

SEAFARERS LOG



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

VOL. XII

NEW YORK, N. Y., FRIDAY, SEPTEMBER 15, 1950

No. 18

Seafarers Rejects C G Plan For New 'Validated' Papers

Protests Spike Plan To Scuttle Merchant Fleet

The plan to liquidate the US merchant fleet, advanced by an unnamed government agency to let foreign nations improve their economic position, appears to have been "spiked," according to Senator Warren G. Magnuson, chairman of the Senate merchant marine subcommittee.

Although the plan was not released officially, it was circulated throughout the maritime industry, and it evoked a storm of protest.

The Washington Senator said his information was that the controversial plan had been offered to a committee studying ways of helping Western European nations after the Marshall

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Seafarers Log Wins 2 Awards

The SEAFARERS LOG once again was awarded two prizes in the annual Journalistic Award contest sponsored by the International Labor Press of America, an official AFL body, it was announced this week.

Selected as the best feature article was "The Union Hiring Hall—A Way Of Life," which appeared in the April 21st issue of the LOG.

Second place was given to the editorial cartoon "Talk About The Atomic Bomb," which dealt with the booming prices and profits, from the July 21st LOG.

The cartoon, which has already been reprinted by the labor press throughout the country, is reproduced on Page 2 of this issue.

Previously, the LOG had won two second prizes in 1947 for its editorial cartoon and pictorial display, and, in 1948, first prize for the best editorial and second place for its editorial cartoon.

Last year, the LOG was disqualified from competition because the Editor served as one of the judges.

"The Last Laugh..."



The Super-Supers Begin Their All-Out Attack

Since the communist aggression got under way in Korea we've been witnessing a sorry show of hysterical finger-pointing by sundry characters posing as super-patriots, but who apparently don't give two hoots for the democracy we are so intent upon preserving.

More surprising, perhaps, than the witch hunters themselves has been the effectiveness of their wild charges. A few short weeks ago, for example, a television actress named Jean Muir was removed from a show moments before it was scheduled to begin because the sponsor, General Foods Corporation, had received a dozen or so letters protesting her appearance. Miss Muir was accused of once having sympathized with a communist-front organization.

General Foods said it didn't want to get mixed up

in anything that might affect the sale of its products, so it cancelled Miss Muir's contract. No effort was made to investigate the allegations, no hearing was given the actress. She stood convicted solely on the basis of the finger-pointing of a few individuals, the background and motives of whom the food company didn't even bother to question. So much for Miss Muir, the former actress, several of whose accusers later said they didn't mean to cause her the loss of her livelihood.

At the moment another actress (of no mean proportions) by name of Gypsy Rose Lee, is being subjected to the same kind of treatment. A Chicago American Legion official has demanded that the American Broadcasting Company ban Miss Lee from a forthcoming radio

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The deep sea sections of the Seafarers International Union went on record this week to ignore the Coast Guard's proposal that seamen voluntarily surrender their present certificates for a new "specially validated merchant mariner's document."

The SIU A&G District and SUP memberships, at special meetings up and down all coasts, voted unanimously "to notify (the Coast Guard) that members of our organization have no intention of signing applications for new seamen's certificates as proposed by the Coast Guard."

SIU International President Harry Lundeberg informed the Coast Guard of the Union's stand in a telegram to Commandant Merlin O'Neill in Washington.

The Coast Guard's attempt to get SIU seamen to go for their proposal on a voluntary basis "sounds very suspicious to us," Lundeberg's message stated.

"If this is supposed to be for security reasons, it is not what we understand a screen to be," the telegram continued. "Furthermore Coast Guard has tolerated communists and other subversives in American ships for years without attempting to get rid of them so we can't understand why all of a sudden bonafide

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The Super-Supers In Action

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show because she allegedly appeared for a communist front organization, according to his information.

The source for the charges against both women is a book called "Red Channels," published by a former FBI man, Theodore Kirkpatrick, which lists entertainers having connections with red-front organizations. Miss Lee is listed as having entertained a commie-front group in New York's Hotel Capitol last March. Kirkpatrick got his information from a story in the Daily Worker. Miss Lee denied that she ever appeared and the radio network called upon the Legion accuser to substantiate his charges.

The Legion official passed the buck to the publisher of "Red Channels," saying he was not an investigator. The "Red Channels" publisher replied that he is "not adding any further documentation to the information already published."

