

SEAFARERS LOG




Official Organ of the Seafarers International Union of North America

VOL. IX

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No. 39

Nominations For Election Reach Office

According to an announcement by Secretary-Treasurer, J. P. Shuler, nominations for 1948 officials for the Atlantic and Gulf District, accompanied by qualifications, have started to come into his office.

A total of 38 posts are to be filled, comprising twelve Port Agents, twenty-two Patrolmen, one Secretary-Treasurer, and three Assistant Secretary-Treasurers.

The two additional Secretary-Treasurer posts, created in the resolution calling for the election, will be for carrying out certain duties which have been previously assigned to appointed officials.

Qualifications for these new jobs are the same as for Port Agent.

By unanimous consent of the Branches, up and down the coast New York will be granted a Joint Patrolman, which position will also be on the ballot in the upcoming elections.

(Qualifications for elective office in the Seafarers International Union, Atlantic and Gulf District, appear on page 3.)

In addition to meeting the qualifications, each candidate is also directed by the resolution to furnish a passport photo of himself plus a statement of not more than 100 words, giving a brief summary of the candidate's Union record and history.

These pictures and statements will be run in the LOG after nominations have closed, and will enable each member to know for whom he is voting.

ITF Council Admits 350,000 German Transport Workers

WASHINGTON—The strength of the powerful International Transportworkers Federation, to which the SIU is affiliated, was considerably augmented here this week, when more than 350,000 German railway and transport workers in the U. S., French and British zones of Germany were readmitted to the worldwide organization.

Readmission of the German workers was granted by the ITF executive committee at the first meeting in its history to be held in this country.

The ITF committee unanimously decided to readmit the German workers after it was demonstrated that they are now democratically controlled and free from Nazi influence.

Seafarers, Huron Reach Agreement

DETROIT, Sept. 24—The Seafarers International Union, Great Lakes District, successfully wound up today contract negotiations with the Huron Transportation Company. The proposed agreement now goes before the membership for discussion and vote.

Details of the Huron contract were not available at LOG press time but will be published in next week's issue.

Negotiations for the SIU were conducted by Fred Farnen, Secretary-Treasurer of the Great Lakes District, and Russell Smith, Organizational Director on the Lakes.

The agreement signed today climaxes the drive among the company's unlicensed personnel which got under way last April. Following the SIU's petition to the National Labor Relations Board, balloting was conducted on the company's vessels on June 4 and June 6.

Results of the election gave the Seafarers an overwhelming majority of the votes cast and the NLRB announced certification of the Seafarers as collective bargaining agent for the Huron seamen on June 16.

Negotiations for the contract consummated today began in mid-July.

Petrol Tankers Signs Pact With Seafarers

PHILADELPHIA — Another tanker company, this time the Petrol Tankers Industries, Incorporated, joined the growing list of tankship companies holding contracts with the Seafarers International Union.

The agreement was signed this week and embodies all the features which were contained in the contract with Tanker Sag Harbor (Mathiasen) Corporation.

That contract, it will be remembered, called for the highest wages and best rates of overtime in the entire industry.

(New wage scale for Petrol Tankers appears on Page 10.)

Although the agreement was signed for one year, it contains the exclusive SIU provision that the wage question may be reopened by the Union at any time. This protects the membership in case the cost-of-living rises.

Other features include 28 days vacation per year, all holidays at sea to be paid for at the overtime rate, and any work performed in port after 5 P.M. and before 8 A.M. also to be counted as overtime.

NEGOTIATORS

Representing the SIU in the negotiating were Eddie Higdon, Philadelphia Agent; Ernest Tilley, Patrolman; and Harry Collins, Dispatcher. Robert Matthews, Headquarters Representative, assisted the Philadelphia officials in pushing through the new contract.

Negotiations started with this company soon after the first ship, the Bull Run, was purchased. More tankers are on order for this company, and the agreement

will be extended for every ship which the company will own or operate. All of this means more jobs for Seafarers members, and added insurance against a shipping slump.

Signing of this agreement will give added impetus to the Seafarers' drive to organize tankers. Each tanker contract signed so far has proved to be outstanding and a major gain for the men manning the vessels.

These gains are being noticed by unorganized men, and are part of the reason that pledge cards from Cities Service and Tidewater men are being signed in increasing numbers.

The other part of the reason is the reputation of the SIU, and its ability to protect its membership.

Send Pix

Every candidate for office in the A&G election scheduled to begin on November 1st, must submit with his qualifications a passport picture of himself and a short biography of no more than 100 words, dealing only with the candidate's Union record and activities.

These pictures and biographical notes will be carried in the SEAFARERS LOG in order to familiarize the membership with all candidates.

Send your qualifications, picture, and short biography to: Secretary-Treasurer, Seafarers International Union, 51 Beaver St., New York 4, N. Y.

Sailors Union Assured Of Union Hiring Hall In Its New Contracts

SAN FRANCISCO—Taft-Hartley Act or no Taft-Hartley Act, the Sailors Union of the Pacific has been assured that Hiring Halls, won after bloody struggles, will not be abolished in the new contracts which are now being negotiated. Faced with the assurance by Harry Lundeborg that West Coast seamen would strike on September 30 unless guaranteed the protection of the Hiring Halls, the Pacific American Shipowners

Association agreed to a clause whereby all hiring would be by seniority in point of service on West Coast ships.

Union officials expressed satisfaction over the provision, stating that it was the same as the closed shop since the Union would be in charge of dispatching men to the ships.

With this big obstacle overcome, both Union and Association spokesmen took the position that no strike would occur since wage matters were still to be negotiated and progress was being made.

TERRIFIC VICTORY

Maintenance of the Hiring Halls constitutes a major victory for the SUP since it had been the feeling of observers that the shipowners would stand firmly against the Hiring Halls and depend on the Taft-Hartley Law to back them up.

However, even Senator Taft, co-author of the law, was not sure whether or not the new legislation would work in the maritime industry. This may have had some bearing on the willingness of the shipowners to sign.

The Seafarers International Union, Atlantic and Gulf District, was assured of hiring through Union Halls when its contracts with the operators were extended before the T-H Law went into effect.

Even the Isthmian Steamship Company, long-time opponent of Union Hiring, had to give in when the SIU struck that company's ships to insure a Hiring Hall clause in the contract on which the company was stalling.

It is labor's hope that the entire Taft-Hartley Act will soon be repealed. But until that takes place, the East and West Coast sections of the SIU are in good positions, and this has been achieved through collective bargaining with the shipowners, without government interference.

They Got Us, Bud!

Labor papers have been engaged in a hard fight, for the past year, to get enough newsprint to insure publication each week.

Every week the LOG has been faced with the possibility that the printer wouldn't be able to beg, borrow, or buy enough paper. And this week the possibility came true. For that reason the LOG this week is only 12 pages.

We hope next week to go back to regular size.

Curran, Commies Fight For Power At NMU Meet

NEW YORK—It is certain that the Sixth NMU Convention, now in session in Manhattan Center, will accomplish very little for the membership. After three full days of wrangling, at the rate of \$10,000 a day, the Credentials Committee has been chosen, but little else has even been attempted.

The first day's session was marked by a brawl between the communists and the Curran followers. The second day was devoted to electing a Credentials Committee, which the commies control, 9-13-6.

Curran is engaged in a fight for life, and if the commies are successful in controlling this convention, the last traces of the movement to return the NMU to the rank-and-file will go down the drain.

So far it appears that the commies dominate the proceedings. As a nose-thumbing gesture to the anti-commies, party-line Congressman Vito Marcantonio addressed the convention, on the invitation of the Red-controlled NMU National Council.

SEAFARERS LOG

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**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

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1038 Third Street, Detroit, Michigan
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144 W. Hastings St., Vancouver, B. C.

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GEORGE K. NOVICK, Editor



"Tighten Your Belt"

The fat boys have plenty of good ideas for ending the inflation that has put food, clothing, and rents almost out of the reach of the man who works for a living.

One Senator, Taft, the well-known labor-baiter from Ohio, gave as his solution that people should eat less.

And another Senator, Flanders of Vermont, said that what the United States needs to bring down prices is a "small depression."

That's what the masterminds have as an answer to the sky-rocketing prices that have forced many families to tighten their belts and do without much needed new clothing.

During the depression it was not uncommon to hear of people being evicted or doing without food. But, today, when we have more workers employed than at any other time in our history, excluding the peak days of the war, it is strange to read of people suffering from lack of food, or of families being dispossessed because they could not meet the exorbitant rentals.

These stories grace the front pages of many newspapers, but it is the financial pages that make much more interesting reading. There one finds notices of corporation profits, and those prove that big business is making money hand over fist.

There is only one conclusion to draw from the way the Senators and Representatives try to mislead the workers by giving them false reasons for the inflation. They are serving their masters, the bosses, and they use any means at their disposal to place the blame on the people, instead of where it rightly belongs.

A famous French queen, when told that her subjects had no bread to eat, said, "Let them eat cake."

The words of the Senator Taft and Senator Flanders are equally as brutal.

If the men who are supposed to represent us in the Halls of Congress are really interested in halting runaway prices, let them advise big business to "profit less." If that fails, they can take steps to limit profits, and thereby drive down prices.

But you can rest assured that the Congress, which tumbled all over itself to do the National Association of Manufacturers' bidding in passing the Taft-Hartley Act, is not going to bite the hand that owns it by doing something so necessary to the well-being of the masses of people.

Tighten your belts, folks. The wise men in Washington have spoken.



Seafarers Members Now In The Marine Hospitals

BRIGHTON HOSPITAL

- J. TRAVAGLINI
- E. FALVEY
- J. BARRON
- R. LORD
- E. DELLAMANO
- H. SCHWARTZ
- J. NICKERSON
- W. MAPLES
- E. JOHNSTON
- J. HANSIL
- D. BOYCE
- R. GREENWOOD
- J. FLEMING
- J. TAYLOR

- C. Gill
- I. NAPPI

STATEN ISLAND HOSPITAL

- E. JOFFRIAN
- J. MCNEELY
- J. A. DYKES
- T. MUSCOVAGE
- W. SATTERFIELD
- J. GERMANO
- J. BLANCO
- C. J. BISCUP
- J. O'MALLEY
- J. E. WILLIAMS
- E. T. BROWN

- J. E. BRWN
- F. J. SCHUTZ
- R. L. ALLEN
- A. CAUDRA
- J. BURGRAVE
- W. R. HALL
- I. WHITNEY
- L. W. ROBERTS

ELLIS ISLAND HOSPITAL

- D. MCDONALD
- J. KOSLUSKY
- M. MORRIS
- E. GOOSLEY

NEPONSET HOSPITAL

- J. S. CAMPBELL
- E. FERRER
- J. R. HANCHEY
- C. LARSEN
- L. L. LEWIS
- J. R. LEWIS
- R. A. BLAKE
- L. TORRES
- C. SCHULTZ
- H. BELCHER
- J. T. EDWARDS
- L. BALLESTERO
- C. C. MOSS
- D. TULL
- J. SILLAK
- T. WADSWORTH
- M. GOMEZ

NORFOLK HOSPITAL

- J. PORTER
- RALPH STURGIS
- B. CUTHRELL
- J. BULLARD
- A. DESOUSA
- L. BARSH
- H. KEECH

SAN FRANCISCO HOSPITAL

- J. HODO
- J. B. KREWSON
- A. COHEN

STATEMENT OF OWNERSHIP

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACTS OF CONGRESS OF AUGUST 24, 1912, AND MARCH 3, 1933 OF THE SEAFARERS LOG published weekly at General Post Office, New York 1, N. Y., for September 26, 1947.

State of New York,
County of New York, ss

Before me, a Notary Public in and for the State and county aforesaid, personally appeared George Novick, who, having been duly sworn according to law, deposes and says that he is the Editor of the SEAFARERS LOG and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, as amended by the Act of March 3, 1933, embodied in section 537, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are: Publisher Seafarers International Union of North America, Atlantic & Gulf District, 51 Beaver St., New York 4, N. Y. Editor, George Novick, 51 Beaver St., New York, N. Y. Managing Editor (none) Business Managers (none).
2. That the owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent of more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a firm, company, or other unincorporated concern, its name and address, as well as those of each individual member, must be given.)
Seafarers International Union of North

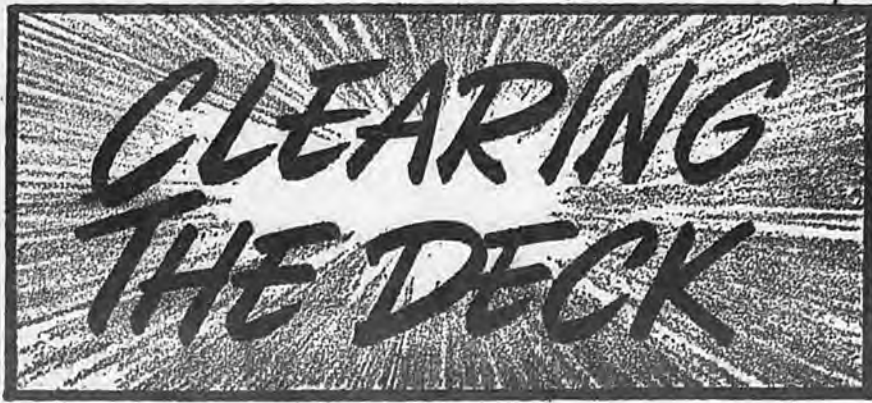
America, Atlantic & Gulf District, 51 Beaver St., New York 4, N. Y. J. P. Shuler, Secretary-Treasurer, 51 Beaver St., New York 4, N. Y.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent of more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. That the two paragraphs next above giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the twelve months preceding the date shown above is 37,200.

