

# SEAFARERS' LOG



Official Organ of the Seafarers International Union of North America

VOL. X

NEW YORK, N. Y., FRIDAY, MARCH 19, 1948

No. 12

## Six More Companies Sign New Wage Scales; Eastern Agrees To Passenger Ship Boosts

LEARNING THEIR Ps AND Qs—AND SIUs



Permitmen attending educational classes on the fifth deck of the New York Hall listen attentively to the instructor's words. Classes, now being held daily, are for the purpose of acquainting SIU newcomers with the savvy that made the Union a power on the American waterfront. The men are being taught how to handle themselves aboard ship and, to appreciate the present SIU benefits, they are learning of the early struggles that brought about the present SIU. The structure of the Union, its constitution and contracts, too, will be covered.

At the completion of the course those permitmen who have shown proficiency will be eligible to become volunteer organizers and as such will carry the SIU message into the unorganized fleets. The Union expects these classes to produce its future leadership. At the completion of the classes they will know the SIU, its history, its program and its aims thoroughly.

NEW YORK—Six more freight companies this week joined the list of outfits which last week agreed to pay increases ranging from 6.3 percent to 14.2 percent. The new signers are Waterman Steamship Company, Robin Line, Mississippi Steamship Company, Inc., Seatrade Corporation, Atwacoal Transportation Company, and Arnold H. Bernstein Steamship Corporation. In addition,

Eastern Steamship Lines agreed to pay boosts on its passenger ships, with the increases running from \$10.52 to \$34.48 per month. Overtime rates were also revised upward, in line with the agreement reached last week with A. H. Bull Steamship Company (Baltimore Insular Line), Alcoa Steamship Company, Inc., Smith and Johnson Steamship Corporation, South Atlantic Steamship Line, and Seatrains.

Representing the Union in the negotiations was the regular SIU Negotiating Committee: Paul Hall, J. P. Shuler, Robert Matthews, Lindsey Williams, Ray White, and Joe Algina. In addition, Earl Sheppard and Cal Tanner handled negotiations with Mississippi and Waterman in the Gulf area.

Following the approval of the wage rises at last week's regular meetings, the Negotiating Committee was instructed by the membership to bring the new scales to the attention of other

(Continued on Page 5)

### SIU Testifies Against CG Hearing Units

The Seafarers International Union informed a Congressional Committee last week that it is vigorously opposed to any legislation that would give the Coast Guard punitive powers over merchant seamen.

The SIU's position was heard in Washington by members of a sub-committee of the House Judiciary Committee, during an open hearing on proposed legislation that would empower the Coast Guard to appoint hearing officers and hold trials in misconduct cases.

As spokesman for the SIU, Assistant Secretary-Treasurer Joseph Volpian declared that there is already adequate disciplinary machinery in existing law enforcement agencies to handle any and all cases that might arise.

If the Coast Guard is granted the additional powers it is seeking in the bill now under consideration by the House—and already passed by the Senate—merchant seamen will face the problem of double jeopardy, the SIU charged.

#### PROGRAM WELL-HANDLED

In answer to the Coast Guard's contention that the authority sought was necessary for the safety of the merchant marine, the SIU carefully explained to the committee that the problem is being handled successfully by the three groups having jurisdiction over seamen.

These were listed as the vessels' skippers, the Union trial committee machinery, and the regular law enforcement agencies of the nation.

The Coast Guard also contends that it should pass on the competency of seamen. The Union's position is that the U. S.

(Continued on Page 5)

## Bureaucrats Still Up To Old Game

In what is being described to the public as an economy measure, some government quarters are still pushing hard for the transfer of several hundred American ships to foreign flags under the Marshall Plan.

Amazingly, it looks as though these Washington Santa Clauses might accomplish their purpose—unless all forces against this idea unite vociferously in opposing the idea.

By giving Europe all these vessels from our laid-up fleet, it is argued, they will be able to transport Marshall Plan goods themselves and save lots of money.

The government, of course, admits that the MP recipients will be able to transport the stuff much cheaper than if it was carried in American bottoms, but their vision ends right there.

The don't even hazard a peek over the horizon and see how the

transfer of these freighters will effect the American merchant marine after the Marshall Plan period is through.

It is estimated that it will cost about \$100,000 to ship an average cargo of relief supplies to Europe, the sum running less in the case of coal because little longshoremen work is needed.

For this reason, argue some high government officials, the Marshall Plan itself would benefit if the receiving countries could save money on transportation and invest the savings in more Marshall Plan goods.

The total savings, these planners estimate, would run around \$145,000,000, all of which the Marshall Plan countries would use to buy more food and rehabilitation materials.

#### STATE DEPT. IDEA

Like all federal figuring, this estimate of savings is probably far ahead of what would actually

be saved, for government statisticians can juggle figures to suit the argument as well as anyone else.

It is the State Department, primarily, which has this "bee in its bonnet" of showering gifts of war-built American freighters

### Signs Of The Times

Without a "nay" vote the Senate this week passed a bill allowing the Government to arm merchant ships in time of national emergency. The new measure reactivates a wartime measure which expired.

The proposal gives the President the power to order the arming of ships any time he thinks it advisable and he would not have to wait for Congress to act.

onto all and sundry, it being a case of "come one, come all" as long as you're not an American shipowner.

However, the idea did not originate with the State Department, but with the European nations themselves through the Maritime Transport Committee, a body set up by the 16 Marshall Plan nations at their Paris conference last year.

Acting on the suggestion of the Europeans themselves, who would, naturally, like to see the United States give away all of its ships if it felt so inclined, the State Department has recommended to President Truman that 200 ships be sold to the MP recipients and that they be allowed to charter 300 more.

This proposal is made even after more than 200 American "tramp" ships, mostly Liberties, have been turned back to the

(Continued on Page 14)

# SEAFARERS LOG

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

Affiliated with the American Federation of Labor  
 At 51 Beaver Street, New York 4, N. Y.  
 HANOVER 2-2784

PAUL HALL - - - - - Secretary-Treasurer

### Editorial Board

J. P. SHULER                      LINDSEY WILLIAMS  
 JOE ALGINA

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

George K. Novick, Editor



## Its Up To You

This week the Seafarers Negotiating Committee lined up seven more contracted companies which will pay the same record wage boosts which the Union won last week in negotiations with five other outfits.

The results of the negotiations retain for the membership of the SIU the distinction of being the highest paid maritime workers in the world—a distinction Seafarers are getting used to.

Although the wage increases in themselves are an especially striking development, there is a factor of great importance that is, perhaps, obscured by the good news.

That factor is the strength of the Seafarers as a trade union capable of securing for its membership the best obtainable working conditions and wages in the industry. It is the background against which any evaluation of the Union's progress must be measured.

This strength is the natural result of a well-knit organization of working seamen, who are fully aware of the Union's role in their welfare and who are, therefore, constantly striving to build a bigger and better SIU.

At this moment the membership holds in its hands a decision which will vitally influence the Union's future. It is voting, until April 10, on four propositions in a referendum ballot.

Resolution Number One calls for a \$10.00 strike assessment for 1948, which will enable the Union to bolster its defenses and to be fully prepared for any attack that may be forthcoming on the expiration of our present contracts, as a result of the Taft-Hartley law.

A "Yes" vote on this resolution is a vote for your own personal job security, and the retention of your wages and working conditions.

Resolution Number Two proposes a similar assessment to maintain the SIU Building Program by the purchase of our own Union halls in ports where needed.

A "Yes" vote on this resolution means more personal comfort and more recreational facilities for you when you're on the beach. This will make possible adequate meeting rooms in our own buildings along with all the other advantages of enlarged quarters.

Resolution Number Three offers an opportunity to halt shipboard promotions, except in cases of extreme emergency.

A "Yes" vote on Resolution Number Three will mean less time on the beach, since all jobs will come off the board.

Resolution Number Four likewise proposes a change in the Shipping Rules which would penalize those men who fail to maintain the high standards of cleanliness aboard SIU ships.

A "Yes" vote on Resolutions Number Four means greater protection of the conditions which the membership has fought so hard to obtain.

A vote in the affirmative on all four resolutions will take all Seafarers a step forward. The point to bear in mind is that all the Union accomplishments must be solidified and that every possible preparation must be made to enable us to keep "steady ahead."



## Men Now In The Marine Hospitals

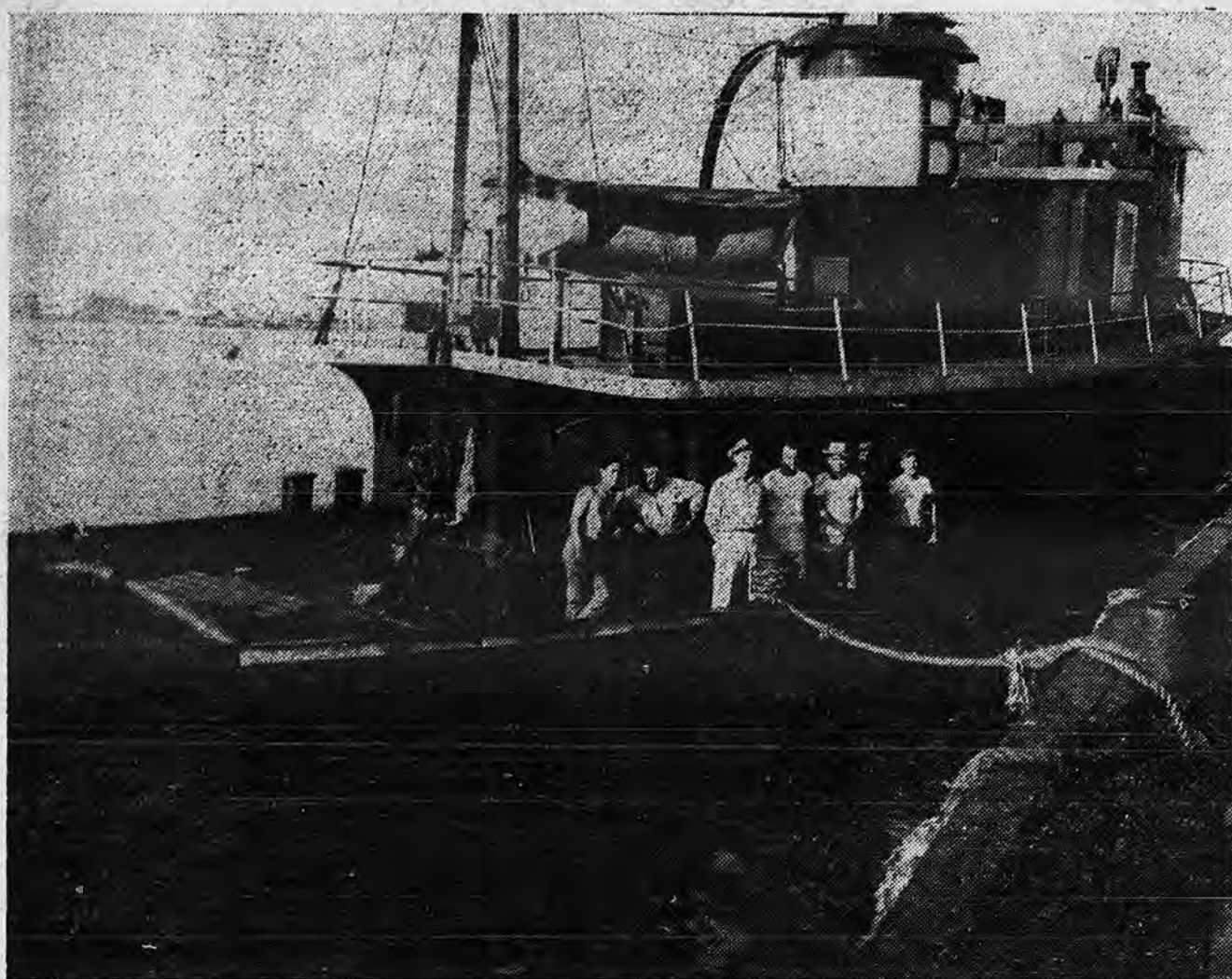
These are the Union Brothers currently in the marine hospitals, as reported by the Port Agents. These Brothers find time hanging heavily on their hands. Do what you can to cheer them up by writing to them.

- NORFOLK MARINE HOSPITAL**  
 FRANCIS BRENNAN  
 RALPH FREY  
 HUSSEIN AHMED  
 C. KROWKOWSKI  
 JOE LEWALLEN  
 CARL ROBERTS  
 S. F. KOENIG  
 FRITZ KRUAL  
 J. W. TAYLOR  
 JESS ETHERIDGE  
 R. OLSEN  
 BRUCE KNIGHT
- \*\*\*
- GALVESTON MARINE HOSP.**  
 C. W. FARRELL  
 CANAVAN—SUP  
 M. H. ROBB  
 E. B. McCOLLUM  
 GENE BRAZZILL  
 BRUMLEY  
 C. R. HANSON  
 J. F. MARTINS  
 O. M. STIREWALT  
 F. KOPF  
 R. N. FILLOON
- \*\*\*
- SAN FRANCISCO MARINE HOSPITAL**  
 E. MELLE  
 J. HODO  
 W. WATSON  
 P. P. PODOLSKY  
 E. HALLMAN

- STATEN ISLAND HOSPITAL**  
 G. FRESHWATER  
 R. J. STROM  
 C. H. GREEN  
 L. ANDERSON  
 P. FRANKMANIS  
 A. PLAZA  
 J. McNEELY  
 A. JENSBY  
 F. J. SCHUTZ  
 M. ROSENBERG  
 P. TAURAZI  
 M. CASTRO  
 G. BISCHOFF  
 J. SHEMET  
 F. NERING  
 T. McNICHOLAS  
 C. DeSOUSA
- \*\*\*
- SAVANNAH MARINE HOSP.**  
 J. T. MOORE  
 L. A. DEWITT  
 E. A. BENSON  
 B. L. McNEIL  
 J. SWINDLE  
 J. L. WATERS  
 W. M. STANLEY
- \*\*\*
- BRIGHTON MARINE HOSP.**  
 W. CAREY  
 J. LEE  
 E. DELLAMANO  
 E. HARRISON  
 J. NORRIS

- Hospital Patients**  
 When entering the hospital notify the delegates by post-card, 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.)
- C. GALLANT  
 W. FEENEY  
 J. McDONOUGH  
 H. FAZAKERLEY  
 P. CASALINOVO  
 T. BOGUS  
 J. KLENOWICZ  
 T. RITSON  
 J. McWHINNIE  
 F. FERNANDES  
 H. ALLEN  
 H. McDONALD  
 R. KING
- \*\*\*
- BALTIMORE HOSPITAL**  
 A. DURBANCA  
 J. ARCHIS  
 J. A. CARROLL  
 E. FRENSTAD  
 P. D. CURTIS  
 L. J. SWAN  
 C. KING
- \*\*\*
- FT. STANTON MARINE HOSP.**  
 R. B. WRIGHT  
 ARCH McGUIGAN  
 R. S. LUFLIN  
 JULIUS SUPINSKY  
 FRANK CHAMBERLAYNE  
 J. LIGHTFOOT

WATCHING THE BIRDIE



Crewmembers of the J. R. Guyton, Galveston and Houston Towing Company, assemble on Deck to face the photographer's camera. Left to right, they are Harry Coker, Deck Hand; Ray Antles, Deck Hand; Captain Gray; Clyde Tanner, Cook; Alvin McDonald, Chief Engineer; H. Hudson, Shoreside Maintenance; and E. Holmes, Oiler. All carry books in the Marine Allied Workers, a division of the SIU. Organization of tugboats in and around Galveston, and in the entire Gulf area, has been coming along very nicely, with new companies being added constantly.

Vets Of Wars To End Wars Can Reinstate GI Insurance

One night in ancient times, three horsemen were riding across a desert. As they crossed the dry bed of a river, out of the darkness a voice called, "Halt!"

They obeyed. The voice then told them to dismount, pick up a handful of pebbles, put the pebbles in their pockets and remount.

The voice then said, "You have done as I commanded. Tomorrow at sun-up you will be both glad and sorry." Mystified, the horsemen rode on.

When the sun rose, they reached into their pockets and found that a miracle had happened. The pebbles had been transformed into diamonds, rubies, and other precious stones. They remembered the warning. They were both glad and sorry—glad they had taken some, and sorry they had not taken more.

That, according to a pamphlet put out by the Veterans Administration, is the story of life insurance.

MANY VETS IN

In spite of the fact that the merchant marine was a service in itself during the war, and many of its members did not enter the armed forces, the year since the end of the war have

seen the entrance of many veterans into the ranks of the SIU.

Too, many of the men who manned the ships during the war are veterans of the first World War. Men of both groups who dropped their GI insurance now, through changes in the government insurance set-up, are eligible for both reinstatement and additional benefits.

A new deadline, July 31, 1948, has been set for reinstating GI insurance. Until this date, veterans of both wars can pick up their old insurance by paying premiums for only two months. In other words for about \$12.50 a World War II veteran can pick up \$10,000 worth of insurance without a medical examination.

Men of the first World War must take a physical, but the VA will handle it free of charge at any of its offices.

Another new offer allows veterans of both wars, who had no insurance at all during their period of service, to take out insurance up to \$10,000. No back payments of any sort must be made, they merely begin paying installments set for their present age.

Of special interest to seamen is the provisions which makes no additional charge for hazardous occupation. Some insurance companies might require a higher rate for seamen.

IMPORTANT CHANGES

Most of the detailed information concerning reinstatement can be gotten at any Veterans Administration field office, but note can be made here of some of the important changes in the insurance offered.

Since the war the restriction on the beneficiary has been lifted. Now a veteran may name anyone he chooses as his beneficiary. Another is lump sum payment. Before there was no provision for this. Now a veteran can elect that his beneficiary collect his insurance in a lump sum.

Seven plans are now offered for conversion from term insurance, and information on these will be given at any VA field office—there's probably one in every port.

Most important of all, if Seafarer-veterans are interested in picking up their insurance or in taking out a new policy, get in touch with the Veterans Administration before July 31, 1948.

Just in case you're wondering what happened to all the money you paid on your insurance while in the Armed Forces, the VA is readying a dividend on the billions of dollars not paid out during the war.

All veterans, lapsed policies or not, will be in on this when it comes and once this terrific backlog has been cleaned up, the VA expects to declare annual dividends.

ATTENTION!

The slop chest is your corner store while you are at sea. You can't take your trade someplace else if the slop chest doesn't have what you need.

Final Dispatch

SIU charter member William R. (Red) Walsh survived three torpedoings and an air attack of 32 days during the war while sailing SIU ships, but the nerve shattering experiences left their marks.

Recently he committed suicide after he had been found hiding in a wooded area near Atlanta. His sister reported that he had become very jittery of late and was upset whenever a plane passed overhead.

When found, the local police took him into protective custody. Later his body was found hanging in his cell.

Brother Walsh, 31, had been well known to Charleston, S.C., boxing fans until 1937 when he quit the ring for the sea. He then joined the SIU.

He suffered the 32 day bombardment in Rangoon during the early days of the war. The torpedoings occurred during runs to various European ports. An engine department man, he was once wounded.

Burial took place in his home town of Charleston. In good standing at the time of his death, burial benefits will be paid by the Union.

\*\*\*

Funeral services were held in Havana recently for SIU member James Stevens, 32, who passed away aboard the Mirabeau B. Lamar while enroute to Cuba.

The entire crew was present at his funeral and decorated the grave with flowers.

A member of the SIU since 1938, Brother Stevens sailed in the Deck Department. He first joined the Union in Baltimore and made his home in New York City. A participant in all strikes and beefs, he was in good standing. Death benefits will be paid.

Charges:

WHAT THEY CONSTITUTE AND HOW TO HANDLE THEM

The right to bring charges against Brother Seafarers has been used and abused by many at one time or another because of insufficient knowledge as to what constitutes legitimate charges. It is a serious issue. A man's livelihood is frequently at stake.

We are all human and the tendency has often been to turn a personal beef into a Union beef. There have been occasions, too, where someone hated someone else's guts and went to a hell of a lot of trouble to "get something" on him—even going to the extreme of framing him or "cliquing up" on him with phony charges.