Miss Lee, who is an official of the American Guild of Variety Artists, and who has signed an anti-communist affidavit, is outraged but apparently helpless. "Am I just to be left high and dry?" she asked. "I'm the victim of accusations and everyone of them is a lie. Now everybody is trying to pass the buck and forget it. What can I do? This is an outrage."

Although seafaring is a bit afield of Miss Lee's type of artistry, she and seamen are in the same boat when it comes to exposure to wild, baseless charges.

Under the Coast Guard's current screening program, two Seafarers recently were barred from ships. The men protested to the Coast Guard and sought an explanation of the action. No reason was given for the Coast Guard's decision and demands that an appeal be heard, in compliance with the guarantee made by the Coast Guard that such ruling could be appealed, were met with notification that the Appeal Board is as yet non-existent.

It is this kind of sniping in the dark that the SIU is vigorously attacking and, from present indications, it appears that the Coast Guard is no more above such performances than are the irresponsible groups that have cost Miss Muir her means of livelihood, and which are seeking to do the same for Miss Lee.

If a man is a commie, and consequently a threat to our security, then by all means he should be kept off the waterfront. The SIU has been fighting to keep the commies off the waterfronts of North America for the past dozen years, but there was never any question about the status of those whom it attacked.

But, if a man is not a commie, we have a right to know why he is being deprived of making his living in the only way he knows how.

The SIU is just as determined to see that seamen get the full protection guaranteed in our democracy, as it is in defeating the communistic ambition to wipe freedom from the face of the earth.

The only ones who can profit from the current hysteria and hurling of indiscriminate charges are the communists themselves. It is exactly the kind of program they would foster in order to confuse democracy-loving Americans and to encourage loss of faith in the democratic process.

The Log's Prize Winning Cartoon "Talk About the Atomic Bomb!"



This is the cartoon which was judged second best in the AFL Journalistic Award Contest. Awards will be made at the forthcoming AFL convention.

Men in the Marine Hospital

BALTIMORE

J. HAYES
FRED PITTMAN
TONY MASTONTUNO
PHILLIP DEXTER
A. S. WHEELER
GEORGE JACKSON
GEORGE MELTZER
ZYGUNUND WYDRA
S. L. CONTRELL
S. P. DRURY
R. S. HODGES
P. MATAN
WM. LANE

SAVANNAH

WM. C. SHEALY
LEO KUDERAND
W. J. MORRIS
WILL JONES

MOBILE

M. MORRISON
F. HOBIN
A. SAAVEDRA
W. M. SIMPSON
TIM BURKE

BOSTON

J. KALLASTE
E. DIRKSMEYER
GEORGE WELDON
A. FERRIE
R. LUFLIN

NEW ORLEANS

J. BEDDINGFIELD
C. A. BROWN
JOHN CALDWELL
WILSON O. CARA
LEWIS F. CAUBLE
WINSTON R. CHANDLER
ROGELIO CRUZ
THOMAS F. FAULKNER
ERNEST E. GROSS
ROBERT H. GUIBERSON
L. A. HOLMES
GEO. F. IMMEL
D. D. KELLY
HUGH F. LAGAN

LEO H. LANG
WILLIAM MAUTERSTOCK
E. NAVARRE
W. H. PARKER
OTTO PEDERSEN
J. R. PHIPPS
LONNIE R. TICKLE
R. W. THOMPSON
LOUIS VECCHETT
L. WILLIS
WALTER O. WILSON

SAN FRANCISCO

ERNEST SCHIWEK
EDWARD L. PRITCHARD
JAMES HODO
DEMOSTHENES TSELEKIS
WILLIE WATSON
MICHAEL ARMANDO

NORFOLK

JOHN M. SADLER

SEATTLE

EDWARD RULEY
PHILADELPHIA—ST. AGNES
DIEGO CALARIN

BRIGHTON, MASS.

ROBY S. LUFLIN
FRANK ALASAVICH
ANGELO FERRIE
A. REMOS

GALVESTON

W. VIDAL
A. J. BROWNE
W. J. OLIVERI
L. EVANS
A. P. COPA
L. E. COHEN
G. W. RIDICK

FORT STANTON, N.M.