(Signed) GEORGE NOVICK, Editor
Sworn to and subscribed before me this 26th day of September, 1947. ROSE S. ELDRIGE, Notary Public. (My commission expires March 30, 1948)



By PAUL HALL

In every attack on seamen's wages and conditions, the shipowner has had one consistent ally. The ally of the bosses is none other than the communist party, whose waterfront wrecking policy is daily becoming more obvious to seamen in all ports. These C.P. leeches drain the strength of maritime workers who might otherwise be united.

Fundamentally they stand guilty of being the most prominent finks that ever stuck their heads in the maritime industry. The tactics they employ run lower than the belly of a whale resting at the bottom of the ocean. Their super-militancy is only a dodge—a professional front designed to pose them as working class leaders.

The commies have a very flexible line. "The end justifies the means," these guys say. In other words, anything goes so long as it serves to place them a little nearer their goal—control of the marine industry.

Anything that will strengthen the position of the Soviet Union immediately becomes the tactic of the communist party. Orders are issued from Moscow for the local flunkies to carry out the line. It might be a strike that could be averted, it might be signing a contract for less dough than honest sailors would fight for. So long as it succeeds in keeping an industry in chaos and the workers confused. Meanwhile the commie mouthpieces take advantage of their carefully created situation and scream how only they can lead the workers out of misery.

They're Hollering For Help

These are the people we are supposed to feel sorry for now. It is these prostitutes who are now yelling for trade unionists to "come to their aid." They are jumping around like a bunch of hens on a hot griddle because their former bed partners, the Washington bureaucrats, have quit romancing with them and are now giving the Moscow puppets a very bad time.

In line with the U.S. government's current anti-Russian policy, the bureaucrats are blasting the hell out of their one-time buddies with as much gusto as they blessed them during the C.P. sellout period of the war.

It is regrettable from our point of view that the bureaucrats at this time are cracking down on the communist party, for the average seaman is hard against the bureaucrats and is almost automatically against anything the bureaucrats push for.

Ousting of the commies from the waterfront is strictly a job for seamen—not the Washington fakery.

Before the commie line went into its latest zig-zag and changed the commies from docile stooges for the shipowners into super-duper militants, virtually all seamen in all unions were fully aware of their sell-out hobnobbing with the War Shipping Administration and the Coast Guard. Militant seamen during the war felt the foul blast of the commies' hatred and persecution.

It must be emphasized that because we don't like bureaucrats, we cannot afford to be swayed one bit by crocodile tears dripping from the waterfront section of the CP. We hate to see the bureaucrats persecute anybody, but the commies are getting the dose they laid themselves open for by doing a shack up job with the W.S.A. and Coast Guard, and we, as trade unionists, certainly don't intend pitching in to make their load any lighter. These lying character assassins and working class traitors rate every boot in the behind they get. It is only ironic justice that the guys now working them over are the very same people with whom they walked arm-in-arm during their sell-out period.

Watch For The United Front

We can look now for the emergence of the CP "united front"—the old war horse that's dragged out every time they're in a corner. You'll hear screams about how we must unite to beat the "enemies of labor" and all the rest of the CP slogan makers' la-de-da. Those unions as well as individuals who don't fall in line with them will be targets of the party's smear brush.

Their constant attacks on Harry Lundeberg, SIU president, are an example. Many are the malicious lies they have spread about Lundeberg as they desperately sought to hang a bad name on him. WHY? For the simple reason that he has always opposed the commies and has pinned back their ears every time he got the chance. He wouldn't let them get a foothold where they wanted it badly, nor would he play their sell-out game of the seamen—at any time.

Seafarers Will Be On Guard

Seafarers should be on guard to oppose attempts of the CP to mess around on the waterfront anywhere. All hands should bear in mind that the party assigned one of its hacks, a guy by the name of Al Rothbart, to "infiltrate" into the SIU by getting SIU men to unwittingly aid in attempts at future smears and to introduce commie hogwash along the waterfront.

There is no need for us to be concerned about Rothbart or phonies of his type. We know well the scab role of the communists on the waterfront, and will always make it impossible for them to infiltrate. But we must continue to mess up the plans of these donkeys by fighting them where we find them and continuing to expose their finky record whenever we can.

Responsibilities Of Stewards Dept. Personnel On Passenger Vessels

By JACK (Aussie) SHRIMPSON

The SIU is now in full swing operating several large passenger ships with the prospect of more to follow, and it has become a matter of the greatest importance both to the Union and the membership to see that the right men are shipped out in the right jobs in the Stewards Department.

The purpose of this series of articles is to summarize all the many and various ratings that are called for, so that each man knows what is expected of him directly as he walks aboard a passenger ship.

Now first of all, let me stress the point that every company has its own way of working its ships, and that every Chief Steward has his own pet way of running his department, so that these articles cannot be taken as a irrefutable authority by which, if things do not exactly correspond with the job you have taken, you have the right to go howling to your Chief Steward brandishing this copy of the LOG with a long spiel starting off "----- it says here."

However, you will find that in general principle it will give you a working knowledge of the job you have taken; and it might be a good idea for those of you who have never shipped passenger ships to clip this out and have it by you, so that when you throw in you know what you are in for.

Secondly, let me try right now to overcome this deeply rooted idea in the minds of some of our younger members that there is something degrading or menial about waiting or serving passengers, and that the only way to preserve your sturdy American independence is to show them that you are as good as they are.

Everyone, be he the President of the United States or a plain messboy, serves some one else. The President serves Congress, Congress serves the people (although sometimes we wonder how when we see things like the Taft-Hartley Bill becoming law); the Master of a vessel serves his company; the Chief Steward (poor devil) serves both the Master, the company, the pas-

sengers and his Union; the Second Steward and key-man serves the Chief Steward; and the Messboy serves his ship mates.

It is all relative to the degree of competency that we have arrived at, but each and every one of us serves someone else, so therefore if your job calls for you to serve a passenger do so cheerfully and willingly, remembering that it is a service that is bound to pay off good dividends at the end of the trip.

Politeness and courtesy cost nothing but mean a hell of a lot, and it is a big indictment on the American Merchant Marine generally that the American public is normally the largest travelling public in the world but only travels in a very small percentage of its own ships.

Why? The answer lies in one word, "service". It is not necessary to bow and scrape or in any way demean yourself; clean-

(Continued on Page 11)

Money In Your Pocket

By WALTER "SLUG" SIEKMANN

There have been a lot of instances where guys have lost legitimate dough due to their own carelessness and neglect. The principle reason, however, is that they have not presented their beefs in the proper manner.

For an example, we can use the case of a member who shipped on a scow just a short while ago. He worked from four to six hours overtime every day on the first leg of the voyage.

Not being sure just what constituted overtime, and not taking the trouble to study the agreement, he failed to list and turn in the overtime.

Just to top things off and really mess himself up in fine style, he missed the ship on the other side. Although missing the ship was no fault of his, still it left him in a hell of a shape.

Luckily for him a record had been kept midships, and he was able to collect with the aid of a Patrolman.

He was the exception and extra lucky, because thousands of dollars are lost every year through similar neglect.

A few points, that will insure at least a reasonable chance of settling beefs and collecting the dough that should be in the seaman's pocket rather than the shipowners vaults, are:

(1) Be sure a Delegate is elected immediately upon boarding the ship.

(2) Keep an accurate record of any overtime, both penalty and extra-hour time. Don't depend upon the Delegate or Department Head, but keep the record yourself, making two copies — one for yourself as a check and counter check.

(3) Be sure that you write out your overtime sheet briefly, but always include the details — nature of work, hours worked, etc.

(4) Be damn sure that all overtime is turned in the same day it is worked, and then any questions about it can be ironed out on the spot without any of that old "I've forgotten" crap.

(5) Whenever or wherever there is any doubt about whether or not the work done is overtime, write it down anyway and keep a complete record of it. The Department Head doesn't determine the legitimacy of overtime; that is done ashore. Whenever there is a doubt and if you have an accurate record the battle is half won before it starts.

(6) Be sure and insist that regular meetings are held aboard ship. Meetings iron out a lot of beefs and good discussion is always healthy. Make meetings a must. The crewmember has no right to miss a meeting except when he is on watch.

ALL THE FACTS

By observing these few points and taking a few minutes to keep things in order, the boarding Patrolman at the payoff will be in possession of all the facts and better able to settle the beef.

The main thing to remember is that beefs should be settled at the point of production, aboard the ship.

Be sober at the payoff, even if you get drunk as hell a little later. Whenever beefs have to go to the company office they then are tied up in miles of red tape, and long delays cause a lot of guys to lose dough that is rightfully theirs.

Everyone on the ship should always work together, and if there is some beef that can't be settled right way, then what the hell does another day mean. Just stand pat and don't payoff until the beef is settled.

Finally don't try to push a bum beef. One bum beef may cause a good legitimate beef to be lost.

Summing it all up, it means: always be a good shipmate, keep records accurate, cooperate with the Patrolman and be a good Union man. That's the Seafarers way.

Qualifications For Office

Qualifications for office in the Seafarers International Union, as provided for by the Constitution and By-laws, are as follows:

- (a) That he be a citizen of the United States.
- (b) That he be a full member of the Seafarers International Union of North America, Atlantic and Gulf District, in continuous good standing for a period of two (2) years immediately prior to date of nomination.
- (c) Any candidate for Agent or joint patrolman must have three years of sea service in any one of three departments. Any candidate for departmental patrolman must have three years sea service, as specified in this article, shall mean on merchant vessels in unlicensed capacity.
- (d) That he has not misconducted himself previously while employed as an officer of the Union.
- (e) That he be an active and full book member and show four months discharges for the current year in an unlicensed rating, prior to date of nomination, this provision shall not apply to officials and other office holders working for the Union during current year for period of four months or longer.

Any member who can qualify may nominate himself for office by submitting, in writing, his intention to run for office, naming the particular office and submitting the necessary proof of qualification as listed above.

The notice of intention addressed to the Secretary-Treasurer must be in his office not later than Oct. 15, 1947, together with a recent passport photo and a short statement of the candidate's Union history and activities.

Port New York 'Hit' By Hurricane As Gulf Ships Hold Up Sailing

By JOE ALGINA

NEW YORK — The weather has been an important item in the news during the past week or so. The hurricane which hit Florida and then whipped over through New Orleans left its mark on the cities and towns of those areas and also indirectly made itself felt way up here in New York.

A lot of the ships heading for New York from southern ports held fast to their moorings until the full fury of the storm passed.

None of our contracted ships was damaged but it will mean a slight slowdown in payoffs and sign-ons for this port.

The weather here, while not making the headlines, has produced a change in clothing among the boys around the New York Hall.

Most of the sport-shirted Seafarers are switching to woolen shirts and sweaters. The heat waves have gone and the nippy days are with us.

FROSTY FUTURE

We spent the hot summer days beefing about the humidity, now we'll turn our squawks to frost-bite and wet shoes.

Along with the good business and shipping in this port, we had a couple of very good payoffs. The Hunter of South Atlantic and the Theodore Parker of Eastern came in clean and paid off in real SIU style.

The Parker has made its last trip as an SIU ship and will make a run to the boneyard along with three or four ships of Bull Line. Their laying up will add quite a few more men to the New York beach.

On the Hilton, which paid off this week, there was a dispute in the Deck Department revolving around the working of Deckmen in the reefer holds.

The Patrolmen covering the Deck Department settled the beef and the money is ready for the men to collect.

Cabbage is now due Jose Ortiguerra, \$100.43; Julio Rivera, \$25.91; Kenneth Marple, \$34.56; Marion Lubiezowski, \$37.78; T. Korneluisson, \$23.09; Thomas Melton, \$20.74 and Eric Jensen, \$20.99.

They can pick up their dough at the Bull Line offices, 115 Broad Street, New York, N.Y.

Here in the New York Hall the television set, which was voted

at a recent membership meeting, is now in the process of being installed.

The installation crew is busy at work on the third deck of the New York Hall putting it in working order. They expect to have it in operation shortly and at the latest, in time for the World Series.

Seats should be at a premium for the baseball event of the year especially as it is strictly a New York show.

ON REINSTATEMENTS

On another totally different subject, that of reinstatements—men seeking to reestablish themselves in the SIU should bring to the committee proof of their inability to reach a Hall during their absence. This, of course, means a letter from a hospital or such place of confinement.