Charges should be made against a Union Brother only if he commits an act—physical or oral—that is detrimental and harmful to the welfare and structure of the Union or to its membership as a whole.

In other words, if a man accepts a job for less than Union wages (except in the case of Volunteer Organizers who are on assignment from the Union) or if he accepts time off for work that calls for overtime—or if he plots against the welfare of the Union or attempts to undermine its relations with other trade unions or if a man is a habitual performer or gas-hound—he should be brought up on charges!

However, if you don't like the way a Brother parts his hair—or if he borrows money from you and takes a powder at payoff time—or if you get into a brawl with him ashore or if you don't like his brand of liquor, women or jokes—those are not grounds for charges.

In many cases where bonafide charges were brought against a man he beat them because they were improperly set up or because the members who brought the charges failed to appear at the hearing before the trial committee.

The proper form for writing charges against a shipmate must include all the following information:

- Date
- Ship—Company
- Seaman's Name
- Book or Permit Number
- Z Number
- Rating
- Charges: What
- Where
- When
- Witnesses and makers of the charges

The first thing to do when a man has committed an act that warrants his being brought up on charges is to call a department meeting or a ship's meeting.

At this meeting both sides of the story should be heard fairly—and personal feelings should not be permitted to enter into or alter your decision.

If it is decided that this man was wrong and should be brought up on charges, then only Bookmen in good standing—not permits or anyone else, should sign the charges and give their book number.

The signature of one Bookman in good standing is enough to prefer charges.

A Permitman who wants to bring charges against a shipmate must get a Bookman in good standing to sign the charges for him. The man who signs the charges does not have to be a member of the same department.

If no one who is qualified aboard, wants to sign these charges a permitman can turn them over to a boarding patrolman for further action when he reaches port.

It is well to know that men from any of our affiliates, SUP, Great Lakes, etc., who sail on our contracted ships may be brought up on charges, and may in turn bring charges against A & G members.

The results of these trial committee hearings regarding these men are referred to their own Headquarters Committee for further action.

When the ship reaches port all charges should be turned over to the boarding patrolman—who in turn will bring them to the Hall where they will be turned over to a trial committee of impartial rank and file members elected from the floor.

After hearing both sides of the story they may decide to:

- Abandon the charges for insufficient evidence, or, because the man was within his rights, or—
- Fine the man.
- Suspend the man.
- Put him on probation.
- Expel him from the Union.
- And/or any combination of the above.

It is important to know that all members who bring charges against a Brother and fail to appear

(Continued on Page 4)

# HERE'S WHAT I THINK...



**QUESTION:** What is your reaction to the latest wage increase won by the Union?



**RICHARD SOLTES, OS:**

That raise the Union got for us is a great thing. I'm an OS. I've just been sailing a few months, and I sure can put that extra \$10.52 a month to good use, the way prices are. The new overtime rate is going to make things better, too. However, the money anybody gets doesn't mean too much nowadays because of those high prices. Somebody ought to do something about the prices we have to pay for things. I don't know where they're going. When they come down a bit the raise will mean that much more to all of us.



**CHAS. A. FLETCHER, Steward:**

The wage increase was more than satisfactory, and combined with our superior working conditions, makes us even more the leaders of the maritime industry. In the ten years of this Union's existence, our wages have steadily increased and, as a result, the wages of other American seamen have also gone up. In the next negotiations, however, I think that Messmen should get a pay boost because they do a lot of dirty work and have to take a lot of guff. They should be compensated for this, and a raise to Wiper's pay would make the Messmen very happy.



**LEROY WILLIAMS, Steward:**

I've been in the Union since 1938 and I can truthfully say that not a year has gone by that we didn't get a decent pay increase. This last boost is very welcome because prices have gone up and a dollar isn't worth much anymore. To meet the rising prices we needed a wage increase and the Union's Negotiating Committee went out and got it for us. Our conditions have always led the industry and everybody knows that our ships are the cleanest in the entire American merchant marine. We say that "An SIU Ship Is A Clean Ship," and we keep them that way by every man doing his job.



**JAMES GRANT, OS:**

The new wage boost suits me fine. I think we all owe the Negotiating Committee a vote of thanks for the fine job done. Not only thanks for getting us more money, but also for boosting the AB and Bosun up a peg or two. The dough secured for us is a good bit for the present, and there is always the promise of more where that came from. While it is still a long way from equalizing the boost in prices of the past months, it is a step in the right direction. If we keep at it there is a chance we'll be able to balance the two, one of these days.

## Still Another Group Will Study Problems Of Merchant Marine

WASHINGTON — As usual, the administration and the entire government here are fouling the lines when they consider the long-range future of the U. S. merchant marine. As a result nobody knows quite what is going on.

Last year, a special advisory commission to the President recommended a large and carefully planned shipbuilding program designed to keep the U. S. merchant marine in the forefront of the world's fleets.

The President never has acted on this group's detailed report, and it now is rumored that he will appoint a new commission.

It is also rumored that the President may request a special shipbuilding appropriation, but this is almost pure speculation.

## Charges:

(Continued from Page 3)

to substantiate these charges are subject to severe disciplinary action and a fine.

Further, if it is proven that the charges were trumped up and there was no basis for them, the Brothers who made them are also liable to be brought up on charges.

Make three copies of the "Charges". Give one to the accused Brother and turn the other two over to the boarding Patrolman. Charges should not be the "private" property of a selected few. All hands in the department involved or all hands aboard ship, as the case may be—should be notified and should be present when the man's case is heard aboard ship or in the shoreside meeting, if at all possible. The department delegate and/or the ship's delegate should be present depending on the nature of the charges.

If the man brought up on charges feels that he was wrongly tried and convicted he may appeal to Headquarters who in turn will hand the matter over to a Headquarter's Committee—also elected from the floor, composed of rank and filers.

We advise you to keep a sharp lookout for anyone who consistently and deliberately makes unfounded statements and disparaging remarks about our Union, its elected officials or the membership in an attempt to disrupt and agitate the membership.

When you come into contact with a man like this bring him up on charges and make him prove his statements.

Bringing charges against your Brothers is a serious situation. We cannot warn you too strenuously not to turn personal beefs into Union beefs.

However, if a man fouls up and deserves to be brought up on charges don't hesitate to be the one to lead the way—but do it the right way!

The responsibility rests upon your shoulders. It's up to you to see that habitual performers and gas-hounds do not endanger our Union or our contracts!

It is also up to you to see that charges are not brought against a Brother unless he justifies them—by his actions. Take it on the slow bell and keep a level head!

### Keep These Points In Mind

1. Don't turn personal beefs into Union beefs.
2. Bring charges against habitual gas-hounds and performers.
3. Bring charges against anyone committing an act—physical or oral—that is harmful or detrimental to the Union or to the membership as a whole.
4. Bring charges against anyone attempting to undermine our working condition by destroying ship's gear, etc.
5. Don't bring charges against anyone if you don't like the way he parts his hair, his brand of liquor, his women or his jokes.
6. Always appear before the trial committee when you sign charges against a Brother,

## WHAT THEY CONSTITUTE AND HOW TO HANDLE THEM

otherwise you will be subject to a fine and disciplinary action, yourself.

### SIU Constitution And By-Laws

#### ARTICLE XX.

##### Offenses and Punishment

Section 1. Any officer or member found guilty of fraudulently obtaining or illegally using or detaining any property of the Union, shall be dealt with according to the laws of the State and shall be subject to expulsion to be determined by the Union.

Section 2. Any member found guilty of obtaining benefits from this Union under false representation shall be punished as in Section 1 of this Article.

Section 3. Any member found guilty of misrepresenting the returns of any election; altering, mutilating, substituting or unlawfully destroying ballots legally deposited, shall be punished as in Section 1 of this Article.

Section 4. Any member found guilty of paying for employment or receiving money for giving employment aboard a vessel shall stand automatically suspended and shall be denied further membership in the Union.

Section 5. Any member who, through drunkenness or bad conduct on board ship, brings the Union into ill repute or causes the delay of a vessel, shall be fined not less than Five (\$5.00) Dollars for the first offense, and for any subsequent offense shall be punished as may be determined by the Trial Committee.

Section 6. Any member denying his membership for the purpose of evading payment of arrears, shall automatically stand suspended and be denied further membership in the Union.

Section 7. Any member found guilty of violating the working rules shall forfeit his job. Any member found guilty of violating the shipping rules shall forfeit his shipping card and shall not have another issued prior to the expiration of thirty (30) days.

Section 8. Any member preferring a charge against any other member and failing to appear before the Trial Committee to sustain the charge shall pay a fine of not less than Thirty (\$30.00) Dollars.

Section 9. Any member charged with an offense against the laws and rules of the Union or against the good and welfare of the Union, not covered by any penalties herein described shall upon proper trial, be subject to such penalty as the Trial Committee shall recommend and the Union determine.

Section 10. Any probationary member having been found wanting in his full duties as a Union man, shall be barred from membership upon recommendation of a Trial Committee.

Section 11. No drunkenness, intoxicating liquors or gambling of any kind shall be permitted in the Union Halls. Anyone violating this rule shall be fined not less than Ten (\$10.00) Dollars and not more than Twenty-Five (\$25.00) Dollars.

## Fireproofing Is Ordered For Liberty Tankers

The Coast Guard has ordered the companies which purchased 47 Liberty-type tankers last December to bring those ships up to the fireproof standards of other tankers, or forego their certificates of operation after March 31.

Alterations ordered include installation of special sparkproof electrical fixtures to reduce the explosion hazard, and replacement of plywood sheathing and wood joiner work in crew quarters with non-combustible materials.

Since the Maritime Commission sold these vessels on an "as is" basis, the new owners must bear the cost of fireproofing them, which is expected to run from \$30,000 to \$75,000 a ship.

These 47 ships were originally built as dry cargo carriers, but were converted into tankers when a war-time tanker shortage developed. They were not completely fireproofed at that time due to a shortage of necessary materials.

Crews will not necessarily be any the safer on April 1, however. The April Fool is that all any owner has to show is a contract to have the fireproofing done before September.

# Increases Won On Eastern Passenger Ships

## New Wage Scales On Eastern Passenger Ships

(Continued from Page 1)

	Amount of				Amount of		
	Old Scale	Increase	New Scale		Old Scale	Increase	New Scale
<b>DECK DEPARTMENT</b>				<b>STEWARDS DEPARTMENT (Cont.)</b>			
Bosun	\$250.41	\$34.48	\$284.89	Night Bellman	166.95	10.52	177.47
Bosun's Mate	228.17	14.37	242.54	Bellman	166.95	10.52	177.47
Carpenter	250.41	15.80	266.21	Head Cafe Man	203.12	12.80	215.92
Watchman	191.99	18.02	210.01	Service Bar Man	191.99	12.10	204.09
A.B. Quartermaster	191.99	18.02	210.01	Cafe Waiters	166.95	10.52	177.47
A.B.	191.99	18.02	210.01	Chief Cook	289.38	18.23	307.61
O.S.	166.95	10.52	177.47	Second Cook	244.86	15.43	260.29
A.B. Maintenance	208.69	13.15	221.84	Third Cook	217.04	13.67	230.71
<b>ENGINE DEPARTMENT</b>				Fourth Cook	200.34	12.62	212.96
Electrician	\$327.78	\$20.65	\$348.43	Assistant Cooks	194.78	12.27	207.05
Plumber Machinist	263.78	16.62	280.40	Chief Butcher	247.93	15.61	263.54
Utility	228.17	14.37	242.54	Second Butcher	211.47	13.32	224.79
Watertender	197.56	12.45	210.01	Chief Baker	278.25	17.53	295.78
Oiler	197.56	12.45	210.01	Second Baker	235.13	14.80	249.93
Fireman	186.43	11.75	198.18	Crew Cook	228.17	14.37	242.54
Wiper	194.78	12.27	207.05	Galley Utility	166.95	10.52	177.47
<b>STEWARDS DEPARTMENT</b>				Messman	166.95	10.52	177.47
Chief Steward	\$361.73	\$22.79	\$384.52	Chief Pantryman	217.04	13.67	230.71
Ass't Chief Steward	250.43	34.46	284.89	Second Pantryman	200.34	12.62	212.96
Second Steward	244.86	36.13	280.99	Third Pantryman	189.21	11.92	201.13
Third Steward	205.91	12.97	218.88	Pantry Utilities	166.95	10.52	177.47
Storekeeper	217.04	13.67	230.71	Head Waiter	228.17	14.37	242.54
Deck Steward	172.51	10.88	183.39	Captain's Waiter	166.95	10.52	177.47
Ass't Deck Steward	166.95	10.52	177.47	Dining Room Waiters	166.95	10.52	177.47
Bathroom Steward	166.95	10.52	177.47	Bedroom Stewards	166.95	10.52	177.47
Stewardess	194.78	12.27	207.05	Deck Pantryman	189.21	11.92	201.13
Ass't Stewardess	166.95	10.52	177.47	Night Pantryman	183.65	11.57	195.22
Gloryhole Steward	166.95	10.52	177.47	Dining Room Utilities	166.95	10.52	177.47
Officers B.R. Steward	166.95	10.52	177.47	Cafe Utilities	166.95	10.52	177.47
Porter	169.73	10.69	180.42	Stewards Utilities	166.95	10.52	177.47
Linenkeeper	183.65	11.57	195.22	Cashier	194.78	12.27	207.05
Telephone Operator	166.95	10.52	177.47	Checker	189.21	11.92	201.13
				Waiter B.R. Steward	166.95	10.52	177.47

The overtime rate for unlicensed personnel receiving less than \$223.23 per month shall be \$1.125 per hour. All ratings receiving \$223.23 or more per month, the overtime rate shall be \$1.41 per hour.

operators so that the basic wages could be standardized.

As a result of the pay hikes, wages in the SIU fleets of the above companies top the entire industry in the ratings of Bosuns, Stewards, and ABs. Also, some of the long-standing inequities which existed in the key ratings of Bosun and Steward have been eliminated.

Effective date for all increases except Waterman, Mississippi, and Eastern is March 10. Raise for Robin and Mississippi is effective from March 12, and for Eastern from March 18.

Other companies remain to be negotiated with, and the Negotiating Committee is certain that all will come through within the coming week.

In addition to negotiating wage boosts, the Committee has been meeting with Calmar Steamship Company and Ore Steamship Company on a full contract. There are only a few points left to be clarified on these agreements, and it is expected that the new pacts will be signed in the near future.

The committee pointed out that these negotiations with Calmar and Ore would have been finished earlier had not the committee opened the wage question with other SIU contracted companies.

Although freight wage scales have been upped with Mississippi and Alcoa, passenger pay rates still are to be negotiated, and the committee has already initiated meetings. Also, bargaining sessions are scheduled with the Peninsular and Occidental Steamship Company.

## Seafarers Opposes CG Units Before House Committee

(Continued from Page 1)

Public Health Service, which determines the physical and mental competency of men to sail, is the only agency qualified for this job and that the Coast Guard is merely seeking to usurp the functions of the health service.

Thus every phase of the problem presented by the Coast Guard is now being met, and extension of that agency's powers would bring nothing more than confusion into the picture.

In the Union's view, there is a great danger in broadening the powers of the military over what always has been essentially a civil occupation.

### NO COMPARISON

Moreover, the Union questions the ability of Coast Guard officers in understanding the problems of merchant seamen.

Committee members appeared deeply interested in this particular point, and paid close attention as the SIU representative explained that no comparison exists between life aboard a Coast Guard vessel, where quarters are maintained at top standards and where there is a great sufficiency of personnel, and the shipboard conditions in the merchant marine.

The Congressional group was told of the conditions accompanying the hauling of cargoes such as bauxite, fertilizer, hides, and the like, with the foul odors, filth and vermin that plague the crews, especially on tropical runs.

Under such conditions some men will, when the ship hits port, have one drink too many and may return to the vessel intoxicated. If so, the skipper is best able to handle the situation and not Coast Guard officers whose judgment is calloused, the SIU spokesman explained.

### STACKED RECORDS

At the hearing the Coast Guard claimed that its records showed 30,000 cases of misconduct involving seamen. It did admit, however, that only 700 of these could be considered at all serious in nature.

The SIU attacked this claim as not being a true picture. It was pointed out that these figures represented a seven-year period and that they were the Coast Guard's figures only. Moreover, some 29,000 cases were trivial, the Union emphasized, and charges never should have been instituted in the first place.

In most of these cases, the men had already been penalized, the Union representative stated, since the Coast Guard took the cases from the log books of the vessels involved.

The SIU's stand on the Coast Guard is well known on the waterfront. Besides the fact that there is no need for the Coast Guard in so far as discipline of seamen is concerned, the Union has stressed that setting up the intricate and far-flung hearing unit system the Coast Guard is requesting would be a huge waste of the taxpayers' money.

## HAPPY SEAFARERS



This happy group of Seafarers was snapped aboard the SS Yugoslavia Victory, Ishmian Steamship Company. They have plenty to be happy about now, with a good contract and a new pay increase that puts their wages at the peak of the industry. Picture was taken by Brother Robert Longshore.

## Farm Labor Union Intensifies Its Strike Against DiGiorgio

The National Farm Labor Union has begun a nationwide drive to secure support from other American Federation of Labor unions in its fight against the notoriously anti-union DiGiorgio Corporation, operators of one of the largest farms in Southern California.

Now in its sixth month, the strike against the vast DiGiorgio interests is being waged to win union recognition and security for the 1,100 workers employed in the San Joaquin valley farm. A picketline extending over a 20-mile area has been encircling the farm on a 24-hour basis.

In a letter to the Seafarers International Union from the Bakersfield, Calif., strike head-

quarters, Hank Hasiwar, executive board member of the farmers' union, said representatives would appear before AFL Central Labor Councils in key cities on the eastern seaboard.

"We feel that it is vital to the winning of the strike," Hasiwar explained, "that the economic cooperation of other AFL unions be enlisted. Otherwise the strike could continue indefinitely."

One phase of the present plans of the farm union, whose national headquarters are in Memphis, Tenn., calls for a publicity campaign to familiarize organized labor with the brand names of the DiGiorgio products which are on the "Do Not Patronize List."

## Mobile Shipping Only Fair, But Pick-up Is Seen

By CAL TANNER

MOBILE — For the last week or so shipping has been on the slow bell down here and we have not had any trouble in filling the jobs that were called in. But there's a silver lining, and our prospects for the future are brighter.

The Alcoa Patriot, Alcoa Penant, and Charles Warfield, all Alcoa ships, and the City of Alma, Waterman, paid off here recently, and all beefs were settled to the satisfaction of the crews involved.

On the City of Alma we had to take a little action at the point of production by holding up the payoffs for a short time, but everything was straightened out in good shape.

There's not much else of interest to report since operations in this port are going along smoothly.

A great deal of interest was aroused by the reports from the Agents Conference. The men down here are very much in favor of the four propositions, and the voting on the Referendum has been pretty heavy.

Next topic in importance is the latest wage victory, and let me say right here and now that the boys down Mobile way really feel good about the increase. They sure needed more money, and now they're going to get it.

# New Orleans Branch Will Have The Finest Union Hall In South

By EARL SHEPPARD

NEW ORLEANS — That old wanderer, Frenchy Michelet, is down here giving us a hand in shaping up our new Hall. The renovation of the second and third decks is coming along nicely, and there is a chance we will move in around the end of March or the beginning of April.

This building is partially equipped with galley facilities, and in the event of a strike we could feed one thousand men with a minimum of cost to the Union. Nearly that many men could be housed on the second and third floors since there is adequate space for cots.

Once this building is squared away SIU style, all Seafarers will have a building to be proud of. It should be the finest union Hall of any organization in the South.

Shipping has been pretty good the past weeks, and it should continue that way, or even pick up. Some twenty ships are due to payoff here within the next two weeks, and practically all will take on new crews.

### ONE EXCEPTION

The signing-on and paying off of ships has been going along smoothly in most cases, but every so often we come up against chiseling Mates, Engineers and/or Pursers. All beefs are squared away at the pay-offs or sign-ons, with of course, the inevitable exception.