C. NEAL
GIDLOW WOODS
A. MCGUIGAN
J. LIGHTFOOT

D. McDONALD
R. A. RATCLIFFE
P. SMITH
S. WALKER

STATEN ISLAND

J. L. ROBERTS
J. CHAKER
D. IRVINE
K. PUCHALSKI
J. O'QUENDO
G. EVERETT
G. GYLPTIS
W. MEEHAN
P. KUBEC
P. PRON
D. KOROLIA
O. STEFANSSON
P. ASIGON
L. HOLLIDAY
J. QUIMERA
J. DE JESUS

ELLIS ISLAND

G. G. GAGE
M. COLLINS
W. HUSSON
B. T. KNEW

MANHATTAN BEACH

J. T. EDWARDS
E. FERRER
V. CHESNER
M. BRUNO
R. A. BLAKE
J. PADZIK
E. LOPEZ
W. PADGETT
J. J. DRISCOLL
J. H. ASHURST
A. LOMAS
V. MILAZZO
H. S. TUTTLE
S. BERGSTROM
P. VORKE
R. CALUBRA

Bill Padgett, SIU delegate at Manhattan Beach Hospital, can be contacted from 3-4:30 PM every day on the second deck, West Side, Ward L.

Seafarers Turns Down Coast Guard Plan

Take Those Jobs As They Come, Says Baltimore

By WILLIAM (Curly) RENTZ

BALTIMORE—Shipping slowed down here in the past two weeks. In spite of the spurt enjoyed here in the last month, we still have plenty of men on the beach, although it appears that some of them are not anxious to ship out.

A lot of these men have been passing up jobs, especially on Ore Line ships, figuring that in the good shipping they could pick their spots. This is always a mistake, because a drop in shipping suddenly finds these guys high and dry. Furthermore, it means that white cards have to be issued to fill the calls.

The smart thing is always to take the jobs as they come on the board; that's the sure way.

PAYOFFS

Ships that paid off here during the past two weeks were the Carolyn, Chilore, Raphael Semmes, Algonquin Victory, Yorkmar, Feltore, Evelyn, John H. Marion, Robin Locksley, Andrew Jackson, Marore, Strathcape, Catahoula, Cape Mohican, Alamar, Bienville and Monroe.

Signing on were the Chilore, Yorkmar, Andrew Jackson, Alamar, Raphael Semmes and the Bienville.

We also had a bunch of ships here in-transit. Four of them were Waterman vessels, two Isthmian and the rest were scattered among other outfits.

The payoffs came off smoothly, with all hands present and waiting until everything had been settled. All beefs were squared away right on the spot.

One of the most pleasant payoffs was that of the Calmar ship that came in without one hour



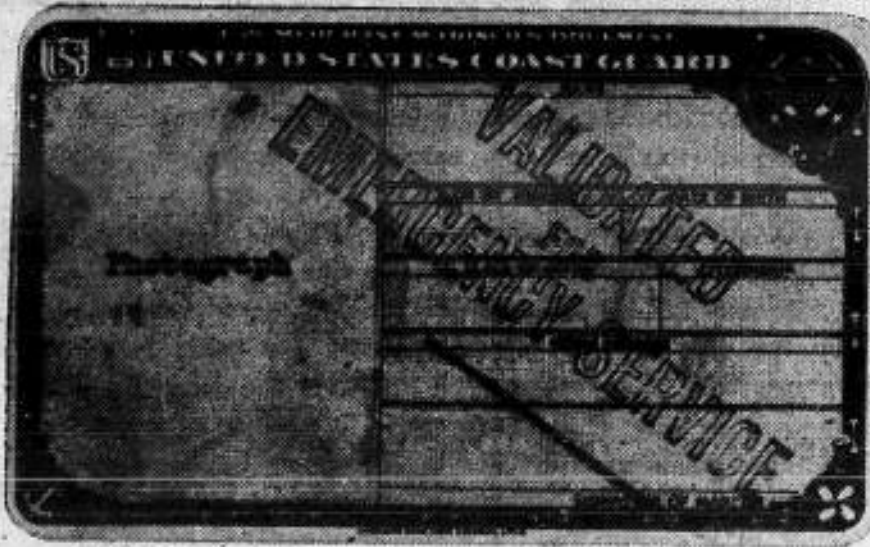
of disputed overtime. She came in very clean and, although you can never count on anything, we hope the next time she arrives she'll be in the same shape.

RIGHT WAY

By the way, Brothers, when ever you put in overtime, make sure that you turn in a complete record of it to your department head. Never put in for overtime before doing the job, because no one can accurately estimate how long a job will take. Besides this violates our agreement.

Everything is running smoothly in Baltimore, and we're hoping it continues that way. Let's take those jobs when they hit the board, and let's not have any ships going out shorthanded. We must not lose anything of what we have fought so hard to gain over the years. It wasn't so long ago that we were walking picketlines to get what we now enjoy in the way of wages and working conditions.