The committee considering reinstatements meets once every two weeks at 10 A.M. on the Thursday following the regular Wednesday night membership



meeting. There is no other time set aside for considering reinstatements.

Most Seafarers are acquainted with the SIU Foc'sle Card. For several months they have been placed aboard ships at the sign-on. If your ship does not have one in the messroom, notify the Union Hall or come in and pick one up.

The information given on the card is very helpful and makes for a better trip with fewer misunderstandings.

From reports coming from the Maritime Commission the practice of selling ships to foreign governments is still going on at a good pace.

This coupled with the mounting number of ships entering the boneyards does not present a pretty picture to American seamen.

AROUND THE PORTS

NO NEWS??

Silence this week from the Branch Agents of the following ports:

CLEVELAND
JACKSONVILLE
MOBILE
MONTREAL
SAVANNAH
TOLEDO
ASHTABULA
TAMPA
SAN JUAN
CHICAGO
NEW ORLEANS
GALVESTON
BUFFALO

The deadline for port reports, monies due, etc., is the Monday preceeding publication. While every effort will be made to use in the current issue material received after that date, space commitments generally do not permit us to do so.

Shipping And Business Booming For Seafarers In Philadelphia

By EDDIE HIGDON

PHILADELPHIA — Business is booming here and it sure keeps us on the run. We have had 28 ships in port in the last ten days and shipped 145 men in the same period of time. If that isn't activity, I'd like to know what is.

Brother Bob Matthews was in town, hot on the trail of the SS Bull Run of the Petrol Tanker Industries, Incorporated. He was successful and we will probably sign a contract in a few days.

It has been whispered around town that the New York meeting turned down our purchasing a building here on the grounds that insufficient data was sent to them in the telegram.

Well, I guess we slipped up on this and we will have to take

the blame for their non-concurring.

You can bet your sweet life that we will be more specific in the future.

SEND IN REPORTS

I see by the LOG that lots of ports are negligent in submitting material for the LOG, and in most cases the rank-and-file resents this oversight. Well, Brothers, I don't believe the Editor would object if several rank-and-filers from each port would submit certain articles.

If this is done, each port will be represented in the Union's official paper and it might take a little responsibility off the shoulders of the Port Agent.

We seem to be having the same old beef in the Black Gang. Firemen take off in foreign ports and stick the other Firemen for several watches.

I think the way to eliminate this evil is for the Union to force the absent man to pay \$1.32½ per hour, plus a day's pay, to the man who does his work.

In fact, it might not be a bad idea to extend this to all the Departments.

LOOK AT PRICES

Anyone who goes shopping these days knows that prices have gone skyhigh. And anyone who reads the newspapers is aware that prices will undoubtedly go much higher within the next few weeks.

Labor will have to go all-out for more wages if the working-man is to provide for himself and

NOW, LET'S SEE... ALL THIS AT COMPOUND INTEREST ADDS UP TO... HMMM... A DOZEN EGGS!



his family. Prices have run far ahead of wages, and the dollar is not worth much more than the paper it's printed on.

The guys who sit in Congress can't figure out what to do about it; or if they do know what to do, they are so scared to try it for fear of stepping on the toes of the big businessmen. And so everybody passes the blame and the nation's economy goes to hell in a hurry.

Profits are higher today than at any time before in the history of the United States. Prices could come way down without the bosses losing money.

But prices will stay up as long as possible, because the fat boys don't care who starves as long as they can keep on stashing away the dough.

Settling Of Beefs And Shipping Make For A Hectic Week In Boston

By JOHN MOGAN

BOSTON — A rather hectic week has just been concluded in the Port of Boston. Not too much business but a lot of shipping and not a few beefs.

In fact, it seemed as though everybody and his shipmate had a Mate, Skipper, or Steward that he just couldn't get along with, and expected the Patrolman to have superhuman powers to remove offending personalities topside.

Not only that, but there seems to be a "super-militant" minority which is always ready to advocate tying up the ship.

In other words, let the very last arrow in the shaft go at the beginning of the beef. Indeed, it sometimes appears as if some of the members are not too concerned whether or not they compromise their Union, though in the majority of cases it is doubtless due to thoughtlessness.

Paying off here this past week was the SS Maiden Creek, Waterman, with only about 15 of the original crew to make the

Far East trip. Plenty of beefs on this ship, with loggings galore—even for the crewmembers on board a week or eight days.

Many of these were cancelled at payoff, and most of the disputed overtime was recovered; but very few of the old gang were willing to chance another trip with the Captain and Mate.

BIG NOISE

Another payoff which took several days to straighten out was the SS Peter Helms, Pope & Talbot. This one, with three different unlicensed unions, and three more topside, was a real troublemaker.

Boston was the final port of discharge indisputably. But inasmuch as the company was selling her to the Greeks, with delivery to take place in New York, they wanted the crew to take her to New York on the same articles. The crew said, no dice.

Still the argument went on, and the ship finally paid off at the end of the week, after a flock of telephone calls to the company and three Union Halls in New York, plus a couple of decisive calls to the Shipping Commissioner.

Otherwise, the crew hated to see this old scow go, as all hands conceded that she was a great old ship, with complete harmony aboard.

In the tanker field, we had the SS Fort Erie, SS Cannon Beach in Boston, plus the SS Sunset paying off at Melville, R.I. Only the Cannon Beach reported everything shipshape; the other two presented us with a shipload of headaches.

Everything else in the port is proceeding in good order, except that every time that one of the staff starts planning a week's vacation the pressure of business knocks his plans into a cocked hat. But we can keep hoping anyway.

Sun Oil Tankermen Are Waiting For Election

By BLACKIE CARDULLO

MARCUS HOOK — We are still waiting for word on the Sun Oil petition which is in Washington before the National Labor Relations Board. It would have gone through by now, but Mister Taft and Mister Hartley fouled up the detail.

We're ready to hold the election anytime, that's how confident we are that the Sun Oil men realize that only the Seafarers International Union can gain for them the good conditions and wages that organized tankermen already have.

All it will take is an election, and then those men will be rep-

resented by the union of their choice, the SIU.

We've had six ships in within the last two weeks, including one Isthmian. In the week to come, however, it will probably be a bit slow since it looks like we will be by-passed.

Very recently Pacific Tankers started selling some of the scows in this port. Two were sold last week, the Gray's Harbor and the New Echota.

WAITING, WAITING

The Casa Grande is still laying at anchor out in the middle of the Delaware River, and she's going to stay there until she can go into a yard for repairs.

I've been aboard that ship and

found the Skipper, Captain Fox, a good Joe. Although he's new to the company, he's willing to cooperate with the Union all the way.

The Bartender Union is still out on strike against one of the local ginmills, and all the boys on the beach are cooperating and giving a hand when possible.

Could it be that they are thinking of free beers when the bartenders settle the strike?

By the way, it is interesting to report that every labor-backed candidate in this county was nominated in the primary. We can learn a lesson from this, and maybe do a real job, all over the country, on the guys who supported the Taft-Hartley law.

Shipping Fails In Baltimore, For Time Being

By WILLIAM RENTZ

BALTIMORE — It seems as though few ships have been coming in here lately, and as a consequence, business has slowed down. But you know Baltimore, as soon as a slack period arrives something happens to get everything hopping again.

Only four ships paid off last week, and all were loaded to the scuppers with beefs. We found out that practically all the beefs were justified and you can bet they were settled before any man paid off.

The workers at the Bethlehem Steel Shipyards are still on strike here, and it looks like they are becoming stronger and more solid all the time.

The company tried to run strikebreakers through the line, and they had a little battle, but the picketline proved too much for the scabs and they beat it without any more trouble.

We respect their picketline and we're going to continue doing just that. We always do that for any union man who fights for his rights.

There are a lot of men down here who want to ship out on unorganized scows. All they ask is to be given a permit, and they will do anything we ask them to help our union. They know what we stand for, and that we never lose a beef once we start to fight.

The gashounds are giving Baltimore a clear berth. It's a known fact that we are on the lookout for them, and we will not stand for any performers in this port.

SIU IN COPENHAGEN



With the SS Alexander H. Stephens as a background, these crewmembers and friends pose for the wandering photographer. Among the group are John Lorentis, AB; Holdur Tanar, AB; John Dimitriadis, AB; Arthur Marander, Oiler; John R. Michaelis, FWT; Albert Hatt, Oiler; John E. Clamp, Wiper; Jose Fernandez, Oiler; and John M. Kemitch, Wiper. The young ladies are not members of the SIU, and have probably never been to sea, but they certainly dress up the picture. Oh, yes, this shot was sent up from the Port of Baltimore, where the Stephens was taken out of the boneyard and put in ship-shape condition for the voyage.

Nothing Much Doing In Norfolk; Cold Weather Quiets Waterfront

By RAY WHITE

NORFOLK — The weather is turning cool, and that puts the freeze on the waterfront and the labor situation. Of course, there are still plenty of ships sailing in and out of this port, but most of them are clean and have no beefs.

Last week we paid off the Thomas Reed, the Peter Minuit and the McKoski, Bernstein; the Samuel McIntire and the Samuel Livermore, South Atlantic; and the George Chaffee and the Topa Topa, Waterman.

Some of them have already signed on again and are at sea on another voyage.

The Thomas B. Reed was one of the cleanest ships to pay off here in a long time. The Delegates did a fine job and had all books checked and in order.

All disputed overtime was written down and waiting for the Patrolman, so it is no wonder that all the beefs were settled—and damn fast.

Oldtimer Otis Manning paid off here and headed for that land of sunshine, Jacksonville. Salty Rollins is still on the beach and J. Porter is just about ready to ship, all 275 pounds of him.

PORT NEWS

We have a fast turnover here and even the beachcombers don't stay on the beach too long.

We used to have a lot of trouble with gashounds here, but lately the boys have quieted down and seldom, if ever, get out of line. They know that they have an axe over their heads, and that makes them very cautious.

All ships coming in to payoff have been donating \$10.00 per man to defray the expenses of the Isthmian Strike. This was a ruling of the Port Strike Committee, and the way the men are accepting the ruling shows that the SIU membership can take care of its beefs without outside aid, and without depleting our treasury.

One last word on shipping: We have plenty of jobs on the board, and we can always use rated men, but don't come down to this port looking for a job without first wiring or calling to find out if there are any jobs open. A telephone call can save a lot of money in this case.

Unemployed Benefits Taken Away From Michigan Merchant Seamen

By FRED FARNEN

DETROIT—A number of Lakes seamen who filed for unemployment compensation in Michigan last season are going to be disappointed this year. As a result of certain changes in the Michigan Unemployment Compensation Law, merchant seamen sailing on the Great Lakes have been classified as seasonal employees.

According to the amended law, which took effect as of July 1, 1947, the covered period of employment for seamen on the Great Lakes will be the 39-week calendar period beginning with the third Sunday of March in each year. This means that Great Lakes seamen will only be allowed to draw unemployment compensation for the time during which they are unemployed in this 39-week period.

Actually, it means that seamen will have little or no unemployment protection in the state of Michigan because the 13-week period, during which they are excluded from benefits, stretches from the third Sunday in December until the third Sunday in March.

This is the period during which most Great Lakes seamen are on the beach.

LCA PRESSURE

Enormous pressure was exerted upon the Michigan legislature by LCA lobbyists in order to pass these crippling amendments to the Michigan Unemployment Law. As a result of that pressure, merchant seamen in the state of Michigan have once more become orphans as far as unemployment coverage is concerned.

This is another vicious slap at the rights of seamen to be the same as other citizens in this country.

This discriminatory legislation is just another example of how the various state legislature as well as the national Congress are becoming more and more the

paid servants of the financial interests.

There is no such thing as representative government in the State of Michigan when such legislation as this can dispossess certain large groups in the community.

It is about time that Great Lakes seamen as well as other large organized labor groups in this country do something drastic to halt the flood of anti-labor legislation.

Michigan is no isolated state. Many other states of the union are as busy as the proverbial beavers passing the same kind of discriminatory legislation.

What can we, as members of the SIU, do to protect ourselves from the deeds of our supposed legislative representatives? Once the answer to this was comparatively easy.

We could see that it was the duty of every union member to exercise this full citizenship rights by voting for decent representative congressmen.

Now it is a little bit more difficult than that due to the fact that both old parties, Democrats and Republicans, are the prisoners of the vested interests in our country.

This means that it is increasingly difficult to find a member of either of these old parties who is fair to organized labor.

Labor must not only become politically conscious to the extent of voting in all elections, but labor must become active in selecting those men who are supposed to represent the people in Congress and the various state legislatures.

We are not advocating any particular political philosophy, but we are urging that labor take an active part in either cleansing one or both of the old parties, or seeing to it that a representative labor party is established in the United States.

Unorganized Seamen On Lakes Waiting For Chance To Vote SIU

By CARL GIBBS and FRANK MORAN

DULUTH—Most of the ships coming in here are in good shape as far as the SIU is concerned.

Crewmembers on these unorganized Lakes vessels are anxiously waiting for the elections which have been held up for some time by Taft-Hartley red tape.