That exception was the Chief Mate of the Alcoa Clipper. He was a fellow who thought of himself as real cute, and he spent quite a lot of his time spying on the crew from secret hiding places.

He also had an informant in

the crew who told him what happened at shipboard meetings. The informant has not been found out yet and, for his own sake, he'd better not be.

He held threat of firing over a man's head, and would write down in his little black book any violation, no matter how slight, and then bring it up at some later date.

These, and numerous other irritations over a period of four trips, kept the crew in constant turmoil. The crew finally de-



ecided that next voyage there would be either a new Chief Mate, or a new deck crew.

### BIG SHOTS SIT IN

The Delegates, Patrolman Buck Stephens, and I had a meeting Captain Davis, Alcoa Port Captain, and, as luck would have it, the President and Vice-President of Alcoa were also in the neighborhood so they sat in.

We presented the crew's side of the beef to these big-wigs, and then the Mate was called in to give his side of the story. After arguing pro-and-con for three hours, we finally broke it up and gave the company one hour to come to a decision.

After one hour, Captain Davis called up and said the Mate was no more, and then the crew signed on. All the other beefs had been settled previously, and there was no more trouble.

The men down here are taking the referendum ballot very seriously, and the overwhelming sentiment is to vote "YES" on all four proposals. The men say that they are casting their votes for a bigger and stronger Seafarers International Union, and I agree with them right down the line.

# Referendum, Wage Rises Hold Philly Stage

By BLACKIE GARDNER

PHILADELPHIA — The fact that I am writing this from our new quarters here will, I hope, explain the brevity of this report.

We just moved in here three days ago and things are still pretty well fouled-up with the carpenters hammering and making a hell of a racket.

We should be pretty well squared away in another week. When we get it all finished and set-up the way we want it, we'll really have a first class Hall.

Shipping has been very good here for the last couple of weeks, but looks as though it may be slow for the coming week.

The big topic of conversation around here is the voting on the four resolutions. Everyone is taking an active and lively interest in this important balloting, and I feel confident that the results will show that the vast majority will have taken Seafarer Sam's advice and voted a big "Yes" all the way down the ballot.

One other thing that is making for plenty of conversation around here is the splendid job that our Negotiating Committee did in securing the wage raise which still keeps the SIU out front.

That's all I have time for now Brothers, but I'll try to make it better next week.

# AROUND THE PORTS

## New York Gets New Look, Greater Efficiency

By JOE ALGINA

NEW YORK — The old New York Hall ain't what she used to be. If you've been out on a trip for the past couple of months you'll notice that a lot of things have changed around this busy hive.

After remodeling the recreation deck, the boys with the paint brushes and hammers just couldn't be stopped. The walls of the remaining floors were given a coat of the shiny stuff and the business set-up switched around a bit.

So that you won't lose your way, this is the new line up:

On the fifth deck, the Organizers are operating where the Patrolmen once hung their hats.

The Secretary-Treasurer occupies the Organizers' old office, and his former office is being used by the administrative staff. The change around has made room for a classroom for the education of new permitmen.

The office of the SEAFARERS LOG remains where it was—on the fifth deck.

### WORK CENTRALIZED

Up on six you'll find the Patrolmen ready to listen to your story. At the same counter dues can be paid and all records are available to be checked.

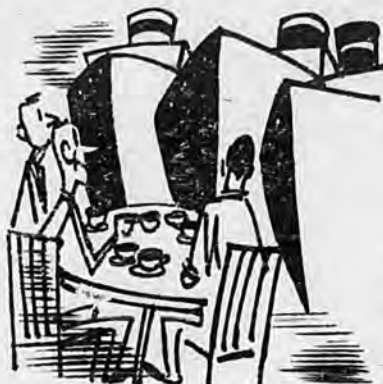
The switch-around was made for greater efficiency in handling beefs and checking the records of the SIU members. If you have any difficulties, all records are on hand for an immediate peek.

If I haven't made myself clear, signs will be posted to direct Seafarers around the Hall.

A look at the old shipping board tells the story of New York's activity during the past week. Shipping has gone along pretty good, but business has slipped a bit. We are maintaining the usual forty or fifty ships

in port, and that's always a good sign.

On board the ships hitting this port during the week, the Patrolmen found things pretty much to their liking. They played host to several new ships



and all of them came in and paid off clean.

The Robin Kirk, new Robin Line ship, paid off in good style. She is a fine looker. Another, the Suzanne, Bull Line, fresh from the shipyards only a trip or two ago, still looks as good as new. She was as clean throughout as she was free of beefs.

Maybe the spring weather has something to do with it, as even the Alcoa Cavalier, our bugaboo, came in and paid off clean.

### COAST GUARD STIRS

The once thought lifeless form of the Coast Guard is stirring again. These admirals without a navy are busy little bees down Washington way. They've been working day and night trying to get their hearing units back and, while they haven't been too successful yet, they're by no means giving up.

We're waiting for them, and every time they appear before a congressional committee we make sure someone is there from the Union to shoot holes through their arguments.

We don't want the CG brand of shipboard discipline; we can handle that ourselves. An example is the motion passed at a recent membership meeting to curb the practice of men jumping off ships just before they sail.

The motion passed calls for an automatic fine of \$50 for every ship jumping. This may seem a little tough on the purse but it's nothing compared to the damage done to the crew that has to sail shorthanded. Too, it means one less job filled from the Hall.

### SUPPORT NEEDED

The wage increase we won last week keeps us at the top in maritime pay. We won it the hard way and the only way we can stay at the top is by the complete cooperation of all Seafarers. Jumping ship is not helping matters in the least.

Before closing the book for another week, here's a reminder to those members who haven't cast their ballots in the referendum being held up and down the coast. Everyone is familiar with the propositions so it isn't necessary to go into them here.

The important thing is that every member votes. Men on coastwise ships hit a SIU hall sometime during their trip and it only takes a minute to do the job. Let there be no bitter tears or moans later; there is still plenty of time. Voting continues until April 10th.

# Shipping Fair In Savannah, Beefs Are Few

By CHARLES STARLING

SAVANNAH — Shipping continues fair in this port, with two ships paying off within the past week. They were the South Port and the Russell Alger, both South Atlantic vessels.

There were a few beefs on the ships, but all were settled at the time of payoff. That's the way our members like it, and we aim to please.

We recently took another tanker under our wing, and we had to crew it in a hurry. The membership really pitched in on this one, and when the ship pulled out, there was a full crew aboard. That was the kind of cooperation we like.

Rain is the big story here and has been for the past few weeks. However, the weatherman says we will have better weather next week, and I hope we do or we'll have to get a new weatherman.

In conclusion I'd like to remind all hands to vote on the Referendum Ballot, and to vote favorably on all four propositions. In that way they will be voting for a stronger SIU, and that's something we all want.

# Three New Tankers Will Crew Up In Frisco

By STEVE CARDULLO

SAN FRANCISCO — Business and shipping in this port is always good for rated A & G men—so good in fact that two permits registered and shipped the same day.

The General SS Company, whose offices are here in town, just informed us that they are coming out with three new tankers in the next few weeks, and we could certainly use some good men here to crew them up.

You may recall my telling you what good crews and good ships have been coming to this port.

Well, as usual something always happens to upset the applecart. The Yorkmar was here for awhile and, on the last day she was in, the crew fouled up—as a result they delayed the sailing several hours.

It's a lucky thing for them the ship had left before we got there, because there is some things we will not tolerate in this port—and gashounds and

performers are practically all of them.

One man is in the hospital here as the result of a misunderstanding in a local cafe. Someone told him to "shut up" and he thought the man said "stand up". Anyway his broken jaw is doing nicely, and he should be out in about two months.

Aside from three full payoffs this week, several of the boys paid off intercoastals and we had to get replacements for them.

Paste this under your cap Anytime any of you A & G men are

### On The Coast

If you have a beef or a problem when you're on the West Coast, contact SIU, A&G District Hq., 105 Market Street. The telephone number is DOuglas 2-5475. Drop in between ships, and get acquainted.

anywhere along the West Coast and run into a beef, call us here in San Francisco, immediately. We're equipped to handle anything that may come up aboard ship. From the farthest point up or down the coast, it only costs a few cents to call our office in Frisco.

George Walling—an SIU Permit in good standing—fell into a ditch and drowned in Richmond. He was a crewmember of the SS Bryant. His body will probably go to his father whose address is Route One, Salem, Oregon.

Drop him a line if you ever sailed with George, we know he'll be glad to hear from you.

Aside from a little heavy dew—or what we easterners would call rain—last week the weather here has been all anyone could ask for.

We don't advise anyone to travel 3,000 miles overland—but if you are a rated bookman in good standing, and want to ship real fast, this is the port for you!

# Minutes Of A&G Branch Meetings In Brief

**BOSTON**—Chairman, W. Siekmann, 7084; Recording Secretary, E. Dakin, 180; Reading Clerk, W. McCuiston, 23138.

Minutes of all Branches accepted as read. Agent reported that business in the port had held steady, and that as many as registered could be shipped, and that shaping up the Hall has proceeded very well, with



articles such as furniture, technical books, and information boards being added for the membership's comfort. Agent also reported on the status of the negotiations of the ILA with the Boston Shipping Association. Because the Massachusetts politicians have proposed a bill to abolish the hiring hall, the Agent advised all men to prepare themselves for any emergency that might arise. Under new business it was voted that all tripcard men aboard ships be invited to attend Boston Branch meetings. Announcement of the wage increase was well taken by the membership.

\*\*\*  
**NEW YORK**—Chairman, Jack Parker, 27693; Recording Secretary, F. Stewart, 4935; Reading Clerk, Bob Matthews, 154.

Minutes of all Branches accepted as read. Agent reported on many items, among them the foul-up on the SS Arizpa (which was reported in the LOG) and the fact that voting on the amendments had begun and advised all men to vote "YES" on all four propositions so as to insure a bigger and stronger SIU. Patrolmen's reports were accepted and filed. Charges



against several men were read and it was voted to refer the charges to a special Trial Committee to be elected the next day at a special meeting in the New York Hall. Motion passed that the Union go on record to support the United Financial Employees, and that the Director of Organization be instructed to draft a full program of support for the purpose of guaranteeing all-out support for the UFE, if and when they go out on the picketlines. President and Vice-President of the UFE were introduced to the meeting. Membership went on record as accepting the Negotiating Committee Report with a vote of thanks.

\*\*\*  
**PHILADELPHIA** — Chairman, Don Hall, 43372; Recording Secretary, R. W. Pohle, 46826; Reading Clerk, W. R. Ruggie, 31524.

Minutes of all Branches accepted as read with the exception of Puerto Rico. Members requested that PR stick to the constitution. Agent reported affairs of port in good shape with no beefs pending. Agent explained the setup of the new Hall, and stated that while it will cost a fair sum to get the Hall in good condition, the money will not be wasted since everything can be transferred to the new building the Union might buy in the future. Patrolmen's reports were

## A&G Shipping From Feb. 25 To March 10

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston	60	27	25	112	37	22	12	71
New York	217	249	265	731	232	223	242	697
Philadelphia	46	44	29	119	51	43	24	118
Baltimore	209	157	85	451	159	145	102	406
Norfolk	109	69	38	216	139	69	64	272
Savannah	28	28	11	67	27	23	20	70
Tampa	21	17	9	47	22	27	14	63
Mobile	166	134	177	477	80	63	284	427
New Orleans	203	122	155	480	239	107	134	480
Galveston	117	63	44	224	69	37	35	141
San Juan	8	2	10	20	3	9	6	18
GRAND TOTAL	1,184	912	848	2,944	1,058	768	937	2,763

NOTE: A&G men shipping on the West Coast are not included in this report.

accepted as read. Charges were read against a member, and motion to table was carried. Under new business it was voted that no one be allowed to register in all ratings, and men must register in ratings they want to ship, except in cases of emergency. Amendment was also carried that if a man doesn't turn to, he gives up the job. All hands were satisfied as to the raises accomplished by the Negotiating Committee.

\*\*\*  
**BALTIMORE**—Chairman, William Rentz, 26445; Recording Secretary, W. Lamb, 161; Reading Clerk, J. Hatgimiosis, 23434.

All Branch minutes for previous meeting accepted as read. Trial Committee reported its findings and membership concurred on one finding, but changed another so as to suspend the charged member for 99 years. This was done by the meeting acting as a Committee for the whole. Agent's verbal report was accepted dealing with the raise in wages. Part of his report scales was "really well received." Reports of the three Patrolmen were also accepted as given. Several members asked all fellows to vote "YES" on the 4 point ballot.

\*\*\*  
**NORFOLK** — Chairman M. Bernstine, 2257; Recording Secretary, Ben Rees, 95; Reading Clerk, Steely White, 56.

All Branch minutes accepted as read. Agent reported on organizing in the port and pointed out that the wage increase just negotiated showed what an intensive and efficient job Headquarters was doing. Patrolman's report was accepted. Under good and welfare several members took the Deck to make educational remarks for the benefit of permitmen who were sitting in



as observers. Other members rose to make enthusiastic speeches supporting the two new assessments and the proposed changes in the Shipping Rules.

\*\*\*  
**SAVANNAH** — Chairman, C. Starling, 6920; Recording Secretary, E. R. Smith, 20057.

There were not enough members present for a regular meeting so a special meeting was called for the purpose of electing a balloting committee. The following men were elected: J. B. Sellers, 36401; B. R. Kitchens, 25190; W. G. Hage, 25192; and W. J. Morris.

**TAMPA** — Chairman, C. Simons, 368; Recording Secretary, Bob Hall, 26060; Reading Clerk, R. Seckinger, 307.

Minutes of previous Branch meetings read and accepted. Agent's report accepted. Under new business it was voted that Agent be instructed to purchase a \$25.00 wreath for the funeral of Brother Hardy W. Turner, 37099, who had passed away. Telegram from Negotiating Committee was read on wage increases and membership accepted with a rising vote of thanks to the Negotiating Committee for its good work. Patrolman's report was accepted. Trial Committee's report was made and accepted. Balloting Committee was elected and consists of G. L. Kersey, 37062; T. S. Sosa, 34467; and R. Seckinger, 307. Many members took the Deck on Good and Welfare to urge all members to vote for the proposals on the referendum ballot. There was no difference of opinion on this matter.

\*\*\*  
**MOBILE**—Chairman, James L. Carroll, 14; Recording Secretary, C. L. Stringfellow, 125; Reading Clerk, Harold J. Fischer, 59.

Minutes of Branch meetings of Feb. 25 read and accepted. Agent's report accepted in its entirety. Balloting Committee was elected, and following members will serve: A. Bell, 24128; Wing, 14; Hackett, 2538; Franklin, 22569; and J. Collins, 45564. Charges were referred to the Trial Committee for further action. Patrolmen's reports were accepted as made. Under new business Agent was instructed to immediately purchase 50 chairs in order to seat the membership at the meetings.

entirety. Balloting Committee was elected, and following members will serve: A. Bell, 24128; Wing, 14; Hackett, 2538; Franklin, 22569; and J. Collins, 45564. Charges were referred to the Trial Committee for further action. Patrolmen's reports were accepted as made. Under new business Agent was instructed to immediately purchase 50 chairs in order to seat the membership at the meetings.

\*\*\*  
**NEW ORLEANS** — Chairman, Frenchy Michelet, 21184; Recording Secretary, Ski Dyrnaski,



50083; Reading Clerk, Herman Troxclair, 6743.

Branch minutes for the previous meetings read and accepted. Agent reported shipping good with the outlook for the future also okay. He told about a chiseling Mate on the Alcoa Clipper, but was able to report that due to Union action the phony character had been removed from the ship. Patrolmen's reports were

## Seafarers In Galveston Back Conference Recommendations

By KEITH ALSOP

**GALVESTON** — The SS Del Alba, Mississippi Steamship Company, hit this port in transit last week, and we went down to straighten out an overtime beef and a watch beef.

After the complaints were settled to the satisfaction of all the crewmembers involved, the men started to ask questions about the four proposals recommended by the Agents Conference.

We answered all their questions, and at the conclusion of the meeting it was easy to see that the crew was going to vote "YES" 100 percent on all four propositions.

On other ships we pursued the same course of action. The Steel Chemist, Isthmian, the Seatrain New York, and some tankers came in after the Del Alba and we spoke to those crews, too.

They had intelligent questions to ask about the assessments and the changes in the Shipping Rules, but once they learned what it was all about, they expressed themselves as being overwhelming in favor.

### ON THE LOOKOUT

The membership has set itself up as an unofficial committee to

try to find a new Hall. The men go all through the city constantly looking for a place we can move to, but it looks as though we might have to build, since there is a terrific shortage of decent office space.

Patrolman Mickey Wilburn had a little bit of trouble with an old tugboat fink who had the nerve to come aboard the Alma D., River Terminals Corporation, and blow his top about not wanting to pay the Initiation Fee. He is now resting at home, and he will have a chance to think things over.

Policy in the NMU is changing so fast that the membership doesn't really know what is going on. Some of the NMUers ask our boys what is going on in their union, and on the whole I'll bet we know more about the NMU situation than they do.

Some real oldtimers have been in and through this port lately, among them Abe Ellis, Jack Kelly, and Preacher Perry. Walter Brightwell is now a business man and employs three SIU bartenders at the Circle Club. Bill Laffoon sold his car and is now hitch-hiking to the ships.

accepted as given. Charges against various men were read, and decisions were made by the membership. Numerous Brothers took the floor on Good and Welfare in regards to the four recommendations made by the Agents Conference. All Brothers voiced their opinion in favor of all four points and were more enthusiastic about the \$10.00 Strike Assessment and the \$10.00



Building Assessment than they were about the other points. There was also a discussion about members' actions on board ships. It was pointed out that the crewmembers should take more action in regards to performers and gashounds and not leave it up to the shoreside representatives. The news as to the raise in wages was well received and considered as "a job well done."

\*\*\*  
**GALVESTON** — Chairman, Keith Alsop, 7311; Recording Secretary, Brother Ryan, 36897; Reading Clerk, C. M. Tannehill, 25922.

Minutes of all Branch meetings read and accepted. Motion to non-concur on Puerto Rico minutes ruled out of order. Telegram from Negotiating Committee regarding raise in wages read. Meeting voted to extend vote of thanks to the Committee for a job well done. Following Balloting Committeemen were elected: A. Lavgno, 90; A. Ellis, 3677; G. H. Perry, 44440; and Michael A. Ceralli, 24820. Agent reported on the wires being sent to Texas State Senators protesting the sale of American ships to foreign interests and the effect these sales were having on the American merchant marine. Patrolmen's reports were accepted as made. Under new business it was moved that the Puerto Rico Hall be closed. It was pointed out that many permits have been issued in this area making a situation where there are more men than there are jobs available in P. R. Further, it was brought out that while in the P. R. income has been dropping in the port for the past two weeks, the reports still show listing of extra help. This is contrary to the recommendations of the Agents Conference. On the vote, 221 in favor, 1 opposed.

\*\*\*  
**PUERTO RICO** — Chairman, Sal Colls, 21085; Recording Secretary, W. Fontan, 100842; Reading Clerk, F. Bose, 433481.

Branch minutes for previous meeting read and accepted. Agent reported that shoregang work had picked up recently. He urged



men to report unorganized ships to the Hall as soon as they arrived and asked Union members to contact these unorganized men and invite them to the Union Hall where they could see how the SIU operates. Dispatcher-Patrolman's report accepted. Recommendations and resolutions from Agents Conference were concurred in.