INTRODUCING COAST GUARD GIMMICK



This is a facsimile of the new "validated" emergency papers which the Coast Guard is asking seamen to apply for. Although the CG says that applications are voluntary, their official announcement says that "it may be expected that after a reasonable time only those persons holding specially validated documents will be eligible for employment on merchant vessels"—which is a pretty roundabout way of saying that the "voluntary" business is strictly a gag, and the Coast Guard plans to make it stick.

Although the Coast Guard assured everyone that no charge would be made for the new document, both the SIU and SUP said, "no, thanks" — and said it unanimously.

AFL Accuses Reds Of Violating Trade Union And Workers' Rights

The International Confederation of Free Trade Unions has submitted to the United Nations Economic and Social Council a document bristling with charges of violations of trade union and workers' rights by the Soviet Union.

Trade unions in the Soviet Union since 1932 have not called a convention. In 1934, the practice of fixing wage rates and working conditions by collective bargaining conditions was discontinued. Since then, wages in the USSR have been determined by Soviet government agencies.

In 1947, the idea of collective agreements was reintroduced — but in name only, since currently negotiated agreements in the Soviet Union exclude wages and working conditions.

Trade Unions in the Soviet Union are directly under the thumb of the communist party.

The ICFTU report quotes a statement from the Soviet magazine, Trud (April 20, 1949) by V. V. Kuznetsov, chairman of the Central Council of Soviet Trade Unions, that "in all their activities the trade unions unrelentingly follow the directives of Lenin and Stalin on the role of trade unions."

The ordinary Soviet laborer is as tied to his machine as if he were chained to it.

Surrounded by laws which inhibit free choice of job, hedged about by regulations which bar movement from one job to a better job, he faces drastic penalties for the most trivial offenses.

One decree of June 26, 1940, declared that no worker could leave his job or apply for another job without the consent of his employer.

A worker found guilty of such offense faces imprisonment up to 4 months. A worker employed in a munitions factory who is found guilty of the same offense

can go to prison for as high as 8 years.

The Soviet government has published a work called Model Rules for Workers.

According to Section 21, disciplinary penalties are visited upon any worker "who is late in coming to work without valid reason, or leaving his work to go to lunch too early, or late in returning after lunch time or slacking during working hours."

This provision applies only to those less than 20 minutes late. Anybody more than 20 minutes late is liable to criminal prosecution.

There are special regulations regarding "the material liability of workers for damages" and losses of plant property for which they are made responsible.

Management has a unilateral right to deduct from wages specific sums as compensation for losses and damages attributed to the workers. This is from the Official Textbook of Soviet Labor Law, pages 284 to 297.

Workers have to pay 5 times the value of the actual loss if any raw materials, partly processed or manufactured goods, tools, working clothes and other factory property entrusted to them, are lost or damaged because of their negligence.

The individual worker has no control or bargaining power in determining his wage. His foreman decides that, based on an official handbook which classifies various jobs and the corresponding wage category.

"In effect, no diversity," says an official comment in 1947 (No. 8, Trade Union, organ of the Central Council of Soviet Unions), "in the determination of wage systems and levels can be admitted under the conditions of unified national economic planning."

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American seamen who are anti-communists have got to change their papers.

"Until such time as you give us a proper explanation of the activities of the Coast Guard in this respect we have no intention of complying," the SIU official declared.

In announcing that seamen would be asked to voluntarily apply for a new "specially validated merchant mariner's document," the Coast Guard said the applications would be "forwarded to Coast Guard Headquarters in Washington, D. C., for approval." It added that "an average of 30 days from date of application would be required for processing."

The Coast Guard did not say, however, what the "processing" was for and by whom it was to be made. In fact no explanation or reasons for the issuance of the new certificates and the surrender of the present ones was given at all.

The suspicious nature of the Coast Guard scheme was further evidenced by a contradiction contained in its memorandum on the issuance of the new seamen's papers.

Although applications were to

be made on a purely voluntary basis, the CG memorandum concluded with this statement: "It may be expected that after a reasonable time only those persons holding specially validated documents will be eligible for employment on merchant vessels."

In New York, SIU Vice-Presidents Paul Hall and Morris Weisberger characterized the Coast Guard's plan as "another of its moves against seamen."

"The best way for the Coast Guard to win the confidence of the American seamen is for it to knock off this double-talk and come clean as to just what it's trying to do."