Their main question is, "When is our ship going to vote, so that we can have an SIU contract with SIU wages and conditions?"

Of course, we explain to all of these Brothers that the elections will be held just as soon as the Department of Labor issues a compliance number to the SIU Great Lakes District.

In spite of the fact that President John L. Lewis of the United Mine Workers has refused to go along with Taft-Hartley Act requirements regarding the filing of non-communist affidavits, we don't believe that this will hold up any elections for very long.

According to various reports reaching the Lakes, NLRB General Counsel Denham will probably reverse his ruling regarding the necessity for top AFL and CIO officials filing non-communist affidavits.

Quite a few men come into the SIU Hall from time to time, asking questions regarding membership in the SIU. A number of these men, who know the score as far as the Seafarers record is concerned, claim that they had never heard of the Lake Sailors' Union until this year.

In fact, a number of men who joined the LSU in good faith thought that they were joining a bonafide union affiliated with the SIU.

Since the SS Hood voted to affiliate with the LSU several weeks ago, a number of crewmembers have come in and stated that conditions aboard their vessel have not been changed.

Our answer to them is, "How do you expect to get improved conditions when you have an outfit like the LSU representing you? They have no shore side representatives with the exception of their attorney, Meyer Cook."

It is expecting too much to think that the LCA and Cleveland-Cliffs dominated LSU will go out and fight with any shipowner to improve conditions aboard their vessels.

That's one reason why the open LCA operators like the LSU. They know that, with the LSU on their ships, they don't have to worry about paying overtime for unnecessary work done after 5 P.M. and before 8 A.M., and they know that they don't have to worry about putting union conditions into effect on their ships.

An SIU contract is the only sure guarantee that Lakes seamen will get a decent break as far as wages, working and living conditions are concerned. And that's why the entire Great Lakes, too, will soon be SIU.

Performers Still Causing Plenty Of Trouble In San Francisco

By W. L. SIMMONS

SAN FRANCISCO—A brand-new outfit, the Wilkerson Steamship Company, this week signed a contract with the SIU, and the SS Cavalier, the company's new ship, took off on her first run down south to load bananas.

Six more ships are expected by this company, and the SIU A&G District has it under solid contract.

I'm having a little bit of trouble with some guys on Isthmian ships and other vessels. Those men know that they are going against the rules of our Union by acting up, but they insist on doing so, and then they get belligerent when the Patrolman or Agent forces them to stop acting cute.

We are all seamen and we are not expected to live like saints. But when men endanger their contracts just to get gassed up on shipboard and fight among themselves, then they must be way off their rockers.

I don't know what the answer is, but if these fellows insist on fouling up, then they've got to

be prepared to take the consequences, and I'm sure that the membership won't go easy on guys who try to break down what the Union has fought for so long.

SHIPPING GOOD

Shipping is very good for the Deck and Engine Departments, but on the slow bell for the Stewards. We haven't had any pay-offs for the past ten days but, now that I've put it in print, there'll probably be a flood of them from now on.

Few men hang out near the Hall unless they want to ship. The weather is fine, and so when an oldtimer comes around for a visit, you can bet your bottom dollar that he is looking for a ship.

By the way, talking about the weather, I wish we could export some of it to you fellows who are having the cold spell in New York, or the winds along the Gulf. Here it's never too hot or too cold, too windy or too balmy, too dry or too wet. In fact, it's always just right.



SHIPS' MINUTES AND NEWS

Action By Moline Crew Brings Needed Repairs

Determined that action at the point of production would bring the desired results, the crew of the Moline Victory, Robin Line, recently threatened refusal to sail the ship unless a long list of repairs was immediately complied with.

The crew's decision came after the Moline Victory had returned from a three month trip to South Africa only to have the repair list given the quick brush off in two U.S. ports. In Philly, the crew decided to substitute direct action for diplomacy and sweet words.

Philadelphia Agent Eddie Higdon was called aboard to aid in the matter and the Skipper was presented with the crew's ultimatum.

LONG LIST

The list of 15 repairs needing immediate attention included 25 new mattresses, 36 new pillows, screens for all portholes, 11 fans, repair of all lockers and new seats for the head. Every one of the repairs demanded by the crew was made before the vessel sailed.

The committee backing up the demands, in addition to Brother Higdon, included departmental delegates Tony M. Fusco, Deck; Earl Murphy, Engine and Robert M. Douglas, Stewards.

When faced with the threat of economic action by the fed-up crew the Captain agreed to go to work on the matter at once. The crew, however, not willing to play the waiting game of promises, had the Skipper draw up and sign an agreement whereby he promised to have all repairs made before embarking on another foreign voyage.

POSTS PENALTY

Just to make the matter iron-clad the Skipper agreed to pay

each crewmember \$50 and first-class transportation to Philadelphia from New York should he fail to complete the repairs.

The agreement read in part: "If the repairs are not completed by the time the ship is to sail for a foreign voyage, I agree to give or pay said crewmembers the amount of \$50 and first class transportation to each man back to the Port of Philadelphia."

In addition to the stated demands presented to the Skipper Seafarer Andy Lorier, crewmember aboard, summed up the crew's sentiments in a cartoon which appears on this page.

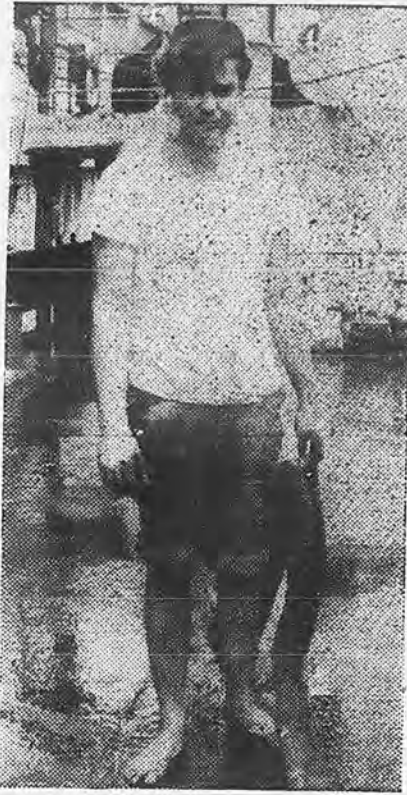
The drastic action pictured by Brother Lorier wasn't necessary but it showed the Skipper the light and brought about the desired results.

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!

Barefoot Boy



Finished with washing down the deck of the SS Arlyn, a Bull line scow, Brother "Grumpy" Ames pauses for picture by James C. Barnette. Ames was a fine shipmate, according to Brother Barnette.

Master And Seaman Praised For Aiding Stricken Oiler

Commending the Captain and one of the Ordinary Seamen aboard ship for their diligence in aiding a crewmember stricken with appendicitis, the crew of the SS Venore unanimously gave them a vote of appreciation at the September 7 shipboard meeting.

The stricken crewmember, J. Brake, Oiler, became ill while the ship was off the west coast of South America. While he was ill, D. Reynolds, OS, gave unstintingly of his time to make Brake more at ease until port could be reached.

The skipper, Robert Mason, kept in constant touch with the sick man. When he saw the man was too ill to remain aboard until the regular port was hit, he turned the vessel off course and put in at Lima, Peru.

The foresight of the Captain saved the life of the Seafarer

as an operation was immediately performed with success.

Moving for the vote of appreciation was Brother C. Davis with the entire crew in unanimous approval.

Another vote of thanks for a somewhat different reason, was given the ship's Steward, Clarence Davis, who was praised for good food, fast service and clean messrooms. The Steward in turn lauded the crew for being the most friendly, jolly and helpful to one another that he has had the pleasure to work with aboard ship.

The meeting aboard the Calmar vessel was chaired by J. A. Kels and recorded by E. Eriksen.

SIU Men Regale Stowaway On SS Hamilton; Lad 'Arrives' In New Suit And Pot Belly

By AL BERNSTEIN

(Ed. note: The following human interest story was written by an SIU crewman aboard the SS John B. Hamilton. There are many occurrences in the daily life of a seaman which make good reading matter. Items of this type are earnestly solicited from the membership.)

PHILADELPHIA—When we arrived last week in this port on the SS John B. Hamilton from Antwerp, Belgium, we had a 16-year-old Hungarian stowaway aboard. His name was George Kiss and he had been a displaced person in Europe.

When the lad was discovered two days out at sea, he was dressed in rags and had put away three oranges and two cups of water with which he hoped to complete the voyage. The crew and topside went for the hungry looking boy in

such a way that when the immigration authorities took him away after we docked at Pier 179 North, he was dressed in a new suit, had a fistful of American and Belgian money and had a new suitcase filled with clothes.

MULTI-LINGUAL

George spoke several languages fluently. On the trip over we taught him enough English so that he could make himself understood. He said that he wanted to live in Philly, because his parents had resided there many years ago.

He was taken to Moyamensing prison, where he will be held in custody until arrangements are made for his return to the other side. His home, before he was placed in a concentration camp by the Nazis, had been in Budapest.

When George was discovered out at sea, Captain Olaf Brieland was so impressed with him that he gave the lad the run of the ship. Playing no favorites, George took turns steering the ship and keeping a sharp eye on the engines. Between mouthfuls of bubble gum George expressed a desire to be an engineer.

SIU FEEDING

Eddie Kasnowsky, Chief Steward, really did a splendid job of building up the half-starved youngster. When the trip was over, he was 15 pounds heavier and was sporting a pot belly.

When the young stowaway is

returned to Europe, as he no doubt will be, despite the fact that several persons have already tried to adopt him legally, he will be a walking advertisement for the excellent way we were fed on that trip.

After George was taken into custody, the Skipper sent me as a delegation of one to see how he was doing in the "hotel." When I saw the boy, he was talking with an immigration interpreter in the Hungarian language. He claimed to be well satisfied with the treatment.

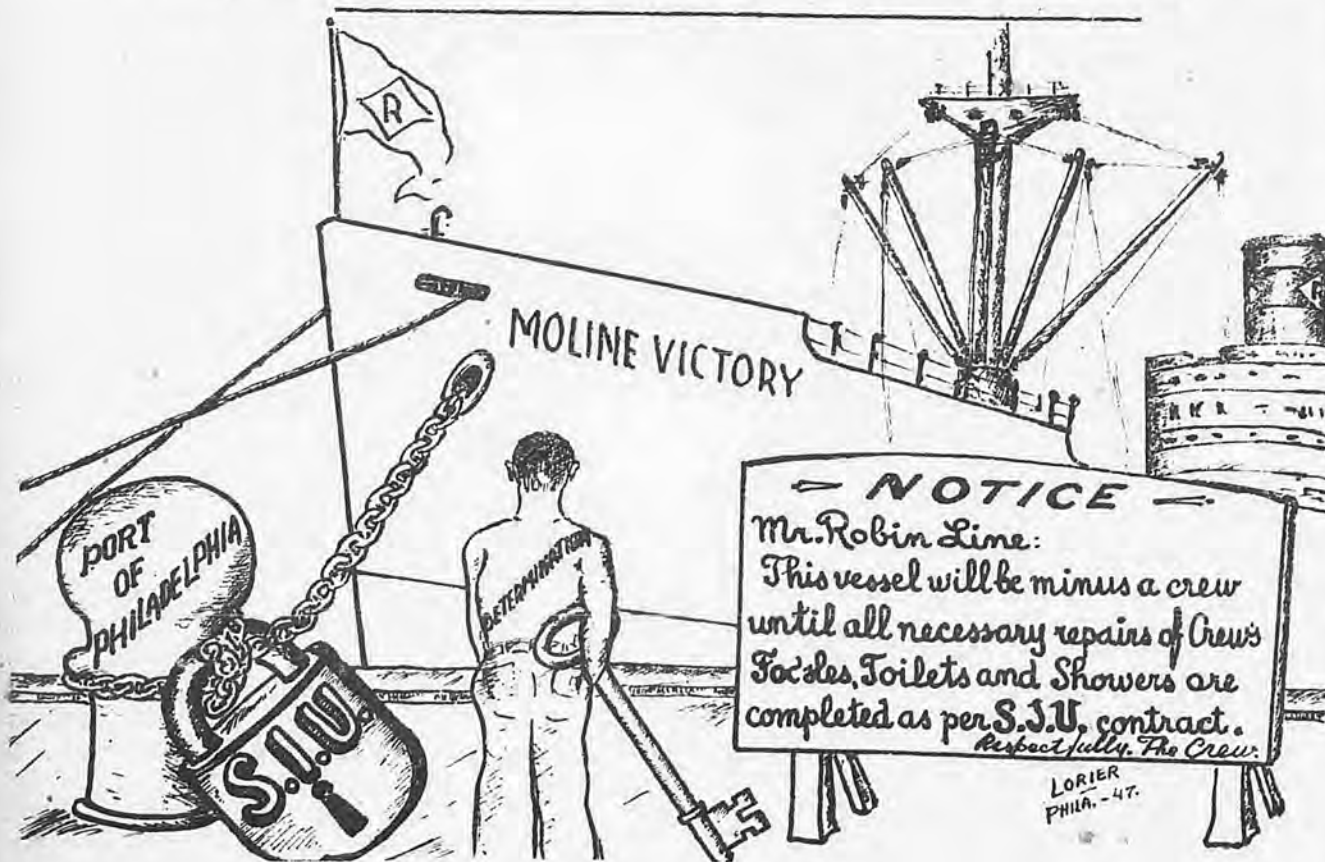
Before I left him, he asked me to thank the entire personnel of the SS Hamilton, especially Chief Steward Kasnowsky, for the fine way he was treated by all hands.

