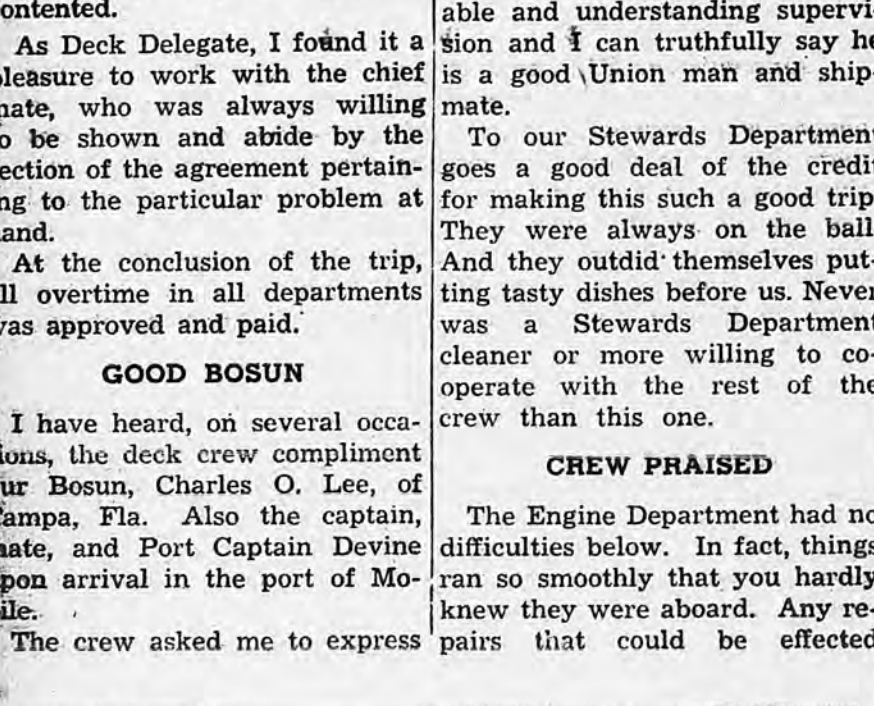
He said further that this was his first trip in many years as master that he could, upon termination of the voyage, turn in his log book to the shipping commissioner, without a single log or even a reprimand of any crewmember aboard.

Incidentally, all but a few of the crew are still aboard at the start of this, our second voyage, and should a job appear on the board, Brothers, grab it and stake yourselves out a claim to a homestead. It's a damn good ship—or should I say yacht?

William J. Hope
Deck Delegate



Considerable credit for making the Alcoa Pegasus' journey an outstanding one goes to these men of the Stewards Department. In front row are (left to right): F. E. Sturkey, Steward; J. T. Spivey, Ch. Cook; T. Angelos, Night Cook and Baker; J. Carrol, 2nd Cook. Rear row (left to right): D. Chafin, Messman; H. Gilmore, Messman; W. Walker, Messman; P. R. Peoples, G. Utility; L. M. Melvin, Messman; F. Jones, Utility, and E. Green, Utility.



These are the Union-wise members of the Pegasus Deck Department. In top row are (left to right): Brothers Oberlin, Rayford, Morgan, Addison and Stokes. From left to right in bottom row are: Brothers Ward, Lee, Morris, Reeves, and Ash. Bill Hope, Deck Delegate, was on the wheel when photo was taken.

Lensmen Wanted!

Aboard practically every SIU ship there's a Seafarer with a camera. They take some pretty good pictures, too. The photos—and stories—ought to be sent to the LOG for publication. How about it, brothers. And send along identification — names make news, you know. We'll return pictures, if you wish.

The addess is SEAFARERS LOG, 51 Beaver St., New York 4, N. Y.

Maybe you can do it right now, eh?

IN FRIENDLY CONTEST

Seafarer Roscoe Heath (left) waits his turn while shipmate Willie York heaves a quoit on deck of the SS San Angelo during recent trip in Persian Gulf. No score was submitted with photo but from recreational standpoint, at least both lads apparently were satisfied.

Oldster Bids New Members Guard Hard-Won SIU Gains

To the Editor:

Only a few years ago the seamen won their emancipation from shipping crimps and shipping board officers; the unions arose as the answer to the problems of seamen. They have proved themselves the most valuable possession of every man who sails the seas.

Oldtimers who took part in the struggles for a modern shipping system know this from practical experience. New members who have come into the industry since the rise of the SIU are fortunate. They found the Union built and at their service; conditions and wage scales established. They escaped the hardships of the formative years.

But these conditions must be held and the job must rest squarely upon the shoulders of the newcomers; oldtimers can't last forever.

Contracts must be improved as time goes on. Conditions must not slip back to the standards of pre-Union days. All those who weaken the union in any way are unknowingly helping to tear down conditions and are paving the way for the return of the open shop and crimp shipping.

Performers aboard ship are doing their part to the same end. Non-payment of dues weakens the union's power. Even non-attendance at union meetings and lack of interest in the issues facing the industry, as voiced through the Union, has the effect of breaking down the unity and fighting strength of the Union.

Unionism means vigilance and responsibility along with the ability to cope with situations as they arise. The men at sea depend upon their officials ashore to keep their union on a straight course and a true American pattern.

In a sense, the setting up of the union and wringing contracts by direct action from John Shipowner was the easiest part. The job today calls for labor statesmanship and a high degree of tact. The SIU has grown up, and it is with pleasure that I note the fact that it is handled in an increasingly efficient manner without losing sight of the fact that it was founded to achieve decent standards in the industry. The members have every reason to be proud of the SIU.

Bert Smith

THE BEEF BOX

BROTHER REQUESTS FULL DETAILS ON HOW TO RETIRE BOOK

To the Editor:

What is the SIU procedure for retiring a full book? Please give the complete details as to dues payments and assessments.

L. B. Maready

ANSWER: To retire a book dues must be paid up through the current month as well as all back assessments and fines, if any. A man also must be strike-clear for the 1946 General Strike and the 1947 Isthmian Strike. If these rules are met a retirement card will be issued, which is to be held by the brother until he decides to reactivate his book.

To reactivate a book retired less than six months, all back dues and assessments through the current month must be paid; for books retired more than six months, only the current month's dues and back assessments must be paid. Retirement can be handled in person at any SIU Hall or through the mail to Records Department, 6th Floor, SIU Headquarters, 51 Beaver Street, New York 4, N. Y.

Sound-Wired Electrician Sparks Big Power Drive

To the Editor:

In regards to the last several issues of the LOG, I am writing this letter on behalf of several Electricians, one being myself. Several of the brothers ask for a few paltry conditions, which I believe we most decidedly deserve.

When on the beach I propose that Electricians get a better break from the Union Hall. By that I mean that we shall have our own entrance to the Hall and that uniformed attendants be there to greet us. Too, we should have our own shipping hall, and to eliminate congestion, I suggest that the Secretary-Treasurer move into the basement or out on the roof.