"As a matter of fact the Coast Guard still has to make good on its promise to set up review boards to handle cases of seamen barred from sailing," they said. "It's been more than two months since the unions were promised this protection against possible injustice to its members."

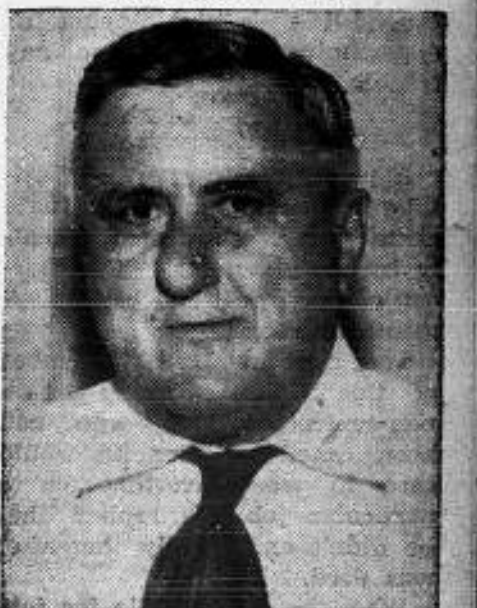
"They ask for our support with one hand, but never let us know what's going on in the other one. Our job is to protect our membership against any encroachment upon their rights and we're not going to be placed in the position of stooging for the Coast Guard."

The SIU officials recalled that the SIU has been vigilant against communist infiltration and the waterfront and that commies are virtually non-existent in the Union.

"In the fight to preserve democracy, let's not dump democratic procedures," Hall and Weisberger said.

Meanwhile both the A&G District and the SUP cautioned its members not to lose their present seamen's papers. Loss of the papers would mean they could not be replaced and application would have to be made for the new "specially validated" papers.

Gets POW Pay



Wearing a broad smile and hardly looking like the half-starved, bent man who was liberated from a Japanese prison camp eight years ago, Seafarer Earl Spear walked into the SIU's Special Services office the other day and said that he had finally won settlement of his prisoner-of-war claim. Brother Spear sweated out two and a half years of internment under the Jap occupation of Manila, dropping from 206 to 128 pounds.

Spear was ashore in Manila when the islands fell and the Japanese tossed him into an internment camp on January 4, 1942, where he remained until he and his fellow unfortunates were liberated on Feb. 23, 1945 by paratroopers.

Ships Into Lay-Up Take Edge Off Good Shipping In New York

By JOE ALGINA

NEW YORK—If it hadn't been for several ships going into lay-up, shipping very likely would have continued to be pretty good in this port. As a result of the lay-ups, job opportunities dropped somewhat.

Here are the payoff ships: Hilton, Suzanne, Frances, Kathryn and Jean, Bull; Chickasaw, Beauregard, Topa Topa and Fairland, Waterman; Steel Seafarer, Steel Director, Steel Surveyor, Steel Maker and Steel Architect, Isthmian; Trinity, Carras; Bull Run, Mathiasen; Evangeline, Eastern, and the Seatrain Havana.

Of these, the Jean and the Evangeline went into lay-up.

One ship, the Gadsden, came out of lay-up this week and somewhat offset the loss caused by the boneyard entries.

The sign-ons were the Beauregard, Kyska, Robin Locksley and the Bull Lines ships and the Seatrain Havana.

Now that the Coast Guard is looming larger in the present picture, here's a good rule for all men to bear in mind. We've always stressed that it is a must for men to keep sober and avoid fouling up aboard ship.

With the probability that CG hearing units will become active again, it is essential that men stay on the ball. We've had



enough experience to know how high-handed the CG can be in dealing with seamen. So be careful not to give anyone an opportunity to cause you any trouble.

RAW DEAL

A pretty arbitrary way of settling an unemployment insurance claim was demonstrated recently by the New York State Bureau of Placement and Unemployment Insurance.

The case involved a member of this Union working on a non-contracted ship who had been asked whether he would care to work overtime on a particular job. He replied that he didn't and shortly thereafter was fired.

When he went to file for jobless pay, he was turned down because the unemployment bureau's record showed that the company said the man had refused to work overtime. The case was appealed.

In representing the man, the Union contended that, since he had only been asked whether he cared to work, it had been left to the man's discretion. Furthermore, the job had nothing to do with the welfare of the ship or the crew.

The referee, a former army officer, took the view that the applicant had refused an order and ruled against his claim.

In deciding the case, the unemployment office relied solely on the company's written claim. Neither the Mate, Bosun nor Skipper appeared to testify.