# SHIPS' MINUTES AND NEWS

## Moline Still Pitching Despite 3 Fires; Crew Tags Blaze In Durban

## SIU Crew Steadies Steel Worker

By AL STORAGE

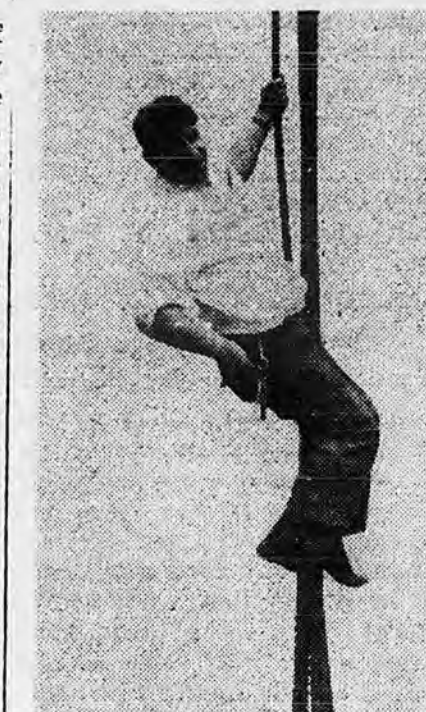
On January 14, quite a few of us were shipped from the New York Hall as replacements on the SS Steel Worker, Isthmian, which was paying off at a Staten Island pier. We went coastwise first, but now we are going to the Far East.

From the obvious attitude of the department heads when we reported we could see that it would take a little time to bring them around to changing their ideas and their old ways of running their departments. This, notwithstanding the fact that the ship was under the new Isthmian agreement.

At the onset, it appeared that, as in the cast of some of the other Isthmian ships, the crew would encounter more than a few obstacles in the effort to meet the company halfway in living up to the contract. However, thanks to the patient and diplomatic manner with which the crew handled the situation, the ship was pretty well squared away by the time it tied up in New Orleans, the first stop.

Much credit must go Frenchy Ruf who, as Ship's Delegate, has done a bang-up job of improving general conditions aboard and of settling any beefs the crew has had concerning overtime.

Frenchy, who will be remembered by some of the old-timers for his organizational work with



Al Storage (above) helped line things up on the Steel Worker.

the Union, has gained the respect of exactly 100 percent of the crew for his unselfish work.

Having the contract posted in the messhall has proved very helpful. That way, the crew has the true dope at hand any time of day. If some points aren't clear to a man, he always can get a couple of the other men to help figure them out.

Balmy warm weather was en-

countered several days out of New York and some of the photography-minded Seafarers took pictures on deck. (Ed. Note: see cut.)

In New Orleans, we had an unfortunate incident. A crew-member came back gassed up and did a little performing. However, the man saw the light when it was pointed out to him in no uncertain terms that his actions not only made things bad for himself, but for his fellow crewmembers and for the Union. He had the common sense to realize that performers don't rate.

In Galveston, Whitey Tannehill came aboard to settle a beef for the Deck Department regarding delayed sailing time.

Besides Frenchy Ruf, we have on board: J. Fedio, AB; K. Forster, Bosun; W. McCord, Deck Maintenance; M. Gross, AB; D. M. Woods, Crew Messman; H. Vingen, AB; and V. Meehan, Fireman. These men are doing a swell job of educating the permitmen in the Union rules and of showing them how to be good Seafarers.

Most of the beefs so far have been in the Stewards Department and we took them up in the two meetings held during the coastwise trip. These meetings were run in real SIU styles.

The Steward was informed that it was his responsibility to see that the pantry was kept clean and that the chow was good.

Another beef in the Stewards Department concerned the refrigerator which needed some repairs. The butter was going rancid and something had to be done. We got everything taken care of.



Steam and smoke rise from hatch as Moline crewmen discuss fire-fighting technique with Durban firemen.

It's three strikes and yer out, in the old ball game. But not so for the doughty Moline Victory which came steaming into New York recently none the worse for her experiences after three fires struck the Robin line vessel during the trip to South African ports.

Climaxing the triple fire-play was the blaze which broke out in the Moline's No. 4 hold, causing extensive damage to its cargo of sisal and hide, while she lay in Durban harbor in late January.

Aided by shoreside apparatus, the Seafarers crew battled the fire for several hours, heedless of the fact that just below the flames were the ship's fuel oil storage tanks.

### TIP-OFF

The fire was discovered when smoke was seen coming from the ship's after ventilators and a hatch cover. Immediately members of the Black Gang released live steam from the engine room into the hold to check the blaze. Meanwhile, the Durban Fire Brigade and a harbor fire tug were called into action.

With hundreds of people watching from the quayside, firemen and crewmen played water on the blaze from 16 jets. Dense smoke clouds issuing from the removed hatch covers hung over the ship and obscured the blaze. The operation was further impeded as rain fell on the blistering deck, sending up a mass of steam.

The flames spread out from the No. 5 hold and licked at the cargo in No. 4 hold but the crew and shoreside firemen brought things sufficiently under control to enable gasmasked firemen to descend into the holds to play their hoses on the burning cargo between decks.

After the fire was extinguished a close watch was maintained aboard the Moline

throughout the night for further outbreaks and to quench the smoldering sisal and hides.

The two earlier fires on the Moline, both of which also occurred on the trip over to South Africa, were of a minor nature. One broke out in the paint locker and the other in the engine room. They were put out before any damage was done.

Ship's Delegate Andy Lorier, who reported that the Moline Victory crew "had its ups and downs," stayed on the spot throughout the Durban fire recording vivid scenes of the blaze with his camera.

## Yorkmar Backs Proposed Levies

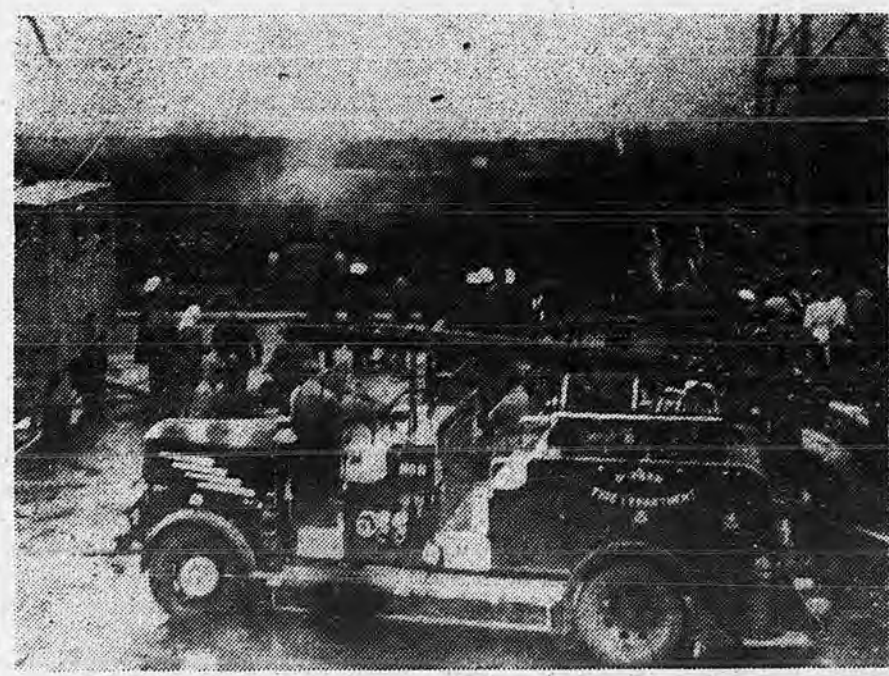
Emphasizing the need for bolstering the Union's strength to adequately meet future problems crewmembers of the Calmar vessel SS Yorkmar voiced their approval of the two assessments now being voted on by the membership.

The Yorkmar action came at the Mar. 7 shipboard meeting and followed a period of discussion on the four propositions appearing on the referendum ballot, according to the ship's minutes.

At the meeting, which was held in the Port of Seattle, the crew also took a strong stand against shipboard performers.

E. L. Thompson chaired the session and R. R. Eader was the recording secretary.

## MOLINE VIC BUSTLED WITH ACTIVITY



Crowds lined quayside in Durban to watch crew and firemen battle blaze on Robin line ship (top photo).

Moline crewmen face camera during photographing of fire scenes on deck. Firemen in rear peer over hatch combing to watch progress being made below.





# SIU Ships' Minutes In Brief

**CITADEL VICTORY, Dec. 21—** Chairman Ben Stimpfen; Secretary A. Aldrich. Engine Delegate reported an insufficient amount of food prepared at meal time. Stewards Delegate replied that shortage was due to crew of Turner eating aboard. A list of grievances was presented to Stewards Department by A. Aldrich, Robert Late, D. J. Denholm, Ben Stimpfen and Harry Allen.

**HURRICANE, Feb. 29—** Chairman E. D. Tracy; Secretary R. G. Slater. Motions carried: To have Patrolman bring latest copy of contract between Union and company to ship at sign-on and that it then be placed in care of a crewmember for safekeeping until crew can hold a meeting; to have Steward order electric percolators for coffee for men on watches. It was stressed that we should endeavor to keep messhall in better shape and in clean condition after coffee time and card games. Crew is to leave foc'sles in clean condition after paying off.



**PETROLITE, Jan. 28—** Chairman John Odom; Secretary Bernard Toner. Deck Delegate reports disputed overtime. Jones saw Chief Mate about the deck heads and turning day men to replace sick watch men. Engine Department spoke to the First about painting Black Gang quarters. No disputed overtime in Stewards Department; one Chief Cook short and the Second Cook expects to pay off in the canal. Discussion on the crew drinking and missing watches and work in port. Motion made and carried that fine be levied on future offenders with proceeds to go to hospital fund. It appears that Old Man favors men paying off in foreign ports. Ship left States with 15 full books and 12 are left.

**MORNING LIGHT, Feb. 29—** Chairman Ralph T. Whitley; Secretary Sidney L. Brown. Minutes of last meeting read and accepted. Crew is to make sure each foc'sle has two fans before ship leaves Mobile. Fans are aboard but Electrician doesn't have time to put them up. All Delegates are to make repair lists and turn them over to Steward in Mobile. Steward asked help in keeping messhall clean. Discussion on fight that took place aboard ship; conduct of three men involved was not consistent with good Unionism.



**MARQUETTE VICTORY, Mar. 7—** Chairman James V. Murphy; Secretary W. M. Stark. Repair list from last voyage checked and discussed. Motion carried that Delegates make out new list and turn over to department heads before ship's arrival in New York. Motion carried to have agent get in touch with company to straighten out arrangement of present quarters of Engine Department. Wipers are sleeping aft. Steward asked men to be careful of laundry. He explained use of suction valve on drain since the previous night



the entire passageway had been flooded. Men were cautioned to be more careful in the messhall.

**BEATRICE, Jan. 8—** Chairman G. L. White; Secretary Donald Orr. No beefs reported in any of the departments. Request made for a new toaster and for repair of refrigerator. Larger fans are needed in the foc'sles for the run in the tropics. Motion by Ralph Carbone D'Angelo that men coming back to ship drunk and causing disturbance should be brought up on charges and if found guilty, to be suspended for not less than six months.

**YANKEE DAWN, Feb. 26—** Chairman Al Power; Secretary Joe Arsenaull. No departmental beefs reported. Union literature distributed by Deck Delegate. He had obtained booklets in Boston Hall. Discussion of shortcomings in food and linen situations.

**YANKEE DAWN, Mar. 9—** Chairman Charles McQueen; Secretary Williams. Disputed overtime reported for his department by Deck Delegate. Repair List made out after discussion of repair problem.



**MOORING HITCH, Jan. 25—** Chairman Don J. Dour; Secretary John J. Bluit. Departments okay except for a few disputed hours on Deck. Voted to build shelf for library. Also voted to keep longshoremen out of passageways and to rig water line to deck in port to supply longshoremen. A minute of silence for Brothers lost at sea.

**SOUTHLAND, Mar. 8—** Chairman R. A. Wickham; Secretary Edward Szarthe. Deck Delegate reported two disputed hours to be taken up with Patrolman. Voted that Ship's Delegate should get slopchest opened for cigarettes and should see that the right sizes in gear are carried in slopchest. Voted to return foc'sle keys to department heads before leaving ship.

**EDWARD N. HURLEY, Mar. 8—** Chairman J. D. Otto; Secretary J. Havlicek. Reported that Captain had agreed to confer with Steward and get what fresh provisions were available. Elected Department Delegates as committee to take up donation for Arne Jansby, Bosun, hospitalized for broken leg. Logged men agreed to contribute amount logged to hospitals if logs were dropped. Voted Delegates should

get showers and laundry repaired and should draw up complete repair list. Voted check on slopchest, medical chest and linen before next voyage. Minute of silence for Brothers lost at sea.

**STEEL NAVIGATOR, Jan. 22—** Chairman C. Hemis; Secretary Thomas K. Cameron. Engine Delegate to see Chief Engineer about putting freon in crew's ice-box. Bosun told he could not relieve man on gangway watch to put in cluster lights. Ass't Electrician instructed to cooperate closely with Chief Electrician to learn job, but Chief walked out of meeting. Voted charges against Chief unless he can explain walkout. One minute of silence for Brothers lost at sea.



**JAMES DUNCAN, Feb. 22—** Chairman Bill Rowe; Secretary A. W. Wasiluk. Few disputed hours in Engine Room but no trouble expected about them. Repair list drawn up. Voted praise for Steward Strom, Chief Cook Cox, Second Cook Wasiluk, Third Cook Donhue and the Messmen. Minute of silence for Brothers lost at sea.

**YORKMAR, March 7—** Chairman E. L. Thompson; Secretary R. R. Eader. Elected E. Johnson, Ship's Carpenter, to post of Ship's Delegate. Departments in good shape but warning issued by Delegates against performing. Voted to have ship checked by an exterminator. Voted full approval of referendum on assessments recommended by Agents Conference. Discussion on repairs. One minute of silence for Brothers lost at sea.

**HURRICANE, Jan. 25—** Chairman and Secretary not named. Voted to stop Mate from doing Deck Gang's work. Engine Delegate reported Chief Engineer had reprimanded Junior Third for treatment of men. Moss elected Engine Delegate to replace Goldsborough who was leaving ship in Honolulu. Discussion of repairs and sanitary conditions.



**DOROTHY ANN MESECK, Mar. 8—** Chairman R. P. Sirois; Secretary Wm. F. Reynen. Disputed overtime reported in Deck Department. Deck and Stewards Delegates both asked clarification of agreement. Voted to get clarification before another voyage. Repairs discussed.

**Send Those Minutes**  
Send in the minutes of your ship's meeting to the New York Hall. Only in that way can the membership act on your recommendations, and then the minutes can be printed in the LOG for the benefit of all other SIU crews.  
Hold those shipboard meetings regularly, and send those minutes in as soon as possible. That's the SIU way!

**SEAFARER SAM SAYS:**

**TIME IS RUNNING OUT!**

**THE REFERENDUM PERIOD ENDS ON APRIL 10th. CAST YOUR VOTE TO KEEP THE SIU THE STRONGEST UNION IN MARITIME.**

**CUT and RUN**  
By HANK

Now that the SIU Negotiating Committee has adjusted and established the highest wages in the maritime industry it is the solemn duty, as it has always been, of every Seafarer to protect these wages by carrying-out his shipboard job at all times. With every Seafarer knowing his job and doing it—it should eliminate the occasional kinks in those otherwise-swell trips. We'll bet a dollar-that-ain't-a-dollar-anymore that more Seafarers are beginning to clearly understand the reasons why we must honestly protect and build up the strength, the reputation and the expansion of the SIU. With this attitude and action we can easily create better wages and conditions and more jobs for the membership.

Furthermore, every Seafarer can certainly do his job and also enjoy himself during the trip—without creating some unexpected and unnecessary hardship on his shipmates or giving his own union and the contract a black eye. It's so much easier to be a good Union man—a good sailor and a swell shipmate—whether you're afloat or ashore. It's twice as hard and eventually plenty disappointing to do the wrong things. Remember, brothers, our SIU agreements are the best of all the rest. Our wages and conditions can't be beaten by any union.

Brother "Blackie" Deacon Foster, the oldtimer, is spending his winter vacation up here in New York. Brother Foster says hullo and the best regards to Brother Moon Koons, Brother Percy Boyer and all the rest of Joe's Jungle gang down in New Orleans ... Brother Dutchy Moore was in New York over the weekend on the SS Steel Scientist, paying off in Baltimore. Brother Orlando Silva is Bosun on her and she's heading for Manila, Shanghai, Hong Kong, Singapore ... Brother "Tex" Graydon Suit sends hullo to Brother Frank Bose ... Brother Franklin Smith says hullo to all his pals while he's aboard the Allegheny Victory, docked in Honolulu ... Here are some oldtimers in town: A. Goldsmit; M. Flores, Steward; E. Young; J. S. Hilton; L. Aviles; William Gale; R. Ortiz; C. Doroba; William Dixon; A. R. Silvestri; W. Hunt; B. Rabinowitz; J. Liknes; W. J. Wolfe; J. Fuller; H. Drummer; J. Malone, Steward; A. La Plante, Electrician; W. D. Baisley; P. Perrotti; C. Patraiker; A. Milefski; A. M. De Forest, Steward; J. Denopra; Charlie Bush; Gulfer A. Chappell and G. B. Thurmer.

The weekly LOG will be traveling all over the nation to the following Brothers: G. E. House, of Louisiana; Stan Wilmott, of Vancouver; Stanley Hunt, of New York; Richard Rogers, of Pennsylvania; James Finnell, of Georgia; Homer Bailey, of Virginia; J. W. Little, of Alabama; Albert Briggs, of Connecticut; Patrick Cleary, of New York; Don Linder, of Long Island; Edward Burton, of Louisiana; Harvey Higgins, of Florida; Patrick Fusco, of New York; Alton Bell, of Alabama; Ramon Lebarre, of California; E. Hannon, of Alabama; Elmer Edgett, of New York; Calvin Medley, of Louisiana; A. H. Anderson, of Virginia; Norman Campbell, of Texas; Loran Harris, of Michigan; Vic Wallner, of Washington; Barney Skog, of Washington; John C. Smith, of Mass.; Marcel Mitchell, of Texas; Arthur Valois, of Mass.; Robert La Grasse, of New Hampshire; Robert Squire, of Ohio, and Paul Darnell of Kentucky.

Brothers, don't forget to vote. Four resolutions recommended by the Agent's Conference are on a referendum ballot and in all SIU ports voting has started. Seafarers coming in off the ships should immediately vote—and also catch up on the reading of the LOGS of the past few weeks.

# THE MEMBERSHIP SPEAKS



## Underscores High Standard Of Conduct Implied In Oath

To the Editor:

How many bookmen remember the oath they swore when they obligated themselves to the SIU? How many have studied that oath and grasped its full meaning?

Let's take a look at the oath of obligation to see what standards we really set for ourselves. They are pretty high, Brothers, and it takes a good man to live up to them.

**I pledge my honor as a man:** When you pledge your honor you pledge your self respect. Your honor is a great and splendid thing, the biggest thing you can pledge. If you lose your honor you lose everything. Honor is a five-letter word but it means more than a whole dictionary.

**That I will be faithful to this Union:** Faithful means trustworthy in the performance of duty, especially the fulfillment of promises, obligations and vows. Union is another word easy to say but having a big meaning. The Union is a body of people who want the same from life and a chance to live the way people should. The SIU gives you that chance.

**And that I will work for its interest:** When you work for the interest of the Union you work for your own interest. It is your duty to do all you can for your Union and its members. You must put all of yourself into it.

**And will look upon every member as my Brother:** That means that everybody works for everybody else and that nobody is any better than the next guy nor entitled to any more. It also means that everybody stands ready to help everybody else at all times.

**That I will not work for less than Union wages:** Well, this part comes right down to earth and tells you what you must not do. But the only way one man can live up to this is by seeing to it that everybody lives up to the rule.

**And that I will obey all orders of the Union:** You make the orders. Each and every one of you makes them. You make them for the benefit of all. Do as the orders say and you will come out all right.

**I promise that I will never tell the proceedings of the Un-**

**ion:** This among other places is where your honor comes in. You might not think that the little things you say would hurt the Union in any way. Sometimes the little things hurt the most. In any event, think before you speak when you talk about the Union to non-members.

**To its injury or to persons not entitled to know it:** A person entitled to know SIU business is a person so authorized. A person not entitled has no right to know anything.

