

FILING BEGINS FOR A&G POSTS



Official Organ, Atlantic & Gulf District, Seafarers International Union of NA

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No. 27

ILA And MM&P Carry On Talks For New Pacts

NEW YORK—Two AFL waterfront unions, affiliated with the AFL Maritime Trades Department, are pushing demands for new contracts in meetings with employer groups here.

The present contracts of both organizations—the International Longshoremen's Association, and the Masters, Mates and Pilots of America—expire on Sept. 30.

ILA demands include wage increases, broadened welfare plan, pensions, extended vacations, and improved working conditions. The AFL longshoremen also insist that the new contract must cover the entire Atlantic coast.

MOVING SLOWLY

So far only slight progress has been made, the operators having countered with a proposal for continuation of the present contract for two more years. This week the employers withdrew their original demand for a 13-cent cut in the hourly wage rate, which had been rejected by the ILA negotiating committee.

The MM&P is asking a general five percent wage increase, a union shop, hiring hall, monthly uniform allowances and increased vacation allowances. The shipowners have countered with an offer to renew without change the present contract.

Qualifications For A&G Office

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

- That he be a citizen of the United States.
- 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.
- 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 in their respective department. Sea service as specified in this article, shall mean on merchant vessels in unlicensed capacity.
- That he has not misconducted himself previously while employed as an officer of the Union.
- 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 October 15, 1949, when nominations will be closed.

In addition, each candidate shall submit a regulation passport photo, taken recently, a statement of not more than 100 words, giving a brief summary of his Union record and activities—both of which will be run in the SEAFARERS LOG prior to the voting period.

The preliminaries to the annual election of officials to serve the Atlantic and Gulf District in 1950 got under way this week with the adoption of the customary resolution putting nominations in order. Twenty-nine positions in Headquarters and the ten A&G District Branches were designated by the resolution to be filled in this year's balloting.

Nominations for the offices will be accepted until Oct. 15, and the referendum balloting will begin on Nov. 1 and continue through Dec. 31, as required by the SIU Constitution.

Because of the continuing slump in the shipping industry and its effect upon the Union economy, the resolution points to the fact that further retrenchment had been necessary during the past year.

With no major improvement in the shipping situation indicated, the number of Union officials needed to provide full representation for the membership is not as large as in previous years, when the industry was going full blast.

POSTS OPEN

The resolution calls for the election of four Headquarters officers, ten Port Agents and fifteen Port Patrolmen, with the breakdown as follows:

Headquarters—One Secretary-Treasurer, and three Assistant Secretary-Treasurers.

Boston—One Agent.

New York—One Agent, two Deck Patrolmen, two Engine Patrolmen, and two Stewards Patrolmen.

Philadelphia—One Agent.

Baltimore—One Agent, one Deck Patrolman, one Engine Patrolman, and one Stewards Patrolman.

Norfolk—One Agent.

Savannah—One Agent.

Tampa—One Agent.

Mobile—One Agent and two Joint Patrolmen.

New Orleans—One Agent, one Deck Patrolman, one Engine Pa-

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SIU Pressing For Continued War Bonus Pay

The SIU Atlantic and Gulf District will press for continuation of bonus payments to seamen facing injury from mines when the Maritime Emergency Board convenes on Nov. 1. The Board will hold a series of hearings on the question of war-area bonuses.

Originally scheduled to get under way on Sept. 28, the hearings were postponed at the request of several witnesses who indicated a desire to testify.

The hearings will be devoted to a full examination of the question of war bonus payments to seamen travelling in foreign waters where floating mines may be encountered.

Shipping and insurance companies want the bonus payments to be stopped, contending that damage to American vessels by mines left over from the war has been greatly reduced.

At the hearings, the SIU will point up that the danger of injury from mines is still a real threat. Even if the number of casualties resulting from mines has decreased, the Union will emphasize that the possibility of incidence still exists.

The number of left-over mines is not known, the Union holds, and as long as a single mine exists in an area, the lives of seamen travelling in that area are exposed to danger.

Since the end of World War II, 303 ships have been mine casualties. Twenty-nine of these were sunk or damaged in the first six months of this year, among them the SIU-contracted Steel Admiral, Isthmian, which was struck by a floating mine in the Saigon River on Jan. 23.

Waterman Opening Port On West Coast

Two developments here and abroad that would affect several SIU-contracted ships were announced during the past week.

One was the recommendation of the Interstate Commerce Commission's water carrier bureau that the Waterman Steamship Corporation be permitted to add Yaquina Bay, Ore., to its ports of call. Waterman has several vessels on the Arrow Line run between the East and West coasts.

In Haifa it was reported that new piers and equipment are being built and will be ready for use in 1950. The Isthmian Line recently included the Israeli port in the itinerary of some of its ships on the Persian Gulf run.

Seafarers' Fight To Protect Rights And Jobs Of American Seamen Gaining Strong Support

The two-pronged campaign in behalf of seamen's rights currently being waged on the legislative front by the SIU Atlantic and Gulf District is bringing results.

In response to the Union's demand that seamen's rights be protected in the proposed revisions of the Federal Employees Compensation Act (HR 3191), leading Senators and Congressmen have worked out additional amendments which will preserve all the rights now enjoyed by seamen under admiralty law and other statutes.

When it was announced recently that the Senate Labor and Education Committee was in the process of revising the federal compensation law, Paul Hall and Morris Weisberger, international vice-presidents of the SIU, immediately urged that seamen be specifically excluded from the law.

Otherwise, the SIU officials declared, seamen would be denied

access to the courts to obtain maintenance and cure and indemnity for personal injuries sustained in the course of their employment.

POORLY WORDED

The Union's position was based on the contention that the wording of the proposed law would permit seamen working on government-owned ships to be defined as government employees and, therefore, entitled only to workmen's compensation.

Seamen could only be protected from such injustice, the Union officials explained, by having a provision written into the proposed law specifically exempting them from its coverage.

The SIU's viewpoint was also presented to legislators by the Union representative in Washington.

As a result of the Union's efforts, which were supported by other labor organizations throughout the country, Senators Paul Douglas (D., Ill.), Wayne Morse

(R., Ore.), members of the Labor Committee, drafted amendments to HR 3191.

These were formally introduced by Senator Morse to the subcommittee restudying the measure, and the prospects of their adoption with the final bill on the floor of the Senate are bright.

ON THE WAY

The second of the present SIU legislative objectives, that of guaranteeing the use of American ships and seamen in the transport of cargo under the foreign military aid program, has also appeared to be on the road to success.

In the House of Representatives, the arms aid bill adopted contains a provision insuring employment of at least 50 percent of American ships to carry the arms cargoes to North Atlantic Pact associates.

When the bill was still before the House Foreign Affairs Committee, Rep. Jacob Javits (R., N.Y.) offered an amendment in

support of the SIU's demand, but it was defeated.

However, by the time the measure was presented on the floor of the House, considerable support for a 50-50 provision in regard to the transport of arms aid was whipped up among House members.

An A&G District representative went to Washington, accompanied by Joseph Pomarlen, secretary of the Liberal Party's Trade Union Council, which represents most of the trade unions in New York.

WINNING SUPPORT

They succeeded in winning sympathy for the plight of American seamen who are facing increased unemployment, while foreign shipping is on the rise.

As a result, an amendment for 50 percent, at least, in the use of American ships, was introduced by Rep. Herbert C. Bonner (D., N.C.).

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SEAFARERS LOG

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Make A Nomination

This week the opening bell sounded for an annual event that is always of great interest to Seafarers. And of great importance, too.

Nominations are now in order for elective positions in the Atlantic and Gulf District, and they may be submitted at any time up until Oct. 15. Actual balloting gets under way on Nov. 1 and continues through Dec. 31.

Perhaps the most striking thing about the A&G District's annual elections is that any Union member who meets the few simple qualifications laid down in the SIU Constitution can become a candidate for office. (See list of qualifications on page 1.)

All a qualified member has to do is write down the name of the office he is interested in running for, enclose it in an envelope with proof of his qualifications, a recent passport photo of himself and a few words on his Union record. The envelope containing this material should be sent to the Secretary-Treasurer's office, 51 Beaver St., New York 4, N. Y. It must be there on or before Oct. 15, when nominations close.

Despite the ease with which any member can get on the ballot, it should be borne in mind that a nomination for Union office should not be taken lightly. Representing the membership of the Atlantic and Gulf District is a serious responsibility. The welfare and security of every member depends upon the abilities and understanding of seamen's problems possessed by those charged with the administration of Union affairs.

With the American merchant marine facing one of the most critical periods of its history and the opponents of organized labor stepping up their efforts to cut back seamen's hard-won gains, a Union official takes on a mighty task.

It is not enough that a member seeking Union office be a nice guy. Candidates for office in the Atlantic and Gulf District should be motivated by a desire to fight in behalf of the interest of their Union Brothers on a round-the-clock basis.

If you know of someone who fits the bill—or if you think you yourself qualify—have those credentials in on time. The membership will do the rest.

To A Friend

There is a woman in La Belle, Florida — who asks that she be nameless — who regularly contributes a dollar a month to the A&G Hospital Fund.

This is not a solicitation of funds, the Hospital Fund has sufficient money—indeed, that assessment was discontinued while, at the same time, the benefits were increased.

Instead this is a tribute to one who knows and appreciates what unions have done for the American worker, and feels a compulsion to do whatever she can to help them.

There are people like her in unions who sometimes get their brains beaten out on the picketline to gain what they know is right and just. There are others like her—wives and mothers—who unhesitatingly and uncomplainingly do without food and clothes for the same reason.

It is because of people like her—men and women—that the SIU and the labor movement have gone as far as we have.

And why we will accomplish even more.

"The Opening Bell"



HOSPITAL NEWS

Men Now In The Marine Hospitals

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

- | | |
|--|--|
| <p>BALTIMORE HOSPITAL</p> <p>J. SALMON
 W. L. AKINS
 F. KORVATIN
 W. V. CONNORS
 C. PRECLARO
 J. KOVISH
 T. MASTANTUNY
 D. McCORKINGDALE
 R. W. BELL
 P. B. COGLEY
 J. CISIECKI
 L. TICKEL
 G. A. CARROLL
 J. DERKSMEYER
 E. F. PAUL</p> <p>§ § §</p> <p>SAVANNAH HOSPITAL</p> <p>W. L. SMITH
 W. W. ALLRED</p> <p>§ § §</p> <p>NEW ORLEANS HOSPITAL</p> <p>J. DENNIS
 L. LANG
 F. LANDRY
 C. ELLARD
 C. D. SHIVELY
 L. WILLIS
 B. W. BIGGS
 J. B. ALLRED
 F. M. KENFIELD</p> | <p>J. T. MURRAY
 I. LLENOS
 S. LEVY
 G. E. ROUSE
 A. R. KORBACK
 H. R. PITT
 M. BRYANT
 P. VAN DER EIK
 A. SYLVERA
 T. M. SAUVE
 J. E. TASSIN
 C. E. PARKER
 V. LAWRENCE
 O. HOWELL
 L. KAY
 J. O'MALLEY</p> <p>§ § §</p> <p>MOBILE HOSPITAL</p> <p>J. CURTIS
 MIKE LEOUSIS
 L. HOWARD
 T. GALVIN
 R. LONG
 D. C. MILLER</p> <p>§ § §</p> <p>STATEN ISLAND HOSPITAL</p> <p>H. E. BONEWALD
 N. DORPMANS
 J. P. PROBST
 J. W. FAILLA
 W. R. THOMPSON</p> |
|--|--|

Hospital Patients

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

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

Staten Island Hospital

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

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

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

SAN FRANCISCO HOSPITAL

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

BOSTON HOSPITAL

- BOB FISHER
 VIC MILAZZO
 J. J. FLAHERTY

Nominations Opened For 29 A&G Offices

SIU Campaigns In Washington Making Headway

(Continued from Page 1)

Strong support of the SIU's demand came from the New York delegation in the House, with the following playing an active role in obtaining adoption of the amendment: Louis B. Heller, John J. Rooney, Abraham Multer, Arthur G. Klein, Jacob J. Javits, Walter Lynch, Isadore Dollinger, Anthony Tauriello and Franklin D. Roosevelt, Jr. Rep. Helen Gahagan Douglas (D., Cal.) also supported the SIU proposal.