As an ex-army officer, the referee apparently construes everything as an order and, as he said, "orders must be obeyed." This is not the first time that seamen have been given shabby treatment by the unemployment insurance office.

REPEAT PERFORMANCE

Previously they had been telling men reporting for unemployment insurance that they should report to the Army Transport Service for jobs — although no jobs existed there. It was merely a waiting list they referred to.

This latest ruling by the referee makes us wonder whether the unemployment insurance agency is on the job to see that jobless seamen get what is rightfully theirs, or whether they are out to run interference for big business.

Union Wreckers Are Warned

The SIU is on record that charges will be placed against men guilty of being the following:

PILFERERS: Men who walk off ships with crew's equipment or ship's gear, such as sheets, towels, ship's stores, cargo, etc., for sale ashore.

WEEDHOUNDS: Men who are in the possession of or who use marijuana or other narcotics on-board an SIU ship or in the vicinity of an SIU Hall.

GASHOUND PERFORMERS: Men who jeopardize the safety of their shipmates by drinking while at work on a ship or who turn to in a drunken condition. Those who disrupt the operation of a ship, the payoff or sign-on by being gassed up.

This Union was built of, by and for seamen. Seafarers fought many long and bloody fights to obtain the wages and conditions we now enjoy. For the first time in the history of the maritime industry a seaman can support himself and his family in a decent and independent manner. The SIU does not tolerate the jeopardizing of these conditions by the actions of irresponsibles.

In any occupation there is a small group of foulballs. While the Union has been fortunate in keeping such characters to a minimum, we must eliminate them altogether from the SIU.

All Seafarers, members and officials alike, are under obligation to place charges against these types of characters.

CITIES SERVICE SEAMEN BECOME SEAFARERS



Pictured here in the SIU's New York Hall, this group of Cities Service seamen, all of whom were recently shipmates aboard the SS Paoli, have received book membership in the Seafarers. From left to right: Donald Booz, Elmo Robinson, Edgar Dillon, Fletcher Robertsoff, John De Rocha, John Lasky and Paul Efstathiou. All of them are continuing to sail in the Cities Service fleet.

Job Boom On West Coast Continues; No Let-Up In Sight

By LLOYD GARDNER

SAN FRANCISCO — Activity in the harbor here is reminiscent of the late war. The docks are jammed with ships, while others wait at anchorage for their turn at berths. The job situation, therefore, has been very good, and it looks as though it will remain that way for some time.

I have visited all the SIU-contracted ships in port here, and squared away the usual run of beefs. The Coe Victory, Victory Carriers, paid off clean with a good crew. The same holds for the Southstar, South Atlantic, skippered by Captain Haman. The entire crew praised Captain Haman. It's always a genuine pleasure to payoff ships like these two.

WRONG VIEW

It appears that a great many of our guys behave themselves and do their jobs well on the

East Coast. But for some strange reason, a few of them are under the illusion that once they hit the West Coast anything goes and to hell with the ship and the contract, which calls for a day's work on the West Coast as well as anywhere else.

I want to say for these guys' benefit: Knock it off! Get that idea out of your heads. Gashounds, performers and guys goofing off from their work will be given the same treatment out here as they get in every other SIU A&G District port.

The membership has repeatedly gone on record instructing the officials to take action against foul-ups. And the membership's policy and the Union rules will be rigorously enforced in every way out here.

The Wilmington, Calif., representative, Jeff Morrison, who had done a fine job as West Coast

representative, have assured me that they intend to pursue the same policy.

CELEBRATION

This has been a big week here. The California Centennial, celebrating the Golden State's 100th

Seamen Wanted

From Seattle, SIU Port Agent Ray Oates has wired that the West Coast shipping boom continues to drain the beach of men and that there are shortages of most ratings.

Barring an overnight change in conditions, Brother Oates says that Seafarers wishing to ship out in a relatively short time will find the West Coast a good spot to be in right now.

Boston Shipping Down From Peak

By BEN LAWSON

BOSTON — The fairly good shipping enjoyed up in this port during the past few months appears to have hit its peak, and from here on out is expected to slide.

On the payoff side in the past two weeks were the Ann Marie, Binghamton Victory, Simmons Victory, Bull; Kyska, Waterman; John Stagg, Philadelphia Marine Corporation; W. E. Downing, State Fuel, and the Council Grove, Bents Fort and Winter Hill, Cities Service.

Signing on again were the John Stagg, Binghamton Victory, Simmons Victory, Council Grove and Bents Fort.