We should be provided with free cigarettes and beer. When dispatched to a job we should be furnished with a free cab to our homes and then to the ship. After all, we are big shots and should be treated as such. We also should have ten days in which to make up our minds as to whether we stay on the ship or not.

A sore spot at the meetings is that we don't recognize the Electricians enough, so I recommend that we have one minute of silence for Electricians on the and a vote of thanks for the gallant job we are doing.

KICK IN, BOYS

I also recommend that there shall be a $50 assessment (excluding Electricians, of course), so when we, the highest paid men of the unlicensed personnel, are on the beach, we can draw a stipend of $100 a week. This is necessary so we can live in the style to which we are accustomed.

The Electricians should be able to look over the new crewmembers coming aboard a ship to see if they are acceptable to him and if not, he shall have the power to send the rejected men back to the Hall.

Incidentally, I would like right now to stop the rumor that the Chief Electricians have given the world 24 hours to get out.

Another sore spot is that the calling of nicknames shall be limited. Henceforth the Electricians shall be called Mister or Sir, definitely not "Sparks," "Juice," "Kilowatt," "Volts" or "Hot Amps."

Speaking of names, the Union should urge or strike if necessary, to name ships after electricity, electrical terms and Electricians. For instance, for the Seatrain Lines, we could call them the Seatrain Cutler-Hammer, Seatrain General Electric and Seatrain Westinghouse.

"STEEL SAD SACK"

Then the Isthmian Steel ships will become the SS Chief Electrician Jones, The SS Chief Electrician Smith, etc., until we name all the Chief Electricians. Then Bull Line can keep their ships named after girls, but they will become SS Chief Electrician Jones' Girl Friend Margie, and so on. We'll give and take a little on Bull Line ships.

I believe all Chief Electricians' books shall be engraved in solid gold, but, of course, the paying of dues by Electricians is useless—there are so few of us.

The new contract shall read: "The Chief Engineer shall be responsible to the Electrican, Wipers shall wash their clothing, and the Captain will be allowed to sit next to the Electrician in the saloon.

"By written request from the Purser, signed by five officers, crewmembers may visit the Electrician in his room. All ships will carry five Assistant Electricians so as to eliminate any physical exertion by the Chief."

Of course, we will see to it that our assistants work from bell to bell and never collect overtime as that would put the company out of business. I believe the electricians should have several rooms on the ship so as to eliminate further congestion. Naturally, we will switch with the Captain. Room service too should be provided—after all, look who we are.

The Electricians should eat in the saloon and if they eat elsewhere they should be brought up on charges as bad Union men. Radios should be furnished by the Union to all Electricians for their personal use.

SALUTE, PLEASE

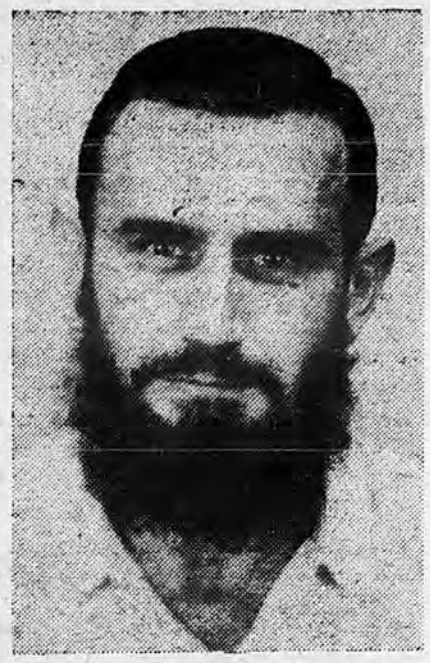
To keep the Electricians in line they should be fined for not wearing their uniforms. Confidentially, I always wear one—seven stripes too—and if you go on 42nd Street, you can get all the medals you want for a few bucks, look real nice.

By the way, Editor, how about doing us a favor and change the flag of the LOG to the "Electricians Journal," instead of the old SEAFARERS LOG?

"Alec Trission"
(Name withheld by request)

(Ed. Note: The pseudonym "Alec Trission" is that of a well-known Seafarer, who is a member in good standing of the SIU and has sailed as Chief Electrician for many years. He says his letter was inspired by the attitude of the membership to what he calls some of the "ridiculous" requests made by Electricians in the past.

Full Blown



Some time or another most guys take a crack at cultivating their stubble just to see how they look—and Bill Todd (above) was no exception. Now that he knows it could be done, Bill no longer gardens in that area of dense vegetation. If you want to see how Bill looks deforested, turn to the feature "Here's What I Think."

Kumke Shifts To Baltimore For Repairs

To the Editor:

Just a few lines from a SIU brother flat on his back. I've been here in the Savannah Marine Hospital for two weeks but I haven't had a chance to write until now.

Hats off to the United Financial Employes for the fight they put up to get what is rightfully theirs. They deserve praise and congratulations for their stand.

GOOD NEWS

I was glad to read in the LOG that all four amendments were okayed by the Brothers.

I am being transferred to Baltimore sometime next week to have the sawbones pick around inside my head.

I would welcome any of my buddies that hit the shore in Baltimore. Be seeing you again soon, I hope.

William Kumke

(Ed. Note: All hands join in wishing Brother Kumke a speedy return to shipping. Meanwhile, those of his friends who are in Baltimore might pay him a visit in the Baltimore Marine Hospital.)

Midway Hills Crew Insists All Hands Work Together

To the Editor:

This is an account of a meeting held in the four--to-eight foc'sle of the Midway Hills on March 28.

On that date, between the meal hours of 7:30 and 8:30 A. M. a crewmember returned by messboy a plate of scrambled eggs to the galley with the instructions, "that these eggs are unfit for human consumption" and that he would like to have others in place of them.

The Second Cook and Baker, a permitman, on duty at the time, declared that he'd be damned if he "would fry any more eggs for the crewmember." The Deck Delegate who was sitting at the table at the time, went into the galley and instructed the cook that it was his duty to fry some eggs that could be eaten.

LIVELY DEBATE

The Cook replied that he was not there to cater to any individual. In the heat of the debate that ensued, the Deck Delegate told this Second Cook that if he refused to do his work cooperatively he was poor Union material and that it was unlikely he would sail if he persisted in that attitude.

To which the Second Cook replied: "That's okay with me if I never sail again."

In this meeting in the foc'sle, which was comprised of all book members, it was pointed out that they were not to deal with personalties but rather to find out if this man was good Union material and he was soon due for a probationary book.

At no time had we found anything wrong with his cooking or baking. He did, however, have several outbursts of temperament, which on one occasion had netted a severe reprimand from the master of the vessel.

CAN'T HURT UNION

This permitman was then instructed that refusal to work was not considered the cooperative spirit and that such an attitude was a detriment to the Union. He was also told that Union members would not tolerate bickerings inside so as to upset all the good done on ships for other members.

He was also given to understand that since he was a trip-card man that a continued aggressive attitude would necessitate the pulling of his card. He was then asked by a spokesman for the crew:

"Will you continue to do your work and cooperate with us fully as a Union member should?"

He stood silently at such length that he had to be coaxed into an answer, finally saying that he wanted to be taken out of the galley and would do any other kind of work the Steward had for him. He was told this could not be done while at sea.