During the trip the lad was nick-named "the Second Steward," because he spent so much time in the galley and the mess-room.

A GOOD TRIP

Incidentally, the trip was a good one. There were no logs and no beefs, except against the Purser, who got off. Prices in Antwerp were very high and the money was spent faster than it could be drawn. Beer which should have cost five francs, cost 20 francs until we discovered the discrepancy. Cabs into town from the dock charged 150 and 200 francs, until we discovered before we left for home that the fare was less than 50 francs.

SIU VICTORY AS SEEN BY A CREWMEMBER



Andy Lorier, FWT, whose sketch of the SS Moline Victory beef is shown above, has been putting his impressions on paper or canvas for many years. Brother Lorier never had any schooling in the art. He picks up the brush or pen only because he "just gets a bang out of it."

The sketching Seafarer has been a member of the SIU for three years. He sailed this week on a trip that will take him to South and West African ports.

SIU Ships' Minutes In Brief

JOHN GIBBON, Aug. 24 — Chairman Parrott; Secretary Lancaster. New Business: Deck, Engine and Stewards Department delegates reported everything running fine. Motion carried to see the Patrolman about the slopchest prices. Motion by Jackson to see about painting foc'sles. Motion carried to clean all foc'sles for crew coming aboard.

§ § §
EMILIA, Aug. 16 — Chairman Luigi Lombardi; Secretary Edwin Marshall. Delegates reports accepted. Education: Old books to be given to the Steward who will get new ones for the next trip. A talk was given by a bookmember to the tripdeckers to acquaint them with Union activities. One minute of silence for Brothers lost at sea.



§ § §
WALTER E. RANGER, July 6 — Chairman John A. Ziereis; Secretary Chester F. Just. Delegates reported everything okay. New Business: Motion carried to have Third Cook's duties clarified. Education: Discussion as to strike fund, what it is used for and different rules and regulations concerning it. Good and Welfare: More variety in the night lunch. To contact Chief Mate and Chief Engineer in regard to having quarters painted.

§ § §
WALTER E. RANGER, Aug. 24 — Chairman Chester F. Just; Secretary John A. Ziereis. Delegates reported all running smooth. Education: The matter of agreements was discussed, what they stand for and all resolved to stand by and live up to them at all times. Good and Welfare: Unanimously recommended that Captain R. A. McCarthy be given a vote of thanks for making the voyage a pleasant and satisfactory one.

§ § §
CORNELIA, Sept. 1 — Chairman R. McQueen; Secretary John F. Hisko. Delegates reported no beefs in their departments. New Business: Motion by Hasko seconded by Tistan to investigate permitman Van DeHoven. Motion by McQueen that three delegates go to the Hall and see about Nielson.



§ § §
FLORIDA, Aug. 24 — Chairman Major Costello; Secretary Mel Stratten. Deck and Stewards delegates reported nothing new. Engine Delegate reported difficulty in securing men for his department and Tampa Patrolman stated none available on the beach. New Business: Motion carried that any man getting off the ship without proper replacement will be brought up on charges. List of fines drawn up with money to go to SEAFARERS LOG. Education: Recommended that oldtimers educate the new members in union activities whenever possible. Good and Welfare: All Brothers as good union men should respect each others property.



§ § §
ROBERT STUART, Sept. 5 — Chairman H. E. Perkinson; Secretary Walter Doyle. Delegates reported all in order. New Business: Repair list made up and approved by crew. Suggestion made that library be put on ship and men staying aboard see that this is done. Hooks to be placed on door to keep them from banging. One minute of silence for Brothers lost at sea.

§ § §
FRANK NORRIS, Aug. 24 — Chairman C. W. Little; Secretary George M. Knai. Delegates reports accepted. New Business: Discussion as to who would clean the laundry one day a week. Motion defeated to fine men for making mess in the messroom. Motion carried to ring dinner bell at mealtime. Good and Welfare: It was agreed for the three delegates to see the Captain about the poor drinking water. Brothers stood in one minute's silence for Seafarers lost at sea.



§ § §
MORNING LIGHT, (Date not given) Chairman S. H. Steele; Secretary A. A. Kessen. Delegates reported on number of book and permit men in their departments. New Business: Decision to take up with Patrolman the desire to have two fans installed in each room and an awning on the fantail so men can sleep there. All members stood in silence for one minute for lost Brothers.

§ § §
JOHN HATHORN, Aug. 30 — Chairman W. E. Cautant; Secretary J. G. Brady. New Business: Motion by D. D. Story that while in port any member of deck department performing on watch be fined \$10. Motion by Korolia that Engine Delegate see Chief Engineer about installing a fresh water and steam line back aft for washing clothes. Good and Welfare: Suggestion that night lunch be charged to avoid monotony. Korolia suggested that empty milk cans be split in top and placed in heads for old razor blades. One minute of silence for Brothers lost at sea.

§ § §
GEORGE BIBB, Aug. 4 — Chairman M. T. Nolan; Secretary L. Laverick. Delegates reported on books and permits in their departments. New Business: Election held for ship's delegate with Laverick elected. Discussion about money to be withdrawn in England. Ship's Delegate to see Captain about drawing more cigarettes. Education: All educational material was passed out from ship's delegate in order that all might read such material provided in delegate's kit.

FARALLON, Aug. 18 — Chairman Stephen Carr; Secretary H. L. Brickell. Delegates reported no beefs and overtime all okay. Motion carried that ship be fumigated upon return to States. Good and Welfare: Messmen instructed not to serve crewmembers not wearing shirt or "T" shirt. Suggestion that laundry be kept clean. One minute of silence for Brothers lost at sea.

§ § §
ALCOA PARTNER, July 25 — Chairman M. A. McClintoc; Secretary W. P. Knight. Discussion on the signing of a messman who came aboard in Trinidad. Crew objected so ship's delegate Fred Hartshorn threatened to resign, saying this was a violation of the SIU constitution. Motion carried to accept the man as a crewmember and to reject Hartshorn's resignation.



§ § §
POLLOCK (Midland), Aug. 27 — Chairman Charles Griffin; Secretary Walter Harvek. Department delegate report things running smoothly with no beefs. It was brought up no perishables could be left out for any length of time. No small refrigerator available to crew. Decided that key to chill boxes be given to one deck hand held responsible for perishables being put out at the changing of the watches. Motions carried: that department delegates keep list of men's union standing regarding dues, thus making it easier for Patrolman to secure such information by seeing delegates of respective departments; that non-union replacements coming aboard have unionism explained to them by delegate of department, with diplomacy and tact. Being unable to ship a union man in Milwaukee, a non-union deck hand was sent in. He was much interested in meeting and explanation of unionism, and will join first pay. Crew very cooperative and union-minded. Take interest in good and welfare of the ship and crew and voice opinions at meetings. General discussion, questions answered satisfactorily.



§ § §
FRANKLIN K. LANE, Aug. 10 — Chairman Emile Degan; Secretary V. A. Lawsin. Emile Degan elected ship's delegate. New Business: Motion carried that last trip fines be effective and any money collected go to Brothers in hospitals. Motion carried that recreation room be cleaned; change off between departments. Motion carried that crew observe one minute of silence for Brothers lost at sea.

§ § §
KNOX VICTORY, Aug. 17 — Chairman S. Furtado; Secretary Roy J. Turner. Delegates had nothing to report. New Business: Motion to see chief engineer about Wiper pumping galley oil on overtime. Motion by chief steward to keep washroom and recreation room clean. Motion made to put desks in every room for writing purposes. Motion carried that Steward order more milk in New York.

SEAFARER SAM SAYS:



CUT and RUN

By HANK

With the cold weather setting into Our Town there won't be many Brothers idle for too long a time. The shipping board will look cleaner than a messhall's bulkhead. After all, another day, another dollar; you grab a job, so you won't hear yourself holler! . . . "Coffee-drinking" Willie West, whose favorite trips are to South Africa, just came back from two trips to South Africa on the Virginia City Victory. Brother West confesses that he'll be looking for a ship to the Far East—just for the change of scenery and the air. Brother West's shipmate, "Coffee-drinking" Claude Morgan, also made a trip to South Africa on another ship . . . "Baltimore Ski" after some humorous negotiations with his better half did enough convincing to show that working ashore doesn't pay—and that he'll be shipping soon. . . . Brother Pete King, the Cook and citizen of Brooklyn, just sailed in from a trip—saying hullo to all his shipmates . . . Joe Pilutis, who went back on his home, sweet home, the Evangeline, says that his brother, Victor Pilutis sailed to Europe recently. Brother Pilutis convinced his shipmate, Brother Joe Presto, to grab a job on the Evangeline—Joe says that his shipmate Steve Carr will be surprised that this happened so easily to Joe.

§ § §
Brother Jimmy Millican just became a proud poppa of a baby boy. Congratulations, Jimmy, and the best of health to the wife and the new little sailor! . . . Jimmy McCullough, the smiling citizen of baseball-happy Brooklyn, just came off the SS Evangeline after a trip . . . Brother Thomas Melton says that his girl, who works in a bank in Our Town, keeps wishing that he wouldn't be shipping out so much—and just get married. Ah, maybe a sailor just don't want to get rusty—so he keeps shipping out so much . . . Brother Blackie Colucci and his wife, Marie, just became the proud parents of a baby girl, their first child. They named her Dawn. Congratulations to "Pop" Colucci and best of health all around.

§ § §
There are a few familiar Brothers still in town: Rusty Swillinger, who probably will take another trip to South Africa; little Carl Wayne, the electrician; and John Campbell, the smiling oldtimer . . . Three new USS clubs were recently opened up for merchant seamen down in South America; in Santos, Brazil; in Rio de Janeiro, Brazil and in Buenaventura.

§ § §
Brother Steve Di Girolmo just came in on the SS M. T. Hunter. He says his trip to France and a two-by-four port called Dingwall, in Nova Scotia, was a swell one all around. In Dingwall, they saw some small boats pulling in harpooned swordfish and selling them later for forty-five to fifty cents a pound. Nice business—if you can get all that gear—and of course—the swordfish. Just a few swordfish a day would very nicely take care of this high cost of living. Steve says that the people of Dingwall sell the sword from a swordfish for five dollars apiece. A swell business, indeed . . . Brother Aussie Shrimpton, the Steward and poet, sailed in with his dignified mustache, and with a smile told us in his crisp accent that he was staying aboard the SS Evangeline waiting for that day of the wedding bells!

§ § §
There is an important bill awaiting Congress which will aid merchant seamen in regards to hospitalization: H.R. 4163, introduced by Weicher (Republican from Ohio) before the House Interstate and Foreign Commerce Committee, this bill amends the Public Health Act to give merchant seamen the right to medical care at Marine Hospitals in spite of the 90-day limitation when they are ill, aged or unemployed.

THE MEMBERSHIP SPEAKS



SIU's Aid To CIO Men Wins Wide Praise On Waterfront

To the Editor:

After hearing Paul Hall's talk on the CIO shipyard workers strike last Tuesday and his request for us Seafarers to go out and help them on the picketlines, I thought it was swell the way the members volunteered for this duty.

I was detailed to go to Pier 29 with 25 other Seafarers. As we walked down Broad Street we were stopped by many seamen who asked us what was doing.

When we told them we were SIU men going out on a CIO picketline, they could hardly believe it. Some of these guys were NMU seamen.

When we arrived at Pier 29, we found our white-capped SIU men already doing their stuff in a real SIU way—orderly, business-like and efficiently. Our group was dispatched up to 57th Street to picket the notoriously anti-union Bethlehem Steel yards, which as yet had no line around it.

CAUSED A STIR

We caused quite a stir as we travelled in the bus and subway with people who were attracted by the mass of snow-white caps—the traditional sign of Seafarers—asking us what we were doing. We told them we were out to support the CIO shipyard workers who had been out for 13 weeks.

As we came down the streets toward the docks, the streets were crowded with idle dockworkers. The sight of all of us white-capped Seafarers heading for the docks brought crowds of people rushing out of their houses

Okay, Brothers— Let Us In On It

Some secrets are to be kept, but if you had an interesting trip, or if you met a character who sent you, let us in on it. That goes for your views on the union, current events, or any suggestions you may have. All beefs of general interest will be answered.

Seafarers who think in terms of moon and June and vine and wine can give vent to their rhyme and rhythm in Log-A-Rhythms. If you have a camera we will give prominence to your lens efforts.

The items sent to us will be displayed before an appreciative audience of 60,000 readers from coast to coast who read these pages every week.