VISITORS

In addition the following ships called in-transit: Steel Seafarer, Anniston City, Isthmian; La Salle, Waterman; Beauregard, Waterman, and Robin Mowbray, Seas Shipping.

There were a few beefs on overtime on the Stagg and the Ann Marie but these were settled to the satisfaction of all hands involved.

The Yarmouth, which has been on the Boston-Nova Scotia run, will be tying up on September 18 and that will put plenty of men on the Boston beach. Our spurt in shipping seems ended, for the time being anyway.

In the Boston Marine Hospital this week are J. Kallaste, E. Dirksmeyer, Gorge Weldon, A. Ferrie and R. Luffin.

That's all for now. More in the next issue.

Check Sailing Time

Don't depend on guesses or rumors. Before going ashore, take a look at the sailing board so you'll know when your ship is scheduled to leave port. If the time is not posted, ask the Delegates to find out the correct departure time from the Mate.

In any event, don't leave the ship until you know when you're due back aboard. You'll save yourself and your shipmates a lot of trouble by checking with the proper sources.

year as one of these great United States, was a huge success. I think the people of California can justly be proud of their State. I have always felt that way and I have travelled the length and breadth of the State many times — sometimes riding the cushions, and many times on the better freight trains. Oh, for those good old days!

Anyway the weather is swell, the fishing is good and it looks as though the fightin' Phillies are in for the National League pennant. What more could a guy ask? The A's—why bring that up?

I have run into a number of old shipmates and friends, something that is always a real pleasure. In fact, I hope to get a chance to meet and talk with more of them soon.

That's about all from Frisco, but we'll be back with more in the next issue.

Camera Roundup Of SIU Crews At Sea



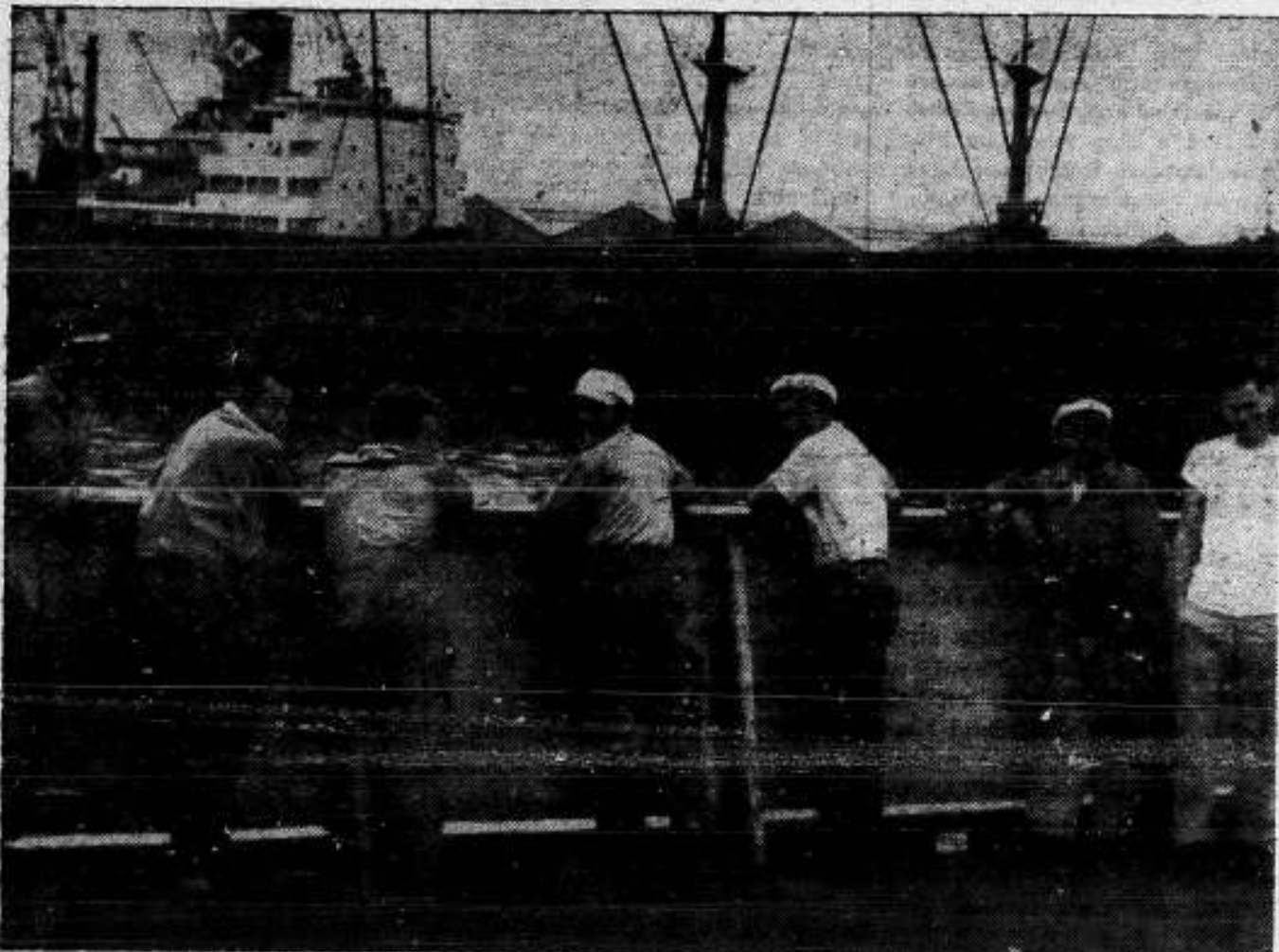
Basking in the sunlight aboard the Cities Service tanker Bradford Island, Seafarer "Red" Campbell, who occasionally contributes laugh-loaded accounts of his voyages to the LOG, shows the cameraman how he looks in one of his more serious moments.