Again he was asked if he would do his work without further trouble. He insisted that he wanted a Patrolman's decision before committing himself.

L. C. Knowles, Chairman
Frank W. Ardnt, Sec.

Got A Story? Send It In!

The minutes of a meeting held aboard an SIU ship recently contained a request which we would like to see granted. However, we must rely upon the membership's response to do so.

The crew, under Good and Welfare, suggested that the SEAFARERS LOG devote two pages in the LOG to cheerful news, praise of men and crews and interesting experiences instead of moans, groans and beefs.

Well, we still want to hear from Seafarers who have beefs—they serve a good purpose—

but as the crew mentioned cheerful news is just as interesting and we'd like to print more of it.

That's where you come in.

Something unusual is always happening to seamen and crews wherever they drop the anchor. That incident ashore in the last port gave the whole gang a laugh. It'll probably meter a guffaw or two in the LOG.

In the words of the big advertising outfits: Don't hide your light under a basket.

Just give us the details, pictures, too, if possible ,and we'll do the rest. The address is: SEAFARERS LOG, 51 Beaver St., New York 4, N. Y.

Log-A-Rhythms

A SHIP TO SAIL

By Cy Magnan
SS GEORGE CHAFFEY
TRIESTE, ITALY

"Just an old beat-up Liberty."
—You've heard that phrase before—
Slowly steams across the sea
To distant ports of an alien shore.

Rust, scale, corrosion, war scars—
A proper port list well-intentioned,
Manned by seamen, good tars
And first-trippers (they may be mentioned).

The soothing throb of the "up and down."
That only a sailor man understands,
A piston slap will bring a frown—
Not just to the Chief, but to all hands.

A Liberty ship is a famous one,
She played her part in the war,
Her cargoes moved from sun to sun,
Peacetime finds her job not o'er.

Sure the Victorys, Tankers and the C's
Accomplished work to be acclaimed,
But did you know that on the seas,
Most all we saw were Libertys.

They turned them out in record time,
We needed them in 'forty-three,
From artic zone to tropic clime,
Before the sureness of Victory.

I've done my best in poetic story,
Written on a far-off shore,
The Liberty ship won't hog the glory,
Too many rest on the ocean floor.

'Right To Work' Backer Phony, Member Shows

To the Editor:

Lately I've been following a little matter in the newspapers, which I believe will interest all brothers. In case you've been out to sea and away from the newspapers, here is what has been going on.

You Seafarers who have been worrying about someone to go to bat for Labor can let your furrowed brow relax. The man has finally come along. This "champion of the working stiff" is putting up a valiant battle to guarantee you the "right to work."

He's busy at work buttonholing congressmen daily, pleading with them to guarantee Joe Worker the right to work. Who

is he? Why none other than that fabricator of cowboy and injun movies, Cecil B. DeMille.

All joking aside, this character has a mania against unions and has decided that a neat method of putting the knife to organized labor is to pass a law guaranteeing the "right to work."

It sounds fine, but he doesn't mean that every man is to be provided with a job when work gets scarce. No, he's not in favor of that. Somebody asked him what happened to workers when their employer decided to move his plant to another part of the country. What then happens to their right to work? To the movie mogul, this had nothing to do with the right to work.

FOR FINKS ONLY

Who then does he want to be guaranteed the right to work? Ah, that's the joker. He merely wants the right to work guaranteed to finks and scabs when a plant—or ship for that matter—is being struck.

He sees a chance for legalized strike-breaking by urging a federal law allowing scabs the right to work at other men's jobs while they are out pounding the bricks. To hell with the striker, let him starve. To hell with the worker when times are hard and no work is available. Just see that that scab is given the right to go through the picketlines to take another man's job. That's all he asks.

Just in case you're curious why he's knocking himself out in this job, it goes back to the time several years ago that the radio artists union levied a $1 assessment, which he refused to pay.

The Union had him tossed off the air until he paid up like the rest of the membership. DeMille took his case to court and all down the line the courts told him to hit the road. Only last week the Supreme Court threw his suit out of court.

Now his tactics are that if his case is against the law, let's have a new law. He knew right where to go to see about it too. Congressman Hartley, always a friend to union-busters in need, picked him out of the gutter and put him on display before his committee in congress.

LOVE THAT MAN

There he has been going into his song and dance to the joy of Hartley and Company. All our millionaire friend wants now is that the union shop be outlawed and action taken against union pickets who in any way prevent a scab from entering a struck plant.

Sorry to disappoint you guys by the statement that a friend of the working stiff had come along, I really meant that he is a friend of the scab working stiff.

DeMille isn't concerned with the fact that strikes are called only after the majority of the union members agree in secret ballot. He doesn't care if these people leave their jobs to better their lives and the lives of their wives and kids. He wants to protect that slimy minority eager to make a fast buck at the expense of others.

We call them finks, but DeMille wants to glorify them as exercising their guaranteed "right to work."

It's a funny thing, but I have not heard of any working stiffs rallying to his cause. Maybe we are just lazy and don't want the right to work.

Bill Carrington

News Of Old Shipmates, Ships Please Brother

To the Editor:

I am writing in request of the LOG. I am a member in good standing with the Union. I have retired my book but I am still interested in what is going on in maritime and the Union.

I like the LOG very much as it often mentions an old member whom I know and ships that I have been on. Would you please send the paper to my home?

L. G. Tidwell
Oak Grove, La.

(Ed. Note: You bet we will.)

1947 Bound Logs On Hand

Bound volumes of the SEAFARERS LOG for the six-months from July through December 1947 have just arrived from the binders. Members may purchase them—as long as they last at the cost price, which is $2.50 per copy.

Also available are some copies of previous bound editions at the same price. Bindings on all volumes are of sturdy buckram with dates lettered in gold.

All Seafarers who wish to set up a permanent file with a minimum of effort should act promptly. The bound volumes may be purchased at the Headquarters baggage room, 4th floor, 51 Beaver Street, New York City.

HARDWORKING BUNCH ON ISTHMIAN'S MARINE ARROW

While the Marine Arrow was in Shanghai recently, Seafarer Raymondo Sparks coaxed the deck gang away from their tasks for these pictures. At left, the boys are: Franco, Johnnie, Frank, Joe (2nd Mate) and Bosun "Fingers."

More of the deck gang below. Left to right: Bill, Pasquales, Johnnie, Buzz and Art.

Needs Olive Oil To Get In Bunk, Asks More Space

To the Editor:

In meeting with the Waterman Steamship Company on our next agreement why not try to get the Bosun and the Deck Engineer placed in foc'sles of their own.

Here is supposed to be a modern C-2, Waterman version, the SS Azalea City, with two men in one foc'sle. There is 30 inches, of living space between the bunks and the lockers.

HAS LOWER

The writer, who is Deck Engineer, has the lower bunk. My rear end hits the lockers when I'm getting out of bed. You can imagine the Bosun making a contortionist out of himself trying to get out of the upper bunk.