The A&G District launched its broadside in favor of the use of American ships when Secretary-Treasurer Paul Hall urged all members of Congress to recognize the "critical condition of the United States merchant marine," by guaranteeing their participation in the carrying of arms cargo to Europe.

"It is imperative that such a provision be incorporated into the bill," Hall declared. Otherwise, he warned, the US merchant fleet would continue to diminish.

With the Senate still to take final action on the arms aid bill, the A&G District is continuing its fight to have an amendment similar to the House's 50-50 provision incorporated into the final measure.

Top GI Insurance Refund Will Be \$528

The maximum dividend that will be refunded to World War II veterans on their National Service Life Insurance policies is \$528.

That sum will go to those vets who had \$10,000 policies in force for 96 months and who took out the policies when they were 40 years old or less.

SIU members who served in the armed forces during the war can figure how much they've got coming in life insurance dividends by using the following scale:

Age 40 or under—55 cents a month multiplied by each \$1,000 of insurance; 41 to 45—scaling down from 52 cents to 40 cents; 46 to 50—37 cents down to 25 cents; 51 to 54—24 cents down to 21 cents; 55 and over—20 cents per \$1,000.

The SIU urges all members who are war vets to get their dividend applications at the nearest port office. The VA will begin mailing checks on January 1, 1950.

Assessment Due

With the membership concurring in the Tallying Committee's report on the assessment referendum at all Branch meetings Wednesday, Sept. 14, the ten-dollar General Fund assessment is now payable.

Seafarers are urged to make their payments immediately so that their books and permits can be marked paid up to date.

Resolution On A&G Elections

The following adopted resolution puts into motion the nominating machinery for the referendum to determine 1950 officials in A&G Headquarters and branches.

Nominees will, if qualified, go on the referendum ballot to be voted on by the membership in all ports during November and December, as provided for in the SIU Constitution.

Text of the Resolution follows:

WHEREAS: It has been customary for the Union to determine annually by resolution what elective offices shall be placed on the ballot for each annual election other than those provided for in the Constitution, and

WHEREAS: Since the last election many changes have occurred in the industry which will affect our organizational life, economically, and

WHEREAS: The Union, because of adverse conditions, has had to retrench during the past year and, from information we have, conditions are not apt to get better during the coming year, and for these reasons we should place a minimum number of elective offices on the ballot,

THEREFORE, BE IT RESOLVED: That the following offices be placed on a referendum ballot for the annual election of the Seafarers International Union of North America, Atlantic and Gulf District, for the year 1950:

HEADQUARTERS:

- 1 Secretary-Treasurer
- 3 Assistant Secretary-Treasurers

BOSTON:

- 1 Agent

NEW YORK:

- 1 Agent
- 2 Deck Department Patrolmen
- 2 Engine Department Patrolmen
- 2 Stewards Department Patrolmen

PHILADELPHIA:

- 1 Agent

BALTIMORE:

- 1 Agent
- 1 Deck Department Patrolman
- 1 Engine Department Patrolman
- 1 Stewards Department Patrolman

NORFOLK:

- 1 Agent

SAVANNAH:

- 1 Agent

TAMPA:

- 1 Agent

MOBILE:

- 1 Agent
- 2 Joint Patrolmen

NEW ORLEANS:

- 1 Agent
- 1 Deck Department Patrolman
- 1 Engine Department Patrolman
- 1 Stewards Department Patrolman

GALVESTON

- 1 Agent
- 1 Joint Patrolman

AND BE IT FURTHER RESOLVED: That if, during the year, it becomes necessary to open additional offices, the staffing of such offices shall be left to the discretion of the Secretary-Treasurer, subject to approval of the membership, and

BE IT FURTHER RESOLVED: That, inasmuch as the Atlantic and Gulf District Halls on the West Coast are of a temporary nature, these officers not be listed on the referendum ballot, and

BE IT FINALLY RESOLVED: That in addition to the regular constitutional requirements, each candidate for office shall furnish with his acceptance for office a regulation passport picture of recent taking, as well as a statement of not more than 100 words, giving a brief summary of his Union record and activities, such picture and statement to be run in the Seafarers Log just prior to commencement of voting. This to be done in accordance with previous membership action to familiarize the membership with the names, faces and records of all candidates for office.

ROBERT A. MATTHEWS, 154
J. A. ALGINA, 1320

LINDSEY J. WILLIAMS, 21550
L. A. GARDNER, 3697

(Continued from Page 1)

trolman, and one Stewards Patrolman.

Galveston—One Agent and one Joint Patrolman.

If developments during the coming year make the opening of additional Union Branches or offices necessary, the resolution stated that the staffing of such offices should be left to the discretion of the Secretary-Treasurer, subject to the approval of the membership.

Inasmuch as the A&G District Halls on the West Coast are operating on a temporary basis, the resolution recommended that they should not be placed on the ballot.

In order to be eligible for a place on the ballot, candidates must possess a few simple qualifications, as required by the Union Constitution. Among these are the requirements that a candidate be a citizen of the United States, a full bookmember for at least two years, and have had at least three years of sea time in an unlicensed capacity, with four months in the current year.

PHOTOS, TOO

The resolution renewed the requirement, first adopted in the 1947 elections, that each candidate submit a recent regulation-size passport photograph, as well as a statement of not more than 100 words, summarizing his Union record.

The pictures and statements of all candidates who qualify for the ballot will appear in an issue of the SEAFARERS LOG prior to the start of balloting.

Repeating the call made in previous years, the Union urges members wishing to accept the responsibilities of Union office, and who meet the qualifications, to place their names in nomination, so that the membership would have a wide choice of candidates from whom to select their representative for the coming year.

In last year's elections, 61 qualified candidates competed for 33 elective positions, four more than will appear on this year's ballot.

The difference in the number of posts reflects the Union's constant drive for economy to meet the decline in income caused by the drop in shipping.

Labor Refugee Exposes Misery Under Commies

This is how it's done under a communist regime, specifically in Hungary. A so-called "rank-and-file" worker in a factory stands up on a box during a rest period and says:

"Comrades, I move that we all vote to work an extra hour today to help our fellow-comrades in the French coal mines (or whatever the current trouble spot is)."

The first time this happened in the Hungarian factories, the anti-communist workers demurred. The next day leaders of the opposition groups were summoned before the secret police, and the next time a "vote" was taken, there was no opposition.

That's the report from the one-time leader of the Hungarian movement, Charles Peyer, who recently arrived in America, an exile from his native land. He was brought here by the International Rescue Committee, an

organization of labor leaders and liberal spokesmen on whose board are AFL Vice President Matthew Woll and ILGWU Vice Presidents Luigi Antonini and Louis Stulberg.

In a special interview with the AFL News Service, Mr. Peyer disclosed that the work-week in Hungary has been increased from 48 hours to 54 hours with no increase in wages. In fact, the average weekly wage for an industrial worker today is worth in purchasing power about \$10.

According to Mr. Peyer, the Communist regime in Hungary has:

1. Abolished the right to strike.
2. Prohibited a worker from leaving one job for another
3. Introduced political selection in appointment of foremen and superintendents.
4. Introduced a spy system in factories so that in every group of 10 workers, one is working

for the secret police.

5. Compelled women to work in factories and abolished prohibition against child labor. Previously no child under 14 was allowed to work in a factory. Today, as Mr. Peyer said, "they don't ask questions." Worst of all, he said, the children are trained to spy on their elders who work in the factories.

Hungary at one time had a high standard in social legislation. Since "sacrifice" is the propaganda line in present-day Hungary, no Hungarian worker, who values his life, would dream of taking advantage of sickness or accident insurance, old-age pensions, allowances for dependents or other benefits.

Mr. Peyer, who began his career as a toolmaker and then became secretary of the Iron-workers Union and later secretary-general of the Trades Union Council, said that sabotage in in-

dustry and agriculture was fairly extensive in Hungary. However, he said the Hungarian anti-communist movement could do little against the might of the Soviet army which still occupies the land.

The leader of the Hungarian Social Democratic Party, who had to flee the Communist regime under Bela Kun in 1919, then was imprisoned by the Fascist dictatorship of Admiral Horthy, then imprisoned by the Nazis in the Mauthausen concentration camp and finally had to flee for his life when the Hungarian Communists, under Matyas Rakosi, came into power.

The International Rescue Committee is currently conducting an Iron Curtain Refuge Campaign to provide material aid to recently escaped refugees from Communist-controlled countries in Europe. The campaign chairman is Admiral Richard E. Byrd.

Shipping Shows Improvement In Port Mobile

By CAL TANNER

MOBILE — Improvement has been noted in shipping in this port during the past two weeks. Although it has not been what we would like it to be, we can say that shipping has been fair, with 247 men being dispatched to jobs during the period.

Ships paying off include the following:

Morning Light, Monarch of the Seas, Golden City, Alcoa Clipper, Fairisle, Choctaw, Hastings, Ponce de Leon, Noonday, Zebulon Pike and the Alcoa Pennant.

Sign-ons took place aboard the Morning Light, Gateway City, Jeff Davis, Monarch of the Seas, Golden City, Alcoa Clipper, Jean LaFitte, Fairisle, Mobilian and Choctaw.

IN-TRANSIT

In addition, the following vessels called in-transit: Alcoa Roamer, Grely Victory and Canton Victory.

Only one ship was lost to the boneyard during the past two-week period. She was the Waterman Liberty SS Zebulon Pike.

All of the payoffs were smooth with the exception of the Alcoa Pennant's. This ship had a deck department overtime beef that involved stevedores shifting ship in Norfolk. However, after considerable discussion, the overtime was collected for the crewmembers.

Some of the Brothers you can find on the Mobile beach at present are Henry Hicks, W. Gradick, Ralph Dorgan, C. Jansen, Joe Henderson, J. Kulakowski, J. Hall, A. Hollings, W. G. Lewsi, F. Stmary, F. Bradley, and T. Epeletie.

Well, that's about it for this time, except to add that shipping does not look too bright for the next two weeks, inasmuch as few arrivals are scheduled thus far for this port.

Boston Shipping On Chilly Side

By BEN LAWSON

BOSTON—"Poor" is the only word for shipping here in the Beantown. Although several ships came into port during the two-week period just ended, only one paid off and signed on.

She was the Bull Run, a tanker operated by the Petrol Tankers outfit. The others were in-transit callers—the SS Steel Admiral and Steel Recorder, Isthmian, and the Greeley Victory, Bessemer Victory and Raphael Semmes, Waterman.

Things were fairly smooth on all ships, with only some disputed overtime on the two Isthmian jobs. These will be carried to the ports of payoff for final settlement.

After the hottest summer on record up here, we had to turn on the steam in the Hall last week to take the chill off and chase the dampness. One thing you can never be sure of around here is the weather.

See you all in the next issue of the LOG.

Bosun Helping Hand Of The SS Bleeding Heart

— By Ted Andrysiak



New York Shipping On The Upgrade, But Enough Men Are Available

By JOE ALGINA

NEW YORK — Shipping took a rise in the two-week period just ended, but there were more than enough men on the beach to take care of all our needs.

Getting down to the payoffs, there were the City of Alma, Warrior, Loyola Victory, Azalea City, Bessemer Victory, Maiden Creek, all of Waterman; Frances, Cornelia, Kathryn, Elizabeth and Puerto Rico, Bull Lines.