Put down the highlights of your experience including the place, time and names and send them to the SEAFARERS LOG, 51 Beaver St., N. Y. We will return all snapshots, poems and stories, if so desired.

Now is the right time, too!

—and those bars along the way really emptied out pronto.

Arriving at the Bethlehem yard gates, we were given a big welcome by a CIO union official, and a cheer went up from everyone of those shipyard men. We took up picket duty in front of the gates and immediately company officials began popping their heads out of the windows. You can imagine their amazement at seeing a line of white-capped sailors from the AFL patrolling in front of their yards. Hundreds of people lined the streets watching this demonstration of labor solidarity.

JAVA IS FREE

I went into a restaurant for a cup of coffee but was told I was welcome to drink as much as I wanted—and it would be on the house. The people really appreciated our coming over to help the striking men. It made me



feel kind of good to be in there with the rest of the boys.

That night I happened to be working in the "doghouse" cafeteria and was bussing the deck when I overheard three NMU men speaking about the SIU. One of them said something I want to pass along, and which I quote:

"I saw a bunch of SIU guys today going down Whitehall street and they were neatly dressed and they all had white-caps and SIU-SUP badges. But believe me, Bill, when I asked them what they were up to, they told me they were going out to walk a CIO picket line."

So I spoke to these three NMU guys and told them the complete score on the beef. They said it sure was a clean-looking bunch of seamen they had seen. They also said they had been hearing a lot of talk lately along the waterfront among organized and unorganized men about the SIU and how clean a bunch of pickets we put out.

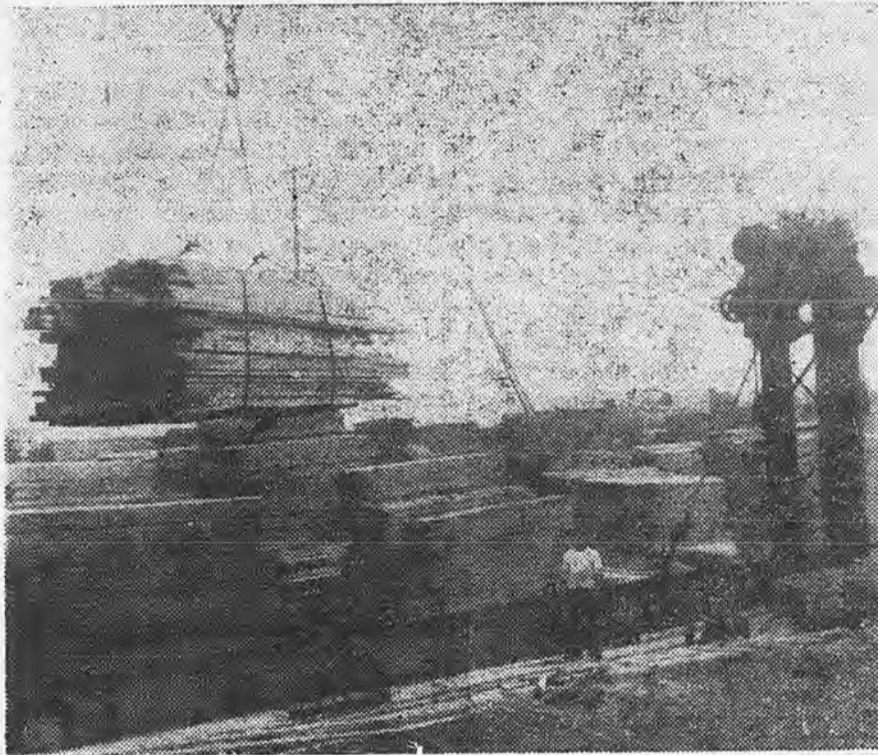
FEELS PROUD

The whole thing is something to make us all proud, right from the beginning when the CIO asked us for aid on the lines to stop scabs from being taken in the yards and up to the end after picketing was over and we heard the comment on the waterfront.

Above all, these CIO shipyard workers really stood up and took notice. The job we did will reflect to the credit of us seaman of the real hard-hitting Seafarers International Union.

Jim (Scottie) Byrnes

BEFORE THE BLOWOFF



A cargo of lumber being loaded on the SS Marymar, a Calmar vessel, before she left the West Coast to come to New York. Well-stocked with wood, the Marymar was short on food. In New York, Union Patrolmen, backed by unified crew action won a reversal of company policy. By the time the Marymar was ready to pull out, foodstuffs were in ample supply.

This Fireman Couldn't Save Anybody's Child—Or Firehouse

To the Editor:

I have been attempting to write this for the last five months but have been putting it off. Finally, looking over the recent copy of the LOG, I decided to send in a few lines.

You fellows are sure doing a swell job of organizing those tankers. I was particularly glad to see Isthmian go SIU. I was only sorry I couldn't be there to do a little organizing myself.

ASKS ABOUT CLEARANCE

I met an old SIU boy last week and he was saying something about having strike clearance cards, regardless of retirement or not. I know that you're automatically brought out of retirement during strikes but I wasn't there and was in no position to get



there, since I am stationed over here in Germany. I'd appreciate it if you give me a little information on this matter.

When I came in this army and had their wonderful classification system set to work on me, I continued my career as a Fireman. They figured that as long as I was a member of the Black Gang when I went to sea, I should be a Fireman in the army. It never

occured to them that I knew nothing about putting out fires.

So they went ahead and classified me as a Fireman and they still haven't wised up.

I'm now running a fire station in Deutschland and have quite a record behind me: One fire house burned to the ground, and one fire truck wrapped around a tree.

If any of you fellows remember me, I'd appreciate a letter now and then. Hope to see you all in time for the Taft-Hartley squabble that should break next year when the contracts run out. While we're on the subject, wouldn't it be a good idea to have a ten buck assessment with the coming days in mind?

Sgt. Charles Bauer, 14087853
Hdq. Co. 7717, QMSC
APO 175, c/o PM
New York, N. Y.

(Ed. Note: When you're released from the Army and you bring your discharge to the Hall for activating your Book, you will be given strike clearance).

THE BEEF BOX

QUESTION RAISED ON DIVISION OF WAGES FOR SUNDAY WORK AT SEA

We sailed shorthanded when one of the crewmembers missed the ship. Up to the present two deck men have been dividing the wages of the missing man. The Purser has sent a letter asking the company for a ruling as to whether or not Sundays at sea are considered as wages and whether or not the two men are entitled to a division on this time. Please advise us what the score is on this matter.

John Ziereis, Deck Delegate
SS Walter E. Ranger

ANSWER:—The two men doing the missing seaman's work are entitled to division of the wages for all Sunday work at sea.

Log-A-Rhythms

By The Sea

By K. W. L.

As I watch the twilight's fading,
Soft and Muffled fall the sea sounds,
Against the shore waves are playing,
And with night's curtain, peace comes down.

No longer do I think of toil or labor,
For my dreams they know no bound,
Once again I taste the sea wind's flavor,
And, at last, it's truth I have found.

Seamen's Fight Is Never-ending, Says Brother

To the Editor:

The Seafarers International Union has gained for seamen benefits which at one time would have been thought impossible. We have achieved decent wages, fine condition, and have established the fact that seamen are not slaves but are to be treated like men.

But even so, the fight is not over. There are more comforts which we should have to make our weeks and months at sea easier to take.

One of the things that would add to our comfort is better bunks with innerspring mattresses, such as are furnished to officers. A seaman has very little recreation on board ship, and therefore spends quite a bit of his free time in the sack.

GOOD REST ESSENTIAL

Many ships still have bunks and mattresses that are back-breakers. A man can't do a good job if he doesn't get a good rest.

Sinks in rooms, larger mess-rooms, more ventilation; these are all comforts which seamen deserve and need.

It's time we got down to brass tacks on matters of comforts, and told the shipowners that we expect conditions for seamen to keep pace with wages and general rules and working rules.

Johnny White

TWO SHIPMATES AND A SHRINE

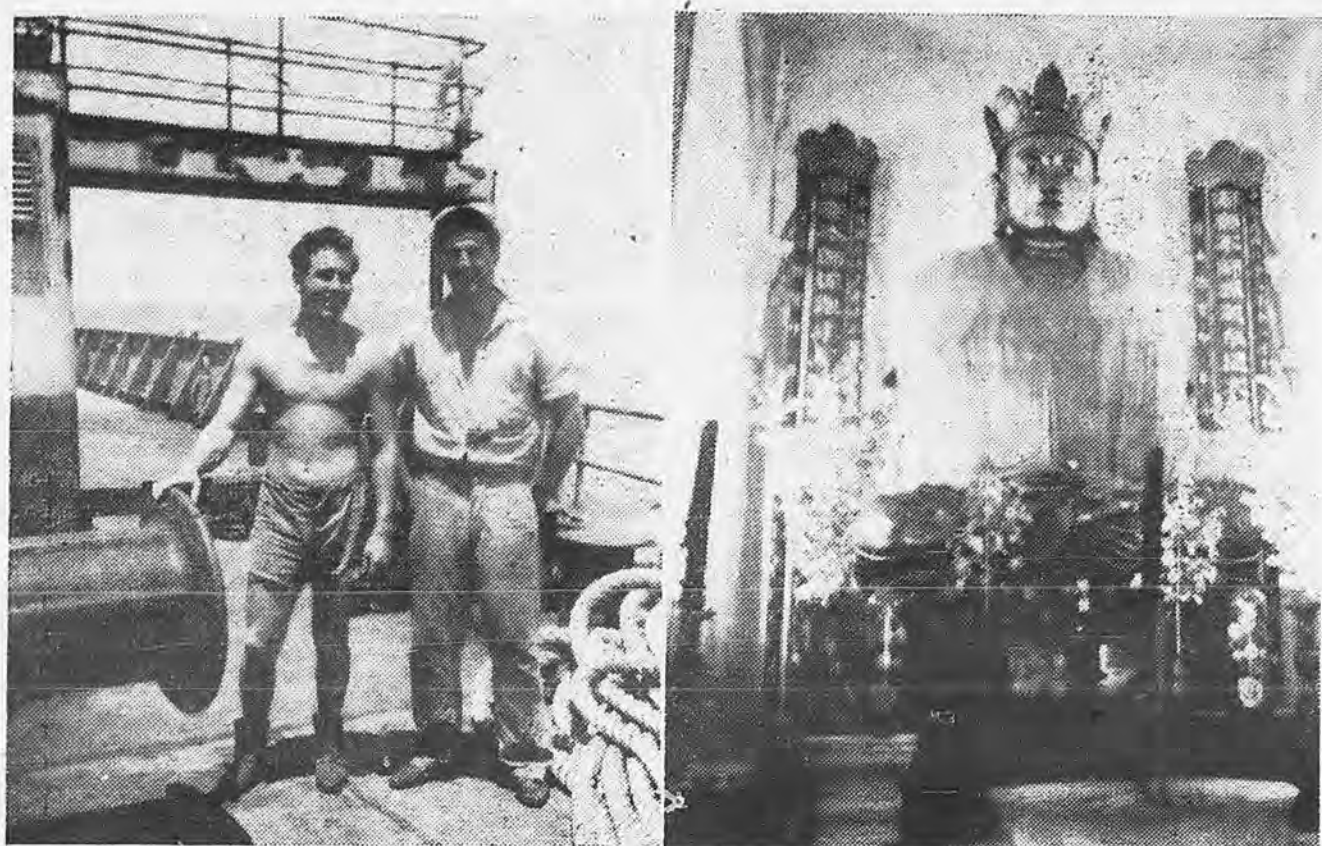


Photo at right shows the interior of the Chinese temple Ayer Itam at Penang, Malayan Straits. Escorted through the temple by an English speaking guide, crewmembers of the Andrew Jackson were told the altar was to the virgin girls and the scroll-flanked idol was made of alabaster and trimmed in gold.

At the left, Jerry Palmer, AB, and Red Dinsen, AB, pose a smile for the shutterbug. Must be a good feeding ship as the shot was taken after the boys had just stowed away a hearty lunch. Photos were submitted to the LOG by Brother Palmer.

Ex-Seafarer Atkins Offers Top Service In N.O. Hotel

To the Editor:

I am herewith enclosing an application for the privilege of having the LOG mailed to the Anchor Hotel each week. We wish to place copies of the LOG in our rooms for the benefit of our guests, who are predominately SIU-SUP.

The balance are also AFL being members of the Musicians Union.

My wife and I were very surprised to read in the August 15 issue that some brothers had seen fit to write us up in the

LOG; however, the brother did not sign his name and we would like if possible to learn who he is so we could personally thank him.

After all, appreciation like that makes us feel thankful that our efforts to make the boys feel at home while they are with us, are not being wasted.

Incidentally, during the recent Isthmian Strike we offered a 17-bed rooming house complete with a large kitchen to Bull Sheppard and Buck Stephens for the strikers here in N. O.