**And if I break this promise:** There is no "if" about what happens when somebody does break the promise. Excuses are no good. The road to a certain place is paved with excuses, and a man who breaks promises and makes excuses on earth will do the same elsewhere.

**I ask every member to treat me as unworthy of friendship and acquaintance:** Even your best friend has no choice but to abide by this part of the oath if you do wrong. You and you alone must pay. There are times when even friends can't help you no matter how much they want to. Friendship stops somewhere and this is the place. Loyalty to the Union comes first.

**So help me God:** You have your right hand up all the time and at the end you call upon God to help you do what the right thing is.

This is how I interpret the obligation, and I hope everybody lives up to it just exactly 100 per cent.

Frank Schutz

## TIME OUT FOR THE POLARIS DECK MEN



Down where the southern sun shines bright, Alcoa Polaris deck men crawl into the shade for a breather. Against the tans of their bodies, the well known SIU white caps stand out clearly. Scene is Paramaribo, Dutch Guiana; shot by Bertold Swenson, Oiler.

## Mate's Plot To Oust Bosun Foiled By Union Delegate

To the Editor:

Aboard the Waterman scow SS Morning Light there is one phony Chief Mate.

This Chief Mate seems to be inclined to think that he is the lord and master while he is aboard this scow with no regard for who is to see that work is done on the Deck.

We have shipped a very capable Bosun aboard this scow who has done a fine job running the men. But somehow the Chief Mate has taken it upon himself the matter of running the Deck Gang. He tells the Bosun he knows all there is to do.

As a result, the Mate tries to

do everything while the Bosun has to stand around.

### LOW TRICK

The Bosun, knowing his proper duties, informed the phony Mate that he, not the Mate, would assign men to whatever work was to be done. Moreover, he pointed out that he did not have to assign particular men selected by the Mate. He would, he said, assign men he felt could do whatever job came up.

This legitimate outburst by the Bosun kind of got to the Chief Mate, and he began to try to retaliate. His first move was to corner the Deck Delegate and ask him to get the Bosun in wrong with the Union.

If the Delegate could get the Bosun off the ship, the Delegate himself could be Bosun, the Mate promised.

Well, the Deck Delegate wasn't that kind of a guy. He was a good Union man and he straight forth informed the Bosun and everyone else of what was going on.

The whole crew heard the whole story of the low mean trick the Mate was trying to pull. Each statement the Mate had made was told to all, and everybody had the chance to learn just what kind of a man this Mate could be.

Bud Callahan  
D. D. J. Manson (SUP)  
W. J. Murray (SUP)  
G. E. Harwell  
N. Traca  
S. Crespo  
W. E. Fentress  
San Juan

## Membership Rules

Membership rules require every man entering the Union Halls to show his Union Book, Pro-Book, permit or whitecard to the doorman. This is for the membership's protection. Don't waste the Doorman's — or your own — time by arguing this point. Observe the rules you make.

## PORTRAIT OF A SEAFARER



Rafael Ortiz, San Juan Dispatcher-Patrolman, as he appeared to Homer Spurlock, talented Seafarer who has been making pencil sketches of his Union brothers on the Island.

## Log-A-Rhythms

Sailor's Joy

By C. BOOM

Away in salty solitude,  
under sparkling stars,  
Free from peoples' attitude  
and solid mental bars,  
A free horizon for a street  
and rocky waves to rest.



Three meals a day with fresh meat,  
and laughing seagulls for a jest,

Away from cops and dames,  
clip joints and Mickey Finns,  
A sailor's heart goes up in flames  
and the sea will wash his sins.

## Friend Of Union To Distribute Log In Rotterdam

To the Editor:

I visited a Seafarer named Bill Kimball in the hospital here and found he was a member of the crew of the SS Gateway City. I visited him last Sunday and he was in very good condition.

He was glad to see me and I promised him to see him every week. He asked me to write his wife in Mobile and the letter is on its way by air mail.

I also visited the steamer Bienville, Waterman (now on its way to New York) and I got several magazines for Brother Kimball to read.

The Steward gave me a piece of Palmolive soap and a Brother working in the galley gave me magazines and two pieces of soap for Kimball.

### MONEY BACK

Some of the Brothers, having their cabin to larboard above the propeller, complained because they had paid three guilders for a drink in L'Ambassador in Rotterdam. The proprietor asks these Brothers to come back to his place and show him the waiter to whom they paid the money. They'll get their money back.

Brother Kimball will be better within five weeks.

Please send me 40 LOGs every week. Seafarers who are cared for in a hospital in Rotterdam are visited by me every Sunday. I also would like to be known that I am willing to distribute the LOG aboard all SIU ships which dock at Rotterdam.

L. Pleyvier  
164 Beyerlandvchelaan  
Rotterdam South

## 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.

## SS Stockton Crewmen Proud Of Clean Ship, Good Chow

To the Editor:

Just a few lines from the SS Frank R. Stockton, South Atlantic, the cleanest and best ship afloat, we the crew think.

The Deck Department is 100 percent full book, and the Black Gang and Stewards Department are just about 99 percent.

We signed on in Baltimore and took on half a cargo. Then we topped off in Boston loading that coal pitch.

One day out of Boston the Old Man turned the Stewards

### LIKED CONFAB REPORTS IN LOG

To the Editor:

The LOG, being the official organ of the SIU, is read by all the members ashore and afloat. It is every member's guide to the activities of his own home port and various other ports in which he is interested.

Upon reading the issue of the LOG in which I found the reports of the Agents Conference I was greatly pleased as well as surprised. To my knowledge, this never had been done before.

In my opinion, aside from the fact that members save time and trouble by reading the Agents Conference proceedings in the LOG, this step is progressive and constructive.

In the past, only those members especially interested in digging out reports of the Conference did so. Now, every member is fully informed through the medium of the LOG. He has a chance to read material of this nature and voice his opinion to the rest of the membership.

Also, men who never knew Union procedure before can avail themselves of the opportunity to learn it now. It must be realized by all that an informed membership is a strong membership.

Thomas H. Fleming

Department to soogeeing down and the Deck Department to painting all the passageways, messhalls and foc'sles. "Bokoo" overtime, as they say here in France where we are now.

The Old Man not only preaches but practices our slogan: "An SIU ship is a clean ship." The Steward is really putting out some fine chow. The whole crew wants to sign the Baker to a 10-year contract.

There's not a beef in any department and I doubt if there will be. The Mates and Engineers are tops.

Watch for a clean payoff in Norfolk or Baltimore around April 15—there will be very few replacements.

Tom Baldrick

### Get A Receipt

Every member making a donation to the Union for any purpose should receive an official receipt bearing the amount of the contribution and the purpose for which it was made.

If a Union official to whom contribution is given does not make out a receipt for the money, the matter should immediately be referred to Paul Hall, Secretary-Treasurer, SIU, 51 Beaver Street, New York 4, N. Y.

In advising the Secretary-Treasurer of such transactions, members should state the name of the official and the port where the money was tendered.

## Skipper Raps Times' Boost To America's Finky Master

To the Editor:

The herewith enclosed letter to the New York Times and its rejection by them should be of interest to all seamen. The New York Times, obviously, is not the seaman's friend. Perhaps you could publish the letter in the LOG.

(Ed. Note: The letter was sent to the New York Times in answer to an editorial criticizing American seamen and upholding Commodore Harry Manning, non-union skipper of the SS America who finked out during the 1946 NMU strike. Cause of the Times' remarks was the recent threatened tie-up of the ship due to crew grievances. Captain

Peterson, writer of the letter, sailed for many years in the foc'sle and is a member of the MM&P.)

To the Editor, New York Times:

A luxury ocean liner owned by the people, operated at taxpayer's expense, manned by 600 citizens, and commanded by a commodore who is assisted ashore by newspaper writers, has again brought the American sailor into public disfavor.

### POSITION UNFAIR

Your editorial, "America on the Sea" is not fair, when you say: "And likewise doubtful, it follows, would be the future of the seamen themselves." What have we seamen to do with the incident between two individuals aboard ship?

Should I, who have been going to sea since 1908, be thrown out of job and left stranded on the beach because of it?

We have in America some 200,000 bona fide seamen. Should they be penalized and lose their jobs to foreign seamen because a few hundred passengers may suffer a slight inconvenience by not being able to sail on time on a luxury liner?

We are entitled to jobs on our ships, and our ships must sail the seven seas. Are you going to let us down, now?

### FLEET NEEDED

True, we American seamen cannot compete with the cheap labor that runs the foreign ships. But we need a Merchant Marine for national defense and that luxury liner of ours is no good for that purpose. Big ships are not even all right in peace time, viz: Titanic, Vestris, and others.

We need sharp ships of about 5,000 gross tons each, and many of them; seaworthy ships with accommodations for 50 passengers and speed of 25 knots.

Twice we won the battle of the Atlantic due to the fact that the enemy's subs were too few against our many Hog-Islands and Liberties. Less seamen, in percentage, lost their lives at sea in War II than in War I because the Fuehrer was less sailor than was the Kaiser.

Capt. R. J. Peterson

### PURDUE VIC WON 'THROUGH STOMACH'

To the Editor:

The phrase "Winning a man through his stomach" is typical of the case aboard the Purdue Victory, presently engaged in intercoastal trade. Especially so, after a very lean and forceful westbound passage.

The crew of this vessel, from top to bilge, has come to enjoy the excellent "Amerique cuisine." All wish to express their very sincere appreciation to the fullest extent for the effort and undaunted spirit shown by the Stewards Department as a whole and Chief Steward Lloyd Warden and his capable cooks in particular.

The men worked under short stores but have made this vessel a pleasant place to life. As it is the wish of ninety percent of the crew, we heartily give them our public acclaim.

H. McNaught, Master  
F. J. Cerago, Ch. Eng.  
Julius Sonza, Ch. Mate  
Carl J. Koziol, Stew. Delegate  
R. W. Bauman, Eng. Delegate  
C. D. Sheatten, Deck Delegate

### KEEPING COOL UNDER A TORRID PERSIAN GULF SUN



Buddies Warren Hogancamp, Wiper, and Harry Bennett, Wiper look pretty for the man with the "machina de photographia." Tied up on a seven months shuttle run in the Persian Gulf, the men of the Platt Park, Pacific Tankers, solved their recreational problem by rigging a swimming pool on a gun turret. Playing horseback in the rear are, bottom to top: Nat Minasi, AB; Bennett, and Nat Blakeman, Galleyman. Foreground are Jackson, AB; Coleman, Oiler.



## Every Trip Something Happens; A Stowaway Clay's Latest

To the Editor:

It appears that the Alexander S. Clay is jinxed—something is always happening. You men who are complaining of dull trips, come along on the Clay—there is never a dull moment.

One trip we lost the propeller, next trip we busted a piston and now, well—throw in your shipping cards, you excitement loving Seafarers, here is the golden opportunity.

A few days out of St. Nazaire, the land of love and vino, while still recuperating from the days of joy, we met our latest adventure. The ship was rolling sluggishly in the heavy swells that came as an aftermath to the stiff northwester that had raised an inferno throughout the Bay of Biscay.

The Bosun and I were checking on necessary repairs for the ex-guncrew quarters aft. One of the doors had been broken on a previous voyage so while inspecting the damage done we spotted a tuft of hair protruding from behind some old mattresses stored in the room.

### INVESTIGATION

We were at first undecided as to what to do, but common sense would have to in-

castle and returned with flashlight.

Standing ready to throw ourselves clear in case of trouble, we abruptly dragged the mattresses clear. A pitiful sight greeted us. With sunken cheeks and several days' growth of beard, framed feverish eyes filled with fear stared up at us.

The poor chap's condition might have been caused by seasickness, but I doubt it. I presumed it to be hunger which was proved when he was addressed in French, a language he understood a little. He had not eaten nor had he taken water since leaving France four days past.

We assisted him across the deck and into the messroom before notifying the skipper. When we offered him a glass of water he had to be restrained from drinking it too fast. He drank glass after glass until someone mentioned it was not safe for him to drink too much at once.

Either he was an excellent actor or he was near collapse. On board we had a few men from Latin America who discovered that he spoke Spanish. They translated his story for the Old Man.

He claimed to be a Cuban

from Havana, but had worked on a Greek ship which left him behind in France due to no fault of his own.

Being without means of support he had taken a shore job at which he was working at the time of our arrival in St. Nazaire.

### WANTED CUBAN SHIP

At an opportune moment he saw a chance to sneak aboard where he hid in the room back aft. He had learned, I suppose,



from the crew ashore where we bound. From the States there would be little to stop him from getting a ship to Cuba.

For thirteen days he was quite happy doing odd jobs around the ship. Little did he know that

the only reason he was not transferred to another ship bound for France was due to the rough weather we were having.

We were in continuous communication with several ships bound for France and were just waiting a lull in the weather to transfer him. On the fourteenth day out we met the SS Felix Grundy, also of South Atlantic, bound for Le Havre. The radio operator had a buzzy time for awhile but he received the okay to make the transfer.

No. 2 Lifeboat was ready to lower, and due to fine seamanship we got the boat lowered without any trouble. A wild ride in the fresh sea and we managed to get him aboard the other ship.

Going back and getting the boat taken aboard was done just as efficiently except for being thrown around against the ship's side quite hard before getting the falls adjusted properly.

I think the skipper was very well satisfied with the whole operation. His hand was steady and deliberate as he noted in the official log book: "Ship delayed 42 minutes due to transfer of stowaway."

J. F. Wunderlich Jr.

# Wants Score On Overtime, Feels Stewards Can Paint

To the Editor:

In reply to Brother J. M. (Windy) Walsh regarding the agreement that the Stewards Department is not required to paint, chip or scale, and can't paint on overtime, the agreement does not say the Stewards Department cannot paint or is not allowed to paint.

It is very plain. It says they are "not required" to paint, not that they are not allowed to or not permitted to paint.

Can't some one give a final decision on this question? Can or cannot the Stewards Department paint the parts of the ship they take care of?

## PUTS IN HOURS

Should a Night Cook and Baker with 10 to 20 years of experience and years of sea time pay off with a much smaller pay check than an OS? A Night Cook and Baker puts in more hours per day than is ever put in on the Deck.

If a good Cook is following a good menu, he can't run it in eight hours unless he railroads the chow. So, Brother Windy, get yourself squared away on the score.

## Fights For Free

Seafarers waiting to ship out of the New York Hall can now pass the time as spectators at the big-time boxing matches, hockey and basketball games, movies and newsreels and what have you — without spending a dime for the ducats. The much-discussed television set is now set up and operating on all fours.

There are plenty of good seats available for all these activities in the recreation room of the third floor, Monday through Saturday until 11 P.M. each night.

Handling the control board of the machine is our esteemed building superintendent, Bill Higgs, ably assisted by "Lil Abner" Barthes, night dispatcher.

So all you Brothers who want to beat the weather — and the gin mills — come on up and see what's going on in comfortable style.

Brother, what a home a ship can be with harmony in each department! I am speaking with 31 years of sea time behind me. Nobody could call you an "agreement stiff," Windy, but oh that "Hooray for me" and so forth.

Well, fellows, things are humming and the bauxite dust is sure flying on the shuttle run.

Congrats to Blackie Gardner in Philly on his election to Agent.

Luck and good sailing to all.

T. C. Harrington  
Night Cook and Baker  
MV Capstan Knot  
Trinidad



For nine months the Petrolite has been shuttling back and forth between France and the Persian Gulf.

Here is her crew: Left to right, front row — Williams, Oiler; Maurer, OS; Robertson, AB; Toner, OS; Richberg, QM; Bannister, Wiper. Second row—Limey, BR; Odom, DM; Alverson, Eng. Maint.; Nall, Oiler; Thomason, Eng. Maint.; Alexander, DM. Top row—K. Purvis, Chief Pumpman; Crews, OS; Jones, QM; Anderson, AB. Bosun Larsen at right on the ladder.

These boys have chosen comfort over appearance. Wearing the Persian Gulf haircuts are, left to right — Toner, OS; Crews, OS; Smith, Wiper; Bannister, Wiper, and Robertson, AB.

# Chauncey Cockroach Rides Again; Signs On SS Fink

To the Editor:

This is to bring up to date the piece in the February 13 issue of the LOG which described the plight of the Cockroach family when they found themselves aboard the tanker SS Slaphappy with the SIU practically coming up the gangplank.

Of course, the Slaphappy was organized eventually. Chauncey and Katie had to sign off and take their precocious brat Ronald with them. Speaking of the 100 percent SIU Slaphappy as he hit the dock, young Ronnie was heard to observe:

"I don't want her! You can have her! She's too clean for me."

In a short time, Chauncey and Kate signed on the SS Fink. Several months later in a Texas port the Fink happened to tie up alongside the Slaphappy.

Naturally Chauncey grabbed the opportunity to visit the Slaphappy and see some of his old gang. He managed to get aboard when nobody was looking. To his amazement, he found not a single buddy. Moreover, he didn't like the look of things at all.

When he got back to the Fink, he found Kate eating in the galley which smelt to high heaven. In fact, so far as Chauncey and Kate were concerned, the joint was pretty close to heaven anyway.

"Well, Kate," Chauncey said, "I want over to the Slaphappy."

And it was revolting. Everything was shining, even the toilets. You could see your face in the walls they were so bright.

"Chauncey," screamed Kate, "I can't stand it. Can't you see I'm eating?"

William Scott  
East Patchogue, L. I., N. Y.

# OUT OF TOUCH WITH UNION NEWS, WANTS MORE LOGS

To the Editor:

After three months of sea, we the crew of the Simon Bolivar have arrived in Antwerp, Belgium, and cannot find a copy of the SEAFARERS LOG. The people tell us they receive only a few copies weekly.

There are so many seamen here that the LOGS quickly disappear, so how about increasing the volume? There is a goodly number of seamen here who would like to keep up with the union news and the LOG is our one way of doing that.

Houston M. Wood

(Ed. Note: For the benefit of Brother Wood and other Seafarers in Antwerp, a check on the following Antwerp addresses should produce many copies of the LOG.

USS, 29 Avenue De Keyserlei; Cafe Green Corner, 18 Lond Street; The Flying Angel, 13 Plaine Van Schoonbeke; Old Dolfin Club, Nassautraat 22; Cafe Neptune, Ernest Van Dyck Kaai 10-B; Cafe Rotterdam, Tsanus Cerl lent Koolkaal 6; Gamleanker Cafe, Schipper Street; Charlie's Bar, Noorderlaan 1000; Cafe Maritime, Leopold Dok 212; and Jenny Brabani's Kappel-lestr 311 Hoboken.)

## Send 'Em In

Don't hold your pictures and stories of shipboard activities. Mail them to the Seafarers Log, 51 Beaver St., New York 4, N. Y. If you haven't the time or don't feel in the mood, just forward details. We'll do the rest. Pictures will be returned if you wish.

# 'Pepsie' Tops With Trader

To the Editor:

Just back from a trip that took me to Shanghai with the good ship Portland Trader. A good ship with a good Deck Department Delegate who went to bat for the Union many times in our behalf.

"Pepsie" is his name and he is known up and down the West Coast as a good guy.