Other payoffs included the Colabee, American-Hawaiian; James Gillis, Smith and Johnson job which went into lay-up; Seatrain New York; Steel Admiral and Steel Architect, Isthmian. Tanker payoffs were the Alexandra, Carras; New London, Mathiasen, and Evistar, Triton.

SIGN-ONS

Sign-ons were the City of Alma, Topa Topa, Warrior, Bessemer Victory, Francis, Kathryn, Cornelia, Elizabeth, Puerto Rico, Robin Kirk, Coral Sea, Steel Fabricator, Steel Voyager, Steel Maker, the Steel Seafarer and St. Augustine Victory. The latter two were port payoffs and sign-ons.

Due to the efforts of the Union organizers several jobs came up for the membership in the form of three sign-ons that we wouldn't have otherwise had. These were the Stockton, Carras, which came out of lay-up to take a full crew; Algonquin Victory, St. Lawrence Navigation Company; and the Dorian Prince (formerly the William G. Lee), Dorian Steamship Company. All were fairly recently put under the SIU banner.

The wage increases of \$3.50 and \$7.50 per month, which the Union negotiated last December and last June, respectively, are now being paid by the St. Lawrence Navigation Company, operators of the Algonquin Victory.

Men who will have money due for these increases during employment with this company can get it by writing to the St. Lawrence Navigation Company, 75 West St., New York City.

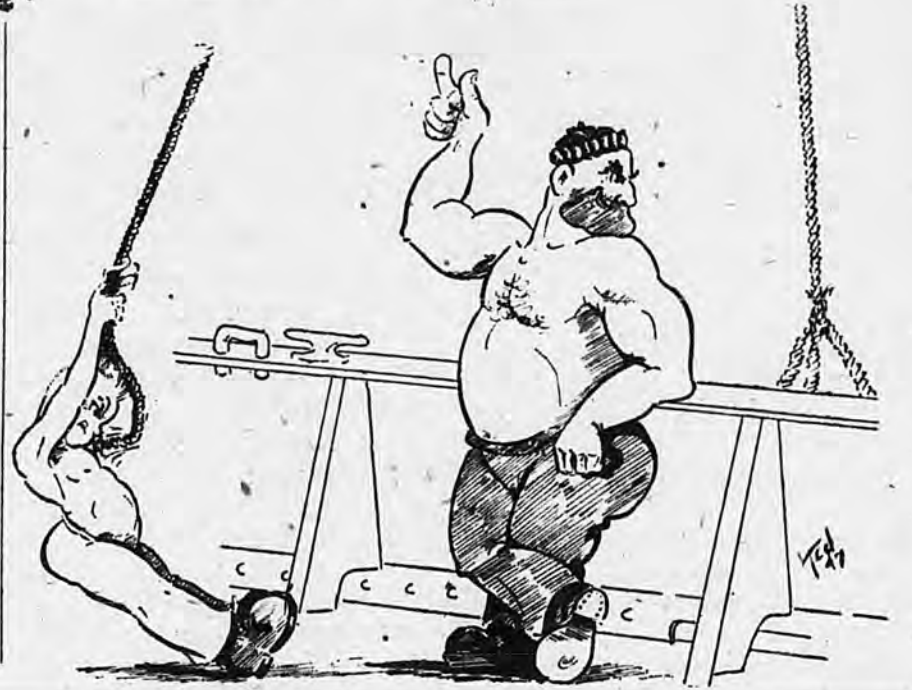
GOOD SIGN

With the cold weather coming on, tankers are beginning to show increased activity. We hope this continues, naturally, because it will mean more jobs for our members.

The threatened steel strike is bound to have wide effect on many industries and if it comes off the responsibility will rest

with the big companies. Their high-priced executives are well taken care of and many of them get a substantial pension when they leave the companies' employment. And they don't contribute to the fund, either.

But the working guy, as usual, always faces a battle when he tries to improve his security. What would the steel worker—or any organized worker, for that matter—do without his union.



Frisco Agent Returns From Honolulu Stay

By JEFF MORRISON

SAN FRANCISCO—Shipping for the past two weeks has been fair, but nothing to boast about. The majority of the bookmen who were ready to ship during this period were able to get out. However, it was a little slow for permitmen.

In the way of payoffs, we had the SS Young America, Waterman. This was one of the cleanest ships to hit this port in some time. The ship was a pleasure to payoff.

The ships hitting port in-transit were the Monroe Victory, Kenyon Victory, Twin Falls Victory, Purdue Victory, Marymar and Clarmar. Almost all of them called for a few replacements.

Looking ahead for the next two weeks, shipping might be very slow. Ships thus far scheduled to call here are all in-transit jobs. Of course, there's always the hope that we may get a surprise payoff.

HONOLULU TRIP

As the membership knows, I was recently in Honolulu to provide representation for Seafarers arriving in that strike-bound port. This strike by Bridges and the conduct of him and his henchmen show that the commies are carrying out the program of waterfront disruption laid down by the Soviet Union.

The first SIU ships to arrive in Honolulu were tied up by the strike when Seafarers followed Union instructions to walk off the ships. However, Engineers aboard these vessels—all members of the CIO Marine Engineers Beneficial Association—stayed on the ships and kept up steam, despite the fact that their union was affiliated with the CIO longshore workers.

It was also discovered that the striking CIO union had men working cargo at the docks of the American Tin Company.

Under these conditions, the SIU felt that there was no reason why its men should stay off the ships, while CIO Engineers affiliated with the striking dock workers remained aboard and worked. It was at this point that the Seafarers returned to the ships.

HELPED COMMIE PLOT

It should also be remembered that the ILWU sent a couple of its top men to England, to urge dockworkers there to tie-up ships of the SIU Canadian District.

One of these men was the ILWU's secretary, who is a commie. He was tossed out of the country about the time that the commie plot to cripple British shipping collapsed.

In every waterfront beef that the commies have a hand, the pattern is clear. They are out

to create turmoil and chaos in their party's interest, and the workers' welfare is just secondary.

Beefs are used only as an excuse to further the communist program, and to weaken the anti-communist forces.

Right now the commies are going all-out in a drive to mess up maritime in all nations where they are not in power or control. Bridges, as you may remember, has been elected to head the communist-controlled World Maritime Federation. You can look for this outfit to start its operations pretty soon.

Wherever the opportunity arises, it will be out there banging away at genuine trade unionists who regard the commies as enemies of the seamen everywhere.

Savannah Not Singing The Blues

By JIM DRAWDY

SAVANNAH—For a port of this size, shipping has been very good for the past two weeks.

The SS Cape Nome, South Atlantic, paid off, and signed on again, along with the SS William H. Carruth, Trans-Fuel.

Besides these, we had several ships calling on in-transit status. They were the SS Steel King, Isthmian, and two vessels contracted to the SIU Canadian District, the SS Dingwall and SS Argobec.

All of these ships came in clean, without a single beef to complicate things.

Among our Seafarers in Savannah at the moment is Nollie Towns. He is shipping out on the Jean as Carpenter. Nollie seems to like the isles of enchantment in the Carib.

Barracuda Bob Pierce is out

of drydock and ready to go to work. Likewise Arthur Frick, an oldtimer who just completed a round of the Gulf in search of a job.

"Lemon Extract" Hodges is ready to ship and "BR" Carrolton attended the meeting the other night. Juky Cohen has been quiet for a long time, possibly due to the fact that he is negotiating with the aid of crutches.

The weather has been fine here for the past two weeks. Maybe it goes hand in hand with good shipping. But the labor situation is not so bright. As in other spots, unemployment is rising.

Most of the boys form groups and go fishing or crabbing between ships. Most of our mop and broom brigade have shipped out and we're now open for volunteers.

Depletion Of Mesabi Range Poses Problems

By JOHN BUNKER

Merchant shipping is closely allied to changing economics. Never static, it is always in a state of flux.

Many a shipping service has gone out of business, just as many another has started, according to new trends in domestic or foreign trade. Particularly interesting to shipping people, maritime unions, and many seamen, therefore, are changes of great consequence now underway, which may effect a large part of the American merchant marine, especially the huge Great Lakes fleet of ore ships.

The United States is depleting its vital iron ore here at home, and is forced to import more and more of it from abroad. Sure to feel the impact of this depletion is the Great Lakes fleet, which depends almost entirely on the ore trade for its existence.

Future prosperity of Great Lakes shipping, with its 15,000 jobs for merchant seamen, is linked to the words Mesabi, Labrador and St. Lawrence.

BEGAN IN 1892

The modern Great Lakes fleet had its beginning shortly after the great Mesabi range of iron ore was opened in 1892. Year by year since then, as the nation's economy has grown more dependent on steel, the Lakes fleet has grown in numbers till, in 1948, some 260 vessels carried 82,000,000 tons of ore from Lake Superior to "down lake" points between May and December.

From the fabulously rich Mesabi range, where steam shovels have only to scoop the high grade ore out of the ground into railway cars, has come the vital raw materials that made the Steel Age in America.

More than this, the great Mesabi furnished most of the iron for steel making in World War II—25,000,000 tons of it!

This terrific exploitation drained the Minnesota fields to the limit, and most experts now agree that Mesabi has only a few more years to go as a major producer of iron ore—maybe 15 or 20 at the most.

Before long, mining engineers say, there will be no more "free shipping" ore at Mesabi (ore that can be easily scooped into steam shovels and sent down the Lakes without any processing).

SUPPLY LIMITED

Despite the possibility that these pessimistic estimates might be exaggerated for various reasons by the big steel interests, there is no doubt that the nation cannot rely on this iron ore supply in the future as it has in the past, especially in the event of another war.

There will still be iron at Mesabi, but it will be second grade ore; harder to dig out, and so much more expensive to refine before it can be put into the blast furnaces, that it will certainly boost the price of steel considerably.

The alternative is to find high grade iron ore somewhere else, and this the big steel companies are trying desperately to do—spending millions of dollars in the process. It's not a cheap quest.

Costly explorations have uncovered vast deposits of iron ore in Labrador. This range is believed to contain as much high-

grade ore as Mesabi itself did back in 1892. The American steel industry is looking to Labrador as the great hope of its iron ore supply for the future.

Before this ore can be shipped to blast furnaces, a 350-mile railroad must be built from the interior to the Gulf of St. Lawrence. Some ore already has come out of the range for experimental purposes, and the railroad is under construction.

But what mills will be able to use this ore—whether it will go to the Great Lakes or to even new steel mills along the Atlantic Coast—depends on what happens to the proposed St. Lawrence Seaway connecting the Great Lakes and the ocean.

WOULD BE USELESS

At present, the Great Lakes fleet of long ore ships would be useless for transiting the St. Lawrence, being unable to get through the canals. They are too long and of too deep a draft to make the locks.

Construction of the huge and costly St. Lawrence Seaway, a joint American-Canadian venture to be paid for mainly with American dollars, has been debated in Congress for many a year and comes up for consideration at almost every session.