GET SERVICE

Believe it or not, we offer the following additional services to



the SIU boys when they drop anchor here:

1. Safety deposit—The boys leave their papers, discharges and money with us when they pay off. They take out their dough, so much per day.
2. No locked doors here—when the boys hit the sack they do not have to worry about being rolled while asleep. They just close their screen doors and rest contented.
3. No chippies—Chippies and all parasites who pry on seamen are absolutely barred; they are not allowed inside the doors.
4. Promenade Deck—We have a beautiful patio containing an 18 foot awning, and 8 foot picnic table, a barbecue pit, 18 banana trees bearing fruit, and a fish pond complete with 68 goldfish.

Thanks again for the praise.

Scotty Atkins
Anchor Hotel
New Orleans, La.

Attention Members

Each man who makes a donation to the LOG should receive a receipt in return. If the Union official to whom a contribution is given does not make out a receipt for the money, call this to the attention of the Secretary-Treasurer, J. P. Shuler, immediately.

Send the name of the official and the name of the port in which the occurrence took place to the New York Hall, 51 Beaver Street, New York 4, N. Y.

LAHAINA VICTORY MEN TAKES ISSUE WITH SWAN CRITIC

To the Editor:

In the last LOG we read dated July 18, there was a statement by a fellow Union member of the Robin Hood, which we of the SS Lahaina Victory find to be false.

Our brother member states that the owner of the Swan Bar in Beira sends out folders advertising his place as elegant and de luxe. But it doesn't say that the place is small and that the owner will do small favors for seamen, which he does.

Swan goes out of his way for seamen. Everytime a new bunch of LOGS arrive he takes them down to our ship and it sure is good to receive them.

We, the members of the crew aboard the Lahaina Victory, feel that if this fellow has a private beef with Swan he should keep it to himself. Swan has done everything possible to make us feel at home here in Beira. We have been here five weeks now and he has done us many favors without receiving any compensation.

We are all members of the same Union and the crew of this ship doesn't think it right to condemn the place because it has certainly given us a fair deal in this town.

Eugene Dore,
Ships Delegate

Quality Seamanship Called Factor In Union's Strength

To the Editor:

Probably the most important factor giving weight to a negotiating committee's arguments for improved contracts is proof of an efficient membership capable of performing a first-class job aboard ship. In that regard there are several things which I should like to point out.

Sanitary conditions are the first to be tackled. We must call a halt to some of the filthy conditions in some galleys and effort must be put out to keep the washrooms and the fo'c'sles spic and span. These three places are the keystone of our home at sea and they should be kept looking like a home. On tropical runs, especially, some messrooms are in poor shape.

This condition is due in large part to too much playing around and not enough attention to work. There is a time and place for everything. In my opinion, the good times are over and we ought to knuckle down.

NOT FOR LOAFERS

In the deck department there are some fellows who turn to whenever they feel like it. This attitude must stop. You have a job to do and are not supposed to act like a passenger. If a guy wants a real easy life, I would suggest that he stay ashore.

Nowadays deck gang men must know their work. When they are assigned to a job and don't

PIONEER CREW GOT QUICK ACTION ON SHIP'S BEEF

To the Editor:

We, as a group, wish to thank the New York Branch office for the quick response and quick action we received on a beef that existed on this ship during the last trip, June 16 to Sept. 4.

We also wish to call attention to the readers of the LOG that if any of them put in at Montreal with any beefs, they should contact Gene Markey and his staff, as they will really take care of the matter without any questions or doubts.

Crewmembers
SS Alcoa Pioneer

know how to tackle it, they should ask the Bosun for advice and help, instead of saying to hell with it and stall around for the next watch to take over.

When a deck man is called for watch, he should report promptly and not hang extra work on his shipmates by making the men on deck or the wheel wait until he gets ready to show up.

Several suggestions are in order for the Engine department men, too. Wipers should understand that they are not cadets. They are there for any general work that is assigned, whether it be cleaning, sougeeing, etc. If they want to learn operations they can go back to the engine room on their time off on the various watches.

LEARNED AND EARNED

I know of several ambitious, serious young Seafarers who have come up that way. I recall particularly one chap, a Wiper, who years ago spent a great deal of time in the engine room when he was free. He got all the help and advice he wanted. Today he sails as a Deck Engineer. Any guy with the desire and willingness can do the same thing.

There are cases where Firemen are not leaving their various stations clean for the next watch, or the equipment in actual use, like the burners and strainers, etc. Nor have some Oilers been telling the relieving watch about the general condition of the engine room, whether there is something wrong with the equipment.

Do not leave your station and let the next guy run around in search of the trouble. Tell the engineer right away. This will save the guys time and work.

BUILD TOGETHER

This Union was built by the cooperative effort of all hands and not by any single individuals. That spirit must continue. If you happen to know more about your particular job than the next man, pass your knowledge along. It'll make it easier all around and benefit you, too.

By pitching in together, we'll be developing a better qualified membership and consequently a stronger SIU.

P. Podolsky

Laying It On Thick



All set to give the bulkhead a new coat of paint, Brother Riley, AB, pulls his can of paint onto the scaffold. Photo was taken aboard the Earl A. Bloomquist by Bud Waltermann.

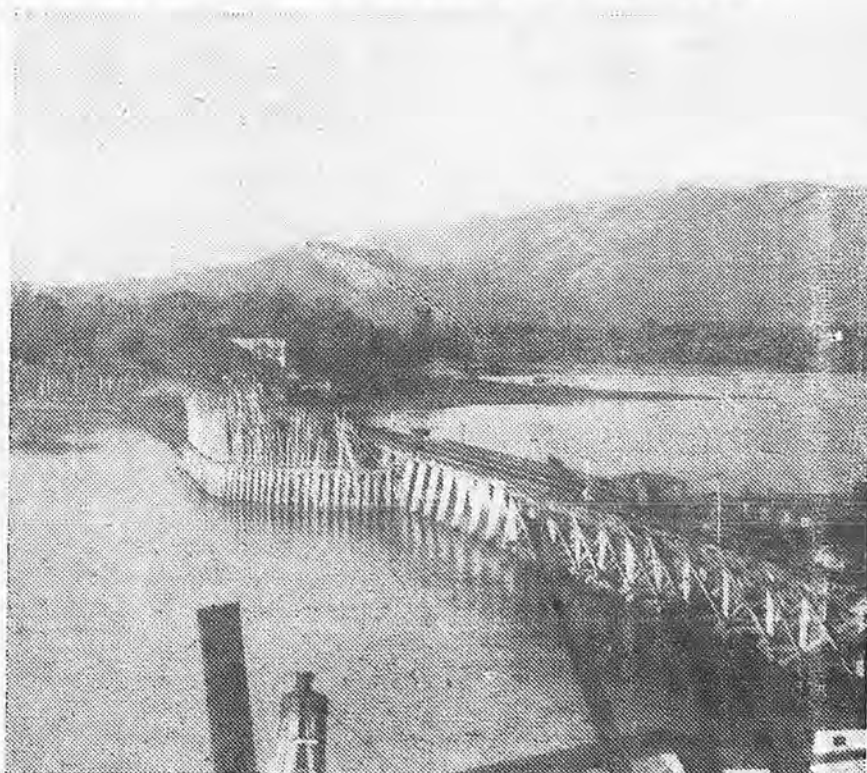
Thanks Men Who Gave Blood To Brother Barth

To the Editor:

I wish to thank the members of the Seafarers International Union who donated blood to William Barth, formerly Steward on the SS City of Alma, who is now in the Staten Island Marine Hospital.

Mrs. Peggy Barth
Philadelphia

AT THE DOCK IN MASONLOC



This shot taken in Masonloc, P. I. shows hand carts filled with chrome ore being pushed to the Andrew Jackson, Waterman. Masonloc, which has one of the world's largest deposits of chrome ore, is visited by a Waterman ship almost every week. Photo was taken from the fantail of the Jackson by Jerry Palmer, Ship's Delegate.

MAN ON THIRD

BY FRENCHY MICHELET

The Building Superintendent's desk here on the third deck is a very hot corner, indeed.

Most of the members who happen into the Hall in the course of the day find occasion to trot up here for some sort of service or other, and we are consequently in a position to get a line on what's cookin' from the Indian Ocean to the Bering Sea, so we propose to pass it along to you from time to time in these columns.

For instance, Johnny Cowl, connoisseur of fine liquors and globe-trotter extraordinary, lugged in a pair of heavy bags the other A.M. that awakened a host of pleasant memories.

The bags were of the sturdy, heavy leather kind that are offered for sale in the motley bazaars of lower Calcutta. (It still ain't kosher to bring in the more attractive variety that frequent the incense-laden cribs of the Princess Dock area, worse luck!)

Johnny says that you can get a good bag again for about fifty rupees. So don't buy that keister til you get around to making a Bay of Bengal port, Joe.

While on the subject of the fascinating Far East, does anyone know if the Japs knocked off good old Sew-Sew who used to lug her sewing kit aboard every scow that made Singapore?

Sew-Sew darned more seafaring gear in her time than Jake Kanil ever sold in his. She was a right gal, if ever there was one.

She was good for a double sawbuck for any beachcomber she knew. The real oldtimers say she was around in sailing ship days.

We can well believe it, for her wizened old puss suggests that she might have been taking hitches in Norsemen's dungarees when Eric the Red was roving the chartless seas.

GOOD DEAL

Brother Paul Hall called us topside for a discussion about the games and other services rendered the membership on the third deck, and he came up with what we consider an excellent suggestion for disposing of the profits realized from the coke machine and the soon-to-be-installed pin ball machine.

Henceforth, any profits arising from the sale of articles on this floor will be turned over to Headquarters for distribution to the men in the hospitals.

We think this an excellent idea, and propose to make a regularly weekly report of all monies collected from here on out in these columns.

Just about everybody up here

Strike Clearances

All members are urged to obtain strike clearance for the period covered by the Isthmian beef, at the earliest possible moment. This applies to all Seafarers whether or not they participated in the strike.

Clearance may be obtained at any of the ports in the Atlantic and Gulf District. In New York, the committee handling clearances is located on the 6th floor, 51 Beaver Street.

is beefing about the Taft-Hartley Act and worrying about its effect on us next year.

We think that labor would do well to start the ball rolling for revival of the OPA and use the threat as a lever to pry some concessions from the National Assn. of Manufacturers which is directly responsible for the pressure that resulted in passage of the unworkable law.

If the NAM were forced to choose between the T-H law and revival of OPA, there's no question but that the monied interests they represent would choose to let the T-H mess slide.



We of labor know that an open shop is no shop at all. There are too many freeloaders in the industry to permit us to maintain our hard-won gains under the open shop. There are too many guys with a let-George-do-it attitude to make the open shop workable.

The Seafarers International Union has considerably more than doubled seamen's wages and immeasurably improved the conditions under which they work and live in its brief history.

Every single improvement was wrested from the reluctant shipowner and anyone who maintains otherwise is simply ignoring the evident facts.

Had the operator been permitted to follow his own inclinations, you would still be battling cockroaches for a meager share of mouldy food, bedbugs for a squalid Bowery-type flop, and the whole damn world to stretch your miserable \$47.50 a month pay far enough to pay your family's way through it.

FINK HALL DAYS

The open shop means pre-SIU conditions. The open shop means a revival of the fink hall. And do you know that, as late as the thirties, the United States Government was the biggest fink herder of them all?

It was the US Shipping Board which maintained a fink hall in every port that was run by shipping masters who shipped you only if you pieced him off with a sawbuck, or came up with a letter from some punk in the operator's office.

No maritime union can survive under an open shop. There are enough renegade gashounds in the social register alone to man every ship afloat today.

The operators are ruthless and plan to use those men to break the spirit of any man who dares stand up for decent wages and conditions under the open shop.

It is up to us to devise ways and means to maintain the closed shop come 1948. One of these ways that might well merit careful consideration by our top labor officials is the threat of the revival of the OPA.

The Patrolmen Say—

Credit Due

BALTIMORE — For a long time we have been giving the striking shipyard workers at the Bethlehem yards all of our support. Now it appears that a break is due in their three-month old strike.

They really deserve credit for sticking out their fight in the manner in which they have. No income and long hours of picket duty sap the strength of the strongest men, but these men stuck it through.

The SIU membership in this port turned several tricks on the shipyard workers picketline. We were after no glory or thanks when we turned out to help them — we were just doing a job we would do for any honest trade union having a beef.

WE'RE READY

If they don't wind up their strike in the near future, as they expect, we will turn out again whenever they request assistance. We cannot let brother unionists fight a lone battle, as we're all in this fight together.

We had the Alexander H. Stephens, Bull Line, in this week. At the payoff she sparkled like a new penny, but according to the crew she was really in sad shape when they took over. They worked hard and put it in fine shape.

The crew itself was one of the best I've seen. They were all present and sober at the payoff. Here's wishing them the best in sailing.

Johnnie Hatgimisios



Fine At Figures

NEW YORK — For over eight months the SS Hilton, Bull Lines, hauled meat between Argentina and Spain. This week she finally hit her home port for a long awaited payoff.

Being away from U.S. ports for the best part of a year, it would be easy to expect a lot of beefs and grievances but such was not the case on the Hilton. There were a few minor beefs but nothing like we expected.