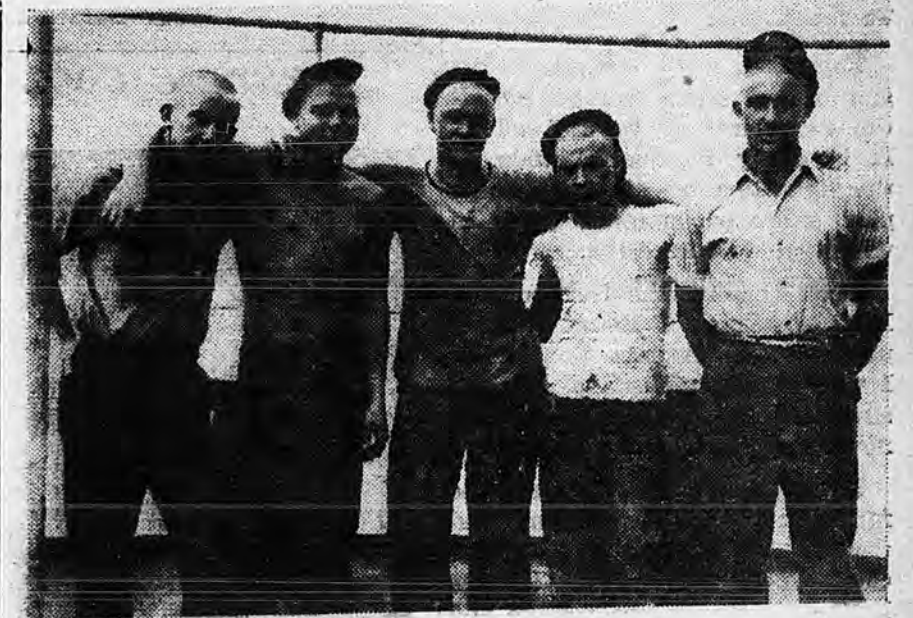
I would also like to say thanks to the fine cooks we had. During our spells of bad weather they were always able to get the food on the tables and in tasty form.

I wish "Pepsie" were going to be with us on our next trip. We certainly enjoyed his compositions. I hope to see more of his stuff, like "The Next To The Last Trip," in the LOG.



Bob, MFOWW

'PEPSIE'



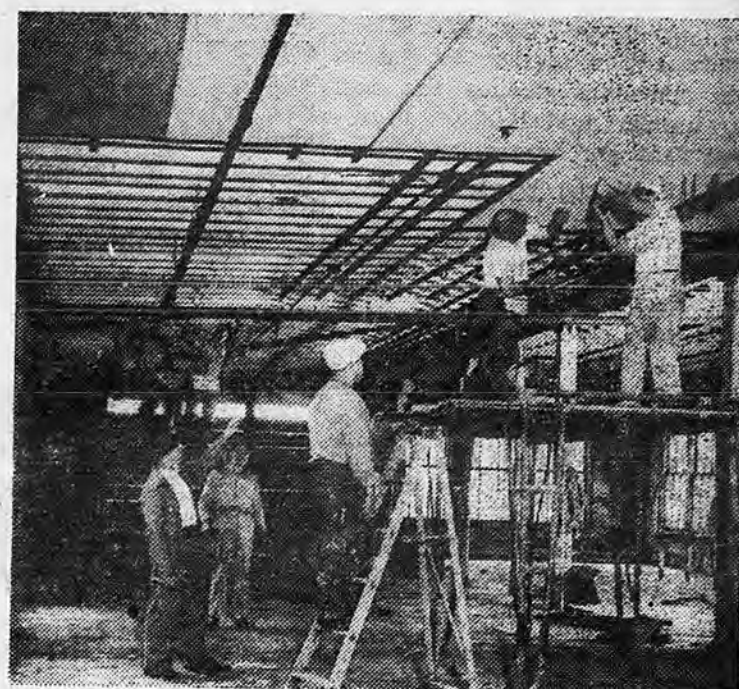
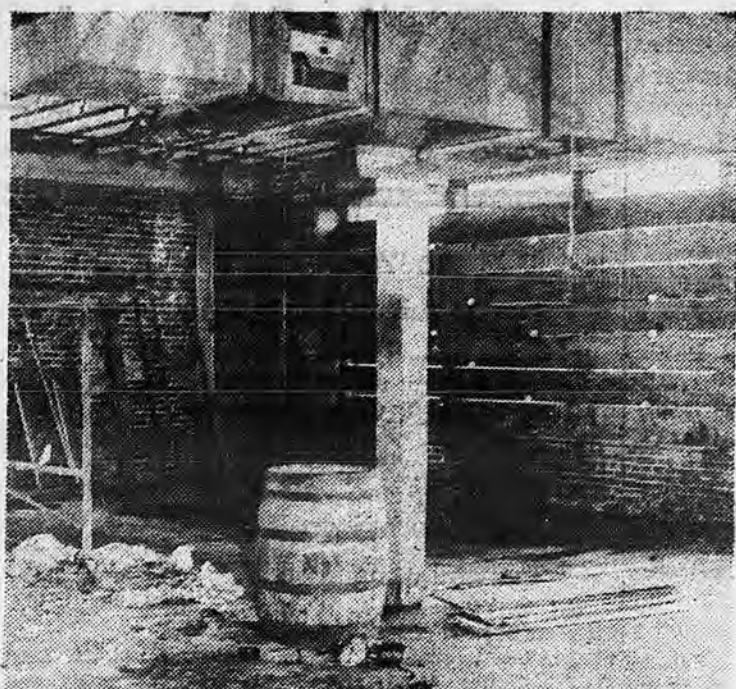
## Log-A-Rhythms

### Scum And Dregs

By JAMES (Pop) MARTIN

"There's a seaman and he's reeling to his ship or scratch house dull. The dregs of life are men like he with the brawn and brain of a bull." That's the picture as you see it, but when you voyage abroad, The seaman's the man who handles the ship—he's the handiwork of the Lord. He's a man and he damn well knows it—efficient, courageous, clear eyed; He belongs to the ship from bow to stern, from the bottom to the topside. Without looking he notices passengers enjoying the wine of life— There's dancing and lilted laughter, flirtation with alcohol spiced. He passes aloft to the darkened bridge to take his trick at the wheel, And as a serf to his master he calls 20,000 tons to heel. To hold to the course as he wills it or haul around to a nero, if he will He's tired, he's drowsy, he's patient, knowing and deep is his skill. His eyes never leave the compass, tho' his mind may range afar To the finite and the infinite: a mountain range, a baby, a star. And it sneaks below to the passengers enjoying the wine of life, He admits to himself it must be fun, rather jolly and soft and nice. If there's wine there must be a scum of mother, bubbles and froth; As he eases the wheel a spoke or two another thought comes forth: That those below are the scum of life's wine tho' they call us the dregs of the same And life is not all what you make it for the cards are stacked in the game. Life dealt the sailor a deuce in the hole and wired it with a trey, While you were born where the aces fell when the Great Dealer dealt that game. You give yourselves airs, call us the dregs, there's the wine of life between, And you, my friend, though you may float on the chelaan don't believe to yourself you're the cream.

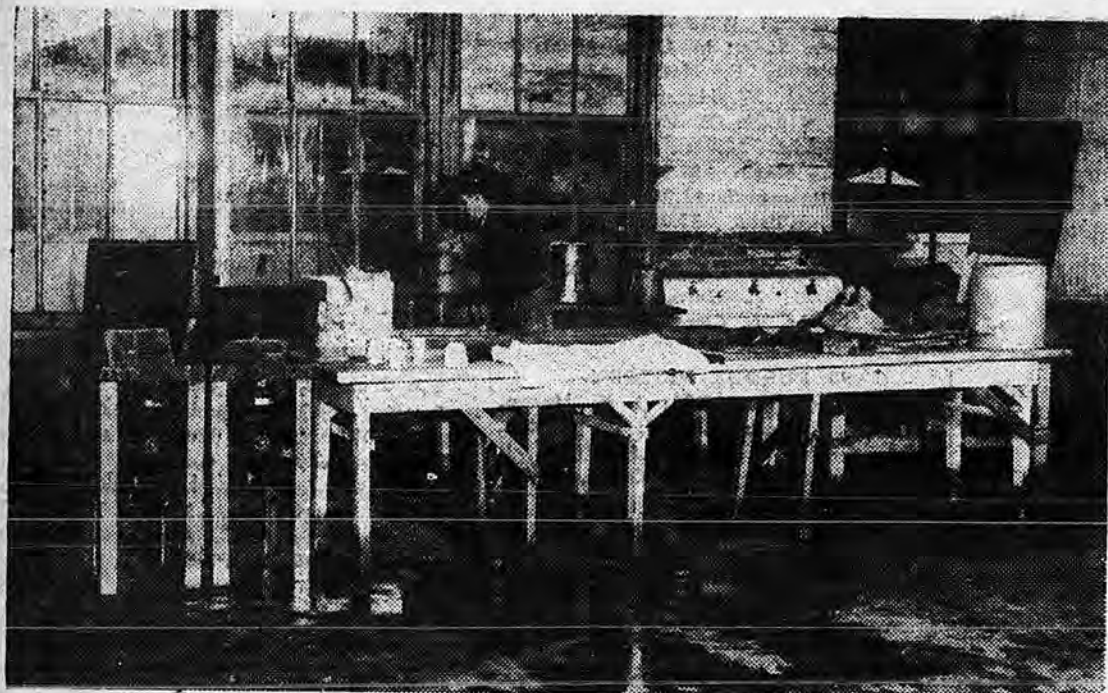
# Seafarers Work Hard On New Orleans Hall



Getting the new New Orleans Hall in shipshape condition is quite a job, but when the job's finished, Seafarers in and around N.O. will have the finest union headquarters in the whole South. Shown above are Frenchy Michelet, applying putty to the window frame; Blackie Landry, standing by with a finished frame; and Louie O'Leary, industriously plying his hammer.

A fire damaged the third deck of the new building, and the adjoining building burned down. The Union has already received a settlement of \$1,500.00 from the insurance company to pay for the damages. All the burnt sections will be repaired while the building is being renovated. The wreckage and dirt will all be cleared away also, and what will be left will be first class.

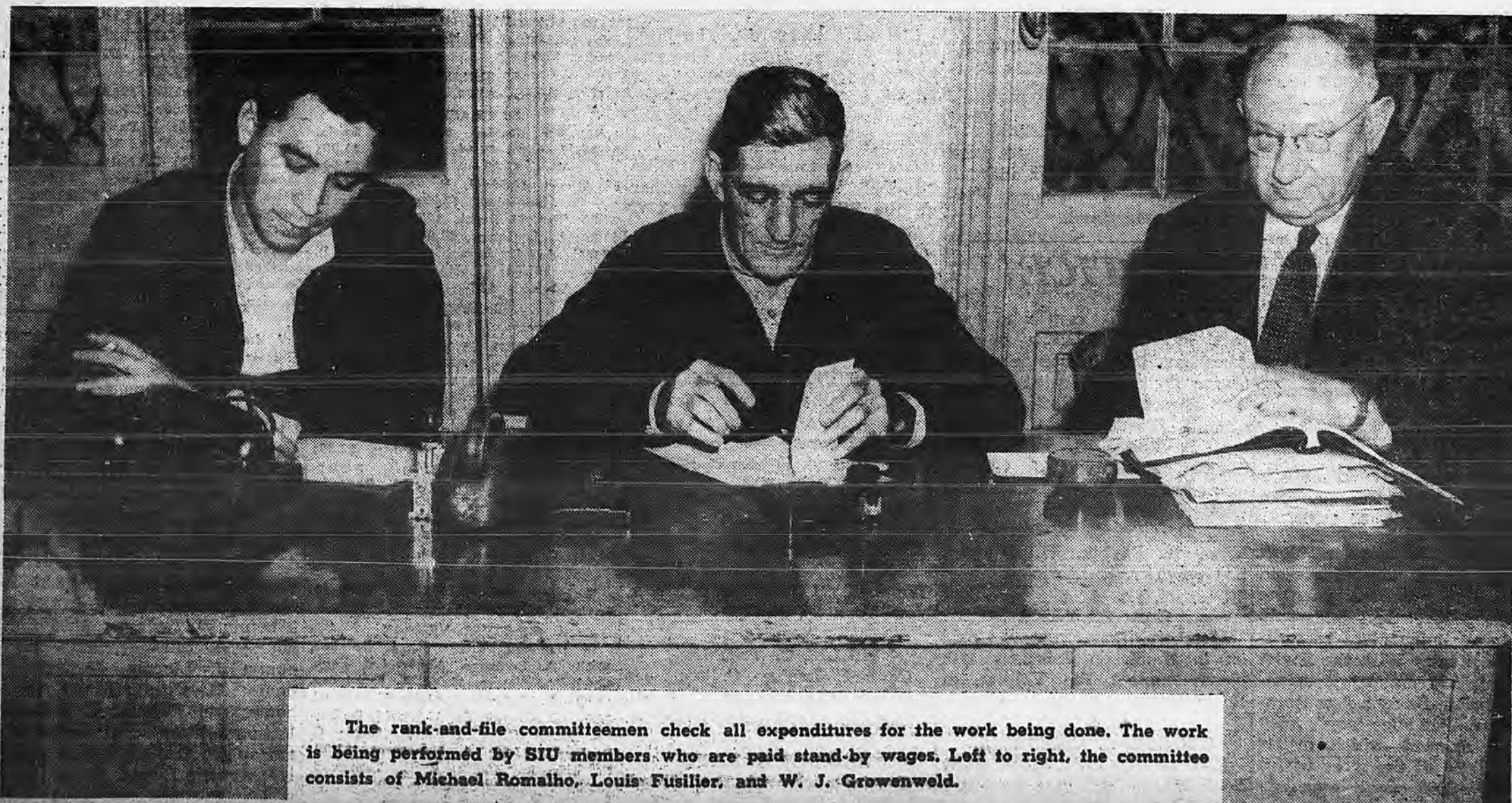
The recreation room-to-be gets a face-lifting as Vic Triano, Lenny Brown, Louie O'Leary, Danny Marine, and Red Lucas hang celotex on the ceiling of the third deck. Frenchy Michelet, in charge of the renovating job, stands and gives orders, as befits a superintendent. From the outlined plans, this will be a very popular spot when it is finally completed.



Louie Fusilier, oldtime SIU Steward, examines the galley, and proclaims it ready for any trouble that might come along.



View of the forward half of the second deck, which will be utilized as the Dispatcher's Desk and office.



The rank-and-file committeemen check all expenditures for the work being done. The work is being performed by SIU members who are paid stand-by wages. Left to right, the committee consists of Michael Romalho, Louis Fusilier, and W. J. Grownweld.

# Bureaucrats Still Trying To Give Away US Fleet

(Continued from Page 1)

Maritime Commission by American operators during the last four months and laid up in reserve fleet anchorages.

## 20,000 JOBS

Figuring an average of 40 men to a ship, the State Department benevolence would give away 20,000 jobs, not to mention the huge amount of business lost to shipyards, ship outfitters, steamship office personnel, and others connected with the big job of keeping 500 ships afloat on the seas.

This is not the end of the question, either.

Just remember that, under the extravagant system of wartime "cost-plus" shipyard contracts, these ships, even Liberties, cost the American taxpayer well over \$1,000,000 a piece.

Whether the Maritime Commission would ever get half of this back from their sale is doubtful. More than likely, the ships, if transferred, will turn out to be gifts rather than sales.

Of most serious consideration is the fact that this open-handed, short-sighted, naive gift, of

American tax-built vessels will seriously cripple our emergency reserve. The State Department has no argument to present against this obvious fact and, therefore, is ignoring it completely.

## IGNORING LAW

E. Myron Bull, President of the A. H. Bull SS Company (Bull Line) is one of the many American shipowners and ship operators who is taking a fighting stand against this government policy.

Say Mr. Bull in the current issue of Marine News: "The Ship Sales Act's provisions (1946) designed to limit foreign sales, to restrict chartering, to follow a firm pricing policy, to discontinue sales on December 31, 1947, and to sterilize the remaining vessels in a national defense reserve... are in danger of being repudiated."

"If this trend continues, the American ship buyer at Ship Sales Act prices, whether for domestic or foreign operation, will quite justly feel that he has been sold down the river by his government. What is even more important, the public interest in a Merchant Marine for commercial and national defense will have been sold down the river, too!"

Certain government officials, in other words, are ignoring the black-and-white provisions of the Merchant Marine Ship Sales law of 1946 and are intent on selling war-built ships to American operators at fancy prices, and in giving them to foreigners under the mistaken idea of charity.



## BOSTON

SS Knox Victory, \$21.00; SS Brazil Victory \$27.00  
H. Dunn, \$1.00; L. Kyser, \$1.00; G. Coker, \$1.00; F. Spruill, \$1.00; B. Compton, \$1.00; D. Gilmore, \$1.00; W. Copeland, \$2.00; J. Pendleton, \$2.00; H. Kahn, \$2.00; R. Darville, \$1.00; G. Murrill, \$2.00.

## NEW YORK

### INDIVIDUAL DONATIONS

W. M. Pontsikas, \$1.00; C. J. Harper, \$25.00; G. C. Glennon, \$3.00; H. M. Lewis, \$3.00; E. Hannon, \$1.00; O. Premussler, \$5.00; A. S. Stempien, \$5.00; P. Lock, \$5.00; D. Denholm, \$2.00; C. R. Morris, \$2.00; K. M. Bymaster, \$3.00; R. J. Albanese, \$5.00; W. F. Douglas, \$5.00; A. P. Perini, \$5.00; A. P. Mazur, \$5.00; F. Van Dusen, \$5.00; R. E. Keeter, \$5.00; O. Jepsen, \$1.00; G. V. Gjersteth, \$1.00; G. E. Anderson, \$3.00; M. Thompson, \$2.00.

## Seafarers Remember

**Ships and Seafarers in the Boston area remembered their hospitalized brothers to the tune of \$63 this week. The money has been forwarded to the Headquarters Hospital Fund, where it will go to Seafarers in all Marine Hospitals. Those who donated are: The crew of the SS Arickaree, \$17.50; the crew of the SS Warrior, \$42; D. McKinnie, \$2, and Joseph Charette, \$2.**

## SS AFOUNDRIA

H. Rogers, \$1.00; E. V. Ditmars, \$1.00; L. Farkas, \$2.00; K. G. Sivertsen, \$5.00; J. J. Thompson, \$1.00; B. Hoffman, \$1.00; A. Kavel, Jr., \$1.00; C. W. Welsh, \$2.00; W. J. Hackett, \$6.00; E. Arnio, \$5.00; S. J. Lelacheur, \$2.00; I. Flaherty, \$3.00; J. F. Higgins, \$2.00; A. Bender, \$2.00; J. Norgaard, \$3.00; A. Zaleski, \$4.00; J. F. Kozar, \$3.00; S. C. Imboden, Jr., \$2.00; L. Movall, \$2.00.

## SS ROBIN HOOD

J. L. Crowley, \$3.00; A. F. Chysna, \$1.00.

## SS YARMOUTH

H. N. Smith, \$1.00.

## SS MADAKET

T. W. Hammond, \$1.00; T. P. O'Rourke, \$1.00.

## SS COLABEE

S. Nathan, \$1.00; J. Martus, \$1.00; R. Spence, \$1.00; R. J. Prideaux, \$2.00; C. F. Carroll, \$1.00; G. DeMeo, \$1.00; H. Ulrich, \$3.00; M. Caraway, \$1.00; C. J. Willie, \$1.00; J. Sawyer, \$1.00; A. Lone, \$1.00; A. Lavoie, \$1.00; L. Wade, \$1.00; B. Cook, \$1.00; C. Ayala, \$1.00; C. R. Sanderson, \$1.00.

## SS MONROE

A. Galza, \$2.00.

## SS JOHN WANAMAKER

A. Mosher, \$2.00; M. Gison, \$2.00; J. Steeber, \$10.00; E. Heilig, \$2.00; B. Baterna, \$3.00; W. Harrington, \$10.00; P. Hickey, \$10.00; T. Vrdoljak, \$3.00; A. Maldonado, \$2.00; F. L. Perez, \$10.00; E. Marin, \$1.00; J. Basch, \$1.00; T. Barracuff, \$1.00; R. Perkins, \$1.00; R. Wilson, \$2.00; E. Ojeca, \$1.00; A. Perez, \$1.00; O. Beltran, \$1.00; Alexander Sheffs, \$10.00; R. Nevala, \$2.00; C. Nava, \$3.00; V. E. Monte, \$4.00; V. Campbell, \$2.00; G. Tennyson, \$1.00.