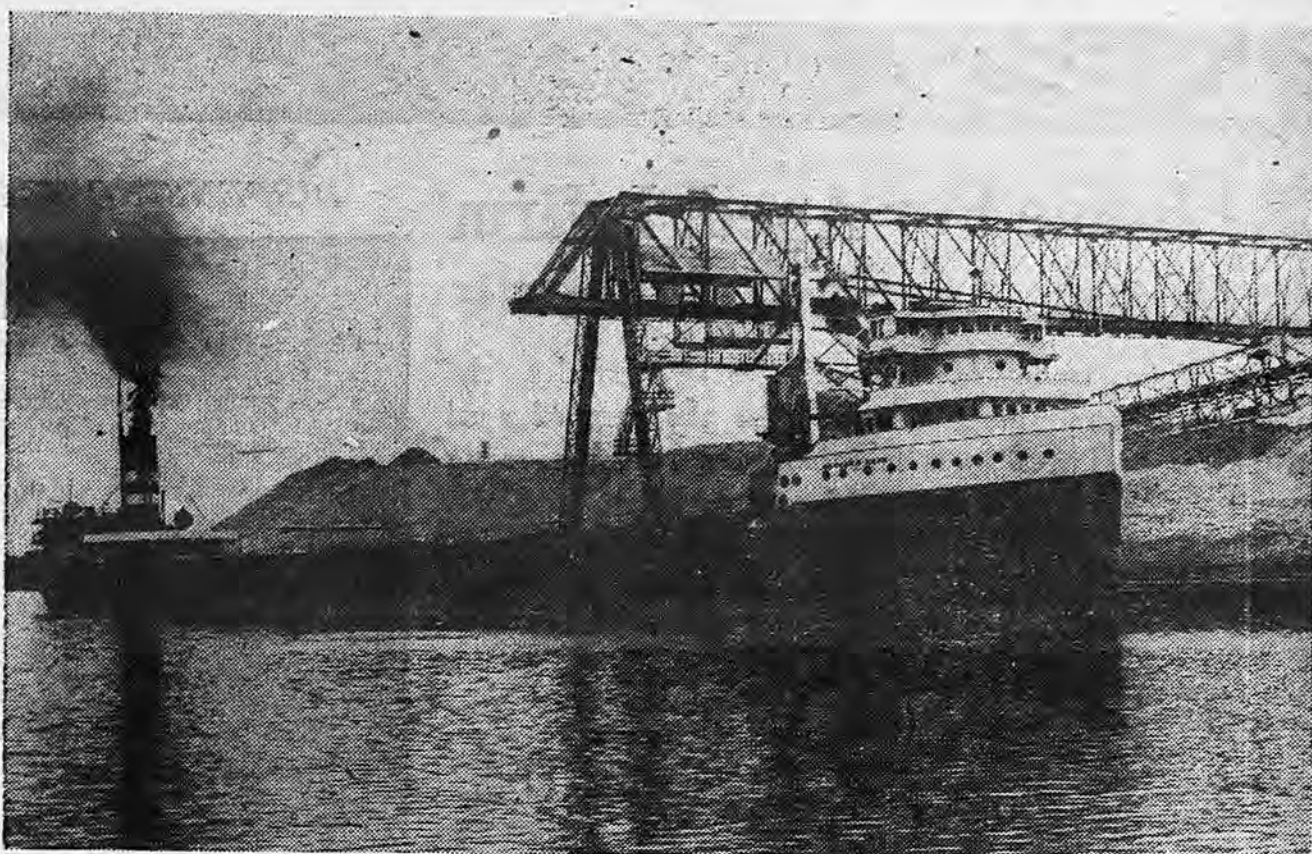
It was a pet idea of the late Pres. Franklin Roosevelt, but despite his ardent backing was never okayed by Congress, because no one has ever been able to give definite facts as to how much traffic the canal would carry or whether it could ever be self-supporting.

Growing interest of the steel industry in Labrador ore, however, has given the St. Lawrence Seaway an importance it has never had before, and there is a lot of expert opinion which

thinks it will pass in the next session of Congress.

If the Seaway is not built and if the steel industry does, as every indication points it will, start using Labrador ore in the mid-west mills, the Great Lakes ore fleet would have to be rebuilt. Only small ships can transit the St. Lawrence system of locks. Small ships, however, are not economical ore carriers.

What Great Lakes shipping people hope will not happen—indeed what the great steel cities of Pittsburgh, Chicago, Cleveland and Youngstown hope will not take place—is the relocating of steel mills from the mid-west to the Atlantic Coast.



The George F. Rand, above, a self-unloading bulk freighter, is typical of the Lakes Ore carriers. Unless the St. Lawrence Waterway is approved before the Mesabi range is exhausted, these ships may soon vanish from the Lakes, because their draft is too deep for the present St. Lawrence canals.

If this is done, the Great Lakes ore fleet will gradually go out of business, as the Mesabi range yields its last high grade ore in diminishing returns year by year over the next few decades.

SIU ORE CARRIERS

This is not a wild dream—the idea of steel mills on the coast. Bethlehem Steel for many years has had a big plant at Baltimore, importing its raw materials in SIU ships from Chile and, lately, Venezuela. This company proves that steel-making on the Atlantic Seaboard is practical and profitable.

And, more interestingly, the New England Council (an asso-

ciation of manufacturers in the northeast states) has just announced that a combine of steel interests has already blueprinted a plan for the erection of a \$200,000,000 steel mill somewhere in New England adjacent to tidewater.

Whether this will come about depends, of course, on the rapidity with which Mesabi ore is used up, and whether or not the St. Lawrence Seaway project is approved in the near future.

It is possible enough, however, to make shipping people on the Great Lakes look at their huge investment in ore carriers and wonder — "How long will the long ships last?"

British Labor Movement Takes Off Its Gloves

By IRWIN SUALL

The British Trades Union Congress has taken up the challenge of the communist party and inaugurated a vigorous program to set its house in order.

This campaign is the reaction to the actions of the communists who, conforming slavishly to the dictates of the Cominform, denounced virtually all TUC policies and bent every effort to exploit the workers' grievances in an attempt to disrupt the trade unions and further their own political line.

Some months ago the General Council of the Trades Union Congress carefully analyzed the role of the communists within the unions and called the affiliated organizations to action on this vital problem. Pointing out the manner in which the communists within the unions received their orders from sources alien to the British workers, the Council stated:

"The trade union movement has never precluded the minority within the movement from seeking to change policy, but it is contrary to the whole conception of our movement, foreign to its traditions, fatal to its prestige, if it permits its democratically determined policy to be disrupted at the behest of an outside body."

That this outside body is intent on disruption can be seen from every utterance of the

Stalinists in Britain. In a recent issue of the *Communist Review*, Harry Pollitt, national secretary of the British communist party, said:

"There must be an irreconcilable fight against the right-wing labor leaders."

MUD-SLINGER

The pages of the *British Daily Worker* regularly froth with denunciations of the "American stooge" Labor government. Responsible union officials like Vincent Tewson and Arthur Deakin are called every name in the vituperative dictionary of the Communist Party.

The major targets of attack for the communists in Britain have been the TUC policies on productivity, ERP, wages, prices and profits, and the WFTU. They have chosen the wage issue upon which to concentrate. Pursuing a policy of strict price controls and rationing of scarce commodities, the Labor government has called upon the unions to use care and discretion in their wage demands so as not to upset a policy of resistance to inflation.

Viewing the fate of workers in inflation-ridden countries on the Continent, the Trades Union Congress realized that the government's economic program served the best interests of the working people and responded in a responsible manner. However, there remain certain in-

equities in the wage structure, as between certain industries and others, skilled and unskilled, men and women, etc. It is these inequities which the Communists exploit to the fullest, in an effort to disrupt the entire anti-inflationary program.

How strong are the party liners in the British unions? Among the 730 unions in Great Britain, sharing a membership of 9,100,000, there are fifteen that have 100,000 members or more. Of these fifteen, the communists are most thoroughly entrenched in the Electrical Trades Union, whose membership is 162,000.

INSIDE COMMIES

The general secretary and a large section of the executive board of the 138,000-strong Civil Service Clerical Association are communistic. In the powerful Amalgamated Engineering Union, with a membership of 723,000, the non-Communist general secretary is faced with a touch-and-go situation on the executive board.

Other unions with a membership of over 100,000 in which the "comrades" seem to have influence but no control are the Tailors and Garment Workers Union (133,000), the National Union of Mine Workers (572,000), the National Union of Railwaymen (447,000), the Distributive Workers (210,000) and the Teachers Union, which is not affiliated with the TUC.

Among the smaller unions, the communists control the Amalgamated Union of Foundry Workers (69,000) and are influential in several others. In some of the vital city central organizations, communists have managed to gain control.

On the General Council of the TUC, the communists are completely without influence.

The Trades Union Congress has by no means been tilting lances at windmills. The communists, although not threatening capture of the British labor movement, have definitely succeeded in boring their way into several strategic niches.

It will require a campaign of no mean dimensions to dislodge all of them from their positions. Of one thing we may be certain, however. The British unions have resolutely determined to do all in their power to assist in the national effort toward economic recovery and advancement. Under a Labor government they feel that it is the workingman who has the greatest stake in the nation's "balance of payments" drive.

If, as there is every reason to believe, the British communists persist in their effort to upset this program, the trade union movement and the communist party are in for many head-on collisions.

The TUC has plainly stated:

(Continued on Page 11)



SHIPS' MINUTES AND NEWS

SIU Home For Aged, Infirm Proposed At Ship Meeting

A recommendation that the SIU consider the feasibility of establishing a home "for the care of aged and infirm Seafarers" was laid before a recent meeting aboard the SS Seatrain New Jersey by Brother John Jellet, Steward. The crew approved the recommendation after it had been presented in the form of a motion.

In proposing the "refuge" for Union members, Jellet implied that obstacles might be encountered that would render such a venture inadvisable.

For this reason he suggested that a committee of Union officials and rank and file members be elected to explore the possibilities for a SIU-operated convalescent and rest center. The committee would be elected, after the proposition had been placed before regular shoreside meetings.

COMMITTEE TO DECIDE

This committee, Jellet's motion pointed out, would be empowered "to discard or recommend the proposal" on the basis of its survey. In the event the committee deemed it advisable to set up the home, it would then "discuss the ways and means of financing the project without disturbing the various, very essential funds we now maintain," Jellet explained.

Besides giving the committee the task of determining the best method of raising funds for the proposed rest home, the Jellet motion said that it would also function on a permanent basis as a committee on admissions.

ELIGIBILITY

Eligibility for admissions would be based on "standards of qualifications" drawn up by the committee, according to Jellet.

In so far as a site for the home is concerned, Brother Jellet offered two alternatives: either a tract of land could be purchased for the Union to build the structure upon, or a package purchase of land and building could be made. In the latter

case, alterations to suit the needs of the project would be made by the Union, the Seatrain New Jersey crewmember proposed.

Jellet concluded his motion with his personal choices for a name for the home. They are "Safe Harbor," and "Seafarers Anchorage." However, he suggested that "the membership could be called upon to submit a suitable name for the refuge," if the project proved practicable.

Union Savvy Marks Session On Allegheny Vic

Seafarers aboard the Allegheny Victory make the most of shipboard meetings to get across the correct score on Union rules and regulations.

At a recent meeting on the Isthmian vessel, a full round of discussion was devoted to the subject of permitmen, their duties and obligations. The permitmen present at the meeting were asked to voice their opinions and to submit any and all questions they had regarding the rules and regulations laid down for their conduct.

The questions were answered by the meeting chairman, F. Beers, and the Ship's Delegate, Paul Whitlow. Discussion was then turned to charges. Speakers stressed the seriousness of this method of filing complaints against Union offenders and held that no one should take them lightly.

After the proper procedure for making charges was outlined, a question and answer period was held, with the chairman and delegate leading the discussions.

DISPENSING SEAFARERS' SERVICE



In the SS Puerto Rico's Coral Cafe, Bartender Joe DeGeorge sets up drinks which Luigi Iovino will take to passengers at a nearby table. At left, Bartender Eddie Mooney performs a similar task. One of the Bull Lines' ship's Bellboys, Richard Miller, stands by at right.

'The Voice Of The Sea'

By "SALTY DICK"

Pete Loleas is in town after sailing in the Gulf on the Cavalier. He has his eyes on the Puerto Rico... Bill Gardner, after spending six months in a New Orleans hospital, went to a chicken farm in North Carolina to recuperate. He did and he's now in New York, ready to ship out.