Now here's the point. The ship's hospital is aft. It should be midships where a sick man could be properly attended to. Why don't we have Waterman move the hospital midships on these vessels where a very large room is now utilized as a linen locker.

Then they could move the three day men back where the hospital is now, and move the Bosun into the daymen's foc'sle.

NEED OILING

They could also foc'sle one of the passenger quarters for they are nearly always empty. I say, to hell with passengers anyway. Let's allow the members of the SIU to live in comfortable quarters not sardine cans—unless Waterman will furnish olive oil to help squeeze us into our bunks.

Incidentally, on this ship there is a large foc'sle marked "Cadets." This space would make a fine hospital where the Old Man could be in attendance to a sick man at all times. This means that if the company could be persuaded to do it, the present linen locker could be made into a foc'sle for cooks.

At present, the cooks have a very hot place. It's right over the boilers, and is an inside foc'sle at that with only an after port for ventilation. I don't mean it's warm, I mean it's hot.

We are on our way to Manila and Shanghai now and should hit the States the first part of August. This crew just voted to hang Taft-Hartley by the you-know-what.

Lucien R. Elie

Good Feeding Ship A Happy One, Steward Says And Proves Point

To the Editor:

Enclosed you will find minutes of a meeting held aboard the SS Charles Warfield, Alcoa, and also a copy of our menu for Easter Sunday dinner.

We are in Bordeaux and are having a very pleasant trip. We will arrive back in Mobile about May 15.

I am still following my old motto: there is nothing too good for my boys. Give them anything they want to eat, I say, for a good feeding ship is a happy ship.

Check the LOG of July 18, 1947, for the write-up of my department when I was on the SS Mandan Victory.

Tell all the Stewards Department Patrolmen hello for me. They will remember me.

With all good wishes ,

A. W. Gowder
Chief Steward

(Ed. Note: Our mouth waters as we read Brother Gowder's Easter menu. It has just about everything, starting with soup and ending with nuts. In between, we find roast ribs of beef, baked Virginia ham with plenty of vegetables, fruit and salad to accompany them. Moreover, our mouth keeps right on watering when we check back to the LOG of July 18 last year. For that issue Brother Gowder gave us an account of the Fourth of July eating on the Mandan Victory that makes us wish holidays came every day.)

Up From The Depths

Believe it or not, this smiling Seafarer has just finished cleaning distilled water tanks aboard a Cities Service tanker. No name was given but who would recognize him anyway. Wonder how he would look if he went into a real dirty tank.

When the Cities Service Fleet comes under the SIU banner the LOG will give due credit to the SIU members sailing these ships, doing a job for the Union.

POST-PAYOFF ACTIVITY

Joy appears unrestrained for these crewmembers of the SS Frank Norris, shown here celebrating in a Mobile bistro after a trying payoff. Everything was squared away, however, by SIU representatives in that port, after a two-day tussle.

Identification accompanying photo was not given in order, but here are the names of those pictured: J. B. Schutte, Deck Eng.; J. S. Guerra, AB; P. J. Potuo, AB; Jimmey Fulgham (in checkered dress, we think); Harry Byrd, Oiler; F. Cabaruluas, Ch. Cook; Red Smith, a local cabbie; Sylvestre Cardona, OS; W. E. McGhee, in whose tavern photo was taken; Paul Winterly; Ricardo Fuentes; S. Newman, 3rd Cook; T. Querke; Frank Vitale; Ernesto Ruiz, Pantry Utility, and Harold Spicer.

Phonys Using Officials' Names To Evade Rules Rate Dressing Down, Member Says

To the Editor:

I've just been wondering how many of the members have run into some of these blowhards on board ship, who are always trying to impress the rest of us by saying they know this official or that official. From what I have been able to see, these hot air broadcasts are generally the tip off to some phony stunt, because you'll usually find that shortly after these introductions they'll borrow a bunch of dough, then jump ship without paying it back. Or they'll pull another deal just as phony.

I don't want any of the fellows to think this is a blast against our officials. After all they're entirely innocent of the whole thing and it's not their fault that guys go around trying to impress shipmates by using union officials' names. We've got a damn good bunch of guys in office and it's a shame to hear some phoneys using their names in vain.

WATCH OUT!

The membership should be on its toes for this kind of stuff. If they do, they won't get stuck so easy. When these professional "Knowers" start hollering about how many officials they know, shipmates should point out to them that knowing SIU officials doesn't mean a damn thing. I think everybody will agree with me when I say that the rules are made for everybody to live by—officials as well as members.

I'm blowing off on this matter because things like this not only put some of our officials in a bad light—which is not good for the Union as a whole—but it has also caused many of them to get sore as hell. And I guess I would, too.

Maybe I'm taking up a lot of space but while I'm at it I would like to give an example of what I mean.

Sometime ago I happened to be on a trial committee in the Port of New York, a job I take seriously. A guy was brought up on charges for being a gashound and sluffing off his work on his shipmates.

When he was reprimanded by the crew, he said, "Aw, I know a piecard." And then he mentioned one of the New York officials by name. Later on, during the trial this same official happened to walk into the committee room.

ON HIS TOES

The chairman of the trial committee was a pretty sharp guy, and he turned to the guy on charges and asked him. "Do you know this fellow here," and he pointed to the union official.

The guy on charges looked at him, then said:

"No, I don't think so. I never saw him around."

I guess you can imagine what happened when the chairman of the committee broke the bad news to this character that the guy he was bragging about knowing personally and whose name he used so he could break shipboard rules was the guy he just said he didn't know.

But you don't have to guess what happened to this phony when the committee gave a decision.

This incident has a moral. For my dough, regardless of who a guy knows, he is an SIU man and he must conduct himself as such at all times. Nobody gets an special treatment. This is a Union, not a social club and if a guy knows everybody in an official job from the Secretary-Treasurer to the Janitor, it doesn't mean a damn thing to the rest of the members. If he fouls up, he'll have to pay the penalty according to the rules we all set up and abide by.

That's the way I look at it.

R. Wright

(Ed. Note: Brother Wright—or any member like him, who is trying to strengthen our Union — is not "taking up space." We think he is doing his brothers a good turn and benefitting the Union by bringing these matters to the attention of all hands so they may be on the alert and profit by his experience. We'd like more brothers to air their views on this and other subjects of benefit to the membership.)

Carter Crew Lauds Mobile Representation

To the Editor:

On behalf of the entire crew of the SS William Carter, of the Bernstein Shipping Company, I want to express our thanks to the Agent and other officials of the Mobile branch for the cooperation they gave us when we paid off recently in that port.

While we were waiting for the ship to be paid off, the company was unable to furnish a draw, as they had to get the money down from the main office.

We, therefore, contacted Cal Tanner, the Agent in the Port of Mobile, and he made arrangements to advance us enough money out of his own pocket to tide us over until the payoff.

SIU STYLE

At the payoff the Patrolmen did everything they could to represent the men in a first-class manner. Despite the difficulty of doing business with a paymaster who did not have the authority to settle beefs our representatives did a bang-up job in paying off this ship.