## SS PURDUE VICTORY

E. B. Crowther, \$1.00; J. K. Mason, \$3.00; M. Fingerhut, \$1.00; L. Warden, \$2.00; J. A. Wood, Jr., \$2.00; L. J. Hefferman, \$1.00; C. J. Kozol, \$2.00; J. Killmon, \$1.00; L. R. Elle, \$2.00; R. D. Hoyle, \$1.00; W. H. Hlatt, \$3.00; C. Cassman, \$3.00; J. Sheather, \$3.00; W. Gruol, \$2.00; G. Rector, \$1.00; Edward V. Homboosky, \$3.00; W. Fitzgerald, \$1.00; S. J. Kelley, \$2.00; J. Jackman, \$2.00; J. Mitchell, \$1.00; R. Lanove, \$1.00; G. Hansen, \$2.00; A. Snyder, \$2.00; L. Darling, \$2.00.

## SS YAKA

R. Goldstein, \$1.00; W. Rozalski, \$1.00; J. W. Kleczek, \$1.00; N. Voskian, \$2.00; R. H. Poturnicke, \$2.00; H. J. Swarjes, \$10.00; H. Montefro, \$3.00; E. P. Scanlon, \$5.00; H. J. White, \$1.00; W. F. Manthey, \$2.00; J. Beggy, \$2.00; J. P. Newman, \$1.00; J. Meeks, \$1.00.

## SS SUZANNE

I. T. Pearce, \$1.00.

## SS CHAFFEY

W. Wm. Denley, \$2.00; M. Sabla, \$5.00; Jennette, \$1.00; C. Storey, \$3.00; J. D. Allen, \$2.00; A. E. Mizlle, \$1.00; H. Ahmed, \$2.00; L. R. Caroon, \$1.00; M. O. Hannestan, \$2.00; T. Petroff, \$2.00; Wm. M. Smith, \$2.00; C. Howell, \$2.00; L. J. Gomes, \$2.00; C. G. Oros, \$2.00; A. J. Lemm, \$1.00; G. B. Hatcher, \$1.00; J. N. McLeod, \$2.00; J. L. Thomas, \$2.00; D. Busse, \$2.00.

## SS AMELIA

R. J. Montana, \$1.00.

## SS MOLINE VICTORY

G. T. Greene, \$1.00; A. Baze, Jr., \$2.00; C. Flores, \$2.00; J. McMenemy, \$1.00; E. Dixon, \$1.00; A. Fusco, \$2.00; P. Salvo, \$4.00; E. Berwald, \$5.00; R. Pittman, \$4.00; R. Cummings, \$2.00; W. Jacobs, \$2.00; W. Kenney, \$2.00; L. S. Medina, \$3.00; W. Michnovich, \$2.00; R. Pelasaja, \$3.00; A. Rezende, \$2.00; R. Roma, \$1.00; G. A. Dittman, \$1.00; R. Kessler, \$2.00; A. Lobler, \$1.00; R. Matson, \$2.00; S. Bergeria, \$2.00; C. Jacques, \$1.00.

## SS HELEN

C. Jurawicz, \$1.00; M. Rial, \$1.00; J. Swykert, \$2.00; M. Larsen, \$1.00.

## SS STEEL VENDOR

C. DeSouza, \$1.00; E. J. Barraca, \$2.00; A. Scaturro, \$2.00; Lai Fook, \$2.00; Tsi Young, \$2.00; A. Rodriguez, \$2.00; C. M. Negron, \$1.00; T. Wessel, \$1.00; D. Giangloria, \$1.00; M. DaCunha, \$1.00; C. V. Gladhill, \$3.00; G. Rockwell, \$2.00; A. Hanstveot, \$2.00; F. Krbavac, \$2.00; J. E. Townsend, \$2.00; R. Davis, \$2.00.

## SS STEEL WORKER

M. Roasthal, \$2.00; K. Forstr, \$1.00.

J. Fedesovich, \$1.00; R. E. Halliday, \$5.00.

## SS STEEL RECORDER

J. W. Coe, \$5.00; R. Fugueras, \$3.00; C. Dixon, \$2.00; G. E. Stegeman, \$2.50; M. A. Crech, \$5.00; S. Celest, \$4.00; B. F. DeLima, \$2.00; W. Foster, \$5.00; A. Arnold, \$2.00; J. J. LeFco, \$10.00; S. A. Rembetski, \$2.00; V. A. Engel, \$5.00; E. DeBourbon, \$5.00; F. B. Stumpf, \$2.00; G. F. Woods, \$3.00; C. W. Nettleton, \$5.00; W. C. Reid, \$5.00; A. H. Cole, \$4.00; H. R. Cap, \$13.00; S. Weiss, \$17.00; A. Crasto, \$10.00; J. V. Simmons, \$6.00; F. I. Ayson, \$4.00; A. Fernandez, \$10.00; B. Billarozza, \$10.00; R. N. Peterson, \$2.00; D. F. Mitchell, \$3.00; J. S. White, \$2.00; R. E. Kincaid, \$5.00; V. G. Orenco, \$5.00; W. Hadaway, \$2.00; W. H. Padgett, \$5.00; H. E. Tillman, \$2.00; C. L. Leming, \$2.00.

## SS TOPA TOPA

A. G. Mohamed, \$1.00; H. E. Bonewald, \$1.00; E. Y. Vicera, \$1.00.

## SS ARIZPA

L. D. Mullis, \$25.00; John T. Marljar, \$10.00; James W. Fennell, \$23.00; T. Boland, \$25.00; C. Hadn, \$10.00; W. R. Thompson, \$25.00; J. W. Little, \$10.00; W. L. Welborn, \$10.00; H. Peacock, \$10.00; E. M. Bailey, \$10.00; C. H. Dean, \$10.00; E. Ritchie, \$10.00; M. A. Kiker, \$10.00; E. P. McCaskey, \$25.00; E. Mosley, \$25.00; R. P. Sasseville, \$25.00; W. M. McNeill, \$10.00; H. F. Sedgeway, \$10.00; F. Dillworth, \$25.00; L. E. Mecoy, \$25.00; R. E. McCoy, \$10.00; V. J. Sackaczewski, \$10.00; J. A. McLaghlin, \$10.00; E. M. Watts, \$25.00; W. H. McKinney, \$10.00.

## SS DE SOTO

W. Philip, \$1.00; R. T. Oliver, \$2.00.

## SS JOHN B. WATERMAN

Juan Cruz, \$2.00; B. Bergesen, \$2.00; N. Swolka, \$2.00; S. Monardo, \$2.00; A. Ferreira, \$1.00; G. H. Jange, \$2.00; V. F. O'Reilly, \$2.00; L. Gunnels, \$2.00; C. P. Rasher, \$2.00; H. Schuchman, \$2.00; S. Darelo, Jr., \$5.00; T. M. McCarthy, \$2.00; I. G. Alarce, \$1.00; C. Andrew, \$2.00; A. Plutea.

## SS SUZANNE

J. Plunk, \$1.00; C. Negron, \$1.00; F. Munoz, \$1.00; M. Sirra, \$1.00; R. J. Burton, \$1.00; T. Mojica, \$1.00; W. H. Jordan, \$1.00; P. Sanchez, \$1.00; A. allejo, \$1.00; I. Pearce, \$2.00; D. Sconyers, \$1.00.

## SS CITADEL VICTORY

R. B. Anderson, \$5.00; J. C. Davis, \$5.00; A. D. Dalesandro, \$1.00; G. E. Anderson, \$3.00; L. A. McLaughlin, \$2.00; R. M. Lenoir, \$2.00.

## SS EVANGELINE

C. C. Sypher, \$1.00; B. High, \$5.00; R. R. Carlson, \$1.00.

## SS JAMES ISLAND

J. Haynes, \$3.00; J. F. Cooper, \$2.00; J. Hunter, \$2.00; J. Pawlak, \$2.00; E. Snowman, \$4.00; V. L. Mansalto, \$5.00; S. Sowell, \$2.00; S. Nelson, \$3.00; C. Savant, \$1.00; D. Lacey, \$5.00; L. Maire, \$2.00; L. Owens, \$2.00; J. Dougherty, \$1.00; L. Amodeo, \$3.00; J. Hodges, \$4.00; F. Vlassek, \$3.00; C. Hullum, \$6.00; A. Nickle, \$5.00; J. L. Mitchell, \$5.00; C. O'Mery, \$1.00; W. Solleav, \$3.00; R. Hanks, \$4.00; C. T. Dawson, \$25.00.

## SS SIGNAL HILLS

A. La Plante, \$2.00; C. Peters, \$2.00; S. Hairaton, \$1.00; C. Colitti, \$4.00; E. Palerson, \$1.00; P. Moser, \$1.00; J. McPolin, \$3.00; H. Burdette, \$5.00; G. Ford, \$1.00; T. Lyons, \$1.00; A. Jarvis, \$5.00; K. Fletcher, \$1.00.

## Money Due

**SS Francis, Bull S.S. Corp.**  
The following men have money due them in the amounts indicated: Bosun Evans, \$6.37 for 4½ hours; R. Alfanso, \$14.84 for 9 hours; D. DeJesus, \$7.95 for 5 hours; A. Miranda, \$7.95 for 5 hours; J. Lincoln, \$5.30 for 3 hours; G. Clark, \$10.07 for 6 hours; and V. Alabeo, \$1.59 for 1 hour. They can obtain the money at the Bull Line office, 115 Broad Street, New York, which is around the corner from the New York Hall.

## Books In Review

**GOOD READING, Pelican Books, 224 pp., 35c**

An excellent guide for those wallowing in the seas of purposeless reading is the new Pelican book "Good Reading," a recommended reading list of some 1,000 books.

The books were chosen not necessarily for their greatness but as books well worth knowing.

Each recommendation contains a short description of the work and its importance in literature. Before being put into pocket size, Good Reading had ten printings and sold 280,000 copies.

In addition to listing the books worth reading, an index is included giving the cost of each book, most of which can be purchased in paper covers for less than a dollar.

Here in Good Reading are contained all the books you were "going to read some day but never got around to it." But before many pages you'll be taking a pencil and making a list of books to buy. As the introduction said: "A good reader becomes sooner or later a good book buyer."

This book should set the course for many an evening of enjoyable and profitable reading.

**SWEDEN: THE MIDDLE WAY, by Marquis Childs, Pelican Books, 192 pages, 35 cents.**

When famed reporter Mark Childs brought his decade-old study up to date last year he was less aware than he would be today that he might be writing an epitaph. With the Soviet Union already making threatening gestures, Sweden's cooperative-based "middle way" may well be doomed—which makes Childs' book all the more useful as the account of an economic system that worked far better than most.

## PERSONALS

**FRANK R. POCHALSKI**  
Get in touch with Josephine Serafini, 1096 Kuts Ave., Birmingham, Ala.

**DAVID ALLEN RAMSEY**  
Get in touch with Mrs. J. H. Ramsey, Merryville, Louisiana.

**HAROLD (Bud) KENSINGER**  
Write to Johnny at 2254 Scotland Drive, Dallas 16, Texas.

**GEORGE M. SCHEMM**  
Your mother wants to hear from you at once. Her address: Mrs. Charles E. Schemm, Federalsburg, Maryland.

## NOTICE!

The following men who took part in the salvaging of the Abraham Baldwin are requested to see their attorney at 27 William Street, New York.

S. M. Dropkin, C. C. McClellan, F. Rands, J. Fedlow, B. Sherrer, R. Tatury, J. Gilbert, S. Magyar, M. Franciose, G. Medlicott, J. Copeland, R. Wyse, J. Fox, D. Gilbert, D. Talbot, R. Kipp, H. Faybik, W. Murphy, S. Gorowsky, R. Diorio.

**Crew SS YAKA**  
Members of the crew who paid off in N. Y. on February 19th please contact Joe Volpian at Headquarters Offices.

**GEORGE E. CAMPBELL**  
Call at the 6th Floor, New York Branch, 51 Beaver Street, New York, at your earliest convenience.

**BUD CALLAHAN**  
Everyone at home is okay. Virginia is married. Alice and I are living with Mom. Write us a card. I'm shipping out this week. "Little Brother."

**ANTHONY TREPKA**  
Contact Margaret Hastings, Villa D'Este Hotel, Biscayne Boulevard and 8th Street, Miami, Florida.

**KEN MASON**  
Get in touch with Mike "Heavy" Thornton, Dishwasher on the SS Smoky Hill, at 3952 Camp Street, New Orleans, La.

**JAMES ALLEN MILLER**  
You are asked to contact John P. McKinley, 505 American Building, Savannah, Georgia.

**MELVIN E. RICE**  
Your mother is very anxious to hear from you. Her address is: Mrs. Laverne Rice, c/o T/Sgt. C. E. Holland, Squadron B—1377 AAFFBU, Box 154, Westover Field, Mass.

**FRANKLIN MELONZI**  
Get in touch with Bessie Campbell, 71 West 100th Street, New York 25, N. Y.

**WILLIE C. THOMAS**  
Contact Louise Collier, c/o Rainbow Luncheonette, 6 N. Jackson Street, Mobile, Alabama.

**ANDREW H. KANE**  
Get in touch with R. J. Ward, c/o Whitney's, 946 Sixth Avenue, San Diego 1, California.

# Unclaimed Wages

## Mississippi Steamship Company

501 HIBERNIA BLDG., NEW ORLEANS, LA.

The following is a list of unclaimed wages and Federal Old Age Benefit over-deductions now being paid by the Mississippi Steamship Company covering the period up to December 31, 1946.

Men due money should call or write the company office, 501 Hibernia Bldg., New Orleans, La. All claims should be addressed to Mr. Ellerbush and include full name, Social Security number, Z number, rating, date and place of birth and the address to which the money is to be sent.

Pelt, Charles A.	20.56
Peltamaa, Onni	5.10
Pender, John G.	24.29
Penny, Chas.	22.73
Pepin, Beverly B.	16.52
Piecelay, E. M.	3.76
Percival, R. L.	10.90
Perdue, James W.	9.45
Peredne, Francis	3.92
Pereira, Abraham	.28
Perez, Adolfo	1.06
Perez, Andries E.	.89
Perez, Jacento	.60
Perez, Juan J.	14.46
Perez, Julio	1.52
Perez, Manuel R.	4.63
Perez, Rafael	60.41
Perez, Victor	4.43
Perez, Victor	7.92
Perkins, George C.	9.58
Perkins, J. W.	4.45
Perkins, Jack	5.51
Perkins, Mac. M.	5.38
Perkins, Stanley M.	10.79
Perkins, Woodrow W.	25.65
Perkinson, Hiram E.	.69
Perpente, Edward J.	40.46
Perr, W. C.	.01
Perrigo, T.	.94
Perry, Bernard L.	17.26
Perry, Ray J.	.28
Perry, Saul	4.06
Perryman, Leroy M.	2.88
Persons, William T.	.46
Petak, Paul	.20
Peters, Clyde	2.41
Peters, Francis D.	60.20
Peters, H. W.	.70
Peters, T.	22.04
Petersen, Karl O. E.	4.00
Petersen, Nobel L.	.69
Peterson, Albert A.	5.00
Peterson, Carl E.	28.24
Peterson, Donald A.	3.87
Peterson, Floyd A.	15.40
Peterson, J.	14.81
Peterson, Lawrence	.69
Peterson, Lawrence R.	13.54
Peterson, Martin O.	20.10

Peterson, Marvinn	92.90
Peterson, William J.	3.98
Peteusky, George	12.14
Petit, Michael	16.26
Petrea, H. A.	.01
Petrianos, Stevros J.	26.04
Petrusich, Joe	16.33
Petterson, Algot	3.71
Petterson, Erik	.47
Petterson, H. V.	.01
Petty, Elton E.	4.66
Pewitt, Robert L.	21.22
Peyrek, Richard R.	2.65
Pharises, W. H.	30.79
Pharo, Joseph	5.64
Phelps, Allen D.	8.08
Phelps, E. C.	9.58
Phelps, Theodore	8.75
Pherson, Arnold D.	60.00
Phillip, Hudson K.	19.66
Phillips, Charles L.	5.35
Phillips, Charles W.	8.41
Phillips, E.	12.87
Phillips, L.	5.14
Phillips, Lloyd	18.17
Phillips, Lloyd I.	10.74
Phillips, Michael G.	1.34
Phillips, Richard B.	1.39
Phillips, Richard O.	8.39
Phillips, Robert E.	9.05
Piacitell, Vincent M.	2.97
Pichacki, M.	1.79
Picou, John	39.98
Picou, Rene	4.90
Piedra, Charles A.	74.41
Pienet, Ralph A.	6.55
Pierce, Earl O.	1.63
Pierce, John Jos.	1.44
Pierce, Joseph M.	3.44
Pierce, Renwood	2.23
Pietrzak, Stanley V.	19.15
Pigg, Walter W.	1.52
Pigott, Robert K.	30.35
Pihl, Royal P.	22.06
Pilaras, George	24.93
Pilgrim, Jhn M.	57.11
Pilutis, Victor J.	1.98
Pilvelis, John	12.87
Pine, Sherwood	2.06
Pinilla, Louis	.01
Pinkham, Joe	2.08
Pinkowski, Frank	15.35
Pino, Beltram	9.39
Pinto, Anton	1.34
Pipinen, Uume	7.94
Pirog, Anthony T.	19.66
Pisano, Anthony	8.04
Piszatowski, Henry J.	15.17
Pitner, Harry T.	33.29
Pitner, John J.	4.20
Pitre, Mike	50.75
Pitro, P.	.33
Pitt, Harry R.	4.94
Pittman, Amos H.	15.61
Pittman, Haywood	41.90
Pittman, Jesse B.	16.00
Pitts, David S.	1.46
Pitts, almage L.	5.55
Pizzeck, Guido	3.19
Pizzo, Adolph	27.67
Placador, Joseph	3.56
Plackemeier, James F. E.	.46
Plasafeld, Paul C.	4.91
Plasetelli, V.	.79
Platt, Clarence W.	1.87
Platt, John	68.48
Plaza, Henry	29.96
Plumbe, James O.	22.34
Pocius, Bradford J.	.91
Poday, Peter	28.00
Podgornik, Baldonier	2.45
Podgorski, Joseph F.	9.00
Poehnel, Joe A.	15.55
Poelman, Marvin	1.40
Poindexter, Geo.	13.13
Poland, Ralph E.	24.73

Polansky, Mannie	1.34
Polask, J. W.	7.52
Polo, Voldemar	118.08
Polone, Rein	14.46
Polkus, Anthony	4.58
Pollington, Henry W.	1.70
Poloski, J. Joseph	.35
Polowczuk, John P.	4.06
Polpollo, Marian B.	1.10
Polunas, Leonard	8.39
Ponarski, Casimir	1.99
Ponkaez, Frederick	7.99
Ponson, John H.	1.87
Pontiff, Jerry F.	8.48
Poole, Neado W.	1.75
Poole, Stephen R.	.94
Pooley, Henry Wiley	2.82
Poore, Colon L.	7.55
Pope, John M. Jr.	1.79
Pope, M. S.	4.22
Poplin, Dillard G.	40.33
Popovich, John	2.39
Porcello, Benedetto	27.55
Porter, David	121.19
Porter, Fred W.	11.74
Porter, James E.	17.31
Porter, Melvin S.	10.74
Porter, R. G.	.90
Porter, Vernon L.	3.56
Porter, William W.	.33
Porter, Wilson Woodrow	3.63
Posey, Ernest L.	7.42
Potent, Marvin J.	10.74
Pottenger, Herbert	.01
Potter, Alvin J.	1.27
Potter, Kenneth G.	1.44
Potter, Richard A.	25.19
Potthast, Milton J.	2.34
Pound, Earl F.	2.19
Poviach, John Joseph	4.86
Powell, Conley H.	17.11
Powell, George R.	13.72
Powell, Gerald	17.90
Powell, Harry B.	1.63
Powell, James C.	3.03
Powell, Odell P.	3.23
Powell, Rad. M. Jr.	6.09
Powell, Thomas O.	15.53
Powelson, Valentine	1.60
Powers, Louis J.	50.65
Powers, Mr.	6.68
Powers, Richard W.	1.78
Powers, William Patrick	7.94
Prall, R. E. (Robert E.)	1.48
Pratt, William C.	.74
Prauner, Kenneth H.	3.87
Preach, Frederick E.	21.33
Precious, Donald A.	.71
Presnall, Chris	19.32
Preston, Dale R.	.53
Preston, George W.	.71
Pribble, William E. A.	64.89
Price, Douglas G.	18.53
Price, Floyd D.	51.67
Price, Gordon K.	21.16
Price, William G.	2.97
Price, William N.	24.09
Price, Winfred L.	50.23
Prichard, Chao	8.74
Prichard, Ralph D.	1.25
Priddy, Donald J.	18.17
Primozich, Mathew J.	6.67
Pringie, P.	1.27
Pringle, Bertram D.	12.80
Proctor, George A.	8.32
Prokoff, Lewis	4.27
Protos, Harry	83.04
Proudfoot, E. A.	.68
Proudfoot, Noel F.	.74
Prouty, Vincent E.	8.64
Provan, Charles F.	16.33
Provenzano, Bernard	2.80
Prude, Claude	1.48
Pruitt, Jesse L.	6.54
Prunier, Raymond	13.53