Not mentioning any names, but a certain seaman, ready to ship out as a waiter, is a former fire engine salesman. His initials are J. U... In the New Orleans Marine Hospital there's a woman doctor to take care of male patients. I've seen quite a few old salts detour when they hit that town and head for Mobile or elsewhere... Sir Charles plans to go to school for a refresher.

Today I talked to a 16-year-old kid, who was offered a job as a messman on a foreign ship

at \$30 per month. He turned it down but there are others who are taking these jobs. Some of them are from families who don't need dough. They're just after adventure.

Do you fellows know the female mosquitos are the ones that bite? The male never bothers anyone, it's just the female who causes all the cussin'... One of the boys spent a couple of weeks at the seashore recently and while there he sent his mother a box of taffy. He's supposed to have a reputation for being a tough guy, without any emotions.

Huge Vote For Assessment Just What Coe Men Wanted

The decisive majority rolled up in favor of the General Fund assessment by Seafarers in the recent referendum is almost what the men aboard the SS Coe Victory called for. They simply wanted when all other maritime unions are losing jobs wholesale."

ONLY WAY

Unable to vote because the ship's destination cannot be predetermined, the Coe crewmen went on record unanimously endorsing the resolution appearing on the referendum.

JOB FOR EVERY BOOK

Basing their approval of the assessment on the organizing accomplishments of the SIU, the Coe crew declared in a resolution that "our Union is the only one in the maritime industry that can offer its membership a job for every bookmember."

The resolution pointed out that by recently negotiating a contract with the Victory Carriers Corporation, operators of the Coe Victory and 10 other ships, the SIU "brought over 350 jobs to our membership at a time

SS Puerto Rico's Shipboard Paper Is Growing Up

The SS Puerto Rico Advocate, shipboard publication of the SIU crewmen aboard the Bull Lines passenger ship, stepped out in full dress during the second round trip to San Juan and Ciudad Trujillo.

Expanded from its original two pages, the mimeographed news sheet covered the events from stem to stern in five pages of all around interest.

The front page featured a digest of maritime news taken from the air waves by the ship's radio man, a member of the AFL Radio Officer's Union, and a report by the Ship's Delegate, Paul Sanford. The Delegate's report reveals that the ship's fund now totals \$202.

MEMBERS' VIEWS

The conventional newspaper features also appear in the Advocate. Crewmembers' opinions on all subjects are aired in the "Letters to the Editor" section and there is a shipboard gossip column penned by a crewman who signs himself "Stringbean."

Aspiring verse writers pour their efforts into the "Poets' Corner." In the current issue crewmember Jerry DeMeo is the contributor, with a bit of verse entitled "I Wish I Were An Artist."

The Advocate has a section devoted to Union education and a suggestion box devoted to ways in which shipboard functioning can be made smoother.

George Boney, Utility, is Editor of the sheet. He is assisted by Managing Editor George Eckholm, a staff of reporters and an editorial board.

THAT PROBLEM COMES UP AGAIN



Crewmembers of the SS Del Valle, Mississippi, toss over a few ideas during coffee time on what to do and where to go when they hit a South American port. One is already having his shoes brightened up by an accommodating shipmate. In this photo, by Earl Laws, are Brothers Nettling, Hoover, Val, Tucker, Church and Neal.

Check It — But Good

Check the slop chest before your boat sails. Make sure that the slop chest contains an adequate supply of all the things you are liable to need. If it doesn't, call the Union Hall immediately.

Digested Minutes Of SIU Ship Meetings

MARYMAR, June 12 — Guy Walter, Chairman; Ted Weems, Secretary. Only beef to report was one in Engine Department involving disputed overtime for painting and which will be taken up at payoff. Motion carried to keep record of work done by officers that should be unlicensed men's duties. Watch going off should clean cups and make them ready for men coming on.



DOROTHY, June 9 — William Rhone, Chairman; Jones, Secretary. No beefs in any of the departments. Deck Delegate posted Union literature on bulletin board and suggested that everyone read it. Suggested by Cunningham that new lockers be obtained in Savannah. Steward said that new mattresses would be taken aboard in Savannah. One minute of silence in memory of departed Brothers.



CAPE MOHICAN, June 3 — A. Anderson, Chairman; S. Sirois, Secretary. Two hours of disputed overtime in deck department reported by Delegate W. Scott; five hours in Black Gang by Delegate A. Anderson. Stewards Delegate G. Lukacs reported no beefs, in his department. Ship's Delegate L. Kiploks advised that three copies of repair list be made out and that someone remaining on ship see that oncoming crew gets one copy. Suggested that bunk in 12 to 4 Oiler's quarters be repaired, and that fan in Cook's quarters be fixed. Twenty-six members present at meeting.

SOUTHLAND, June 26 — Alexander Jones, Chairman; J. W. Barnett, Secretary. All department delegates reported everything running smoothly. Alexander Jones elected Ship's Delegate. He reported on new washing machine. Motion carried to sell old one at cost to crewmember, and proceeds to be applied to new one. Motion carried that copies of bound LOG's be purchased out of ship's fund. Ship's Delegate gave an itemized report on the receipts and expenditures of the ship's fund and the balance now on hand.



ALGONQUIN VICTORY, (No date) — Thomas Maga, Chairman; Fred G. Oestman, Secretary. Excited for a few hours disputed overtime in Deck Department, no beefs were reported. Motion to send two delegates to New York Hall for information on retroactive wage increases. Patrolman to inform Chief Mate that sailing time should be posted when shifting ship. Steward Department advised to dump garbage astern. One minute of silence in memory of departed Brothers.

ROBIN TRENT, July 31 — John L. Crowley, Chairman; Thomas M. Reilly, Secretary. All three delegates reported some disputed overtime. Motion carried to have Carpenter use his own tools and that he be compensated for same, as the company does not supply

a complete set. Other motions carried: That meeting be held before payoff; that awning be erected aft; that Captain give each crewman a complete record of payroll data at the payoff. Suggested that Carpenter check all doors before putting in for repairs. Also suggested that the ship be fumigated, and that another port hole be put in the hospital bulkhead.

DOROTHY, July 7 — Bill Scott, Chairman; Star Wells, Secretary. Ship's Delegate reported that Captain maintains ship did not carry any penalty cargo. Dispute is to be placed before Union Patrolman in Savannah. E. A. Hattaway elected Ship's Delegate. Brother McCranie gave a short talk on Unionism and suggested that anyone wishing to know more about their organization see his department delegate for SIU literature. Former Ship's Delegate George Finkler was given a vote of thanks by the entire crew for his efforts.



MALDEN VICTORY, July 31 — A. Lucas, Chairman; Andy Stephens, Secretary. Crew sent letters to Senate and House Labor Committees urging repeal of the Taft-Hartley law. Motion carried unanimously approving the proposed ten-dollar General Fund assessment. Under Education, points on the court ruling on the legality of the Hiring Hall were discussed. Also discussed was the necessity of being prepared for the defense of our rights in the future. It was suggested that men cooperate with messmen by showing up for meals at the start of the meal hour. Motion carried urging continuation of the air-mailed Seafarers Bulletin, saying if it was impossible to air-mail a copy of the LOG, the Bulletin would fill the need.

PETROLITE, July 10 — Duke Livingston, Chairman; Frederick Willis, Secretary. Motion carried that minutes of previous meeting be posted in bulletin board. Ship's Delegate Cy Magnan reported that there would be a draw in the next port. If ship is directed back to Syria crew will request Captain to send wire asking that mail be forwarded from Port Said. Education program for permit men to help them learn about their Union will be held each Sunday morning at sea.

STEEL WORKER, July 24 — Charlie Mazur, Chairman; George Brown, Secretary. Deck Delegate announced that 134 hours

in his department was subject of overtime dispute. Other departments were reported running smoothly. Motion carried that company put ice-making machine aboard before vessel sails on next voyage. In reply to beef made by, Brother Leonard Bugojowski at previous meeting that there wasn't enough Union literature aboard at beginning of trip, Brother Mazur stated that he found it much more effective to put out this material on the homeward part of the trip. In this way, he said, the Union literature better serves the purpose for which it was intended. Brother John Wauchek added that he put out some Union material when the ship was in Singapore.



ROBIN LOCKSLEY, July 24 — Fred Roman, Chairman; Charles Achoy, Secretary. Ship's Delegate reported that he had spoken to Captain about installing shelf in PO mess for books and asked crewmembers to cooperate by keeping the shelf and books in order. No beefs reported in any of the departments. Tony Esposito elected manager of crew ball team by acclamation. Engine Delegate asked men working days to avoid making unnecessary noise as it disturbs men off watch who are sleeping.

ALEXANDRA, July 9 — Frank Dowd, Chairman; Mel Brown, Secretary. Crew's thanks given to Ship's Delegate, for job well done; to Brothers Dowd and Varn for supplying all hands with reading material; to Brother Devenie, for making ice for men during hot weather, and to Cooks for fine performance during last few weeks. Discussion by Brother Miller on draws in Naples. He added that provision had been made whereby crew might draw additional money if desired. Brother Putzgruber sends thanks to entire crew who made it possible for him to fly home in time to attend burial of his father.



LAKE GEORGE, July 31 — W. Barth, Chairman; J. Hill, Secretary. Deck Department Delegate reported his men had all overtime work they could handle and would need help from the other departments for painting inside. Steward G. Dunn said his department was ready and willing to paint mess halls, galley passageways and quarters to help maintain SIU living conditions. W. Beckwith asked to be relieved of his duties as Ship's Delegate, saying he was tired of listening to a lot of petty beefs that could be settled by department delegates. Steward took floor and pointed out what a fine job Beckwith had done and suggested he be given a vote of confidence and asked to continue. This was put into a motion by J. Hill, seconded by J. Coyle and carried, unanimously. The time of our last meeting before getting back to the states after being out some eight months, was set for Aug. 21.

Seafarer Sam Says:

The return of a number of LOGS to us indicates that some are going wide of the mark. When you change your address be sure to notify us —

The Log, 51 Beaver Street, New York 4, N.Y.

Remember to give us your old and new address!

CUT and RUN

By HANK

Electrician Frank Bose is happily homesteading aboard the "pride of island run" SS Puerto Rico. By the way, Frank happens to have a mustache, too. Well, anyway, to him and the wife — congratulations on the birth of their son, Frank Edward, weighing seven pounds... Charles Little, who just sailed into town from his trip on the tanker SS New London, says in view of the fact that we are always mentioning oldtimers, he is proud of being an oldtimer too. Brothers, meet curly-haired Charles Little, class of 1938!... John Crowley shipped out... Robert Wallace grabbed a tanker, if we are not mistaken... Ever hear the stories spliced by Brother Tex Jernigan who is a member of the "grease monkey" department aboard the SS Puerto Rico? We heard one good one about why Tex had to go to sea after what happened to the shivering donkey on a farm in Texas. Ask Tex for a story... Henry Bonk picked up one of those long unclaimed letters addressed to him and found — of all things — three cheerful dollars.

Speedy recovery to that oldtimer, John Hanson, who recently said he will be drydocked in the Queen Mary Veterans Hospital in Montreal, Canada, for some time. Some of his shipmates will no doubt drop him a cheerful letter, indeed... Willie West and Claude Morgan are both in town again... A few other familiar faces in town are—I. Levy, Les Ames, Bill Gale and John Santos... Red Braunstein paid a fast visit to the hall. He's aboard the Santa Clara Victory... His ex-shipmate Leon "Chink" White is homesteading as a private in the Army over in Japan and writes his regards to all shipmates... From San Francisco, Frank Mitchell sends his regards to all and sun-tanned... To Peter Versage down in Florida—You're aboard the LOG mailing list... That oldtimer, Tommie Leahy, might still be down in Mobile... Brother Nalesnik—you're on the LOG mailing list. By the way, looks like quite a lot of your shipmates live in Clifton, New Jersey, too.