We would appreciate having you publish this at the very first opportunity, as the men on the Carter want the membership to know we received first-class cooperation from the Mobile branch.

Oliver H. Headley
SS William Carter

SIU Growth Stirs Oldtimer; Sees Survival Fight Ahead

To the Editor:

I am one of the original members of the Seafarers and I sailed for a period during the war. But then I was among those unfortunate guys who happened to be tossed into the army. As a result of injuries I received while in army service, I can no longer go to sea. So I am working ashore and have been doing so for the past four years.

I get the SEAFARERS LOG regularly since I am still very much interested in my Union and former shipmates. Reading the paper over the past four years—and the last couple of years, especially—I have noticed several things I think are worthy of combat.

First of all, and the most amazing, I think, is the way the Union has grown. I well remember when the SIU was a very small outfit, inexperienced and was looked upon with scorn by the so-called large unions. But that's past history.

Now, all over the country, people have become familiar with the SIU, know what it is and what it stands for. Even out here in the mid-West where I am (Wisconsin), you only have to mention the name of the SIU and every trade-unionist knows what you're talking about.

Even though I belong to the CIO now—and that's because the plant where I'm working is CIO—and I believe in being a Union man — the guys working with men have the highest regard for the SIU record.

Yes, it's a wonderful thing that the Union has amassed the strength it now has and that it has within its reach the resources so important to its success. It is indeed, fortunate, at this time, especially.

You can see the pattern being established all over the nation as being strongly anti-union. And attempts are already under way to smash the unions, from using the National Guard to the Coast Guard. No doubt but what the bosses will take on the Unions in the maritime industry last of all because they know when seamen fight, they generally fight hard, regardless of the union they may belong to.

It is with extreme regret that I realize I shall not be able to participate in the struggles which all seamen's unions will probably be engaged in within the next 12 months.

Nevertheless, I shall be watching the battle closely and rooting hard for my Union—with great confidence, too For I know the manner in which the SIU has fought other battles, big and small I know the Seafarers will be the victors in the one ahead. They must be; it will be the biggest battle of them all — the Battle of Survival.

Dan Folks

Branch Minutes, Job Data Called Bang-Up Feature

To the Editor:

Having a few moments to spare I thought I'd drop a line to the LOG to say something about one of the things that has been appearing in the paper lately. I'm referring to the page which has been running a round-up of the SIU branch meetings in all ports, and the breakdown of the men registered and shipped in each port.

This is darned good information for the membership to have. Now we can all see at a glance how shipping is in the different ports. We can also keep up with the proceedings of the port meetings. So if a guy is out at sea he knows what's going on in the Union ashore.

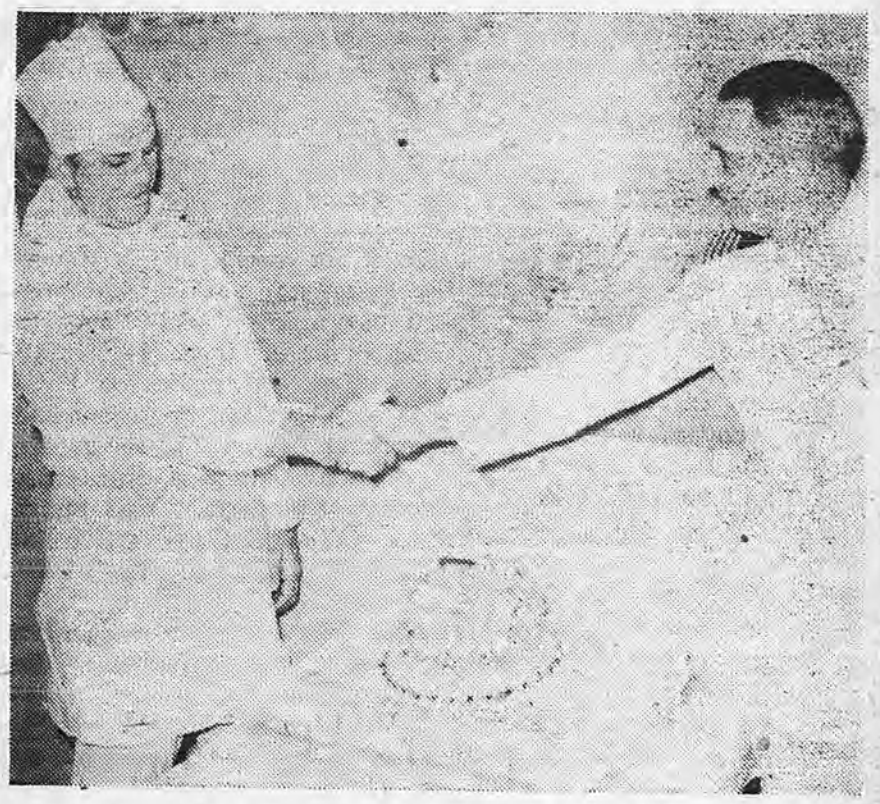
KEEP IT UP!

I'm strongly in favor of continuing this stuff because I think it's one of the most interesting features we ever ran in the LOG. If I'm right—and I think I am—we're the only union anywhere that gives such a detailed account of shipping information and port happenings.

It's just one more sign of the way the Seafarers membership is kept informed.

Jim Rhymer

CONGRATS FOR A GOOD JOB



Seafarer Phil Reis, Chief Baker on the SS Del Mar, looks at artistic bit of baking he and the other bakers produced for passengers' farewell celebration as he accepts congratulations from skipper. The Del Mar, one of Mississippi's top flight cruise ships is manned by competent Seafarers crew and skipper took time out to tell Phil exactly that. Photo submitted by Frank Borkowski, Del Mar's Second Baker.

Commodore's Lady Takes Over

Jock the Captain, big and burly, had sailed the seven seas for 20 years, driving ships and men. In 1910, when seven of us, able seamen all, had shipped on his old hooker, Westgate, we did not know that he had just sent seven men of his crew to jail.

One day, off the Horn, while running before the westerly gale, a big sea had smashed through the galley door. Jock rushed in the galley through a lot of steam. 'You've spoiled my flour in the bin!" he cried.

The cook, a placid Australian, smiled and said: "No, sir. The sea has washed the galley clean. You'..ve lost, sir, a few roaches."

Jock shook his fist. "You goddam kangaroo, I'll use the belaying pin on you!" he threatened and swore, "I'll log you a month's pay!"

Jock was down on cooks, ever since that day in Frisco, seven years ago, aboard his ship, when he had suddenly taken ill, after he had eaten the steak on grill.

He had never trusted any cooks since then. So Maggie, his wife whom he had begged to come in a hurry from Melbourne, did all the cooking for him on the coal stove he had installed in the cabin.

Jock did not mind the smell of grease and smoke in his cabin as he sat at the table under a cloud of blue smoke, while Maggie was frying his rancid

bacon. He would be smoking his meerschaum pipe like a chimney and spitting like an old gypsy living in a tent.

We don't know how Maggie felt about Jock's manners; she kept very much to herself. They were a sloppy couple, childless and mean, especially Jock. Money—they had plenty: On business ashore, Jock hardly ever bought a newspaper.