In the Stewards Department

(Continued on Page 11)



By JOSEPH VOLPIAN
Special Services Representative

From time to time, the Special Services Department of the Union receives inquiries regarding the various privately managed group hospitalization plans, with recommendations that the Union investigate the advisability of enrolling the membership as a unit.

In view of these inquiries, we have made a rather careful study of several of the prominent group plans.

We have found that, as a group, merchant seamen generally would benefit less than other workmen by enrolling in these plans, since seamen have the use of the facilities of the U.S. Marine Hospitals, which include treatment as well as hospitalization.

Although there is still room for improvement of the services offered to seamen by the Marine Hospitals, what they offer is of greater advantage than what could be had from the group hospitalization plan, where the only possible attraction appears to be the fact that the patient can select his own hospital.

For the average non-seafaring worker who does not have access to Marine Hospitals, the private plan is something of a necessity.

There are several striking comparisons which serve to show the Marine Hospitals as more suited for the seamen, his pocketbook and his needs.

HOSPITALIZATION IS COSTLY

For one thing, treatment in the Marine Hospitals is absolutely free. The group hospital plan costs approximately \$18 a year for each individual.

Moreover, a seamen patient may remain in a Marine Hospital as long as he is in need of hospitalization, whereas group insurance plans only cover subscribers for 21 days each year.

If their condition requires

longer periods of hospitalization, they must pay out of their own pockets for each day over 21 days. And in these days almost all hospitals charge at least \$10 per day. In many cases these sums would be prohibitive for seamen.

In the Marine Hospitals, all medical attention is provided without cost, while the hospitalization insurance does not include doctor's fees, laboratory and x-ray costs and other charges, all of which must be borne by the patient.

Nor is the unused time in each year under the hospitalization plan cumulative. In other words, if during the first year a man enrolled in the plan does not enter the hospital at all, the 21 days are not added to the next year's entitlement, 21 days being the maximum allowed during any one year under any circumstances.

TOP TREATMENT GIVEN.

Besides all these considerations, seamen have complete access to the entire facilities of the Marine Hospitals, most of which are equipped with the latest in medical equipment and among the first to adopt new, proven methods of treatment.

All are adequately staffed with top specialists in every field of medical endeavor, who are called in for consultation whenever necessary.

For similar service under the private plan, services of similarly qualified specialists would be out of reach of the average working man.

True, there are some complaints against Marine Hospitals, principal of which is the one stemming from the rule that men on the beach over 60 days are sometimes excluded on the grounds that they are not active seamen.

We expect this condition to be corrected, however, by a bill which is now before Congress.

The proposed bill will do away with the time limit on discharges, when a man can prove that his occupation is that of a seaman. Passage of the bill will remove what is possibly the outstanding beef of seamen against the Marine Hospital setup.

As far as a comparison of services offered in the private hospitals with those of the Marine Hospitals is concerned, there is, in the main, very little difference — certainly none that would warrant the seamen paying for what they get free in the government-operated institutions.

COMPLAINTS ARE GENERAL

Complaints of unappetizing foods being served cold is general, even in the best hospitals, where the food is brought around on tray-bearing wagons. Since, quite naturally, sick people lack good appetites, kicks about food are registered in all hospitals.

Overall, then, the cost of seamen for private hospitalization, even under group plan, would

(Continued on Page 11)

Petrol Tanker Wage Scale

DECK DEPARTMENT

Rating	Monthly Rate of Pay
Boatswain	\$ 245.00
Carpenter	245.00
Storekeeper	220.00
Able Bodied Seamen	205.00
AB Maintenance Man	220.00
Ordinary Seaman	175.00
O.S. Maintenance Man	185.00

ENGINE DEPARTMENT

Rating	Monthly Rate of Pay
Electrician	\$328.00
Chief Pumpman	285.00
Engine Maintenance	245.00
Engine Utility	220.00
Oiler	205.00
Fireman-Watertender	205.00
Wiper	195.00

STEWARDS DEPARTMENT

Rating	Monthly Rate of Pay
Steward	\$265.00
Chief Cook	245.00
Second Cook	215.00
Galleyman	175.00
Messman	170.00
Utilityman	170.00

OVERTIME

Men earning less than \$210.00	\$1.10 per hour
Men earning \$210.00 and over	\$1.40 per hour

Seafarer Returns Home After Year In Hellhole

(Ed. note: The life of a merchant seaman is never dull. His experiences in the many ports of the world are often exciting, sometimes harrowing. As a plain, honest-to-goodness working man he often finds himself the victim of a maze of red tape and inflexible laws, in the administration of which, in many nations, sympathy is never a factor.

One such victim in the past year was a Brother from the SUP. In April 1946 he shipped from the New York Hall as an AB bound for a South American country, to see his wife and child.

At the first port of call in that country, he received permission from the Skipper to visit them. His wife was ill when he arrived.

On the way back to the ship, local police officers asked him for credentials. All he had with him were his seaman's papers and the note of permission to leave the ship given him by the Skipper.

"Consequently, says the Brother, "I was charged with violating the immigration laws and thrown in the clink for a stretch of one year in the country's interior.

"I realize that ignorance of the law is no excuse, so I took my medicine without beefing," he said in a letter to New York SUP officials.

Last week, his penalty completed, the Brother arrived in New York. One of the letters written in the last days of his confinement is published below, with his permission.)

In this very moment, I'm writing this letter by the flame of a candle—here electricity is unknown. The prison is situated within the jungle lands of..... miles and kilometers apart from seaports or coasts.

Gathered around me are curious native inmates watching me like vultures while I'm writing these strange words in English.



They are harmless enough when not aroused, but beware when they're aroused!

I'm carrying a knife wound from one of these so-called harmless Indians but what's a scar between amigos in the same prison yard.

Here one must learn to bear hardships with a false smile; here one must be patient and understanding; in short, one must be a fatalist — or else the "prison bulls" will swoop down like hawks and make short order of one.

Our meals, or slops, consist of rice and a variety of rotten ox-head; in the morning a cup of so-called "cafe" with a ball of rice. From six to twelve, work (without the dear old coffee-time).

Cutting down bamboos, sugar cane and palms; slave until exhaustion overwhelms the body, but the slave-driving bulls revive one with a bucket of scummy water, and at times, with a kick in the ribs — all depending on their moods.

They would have made fine material for the Nazis — cruel, unmerciful, ruthless and ignorant brutes.

Twelve o'clock finally drifts around; two bells bang, and all hands drop their tools with animalistic delight and rush for their portions of slops—rice and the inevitable ox-heads.

Frankly I, too, eat with gusto, because hunger is a horrible pain—one cannot afford to be ritzy in this God-forsaken jungle of the living dead—a penal colony similar to Devil's Island in Venezuela.

Good old "Sol" finally disappears behind the horizon and then tranquility reigns within these prison jungles—not a word is uttered, because it is a crime to speak to one another after dark—a crime punishable with the lash.

Beds with mattresses are unknown—the deck with a bamboo the vessels now contracted to the two candles per night. When they burn out, your books die out also. I still have a candle and a half to go before I complete this letter of misery.

During the long weary nights, one has plenty of miserable company to contend with—lice and lice, more contemptible lice, and more.

I'd rather serve five years in a pen in the good old United States than to serve one year here with these horrible lice. One spends the night, not in the arms of Morpheus, but with handfuls of goddam, biting lice—they appear to bite like sharks.

My entire body reveals the horrible experience of this jungle here in the interior.

As you know I am married to a girl here. She is very loyal and pleasant; every month she



visits me in this hell-hole; she travels three days by mule and carries with her cigarettes and necessities for me.

My wife is smuggling this letter out for me, because if the authorities here translate this letter, I will be hanged at sunrise and shot at sundown; consequently she is sending it to you on the QT.

I'm leaving this hole in a few days; my wife shall escort me to..... and there I shall part from her for a period of a year and a half — that's my orders from the authorities. My candle, faithful old candle, is about to pass out, so I'll end my letter.

Within three weeks I'll be seeing you in person at the Hall; I am desperately anxious for a ship, any ship even the Katrina Luckenback with "Pineapple Joe."

REPORT TO MEMBERSHIP FROM HEADQUARTERS



By J. P. SHULER, Secretary-Treasurer

Books and Permits

As per recommendations made in the last Headquarters Report and concurred in by the membership on a coastwise basis, the books will be opened beginning September 25 for new members.

Since the permit system has been inaugurated, there have been 12,000 permits issued. The last check-up taken on book members showed just a little better than 12,000 book members in good standing.

There are not enough book members to man all the jobs on the vessel now contracted to the SIU. A few book members were taken in from the Isthmian fleet after they had signed the interim agreement.

The number of books issued should be held to a minimum in order to insure jobs for all men holding books.

To make this possible, all members should take the jobs off the shipping board so that permits will not have to be issued indiscriminately.

At this time no permit men can be reinstated after he is 3 months in arrears in dues and assessments. Such a rule is building our Social Register immensely.

Therefore, it is recommended that the limit put on permit men should be six months in arrears in dues and assessments.

Buildings and Halls

At the last regular meeting, the membership went on record to purchase a new building in the Port of New Orleans. We now have an old building there which does not have adequate facilities to take care of the membership in that port.

The new Hall will be purchased before the next regular meeting. The Agent in that Port is looking around so as to make a good sale on the old building before disposing of it.

The building in Mobile has been purchased by the Union as per the membership's wishes.

The membership committee from Philadelphia has recommended that a Hall be purchased

Frisco Baggage

The USS club in San Francisco will soon close. Seafarers who have baggage there are urged to claim it as soon as possible.

Baggage which was checked before August 1st, 1946 has been disposed of; that checked since that date, either at the club at 439 Market Street, or in the Lincoln Hotel is now at the baggage room of the Lincoln Hotel, 115 Market Street.

The baggage now being held must be claimed by October 1st and if not claimed by that date it will be stored in the Army-Navy YMCA, 166 Embarcadero, at the regular baggage checking rate.

in that port. The prospective building there is being investigated and further details will be given to the membership at a later date.

Performers

Performers in this Organization are not only bringing the Union to ill-repute aboard vessels, but also a financial burden to the Organization.

For example, the incident that happened in the New York Hall with one performer who has been kicked out of the Union caused quite a disturbance, and also brought about legal expenses which will cost a considerable amount of the membership's money before it is finally settled.

All members should be on the lookout for such characters and they should be eliminated from the Organization before they have a chance to cause as much friction as was brought about by this incident.

Television

Installing the television set apparently is not as simple as

it seemed. However, the set that the membership went on record to buy for the New York Hall is now in the Union Hall and will be installed before the next regular meeting.

Negotiations

Negotiations are going on with several new companies which will not be mentioned here for obvious reasons; but as soon as they are completed, a report will be made to the membership.

The Negotiating Committee for the Union is now meeting with Isthmian Steamship Company and although negotiations are going along very slowly, an agreement should soon be reached with Isthmian Steamship Company. As soon as the general rules are completed we will get down to departmental working rules.

The St. Lawrence Navigation Company and the Crosby Transportation Company are still boxing the compass, but a little job action will take care of that matter and bring them around to see the light.

He's An Isthmian Authority After Three Years In Fleet

Six ships and three years of sailing Isthmian makes Eddie Ditmars an authority on the subject of organizing.

This week he hit New York on the Steel Vendor, due to payoff in Philadelphia next week, and came up with some observations he has made during his long, and sometimes discouraging, career as a volunteer SIU organizer.

Sailing as Carpenter, Brother Ditmars compared the conditions on his first ships with those aboard the Vendor. The Vendor was clean and the payoff is expected to come off without any trouble. The Skipper was a fine guy and even had a few words of praise for the SIU men aboard.

In contrast to the early days of organizing, sailing an Isthmian ship is not too difficult nor does it entail the sacrifices which marked the early days of the campaign.

Naturally, some of the change is due to the fact that the SIU became the recognized bargaining agent and later the holder of a contract with the company; but too, some of the change, Brother Ditmars feels, is due to the fact that Union men aboard the ships conduct themselves much better than the men hired from gin mills and off the piers.

SIU MEN DEPENDABLE

The SIU men aboard the ships were always dependable and knew their jobs. Ditmars noticed that the officers became accustomed to telling an SIU man what he wanted done and let him go ahead with the task. Others, he stood over until they finished the job.

Before the ship left the U.S. the Skipper hired three guys out



EDDIE DITMARS

of the shipyard as Ordinary seamen. They had never been to sea before and they soon showed their worth. They didn't know the first thing about working on deck and naturally, the bulk of the work was thrown on the rest of the men. The Captain learned a lesson on that score.

He told Ditmars that Union crews were okay with him as long as reliable men were sent to the ship. Ditmars informed him that all union men are reliable.

To that the Captain had no reply inasmuch as at the moment he was looking at the three hopeless guys he had hired.

With the progress already made aboard Isthmian vessels, Brother Ditmars feels it won't be too long before these vessels will rank among the best.

If that is true, the Union has men such as Eddie Ditmars to thank for it. Three years and six Isthmian ships is a record any organizer can be proud of and one that is hard to beat.