Frank Stokes, the steward, is anchored in this town... Carl Lawson, the Bosun, is happy as a king. He finally got his citizenship papers... The SEAFARERS LOG will be sailing free of cost to the homes of the following brothers — A. Driessens of New Jersey, Elmer Simonetti of California, Joseph Mora of New York, Leonard Layton of Maryland, Alphonse Pavilonis of Ohio... To Brother Carl Richard out in Ohio — You're on the good old LOG mailing list... Brother Cy Magnan is homesteading aboard the Seatrain New Jersey with Steward John Jelletto (who still has that familiar mustache, handle-bar style practically) and Brother Bill Gray. Cy says Jimmy Naylor is down around New Orleans way... Bob Scott, who is aboard the Algonquin Victory, asked if Charles Dasha, his shipmate, was in port—since he hasn't seen him in many months and always misses him in port by a few days... We wish Brother Rudolph Baasner, hospitalized here in New York, speedy recovery... A card from Brother Howard Moore from Virginia says that he's taking an engineering course at the University of Virginia. Good luck, Howard.

We're pretty sure Brother Fred Paul is still wearing a mustache. Anyway, he's anchored in this town... Brothers, there is an excellent booklet which all hands in the Union should read—ashore and asea. It's a green-covered booklet with the title "Shipping Guide for Seafarers." What's in it? Well, the exact things which help to know what to do. It has the registration rules the shipping rules and the transportation rule. You can't get fouled up in any way if you read these rules, read them again and understand exactly what should be done... Hold those shipboard meeting, Brothers. Keep those ships clean and operating in true SIU style.

THE MEMBERSHIP SPEAKS



Heads-Up Direction Can Check Toll Of Shipboard Mishaps, Flynn Says

To the Editor:

It was rather sad to read in the August 19 LOG about the deaths of those two Seafarers from an accident while working. I can't help but think that though these accidents that occur aboard ship are unforeseeable, a little vigilance on the part of the seamen and those who direct his work, the Mate and Bosun, can prevent a potential accident.

It takes a number of years, speaking of sailors, working on all kinds of ships before a man really masters his trade. Some individuals learn the rudiments and then the high points of seamanship more quickly than others by an intelligent application to their jobs, but seamanship, more so than most other trades is gotten by experience. Therefore, it takes years before one accustoms himself to the rig of a ship, knots, splices, ground tackle, theoretical seamanship, etc., and how to apply the tools of one's trade to any novel situation that crops up while working aboard ship. Nothing, however, can ever replace clear, quick thinking.

ACCIDENTS

It sometimes happens that a seaman accustomed to a particular way of working will act automatically and carelessly while on a job and it can happen that the tools and rig he uses possess a flaw. Or he may overlook a detail or two in the way he works and then the inevitable accident follows.

It is not uncommon to see accidents occur because of a faulty stopper knot on some line or rig; not enough turns of the topping lift wire on the niggerhead; an insecure or wobbly gangway; men working, one under the other while aloft with a chipping hammer, paint or what have you. It is not unusual to drop a tool while trying to manage to do one's work with poor footholds, a swinging bosun's chair, etc. The instances are innumerable of where experienced seamen and green hands alike, commit boners inadvertently of which they more often than not are the chief victims.

It happens sometimes that we are helpless to aid or give advice to those who are under some hazard because we assume they know what they are

Brother Settles Down In Mid-West - For Awhile

To the Editor:

Just a few lines to let the gang know I am out here in the Middle West for awhile. I'd like my copy of the LOG sent to me out here. I'll probably be headed back to New York before long. Meanwhile my best to all my friends.

Frank McLaughlin

doing, or because we feel they might resent our advice or help and rather than incur the dislike of the seamen we hold our tongue.

I recently paid-off the Greeley Victory on completion of the trip from and back to New York. Some of the conditions under which the men had to work were brutal until they became so angered they told the Bosun forthright that they weren't going to work under a hazardous condition when there was positive, "right" way of doing a job.

HYGIENIC MATE

The situation was this: men were sent down on a stage to paint the bow. When it came time for them to come up, they were forced to do so by holding on to the eye of a hawser and lifted with the power of the windlass, even though there was a pilot's ladder that could have been lowered to them. The reason the men couldn't use the ladder was because the Mate didn't want it to get dirty.

The next day I went down with another fellow to paint the bow on the stage. When coffee time came, we assumed that the Mate would give us the ladder since the haphazard manner of working would be obvious even to him. But, instead, a bosun's chair was lowered. Unbeknown to the Mate, this makeshift rig was costing money, if one reckoned the services of the

men used for this job in a monetary light, when to all patent purposes the Mate was trying to be economical in saving wear and tear on the precious pilot ladder.

The offshoot of all this bungling was that the men searched the ship and a ladder was found, which though far too short to reach to the water, was tied on to part of a ladder we already had.

SKIPPER VAGUE

While being paid-off I asked the Captain why we couldn't use the pilot ladder. He professed to believe that there was another one somewhere on board, but anyhow that the pilot ladder we had couldn't be used as paint would apt to get on it.

This is a somewhat lengthy account of a small incident, but it goes to prove the amount of confusion that can be treated by those in authority, either because of carelessness, or indifference, stupidity or just lack of know-how in the work.

A man's life is a very precious thing and in the maritime industry, especially where the accident rate is very high, extreme care should be taken in the manner of one's work. Caution and proper management of the work by Mates and Bosuns as well as the seamen doing the job, can prevent much of the accidents aboard ship.

John J. Flynn

Urge Compulsory Vacations

To the Editor:

I agree with everything Brother G. W. Champlin said in his article about homesteading, and I would like to add a few thoughts of my own to what he said.

The majority of homesteading is done on ships with steady runs by men in key ratings such as Bosuns, Carpenters, Electricians, Stewards, Chief Cooks and Waiters. Also by aliens working to get enough time for citizenship papers (and you can't blame them for that).

The key rating homesteaders are so afraid they might not get another job they've been riding these ships for over two years without getting off. Others have been taking a trip off with the understanding with the head of the department to get back on board at the end of the trip.

I would like to point out that the majority of these fellows who ride the ships in perpetuity manage to do it not on account of their ability and knowledge on the job they are holding, but because of the apple polishing for the heads of the departments.

The only way to stop this is to make a rule that when a man has a vacation coming to him, he should get off the ship and he should not be allowed to ship back on the same vessel with the same rating until at least a year later. In this way,

the so-called key jobs will be more equally divided among the men who hold these ratings.

The time has come when the work should be divided as equally as possible among the members. We all pay the same and we should all have the same chances to get it.

J. S. Arzamendi

OLD WORLD ATMOSPHERE



Ames Victory Seafarers quaff a few cool ones and exchange yarns while being serenaded by local musicians in USS Club, Bremerhaven, Germany. Seated, left to right: Edward Morris, DM; Ike Copper, NCB; P. Shaugher, Pantryman; Charles Williams, OS, and Deck Delegate Bill Welch, AB.

Log-A-Rhythms:

One Dream Fulfilled

By Don D. Brown

Now I think every child you have ever known,

Had dreams and ambitions that were his alone,

I was no different from the rest of the boys,

Only mine were realistic while theirs were of toys,

Hours I spent in dreams as a boy,

To me were not wasted but filled with joy.

I wanted to mingle with people from afar,

And see for myself just the way things are,

I was curious, but doubtful of my geography teacher

And wondered about places I heard from the preacher,

I wanted to know the world as a whole,

I know now it's impossible to reach that goal,

And as I look back on my travels to date,

I can see it was I who was steering my fate.

I think I have come as close to my dreams,

As ever it's possible to reach, it seems,

I have checked and checked well on my geography teacher.

I found she was right, as well as the preacher,

I found the same in China as I did in France,

People live and die and love and dance,

Customs do differ but life goes right on,

Just people seeking happiness, whether in Wales or Saigon.

So now that I know what goes on in the world,

That I've seen foreign lands with flags unfurled,

One day I'll stay home and a good citizen I'll be,

Making room for another, who dreams of the sea.

Whack At Lumber Job Makes Seafarer Pine For The SIU

To the Editor:

Recently I decided to take a vacation from the sea and directed my course to a pine-crested spot up in the high Sierras of California.

The stake I had salted away for this pleasurable occasion came in very handy and everything went well for awhile, until finally the inevitable happened and I was hemmed in on all sides by the high cost of living.

One series of events led to another, until I found myself working for a logging outfit. I attended all the meetings of the local union there as I was anxious to learn as much as possible

about the way the union affairs were conducted.

It seems that the more I observed the more I realized how fortunate I am to belong to the SIU.

ENDED BLACK BALL

Perhaps one of the greatest advantages of our Union is that it has brought about the abolishment of the black ball system in the maritime industry — among organized companies.

In some industries, if a man fouled up once with a company, he is washed up for good with that company and frequently with other outfits in the industry.

I believe that if our SIU members would do some investigating and make some comparisons with other unions, they would find, as I have, that when it comes to doing things for the membership the Seafarers International Union leads the parade.

Fred L. Miller

MARVIN OFFICERS PRAISED BY CREW

To the Editor:

We, as a sober, even-minded body of men, earnestly recommend Captain W. C. Schafran, Chief Mate W. J. Nolan and Chief Engineer A. Anderson for a write-up in our Union paper.

We sincerely think they represent a very fine type of Union men themselves. They have personally gone to a lot of trouble in the interests and welfare of the crew so as to make the long and arduous Persian Gulf voyage as pleasant as they possibly could.

The crew
SS Winthrop Marvin

Mombasa Rivals Aim To Extend SIU Softballers

To the Editor:

I am writing this letter to you on behalf of the Mombasa Baseball Club in the hope that you will publish it in the SEAFARERS LOG so that any American ship and crew putting into Mombasa will know that we here can give them a game of baseball.

It may be of interest to you to know that Mombasa was introduced to baseball when two American warships, the USS Huntington and the destroyer Douglas H. Fox, visited us on a goodwill tour. It was suggested that a local ball team be organized and this was done with the then American vice consul, Edward Mulcahy, as president.

Baseball, then, was regarded here as a glorified version of "rounders." This view was changed very rapidly and we now know the difference.

MAIN OPPONENTS

Our main opponents at the moment are the crews of the vessels of the Seas Shipping Company. We have had several hotly-contested games with crews of these ships, especially those aboard the Robin Kettering, Robin Goodfellow and Robin Hood.

The men of the last named ship have just sailed from Mombasa, after having again beaten us—but at least we gave them a tough time. The team of the Robin Hood arranged a small party at the Regal Restaurant the night before they sailed and everyone enjoyed himself.

At some of our future games, we hope to be able to get some photographs, and these we would send to you for publication if you would like to have them.

INFO GIVEN

Here are two addresses that anyone can write to for information. We assure you that any letters received will be replied to: Colin Beck, PO Box 446, Mombasa, B. E. A.; David Pasmore, PO Box 141, Mombasa, B. E. A.

This letter seems to have become a screed and so I will finish it off with the hope that we have lots more games and that even if we don't win, at least that we will give our opponents a good game.

For, and on behalf of, the Mombasa Baseball Club.

David H. Pasmore

(Ed. Note: We're looking forward to those photographs.)

Crew Brightens Demostar's Fog-Bound Trips To Japan

To the Editor:

A few lines from the flagship of the Dolphin Steamship Company, the SS Demostar. At the present time we are still on the grain run from Columbia River ports to various ports in Japan.

So far, we have had only one kind of weather—foggy. Up to now the boys all look as though they have been spending their time in a poolroom instead of on the briny deep.

Up to the present time our payoffs have been handled by William McKay, the SIU Agent working out of Seattle. He has handled all of our beefs in true Seafarers fashion. Pulling into Longview or Portland, long before the grain spouts have into

OSHKOSH CREW IS ONE OF BEST, B'GOSH



Antonio A. Blais says he hopes the next ship he's on boasts a crew as good as the one he sailed with on the Oshkosh Victory. These men helped to make voyage a happy one. Standing, left to right: Kipp, OS; Blais, DM; Chico, BR; O'Rough, AB, and Buddy Benson, Bosun. Kneeling is Buss, Utility.