BAD BEEF

The old hooker, stripped to lo'er tops'ls and fores'l, drove rushing to the Eastward before a freshening gale; the seas followed rising astern, and the wake foamed free. In the first dog watch on Sunday, south of the Horn, we, the fo'c'sle hands, had trooped aft to see old Jock.

"The salt horse for supper is rotten, Captain!" spoke up Scotty, an elderly seaman. "Here, smell it, sir!" he said, holding up a chunk of the horse, called beef.

Jock, pug-nosed and surly, snarled like a dog. There was a pause. Then he suddenly roared: "I give you what I damn well choose!"

"Do you mean to say, sir," the seaman asked grimly, "that this here beef is all right?"

"Get to hell forrad or I'll brain you with a belaying pin!" Jock said with violence. "I'm the master of this ship!" he shouted. "I'm the commodore captain in the company!"

Suddenly the cabin door swung open wide, and out stepped Mag-

gie! She wore an old dress with a greasy apron.

"John, go on the poop!" she said in a voice, sharp and firm.

There was a moment of surprised stillness. Maggie turned upon Scotty, the spokesman.

"All right, men," she said, still firm, "I'll give you some bully beef from cabin stores."

"Thank you, Madam!" Scotty replied, touching his cap.

In a moment Maggie was gone; she had stepped into the passage way. "Bob, come here!" we heard her calling the cabin boy, giving the order.

Old Jock opened his mouth, ready to swear. No words came; mouth remained open. He turned away his face, and climbed with heavy feet the poop ladder to windward.

Midnight came. It blew a storm, a wild night. Something had to be done. The ship, under the press of canvas, could no longer run. She shook, shivered, shipped seas, steered wild.

Sail had to be shortened. Men crawled aloft and spent hours on the swinging footropes, battling with the stiff, ballooning sail beating in the face.

They furled the sails at last and, unseen in the night, crawled down a tired lot, to listen again to the howling wind.

Dawn came. It found us hove to under goose winged lo'er tops'l and storm stays'l, the ship listing over, laboring in the trough of the sea and with lee deadeyes awash. Jock stood planted on the poop near the wheel and bawled at the helmsman as if seized by an unholy spell:

"Damn your eyes! To hell with the compass! Watch her head! Don't let her fall off and drown all hands!"

It was an awful moment. The men, weather beaten and in Cape Horn rig, stood under the break of the poop, hanging on to lifelines and looking aloft, from under their sou' westers, as if spellbound by the mournful melody of the wind rushing through the shrouds.

Meantime, Maggie dressed in black sat in the chartroom, watching the barometer or, getting up, looked through the porthole, watching the weather, the ship, the sea.

She was pale, serious, attentive. She had weathered many a gale since the day when, having sold her bar, "Ship Ahoy!", she had married Jock.

At noon, after a squall had passed over with a piercing shriek, Maggie made her appearance on the poop and, giving a glance to windward aloft, motioned to Jock with her hand.

Jock saw the sign and bowed low. Maggie turned her back and went below. She was the Captain, so it seemed to all aboard; and, evidently, she became the Captain on her wedding day, when Jock became her Mate.

Indeed, Maggie had hardly gone when Jock, eager to carry out her wish, passed the order to all hands: "Shake out the goose wing! Then set fore and mizzen lo'er tops'ls!"

Once again the men had to go aloft. They went struggling up the rigging, flattened against the ratlines and, with their arms spread out, holding on grimly to the shrouds.

They worked out on footropes and, swinging dizzily aloft, loosened the sails, then held on against the violent shocks of beating canvas—while other men on deck, with water washing up to their waists, pulled down on the sheets to the wailing "heyway, long an'strong!" cry from the forehand standing on the five-rail.

A sea boarded and sent the men sprawling in scuppers. The men struggled to their feet and, spluttering and blowing like porpoises, finally hauled home the clews. The sails were set.

Lo and behold! The ship Westgate, thanks to Maggie's seamanship, made a better weather of it and held her head. Nay, the ship began to gather way; she rose on a wave, cleared her flooded lee side and sailed onward, free. All hands heaved a sigh of relief.

In the evening, after the second dog watch, when the fo'c'sle hands — tired, bruised but un-

bowed—went below to snatch a wink of sleep, they shouted praise: "Maggie is a good sailor!"

Soon after, a sleepy voice exclaimed from a berth: "If it hadn't been for Maggie ordering Jock about, we would still be on deck, standin' by and hangin' on to the lifelines!"

Then a voice drawled, going off in a doze: "It takes Maggie to tame 'hell raising Jock'..."

"To run the Commodore, you mean!" someone interjected.

There was laughter, assenting, and quiet.

Capt. R. J. Peterson,
MM&P Local 88

I wonder if the membership has been watching the struggles various AFL and CIO unions throughout the nation are now engaged in to defend their organizations and hiring halls.

The current wave of attacks on the fundamental rights of trade unions is the beginning of the employers' use of the Taft-Hartley law to break down all our hard-won gains, notably the hiring hall.

They are trying desperately for a return to the "good old days." And some shipowners would like nothing better.

As someone so aptly put it, "Let's look at the record" of the good old days. The oldtimers remember them well, and the youngsters have heard or read of them. But all hands could probably stand a refresher. So here goes:

PORTLAND

In those days, the story was the same, no matter what port you were in. Take Portland, Oregon, for instance. It was always "Portland ships for Portland boys" and, brother, you had one sweet time trying to squeeze on a States Line ship, unless you lived in the town. This outfit, incidentally, used a swastika for a house flag symbol up until the last war.

No doubt there are men in the Seafarers who remember the Pacific steamship owners' shipping hall in Frisco, where you had to go to register for a job on one of their wagons.

This was the ill-famed but well-named, "Fink Hall." There they had a blacklist that was a honey, and which had few equals anywhere.

If you were looking for a ship down in the Gulf area in those days, you'd cool your heels for several months before you got a chance to ship out of the famous "shipping board fink halls."

Meanwhile, you'd watch cowboys with high-heeled boots ship out. And I'm not kidding when I tell you that many of them carried their saddles with them when they went aboard.

Swinging over to New Orleans, you ran into the famed "slave market." If you were a seamen and wanted a job, you reported to the old "Marker" everyday. When this character thought you were lean and hungry he would ship you, providing, of course, you were a nice boy.

Conditions were not much different in the Port of Mobile in those days. To the younger Seafarers among us who have only shipped from the Union hiring hall under the rotary system, some of the goings-on of the pre-Union years may seem fantastic. But they have only to ask any oldtimer to bear out what I am saying here.

When a job came in down in Mobile, the local shipping crimp would look over the crowd, while he sang out: "Any Mobilians in the house "

If none was present, he would then cry: "Any Alabamans in the house?" If he still got no answer, he'd say, "All right, now we'll take the furriners."

Perhaps the worst spot of all was New York. In that port you generally shaped up outside the docks in all kinds of weather. You just hoped and prayed that

the crimp would pick you out. The various companies operating out of New York had their own hiring procedures.