Ragas, Norman	2.31
Raglin, Wilfred M.	3.85
Rahn, Malcolm	12.14
Raines, Norman	2.21
Ralford, Kenneth M.	3.10
Ralph, Merrillt	.59
Ralston, Edward S.	1.48
Ralston, J.	9.82
Ramey, Harold	12.61
Ramirez, David B.	1.96
Ramler, Robert	4.16
Ramos, F.	13.79
Ramsy, David A.	.46
Ramsy, Harry	16.09
Ramsey, John C.	2.63
Rancic, Leonard	29.13
Randall, Wm.	10.17
Mando, F. Jr.	2.85
Randolph, Claude N.	3.16
Randolph, Wayne G.	2.11
Ranella, John	.66
Rank, Dean G.	.33
Rankin, W.	1.27
Rankin, Whitney G.	.46
Ranweiler, Henry M.	5.44
Raposa, George	19.09
Rapemundt, Paul	2.23
Rapport, Harris K.	1.98
Rasmussin, Jens Co.	24.18
Raspante, Joan Dominick	2.23
Rast, Howard W.	1.98
Ratcliffe, Robert	11.14
Rauen, Mathais J.	1.91
Rausukatti, N.	9.32
Rave, Harold R.	15.53
Raverta, Stanimer	13.21
Rawding, Harry E.	16.78
Ray, Wm. S.	.59
Rayfuse, Claude	2.34
Rayne, J. V.	4.27
Rea, L.	.85
Read, William Harold	5.91
Reagan, Wren	5.00
Realbrento, Andrew	3.34
Ream, Lloyd Wm. Jr.	16.89
Rech, Warren	.74
Rector, Glynn J.	5.99
Reddin Wm. M.	10.74
Redler, Louis H. M.	.69
Redman, Jack	3.73
Redmond, Edward L.	2.34
Redmond, Walter T.	5.78
Reed, Andrew C.	27.06
Reed, Charles	4.98
Reed, Claborn E. Lee	9.90
Reed, Ernest	.79
Reed, Harry J.	5.10
Reed, Hollie E.	28.91
Reed, Johns A.	2.14
Reed, Leslie G.	1.23
Reed, Marion E.	7.36
Reed, Richard N.	14.00
Reed, Thomas Milton	7.94
Reeder, A.	4.81
Reep, Therman	1.42
Reese, Miles H.	2.83
Reese, Vance B.	2.13
Reeves, James Edward	7.92
Reeves, Jean M.	64.72
Referovich, N.	4.02
Reff, Billy R.	38.51
Reffitt, C.	1.98
Regan, Donald J.	8.39

### SIU HALLS

#### SIU, A&G District

**BALTIMORE** .....14 North Gay St.  
William Rentz, Agent Calvert 4539

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

**GALVESTON** .....308 1/2-23rd St.  
Keith Alsop, Agent Phone 2-8448

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

**NEW ORLEANS** .....339 Chartres St.  
E. Sheppard, Agent, Magnolia 6112-6113

**NEW YORK** .....51 Beaver St.  
Joe Algina, Agent HANover 2-2784

**NORFOLK** .....127-129 Bank St.  
Ben Rees, Agent Phone 4-1083

**PHILADELPHIA** .....614-16 N. 13th St.  
Lloyd Gardner, Agent Poplar 5-1217

**SAN FRANCISCO** .....105 Market St.  
Steve Cardullo, Agent Douglas 2-5475

**SAN JUAN, P.R.**.....252 Ponce de Leon  
Sal Colls, Agent San Juan 2-5996

**SAVANNAH** .....220 East Bay St.  
Charles Starling, Agent Phone 3-1728

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

### SUP

**HONOLULU** .....16 Merchant St.  
Phone 58777

**PORTLAND** .....111 W. Burnside St.  
Beacon 4338

**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** .....24 W. Superior Ave.  
Superior 5175

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

**DETROIT** .....1038 Third St.  
Cadillac 6557

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

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

### Canadian District

**MONTREAL** .....1440 Bleury St.

**VICTORIA, B.C.** .....602 Boughton St.  
Empire 4531

**VANCOUVER** .....585 Hamilton St.  
Pacific 7824

Polansky, Mannie	1.34
Prezepierski, Edmund	1.60
Ptokis, J.	27.57
Priest, Wells B.	.79
Pudinski, Leon	5.97
Pugh, Clarence J.	10.74
Pugh, George H.	3.59
Pullen, Billy F.	3.20
Puller, Joseph R.	6.79
Pullen, R. W.	3.38
Pulliam, Raymond	9.48
Punch, Charles R.	2.44
Punch, Early A.	2.59
Puntillo, E. J.	.94
Purcell, Francis C.	1.37
Purder, Earl, L.	9.27
Purdie, J. J.	6.14
Purdy, Bryce	25.61
Purdy, Wilbur D.	.46
Purviance, Albert	3.25
Put, Henry	14.36
Putman, Roger	.53
Putnam, William H.	23.98
Puum, Konstantin	.84
Pyhus, Aler	11.88

### Q

Quail, Edward P.	16.35
Quanico, Isabelo	12.67
Quock, Sam Yen	21.99
Querin, John	.59
Quigley, Owen	2.33
Quillen, Everett	14.91
Quinby, D.	1.27
Quinby, William S.	2.23
Quinn, A.	2.40
Quinn, John O.	8.40
Quinn, Vincent A.	4.39
Quinonez, Felik G.	72.61
Quintana, John H.	.59

### R

Raana, Karl J.	13.99
Rabinowitz, Seymour D.	7.42
Rablaz, E. V.	3.66
Raboin, Leo E.	30.78
Race, Howard E.	60.00
Rachuba, Frank	.57
Rackley, Paul W.	16.00
Rackliff, John P.	15.16
Rader, Joseph	17.16
Radford, Mike	1.07
Raffensberger, Clair M.	15.96
Rafferty, Matthew F.	23.47
Rafferty, Patrick	.69

### Notice To All SIU Members

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

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

#### PLEASE PRINT INFORMATION

To the Editor:

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

Name .....

Street Address .....

City ..... State .....

Signed .....

Book No. ....

# US Fights Communism With Food—Not Guns

By WINDY WALSH

On March 5, aboard this ship, the SS Stephen Leacock, the members of the crew had the privilege of participating in one of the best anti-communist demonstrations I have ever seen.

We had just arrived in Reggio Calabria, Italy, with the 400th cargo of United States relief supplies for this war-torn country. In all, during the past six months, American ships have delivered a total of more than 4,000,000 tons of grain, coal and medicines to the Italian people.

Fifty percent of the cereals used for bread and pasta which Italians eat today comes from American grain. Food carried in American ships, and donated under the United States Relief Program has been given free of charge to 1,000,000 Italian children.

In addition to vital food and coal, medicines to save thousands of lives of sufferers from such illnesses as tuberculosis and meningitis were also brought to Italian shores by U. S. ships.

And that's only half of it! During the next three months, at the rate of three shiploads a day, the other half will arrive. This aid has seen Italy through a winter that would have otherwise brought starvation, and the future aid will provide effective help until the next harvest and until an overall European Recovery Plan can become effective.

Present for the ceremony welcoming this ship were U. S. Ambassador to Italy James C. Dunn; Professor Ronchi, Commissioner of the Food Program in Italy; Archbishop Lanza, Bishop of Reggio; and Mr. Romeo, Mayor of Reggio.

Also on hand to receive the food in the name of the people of Reggio were Brother Rogolino, representative of the local Stevedores Union, and other union officials.

I personally think that the food we are sending to Italy, and to other European countries more than counteracts the filthy, lying propaganda put out by the commies.

The comrats tell the people that the U. S. is imperialistic and wants to take over all of Europe, but when the food comes in, with no strings attached, the men and women and children know that they have been told lies.

The commies are desperate. They would do anything to stop our help. They don't care how many people in Europe starve. All they want is for things to get so bad that they will be able to take power without a fight.

## CP OPERATORS

Ambassador Dunn, in his address on the ship, painted a good picture of how the commies operate.

He said, "Propagandists in Italy against Italian-American friendship, in addition to their preposterous and nonsensical propaganda about American 'imperialism,' have sought to make Italians believe that Italy is paying for the aid from the United States. I assure you that this is not true.

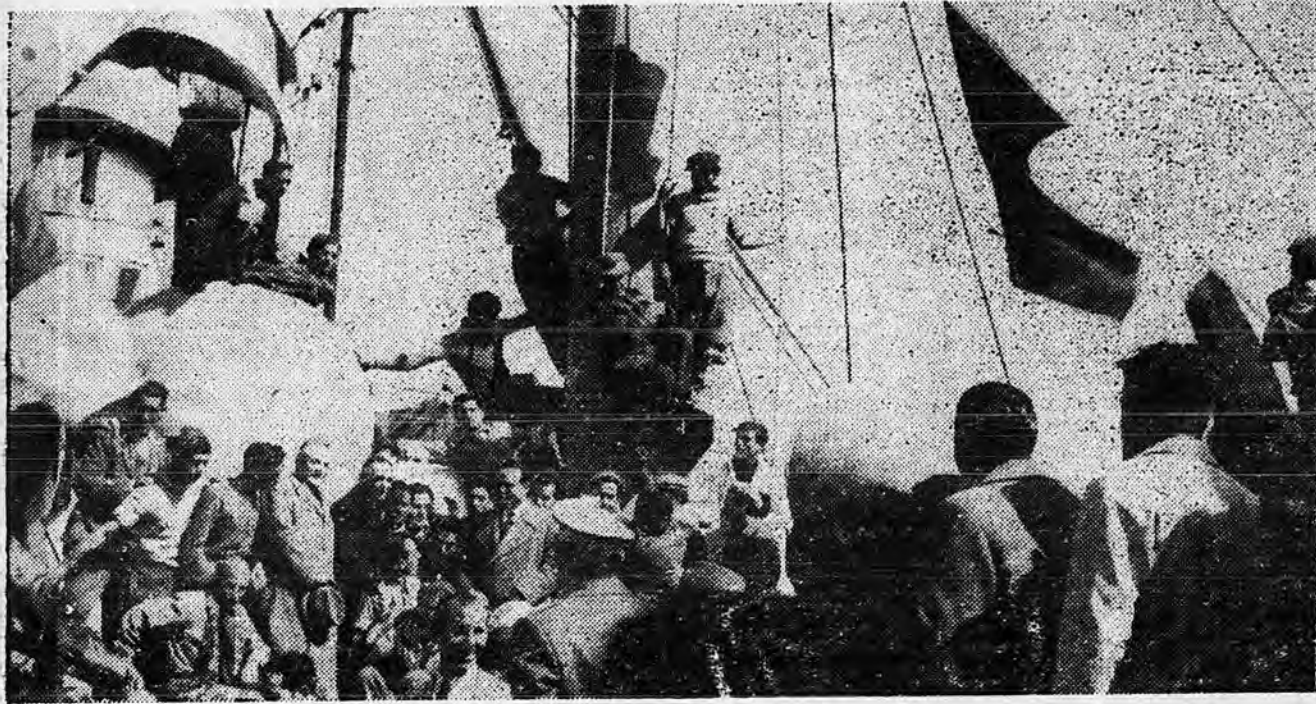
"These 400 ships and the hundreds of ships to come represent a program of concrete action to help Italy, and not a propaganda of vague promises. If we glance back to conditions existing in Italy at the close of a disastrous war and compare them with conditions we find today, we cannot but be filled with admiration over the tremendous improvement that has taken place everywhere throughout Italy.

"In a Europe where all peoples are not free today Italy stands independent—a real democracy with full liberty for the individual. Italy is free to associate with all other independent nations interested in working towards a prosperous and independent Europe."

More moving than the speech by Mr. Dunn were the few words spoken by Professor Ronchi. With tears in his eyes he told how the Italian people would have starved had it not been for the food, coal, oil, and other necessary items supplied by the American people.

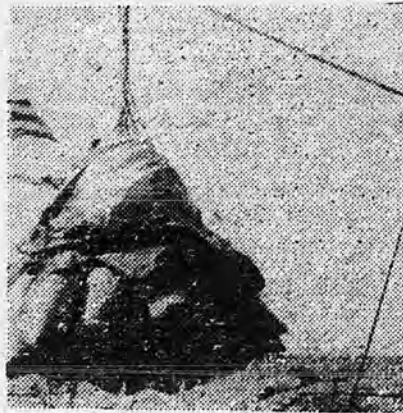
He said that the communists offered promises which they had no intention of ever keeping, but that the people of the United States made no promises and asked for no commitments. Their help came from their hearts.

As I said in the beginning, it was the best anti-communist demonstration I have ever witnessed. Wherever the commies are faced with real working democracy, they have to take a back seat. It's our job to bring them face-to-face with democracy all over the world.

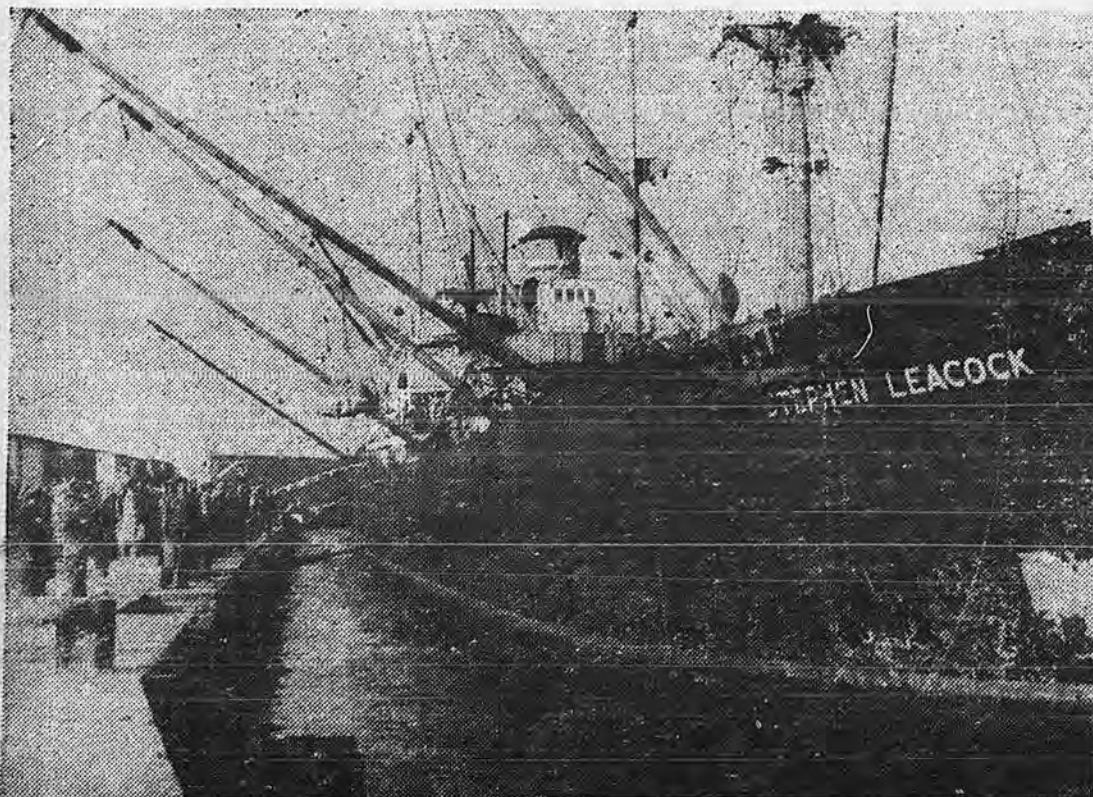


† † †

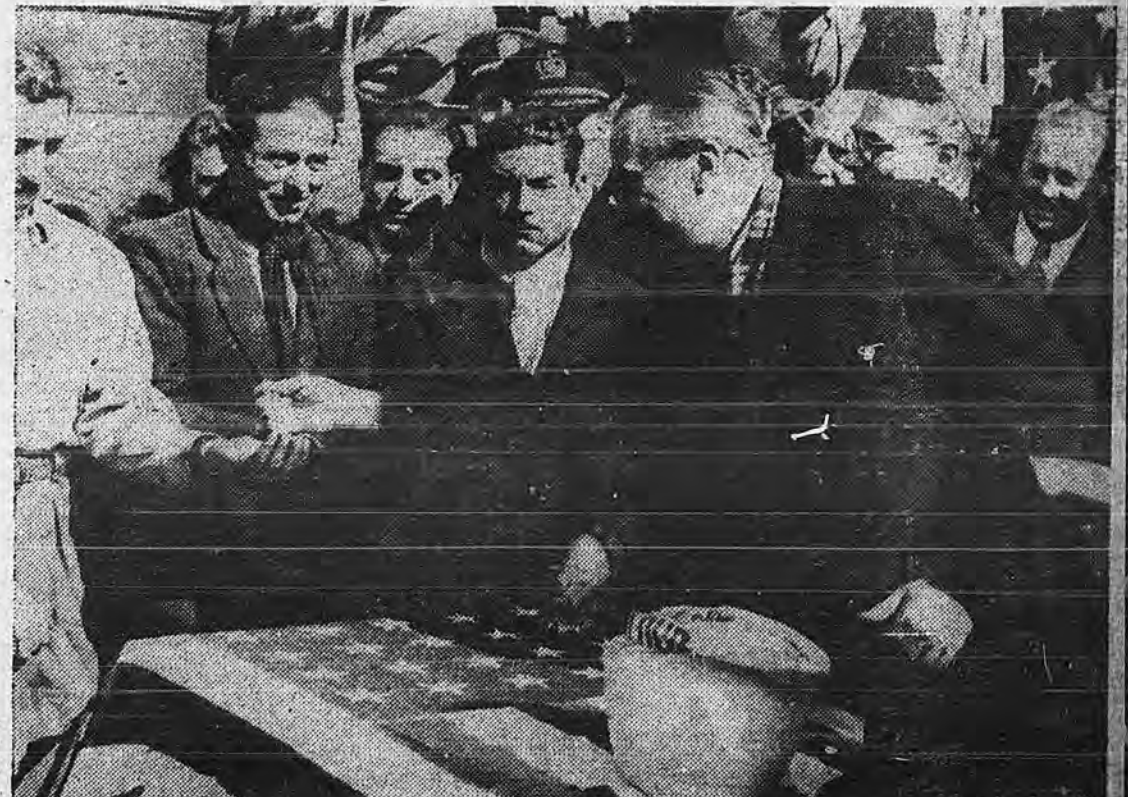
Crewmembers of the SS Stephen Leacock, South Atlantic Steamship Line, watch the ceremony celebrating the delivery of the 400th cargo of relief goods to Italy. The ship docked at Reggio Calabria, and was met by high officials from the Italian government, plus the American Ambassador to Italy. On the right is a shot of a slingload of grain being swung from the ship to the shore, where waiting longshoremen stood ready to do their work.



† † †



A very welcome sight was the first view of the Stephen Leacock, as the ship came steaming into the harbor. To Italians, American relief supplies spell the difference between democracy and communist totalitarianism.



Ambassador Dunn presents a handful of grain to the three representatives of the local Stevedores Union, who accepted the cargo in the name of the Italian people.