Moore Bids Homesteaders Consider Union Brothers

To the Editor:

In so far as the question of compulsory vacations is concerned, the big issue as I see it is mainly one of showing a little consideration for our SIU brother members in these times of job shortage.

I personally am entitled to a vacation when we return to the states and although this is a good ship, with a fine Stewards Department, and on which I could homestead indefinitely, I am certainly going to give the job to another Electrician when we pay off.

TURN IT OVER

I would like to see the new Electrician stay a year if he likes and then turn the job over to another Brother.

I notice that members who are on a ship too long tend to become lax or indifferent to Union affairs—principally because they seem to get out of touch with things.

Some men develop marked company leanings and sympathies. Some develop their own circle of friends, known vulgarly as cliques, and live in a little world all their own. And some just remain out of contact with all Union activities and never bother as long as they can ride

their "little red wagon."

These kind of people mean well, they are all "good fellows," just looking out for themselves as best they can with the tools they have.

UNION IMPORTANT

The sooner we all realize that our Union and the membership is more important than one ship and one company—or, for that matter, than all ships and all companies—the better will be our job security for all. And there will be better feelings and relations among ourselves.

The examples that I stated above exist to a greater or lesser degree on every one of the ships on a regular run that I have been on, as far as homesteaders are concerned, with, of course, a few exceptions.

I brought up this issue of compulsory vacations at a recent shipboard meeting and I urged the other members of the crew to send their opinions in to the LOG, as a sort of forum.

Dutchy Moore
SS Robin Hood

WHAT'S WRONG WITH THIS PHOTO?



Not a thing, according to Dutchy Moore, who believes in plenty of company when he spends time ashore. Dutchy only identified his companions as Angel (left) and Connie, and withheld the name of spot where picture was taken. Bartender trying to get in the act was tagged "Old Devil."

John Haworth
Joseph Nelson

Luck Rides The New London, But Bad Vies With The Good

To the Editor:

As another trip aboard the tanker New London nears an end and we think about the things we did, the ports we made and the good times we had, one thing seems to stand out above all others—and that is that all things, good or bad, seem to run in a series of three.

Any doubts in my mind about the truth of this were certainly dispelled during the two and one half months voyage of this scow. The chap who first made that statement must have been a seaman.

To begin with, we hit three good ports and three bad ones. Taking the good ones in order, first there was Copenhagen, Denmark, where we found plenty of old world courtesy, marvelous scenery, and last, but not least, good beer.

DIFFERENT VIEW

The young buckos aboard would certainly say that beautiful and congenial lassies were what they liked best, but oldsters like the Chief Cook and myself wouldn't know.

Le Havre, France, was the next good port. Freed from military control and with the natives better clothed and fed, the franc stabilized, this is the sailors' dream port. The femmes are—well, 'nuf said, you know what I mean.

The third port is good old New York, which is home to most of us. And, of course, arrival here means payday and that alone makes it a good port in any language.

The three stinkeroo ports were Amuay Bay, Venezuela, Caripita, Venezuela, and Aruba, N. W. I. Put them together and you have lousy beer, plenty of heat and high prices, plus a miniature dictatorship and gestapo thrown in for good measure.

Continuing with misfortunes in series of three, two stowaways were discovered two days out of Le Havre, which certainly was no joy to the Skipper. These two boys spent the rest of the voyage trying to escape and nearly succeeded in Carapita. But due to the alertness of the gangway watch, the escape was prevented and since then the two

stowaways have caused the Skipper and Mates a good deal of worry and trouble.

Next, we ran aground at the mouth of the San Juan River, right in the center of the channel. It seems that mud and silt washed down by rains have built up a sand bar during the rainy season. We were stuck there for about 36 hours, finally getting off with the aid of a mosquito boat (small tanker).

The third misfortune and the saddest, most heartfelt of all was the death of "Shorty" Tetterton, an Oiler who was well liked by all. He died on Sunday, September 4. We rushed back to Trinidad at full speed in an attempt to save his life but it was too late. His body was placed ashore in Trinidad and the American consul will attend to funeral details.

ACCIDENTS, TOO

The First Assistant had a freak accident, when a 75-foot length of acetelyne hose blew up on him, something that doesn't happen but once in a thousand. The Second Pumpman got a mean gash in his hand but it is okay now. As for yours truly, I hit myself in the head with a ball peen hammer. The hammer wasn't damaged too badly and it didn't affect me too much. In fact, I'm thinking of making another trip. So, for now, good sailing.

Freddy Bruggner

(with George Marcin)

(Ed. Note: The New London made it without further trouble. She paid off in New York on Sept. 11.)

Ragbag Jim Was A Guy Easily Suited

To the Editor:

In the middle 40s I was shipmates with a character who reminded me of Lon Chaney, but he soon wound up with the name of "Ragbag Jim." He was as hard to find as a needle in a haystack. Later, we found out that the best place to locate him would be at the ragbags. There we would find him sitting down, selecting clothes for his wardrobe.

Ragbag Jim would strut up and down the deck every day dressed up in golf suits, polo suits, baseball suits, tuxedos, kimono, pajamas, and even nightgowns. Ragbag Jim used to tell us that he was saving his money to set up a shack on the bank of the Mississippi River.

When we hit Frisco on a Friday noon, Ragbag went down the gangplank for a weekend ashore. On Monday he was back and right on the ball. At coffee time he mentioned that he had had a wonderful time, but that he had had to part with \$1.85 and he couldn't account of 35 cents of it. Honest, I thought the guy was whacky.

At the payoff I noticed that my slopchest bill was \$65 and his was 92 cents, for a few bags of Bull Durham. But after all is said and done old Ragbag Jim minded his own business and he was a good shipmate.

Percy Boyer

Minutes Of A&G Branch Meetings In Brief

SAVANNAH—Chairman, Jim Drawdy, 28523; Recording Secretary, Jeff Gillette, 37060; Reading Clerk, A. L. Fricks, 60.

Minutes read and accepted. Motion carried to accept Secretary-Treasurer's financial report and Headquarters report to the membership. Port Agent stated that shipping had been good for the past two weeks. The SS William Carruth crewed up and is going coastwise, he said. The Cape Nome paid off and signed on again. Also calling here were the SS Steel King and two Ca-



nadian District ships, the Argobec and the Dingwall. Scheduled arrivals include the SS Jean on Sept. 15 and the SS Cape Race on Sept. 20, the Agent reported. After the reading of the Headquarters Tallying Committee's report on the results of the voting in the General Fund assessment referendum, a motion carried to concur in the report. Francis E. Parker, Book No. 51305 took the Union oath of obligation. Motion by Nollie Towns that educational meetings be held regularly. Amendment by Jeff Gillette that a committee of two men from each department be elected to map out plans as to when and where these meetings are to be held. Motion and amendment carried. Elected to serve on the committee were Nollie Towns, A. Fricks, Glisson, C. Schuck, B. Pierce and E. Stewart. Meeting adjourned at 7:45 PM, with 100 members present.

MOBILE—Chairman, D. Parker; Recording Secretary, L. P. Marsh; Reading Clerk, Harold Fischer, 59.

Minutes of previous meeting in Mobile and other Branches read and approved. Port Agent reported on the progress of the building repair job and said that



the Hall would be ready in approximately two weeks. He said that the membership's approval of the proposal for air-conditioning will be of great help in making the Hall comfortable. He said he felt sure that when the alterations are completed the Mobile Hall will be one of the finest in the Atlantic and Gulf District. The Agent also reported on the prospects of shipping for the next two weeks, and informed the membership that the following ships are due to arrive: Wild Ranger, Chickasaw, Greeley Victory, Oshkosh Victory, Alawai, City of Alma, Cavalier, Clipper and Ranger. The Agent also told of his meeting with Waterman officials on the question of unemployment compensation. Further meetings on this question will be held with company and state officials to halt the raw deal Waterman seamen have been getting on unemployment compensation. Any action that is taken will be re-

A&G Shipping From Aug. 31 To Sept. 14

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	19	15	13	47	5	9	3	17
New York.....	97	91	92	280	90	101	77	268
Philadelphia.....	54	43	38	135	34	23	20	77
Baltimore.....	113	119	65	297	162	135	98	395
Norfolk.....	46	23	17	86	19	17	18	54
Savannah.....	5	11	7	23	17	15	15	47
Tampa.....	(NO FIGURES RECEIVED)				(NO FIGURES RECEIVED)			
Mobile.....	91	68	67	226	91	79	77	247
New Orleans.....	86	63	111	260	81	69	120	270
Galveston.....	31	24	12	67	23	15	9	47
West Coast.....	49	32	27	108	17	12	23	52
GRAND TOTAL.....	591	489	449	1,529	539	475	460	1,474

ported at the next meeting. Motion carried to concur with Headquarters Tallying Committee's report on the assessment referendum. Meeting adjourned at 7:30 PM with 409 members present.

BALTIMORE—Chairman, William Rentz, 26445; Recording Secretary, G. A. Masterson, 30297; Reading Clerk, F. A. Stansbury, 4683.

Motion carried to suspend regular order of business and go into obligations and charges. Following members took the Un-



ion oath of obligation: J. L. Geehetly, Angelo Maciec, Jesus Garcia, Edward Lyons and Semion Gamier. Charges and trial committee's recommendations were read and approved. Minutes of previous meetings accepted as read. Several men were excused from the meeting after presenting acceptable reasons. Tallying Committee's report on the ten-dollar General Fund assessment referendum was read and concurred with by unanimous vote. Port Agent, Dispatcher and Patrolmen made their reports. Motion carried to accept report of port hospital committee. One minute of silence in memory of departed Union members. Meeting adjourned at 8:10 PM, with 340 members present.

PHILADELPHIA—Chairman, D. Hall, 43372; Recording Secretary, C. Kimball, 52; Reading Clerk, J. Doris, 23177.

Reading of minutes of previous meeting in Philadelphia and other Branches. Agent reported that quite a few ships had come into this port in the past two weeks and almost every one had some sort of a beef. Motion carried to give Union officials in this port a vote of thanks and confidence for the smooth payoff on the SS Ames Victory. Secretary-Treasurer's financial report and Headquarters report to



the membership read and approved. Brothers Walter Anthony and Ronald E. Voss took the Union oath of obligation. Motion carried unanimously to concur with the report of the Tallying Committee on the General Fund assessment referendum.

Two men, Joe Heckman and Thomas Gorman, were excused from the meeting. There were no charges to be read. One minute of silence in memory of deceased members. Meeting adjourned at 7:40 PM.

BOSTON—Chairman, B. Lawson, 894; Recording Secretary, E. Dakin, 180; Reading Clerk, M. Norris, 5725.

Minutes of previous Boston and other Branch meetings read and accepted. Agent discussed the state of shipping in this port. Patrolman and Dispatcher's reports were accepted as read, as were the Headquarters report and the Secretary-Treasurer's financial report. One minute of silence was observed in memory of departed Brothers. Meeting adjourned at 7:50 PM, with 65 bookmembers in attendance.

GALVESTON—Chairman, Keith Alsop, 7311; Recording Secretary, J. Bird, 34683; Reading Clerk, R. Wilburn, 37739.

All Branch minutes of August 31 meetings were read and accepted, as were the Headquarters report and the Secretary-Treasurer's financial report. Tallying Committee's report to the mem-



bership on the referendum for the General Fund assessment was read and a motion to adopt it carried. Agent reported on shipping, as did the Dispatcher, Thomas J. Moor, Book No. 47927, and William M. Smith, Book No. 49693, took the Union oath of obligation. There was one minute of silence in memory of departed Union Brothers. Motion to adjourn carried at 7:45 PM.