SHAPE-UP

At United States Lines, for instance, you would stand outside the offices and after having "shaped up" for a few ships wearing your dungarees and a dirty shirt there was a good chance of making a job.

Another possibility existed. You could meet the Engineer or the Mate in a gin mill and buy him a few drinks. They would then speak to the crimp and have you shipped.

To get a job on the United Fruit, Porto Rico and Ward lines you had to pay a certain boarding-house keeper for room and board whether you stayed there or not. If you didn't pay, you didn't ship out.

Some of the companies had no crimps. If you wanted a job on one of their vessels, you went aboard and hung around the alleyways with your hat in one hand and your discharges in the other, waiting for the Mate or Engineer to look you over. If you passed muster, the job was yours.

TOPS ALL

There were even more fantastic, slave-like procedures to be followed in procuring a job in those days—like on the American France line, for example, which by the way probably takes the cake for outrageous abuses.

If you wanted a job on one of their ships, you made a trip as a workaway. Then you worked like hell on the way over and back, waiting for someone to quit or get fired so you could take his place on the payroll.

Sure, it's hard to believe those indignities could ever have been practiced on seamen, especially as we enjoy the Union Hiring Hall and rotary system of shipping. Nevertheless, they did exist.

And they are exactly the conditions the Taft-Hartley law backers hope to return to. That's what they are trying to accomplish to help the poor, downtrodden shipowners who are down to their last 20 billions of the dough made during the war.

But we see how the cards are being dealt and that's why we are building up our strike fund. We are increasing our insurance against the return of those "good old days," for we're determined they shall never again prevail in the maritime industry.

JAMES PURCELL

SIU Contracted Companies: Mar-Trade

To better acquaint the SIU membership with the ships they sail and the SIU contracted companies behind them, a series of short articles on these companies and their ships is being run in the LOG.

Some of the companies have long and interesting records in American maritime history—some of that history was made with SIU crews aboard the ships.

Much has been written about the fruits of the organizational drive conducted by the Union during the past years. Outstanding company to come into the ranks of the Seafarers was, of course, the Isthmian Steamship Corporation.

The gaining of Isthmian, and all the publicity attached, far overshadowed the many other companies added to the SIU rolls in recent months.

One of the less-heralded, but certainly not insignificant, companies to be signed up is the Mar-Trade Corporation, agents and operators for various smaller outfits.

While the corporation operates but six ships at present, its fleet is by no means complete. Plans are already in motion for the acquiring of three more ships, this number will be added to and eventually.

Mar-Trade is relatively new in American maritime. The corporation for many years has handled Greek and Panamanian vessels, but it was less than two years ago that it began the operation of ships for American corporations.

The SIU has held contracts with the company for only a few months, some of them signed only recently; but like the other companies under the SIU banner they are up to the standard of the regular agreements.

FINE RELATIONS

In spite of being in American operations but a short time, the relations between the Union and the company have been excellent in all matters concerning working conditions and wages.

Usually there are kinks and thorns encountered in first dealing with a company, but Mar-Trade has proved to be an exception. Due to the practical attitude taken by the operations manager, Captain Charles D. Wright, the SIU has had no reason to resort to direct action.

All matters of concern to the Union and the company have been thrashed out peacefully around the conference table. At no time has the Union been unable to sit down with the company and man to man settle all problems to the satisfaction of all.

Captain Wright, Mar-Trade's operations manager, has been cooperative and has at no time resorted to the hard-timing, though fruitless, practices which are stock in trade to some companies.

While the corporation is for the most part operated by Greek maritime men, Captain Wright is an American with long experience on the bridge and at the operations desk.

He first went to sea in 1930 and after a lay-off for a few years to attend school, he returned at the outbreak of the war. Torpedoed once, his ship, the City of Birmingham, went to the bottom in less than three minutes off the coast of Bermuda.

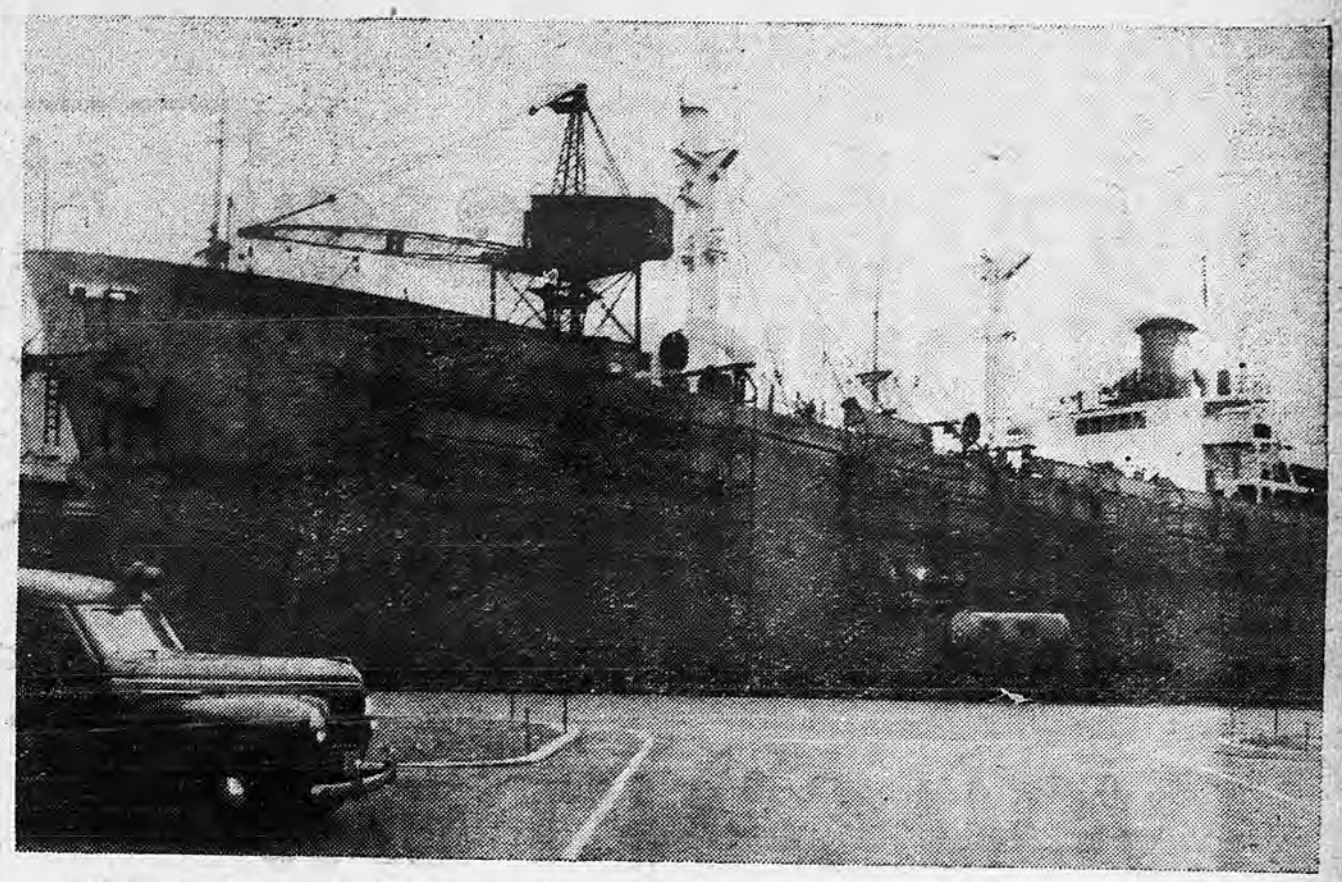
Unusual in the sinking was the exceedingly speedy evacuation of 325 passengers without the loss of a single life, a record unequalled in both wars.