NORFOLK—Chairman, J. A. Bullock, 4747; Recording Secretary, Ben Rees, 95; Reading Clerk, T. Lawson, 4641.

Norfolk and other Branch minutes of previous meetings read and accepted. Motion carried to concur and accept the Tallying Committee's report on the results of the General Fund assessment referendum. A motion (by C. Garner, seconded by C. Saunders) was carried, calling for election of a building repair committee to inspect and make recommendations on the condition of the wall of our building which was laid bare by the tearing down of the structure next door. The following members were elected to serve on the

committee: T. Lawson, Boschi, C. Saunders, Pat Rogers and C. Garner. Motion carried to accept reasons and excuse following Brothers from the meeting: J. E. Caron, Dick Hudgins, C. Moser and A. H. Anderson. Under Good and Welfare, there was 30 minutes of discussion on Union affairs and the shipping situation. Motion carried to adjourn at 9 PM, with 140 members present.

NEW YORK—Chairman, Joe Algina, 1320; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Robert Matthews, 154.

Minutes of New York and other Branch meetings of Aug. 31 read and approved. Secretary-Treasurer's financial report and



Headquarters report to the membership accepted as read. Port Agent discussed shipping during the past two weeks and the prospects for the period ahead. He also stated steps would be taken to see what could be done to improve the functioning of the television set on the recreation deck, which has been faulty due to the tall buildings in the area blocking reception. He announced that nominations for the annual elections in the

Atlantic and Gulf District would shortly get under way and that those seeking office should file their nominations, provided they met the requirements. The Tallying Committee's report on referendum results of the General Fund assessment was read and concurred in. Trial committee's report read and accepted.

NEW ORLEANS—Chairman, Leroy Clarke, 23062; Recording Secretary, Herman Troxclair, 6743; Reading Clerk, Buck Stephens, 76.

Previous minutes of all Branches read and accepted. Charges read and appropriate



action taken by the membership for the election of committee to hold trial. Secretary-Treasurer's financial report and Headquarters report to the membership approved after reading. Agent reported that since last meeting there had been 10 payoffs and approximately 24 ships hitting here in-transit. So far, eight payoffs are scheduled for the next two weeks and on this basis, shipping should be able to hold its own. All of the many beefs since the last meeting have been settled to the satisfaction of all parties, he said. Trial committee recommended that member be cleared of charges. Headquarters Tallying Committee's report on the balloting in the General Fund assessment referendum was concurred in. Under Good and Welfare, there was heavy discussion on matter of men missing ships in one port and rejoining it in another. It was brought out that this was a direct violation of the shipping rules and that delegates on ships should call the Hall as soon as they arrive in port so they can get replacements if shorthanded. Meeting adjourned at 8:30 PM, with 310 members present.

New Orleans Shipping Levels Off

By EARL (Bull) SHEPPARD

NEW ORLEANS—As expected, shipping in this port fell off somewhat after three weeks of heavy activity. However, shipping kept ahead of registration for the past two weeks, so, all in all, things aren't too tough.

The local grain elevators is again working. We are in hopes, therefore, that some of the grain ships that had been rerouted during the strike will be sent back in here. They were originally scheduled for this port but were diverted when the elevators shut down.

MADE GAINS

We understand that the men working on the elevators have received a considerable boost in their hourly wages, though they didn't get every one of the demands they made. The gains made proof, once again, that solidarity pays off.

The rainy season is starting hereabouts, so any of you Brothers heading this way had better not forget your foul weather gear.

Beefs around here have been mostly routine. One of the principal reasons for this excellent state of affairs is the increasing practice of holding educational meetings aboard ships at sea, particularly on passenger ships. There are a large number of members on these ships, including many permit men, and these educational meetings help many men to understand the regulations and contracts.

MOVIE FANS

Most of the Union-contracted passenger ships sailing out of this port, have purchased the two movies made by the Atlantic and Gulf District of the SIU out of the ships' funds. These films are being shown at least twice on each trip. If any of you Brothers catch one of these wagons, you'll have a chance to see your Union in action.

All hands are enthused over these films and have recommended that every Seafarer make it his business to see them.

Personals



ROMAN J. MIRANDA
Get in touch with Samuel Segal, 11 Broadway, New York City.

MITCHELL T. REED
Get in touch with the office of Benjamin B. Sterling, 42 Broadway, New York 4, N.Y.

PAUL GAY
Write to Albert Campbell, 302 E. Front St., New Bern, N.C.

PHILIP WAGNER
Write to your mother at 120 East 34 St., New York.

WILLIAM PEPPER
"Would you please extend the heartfelt thanks of the crew of the Seatrain Texas to our past Chief Steward, Brother William Pepper, Book No. 37126, who recently had to go to the hospital. "The crew of the Seatrain Texas remembers the many good deeds he had done for the crew, and wishes him the best of luck and a speedy recovery."

CLIFF BAKER
Anyone knowing his whereabouts is urged to notify Mrs. Letha Adams, Rt. 3, Box 643, Tampa, Florida. It is very important.

JUSTO R. VELEZQUEZ
Write to Rosie Rodriguez, 311 W. 29 Street, New York City.

Money Due

WINSLOW HOMER
All crewmembers who paid off this vessel in Portland, Ore., on Aug. 19 have two hours due them for delayed sailing time. C. Eberhardt has, in addition, eight hours overtime coming to him.

This money can be collected by calling at, or writing to, the Waterman office in Mobile, Ala. Port Agent William McKay states that if the crew had delayed the payoff one hour until he arrived from Seattle, the beefs would have been taken care of in Portland.

CATRINA PALACIA
Get in touch with M. W. Sherman, 4300 Woodlea Ave., Baltimore, Maryland.

RICHARD H. SEVERSON
Your parents want you to get in touch with them at once, at R. 3, Osseo, Wis.

ED HODGE
"I do not have your book, nor do I know of its whereabouts: L. B. Knickerbocker."

ROBERT GEDDINGS
Your wife is ill and has gone to her family at 1622 Erato Street, New Orleans, La.

If Reefer Engineer on Voyage No. -3 of Steel Admiral gets in touch with Eddie Hallinan, c/o Steel Admiral or New York Hall, he can get his personal belongings he left aboard.

WILLIAM P. DOHERTY
Your papers were sent to 40 Park Street, Charlestown, Mass., by Oswald P. Smith.

JAMES E. BOND
Get in touch with attorney Edgar T. Reeves, Jr., Louisa, Virginia.

GUY F. PLAHN
"Please get in touch with me; worried: "Anne."

NICK CAPUTTA
"Wish to hear from you and settle that little debt I owe you: Loy Glatthorn, SUP, 440 Avalon Blvd., Wilmington, Cal."

HENRY B. DONAHO
Contact your Local Board at Lufkin, Texas.

WILLIAM LLOYD LEAH
Any person knowing his whereabouts please get in touch with Betty A. Leah, 75 Summit Drive, Indianola, Penna. It is urgent.

SERGE LOMAKIN
This injured Brother is presently in the Gorgas Hospital, Ward 2A, Ancona, Canal Zone, and asks any of the Brothers within reach to drop in for a visit.

British Labor Takes Off Gloves

(Continued from Page 5)

"The General Council are determined that, notwithstanding the smokescreen of falsehood and vilification directed against them * * *, this issue will be fought out."

The Transport and General Workers Union described at its recent convention that no member of the communist party shall be eligible to hold any kind of union office. As the largest union in the country, the Transport and General Workers have given a strong lead to all British labor in regard to the problem of communists.

Uncertain as the situation may be in some of the Continental countries, there is no reason to doubt that in Britain democratic trade unionism will thoroughly defeat the commies.

(Seafarer Irwin Suall, who last year was one of the five recipients of the Ruskin Scholarship, awarded by the British Trade Unions, has been in Europe for the past year studying and writing on the European labor movement. This article is reprinted through the courtesy of the "American Federationist.")

Chicago Typos Win 22-Month Strike

CHICAGO—Int'l Typographical Union-AFL Local 16 won its 22-month strike against Chicago daily newspapers. It was announced on Sept. 15 that the publishers had agreed to a union security clause which is not far from being a closed shop clause.

All hiring will be done through a joint union-employer board which will judge the competence of job applicants.

Notices

EDWIN TROY
This member is in a Lexington, Ky., hospital and asks his former shipmates to write to him, addressing letters as follows: Edwin Troy, EO Patient, WH 3, P. O. Box 2000, Lexington, Ky.

SS STEPHEN W. GAMBRILL

The following persons who were members of the SS Stephen W. Gambrill on or about the 20th day of December, 1946, and witnessed an accident in which Charles L. Simmons was injured aboard said vessel, are asked to please communicate with Herman N. Rabson or Benjamin B. Sterling of 42 Broadway, New York 4, N.Y.:

John W. Graves, William A. Driver, Iris H. Arkerson, Luther H. Hamand, Arlie C. Lucas, Juan Medina, Ramos P. Narela, James L. Conner, Gabriel Bonfort, William H. Johnson, Mario Figueroa, Joaquin Passapera, Cruz Negron, Leroy F. Amerson, W. E. Harper, Richard B. Tucker, Donald K. Tighe, Harold O. Aronson, Antonio. Oriz, John Guimly, E. F. Tappy, Marion G. Batchelor, Wayne S. Hamilton, Charles J. Evans, Andrew J. Dougherty, Leo Pescopo, H. H. Lewis, Norman Ross, Booker J. Pompey, Harold Rill, Lee Rankin, John Lee, E. Sugendez.



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

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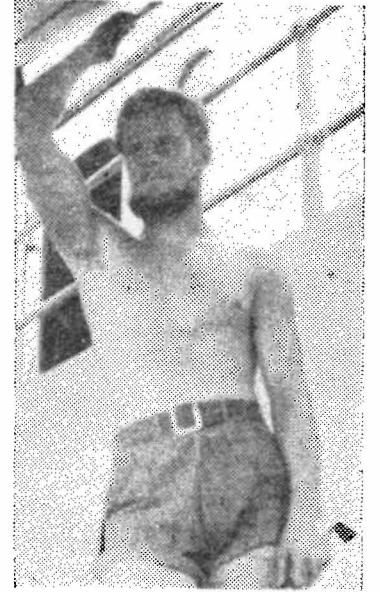
Seafarers' Cameras Capture Many Moods



The look on George (Red) Miller's face certainly would indicate that he is pleased over the fact that he's headed for some relaxation in Manila. George is Bosun on the Andrew Jackson, which tied up in the Philippines on Sept. 2.



Conditions shape the moods of men, as several of the photos on this page show. In the one above, taken aboard the SS Andrew Jackson in Manila, rain, and an afternoon off without any dough registers gloom on the faces of these six crewmembers.



This statuesque pose shows Anthony Pedicini as he took time out from his lifeboat scraping job on the Jackson to oblige Agulto and his camera. Tony must have been thinking about a ride on the New York subway.



These SS Madaket crewmembers were pretty well contented and show it on their faces. Some of those in photo are Walter Copper, A. R. Sawyer, Julian Wilson, Carl Carlson, Joe Weston, Chester White, E. Zedokeros, Hugh Meacham and V. S. Kiehl.



Agulto also boarded the SS Madaket when she called at Manila and found that crewmembers Kuhl and Chico were serious subjects for his camera.

♪ ♪ ♪



On the serious side is this photo taken recently aboard the SS Harry T. as services were conducted by a Catholic priest, the Rev. William J. Gordon, professor at Villanova College, who was a passenger on the SIU-contracted ship. Kneeling at left is Ray Pulliam, Ship's Delegate. Father Gordon lauded the Seafarers crew as "a credit to the merchant marine."



Three Madaket cutups quench their thirsts with some San Miguel refreshments. Agulto said there were no dull moments in getting these men to do their stuff for the camera.