Another feature of the make-up of the corporation is its director, Captain D. Dritsas. Himself a 30-year veteran of the seas, Captain Dritsas is in a position to better understand the relations of a company toward the men who sail the ships.

Always cooperative, at present he is undertaking to make the life aboard ship as pleasant as possible through fully equipped recreation rooms, adequate slopchests and the maintenance of genial relations between the crews and topside.

The corporation's six vessels are as varied as their runs. One is a dry cargo ship, one a T-2 tanker and four are Liberty tankers. All are engaged in world-wide tramp operations.

The dry-cargo vessel is the Sea Trader, the T-2 tanker is the Sweetwater and the Liberty tankers are the John Stagg, Sanford B. Dole, John H. Marion and Andrew Marschalk.



The Sanford B. Dole, Metro Petroleum Shipping Company, one of the liberty-tankers operated by Mar-Trade Corporation, as she appeared while being fitted out in the yard of the Maryland Drydock Company in Baltimore.

Mar-Trade vessels can be recognized by a black stack upon which is imposed a white square. In the square is a red circle having blue guide lines. The block letter is blue and varies according to the corporation vessel being operated by Mar-Trade. In this case the "M" stands for Metro Petroleum Shipping Company.

SIU HALLS

SIU, A&G District

BALTIMORE .....14 North Gay St.
William Rentz, Agent Calvert 4530

BOSTON .....276 State St.
Walter Siekmann, Agent Bowdoin 4455

GALVESTON .....308½—23rd St.
Keith Alsop, Agent Phone 2-8448

MOBILE .....1 South Lawrence St.
Cal Tanner, Agent Phone 2-1754

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NEW YORK.....51 Beaver St.
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Charles Starling, Agent Phone 3-1728

TAMPA.....1809-1811 N. Franklin St.
Claude Simmons, Agent Phone M-1323

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 58777

PORTLAND .....111 W. Burnside St.
Beacon 4336

RICHMOND, Calif.....257 5th St.
Phone 2599

SAN FRANCISCO.....59 Clay St.
Douglas 25475

SEATTLE .....86 Seneca St.
Main 0290

WILMINGTON.....440 Avalon Blvd.
Terminal 4-3131

Gt. Lakes District

BUFFALO.....10 Exchange St.
Cleveland 7391

CHICAGO, Ill. .....3261 East 92nd St.
Phone: Essex 2410

CLEVELAND.....2602 Carroll St.
Main 0147

DETROIT.....1038 Third St.
Cadillac 6857

DULUTH.....531 W. Michigan St.
Melrose 4110

TOLEDO.....615 Summit St.
Garfield 2112

MONEY DUE

The following men have coming from Smith-Johnson SS Co. They can collect at the company office, 60 Beaver St.

SS EDWARD G. JANEWAY

Carroll, Fred W., $5.65; Fiore, R., .25; Harris, Thomas, $7.12; Hitchcock, Martin J., .85; Johnson, Earl D., $6.36; Marcoux, Joseph P., $32.98; Melle, Erling, $16.86; Michaels, William J., $12.72; Quimby, Harold, $13.06; Reyes, Francisco M., $5.30; Sandstrom, T., $2.12; Schop, Lloyd G., .57; Szoblik, F., $6.36; Thompson, Roy, $2.55.

SS JAMES M. GILLIS

Braun, F. E., $2.33; Dominquez, Jose N., $13.31; Froom, Paul N., $12.30; Greer, Sam, $17.54; Gunn, Zeland T., $11.74; Gurganus, Jay M., $16.28; Kneiss, John E., $6.43; Lutz, Dennis L., $16.95; Rote, Henry J., $7.54; Stevens, Greer C., $14.92; Thomas, Cecil, .84; Watkins, Robert H., $3.31.

SS JOHN A. DONALD

Colecckl, Steve, .28; Henningsen, Agner, .91; Kaeliwai, George N., $14.12; Rochester, Gareth H., .91; Steward, Jack P., .28; Svalland, Gunnar K., $4.35; Templeton, Robert G., .91; Ucci, Peter A., $5.40; Vorke, Peter, $9.62; Zouvelos, Steve, $4.35.

SS JOHN GALLUP

Geiling, Richard V., $10.16; Gonzales, Paul, $1.97; Mikaljunas, J., $11.47; Stenmo, Otto J., $12.35; Veider, Karl A., $14.12.

SS THOMAS J. LYONS

Aboline, Alexander, $15.23; Bond, E. V., $31.33; Clifton, Douglas W., .88; Dominquez, Vincent M., $12.15; Ellsworth, Morse, $2.79; Fall, Robert E., $12.15; Graham, James J., $4.66; Hutchins, Herbert R., .70; Lowry, George W., .84; Paxson, Orville H., $5.83; Sierra, Bileran O., $5.47; Syrex, Philip, $11.81; Thlu, Goon Pay, $6.38; Thompson, Ivan D., $18.83; Vaughan, William P., $2.80.

PERSONALS

VERNON STREET

Get in touch with the records department, SIU Headquarters, 6th Floor, 51 Beaver Street, New York.

⚓ ⚓ ⚓

LEWIS D. MULLIS

Your mother is anxious to hear from you. Her address is Monroe, N. C., Route 6, Box 669-B.

⚓ ⚓ ⚓

JOSEPH BRIANT

Jerry Palmer left your seamen's papers in the New York Hall. You can get them at the baggage room.

⚓ ⚓ ⚓

CHARLES H. MONTGOMERY

Get in touch with your sister Mrs. Jos. P. Sticht, 726 4th St., West Elizabeth, Penn. as your daughter expects to be married in June.

C .E. MURPHY

Get in touch with Harold C. Banks, SUP, 105 Market St., San Francisco; Calif.

⚓ ⚓ ⚓

JOHN KRUSE

You are asked to write Mrs. James Sipes or Bob, who is ready to leave for Seattle and wishes to see you.

⚓ ⚓ ⚓

HAROLD NELSON

Your mother wishes to know your whereabouts. Important.

⚓ ⚓ ⚓

ROBERT MOTT

Get in touch with your mother.

⚓ ⚓ ⚓

C. E. MURPHY

Get in touch with Hal Banks, SIU Hall, 105 Market Street, San Francisco, Calif.

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.

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AB Maintenance	235.00	230.71
OS	185.00	183.39
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