All hands register smiles as the Bradford Island's shipboard photographer gets them to pose for a SEAFARERS LOG photo. This good shot would have been better if names of the men had accompanied it.



The man who took these Bradford Island photos left the name getting to a shipmate. The photographer showed up at the LOG office with his pics, but the name-taker didn't arrive by press time. So the men shown here has to be referred to as "unidentified."



ABOVE—This trio of Semmes Seafarers are (l. to r.) Charlie Sanderson, AB; John Friend, Fireman, and Willie Blanding, Oiler, whose accordion-playing helped make those off-hours more pleasant for the crew.

LEFT—With the SIU-contracted Fairport serving as a backdrop, John Friend of the SS Raphael Semmes caught this shot of some of his shipmates at the rail during stopover in Antwerp. Left to right: Willie Blanding, Oiler; Nelson, AB; Kells, OS; Rudy Tick, AB; Pete Matuze, OS; Andy Anderson, AB, and Jim Howisan, Oiler.



This Seafarer is all smiles as he wields paint brush aboard the Steel Fabricator. Photo was taken on recent return trip to the States by O. Romaine, a passenger, who submitted it and the one on the right to the SEAFARERS LOG.



Passenger Romaine, who was returning from a stint as photographer for an archeological expedition in Egypt, found the zip and zest of Seafarers at work, as demonstrated in photo above, a welcome change in subject matter.



SHIPS' MINUTES AND NEWS

The Tale Of The 'Ancient' Mariner Has A Happy Ending For All Hands

Despite a somewhat bleak beginning, the recent Far East voyage of the SS Steel Mariner turned out highly successful, thanks to the personable, efficient crew that manned the Isthmian freighter, Seafarer Blackie Otvos reported this week.

Blackie said that when the boys boarded the snow-covered ship for the sign-on March 13, "the 'Ancient' Mariner lay stone cold dead in the harbor." However, with the crew aboard, things perked up immediately—and kept perking until the swift, clean payoff in New York five months later.

The trip was spotted by some casualties among the crew, Blackie said, with Tommy Langanos sustaining severe injuries while working on deck. He was left at Honolulu's Tripler General Hospital, where he is reported to be recuperating. It'll probably be another month before the popular Langanos is able to navigate under his own steam again, Otvos figured.

SOME LUMP

"We nearly left two other boys behind," continued Blackie, "but Lady Luck gave the push and everything came out okay. Lou Zompetti, a Messman and a top-notch, had a tooth yanked in Aden. His noggin looked more like a basketball until the tooth was out.

"Old John Sair, Wiper, fell off a staging in the Engine room and got banged up. And on the way back to the Philippines Jack Schaeffer got a tropical poisoning and had to be left in Bais. Fortunately, he caught up with us again in Manila a few weeks later."

Among the Brothers providing the bright spots of the voyage were "Pop" Kennedy, OS; Ahmed Hussein, OS; Bill Rowe, Oiler; Frank Buono, Cook, and "Singing Mike" Kennedy, the talented thrush who works as Deck Engineer.

No phase of the trip was more popular than chow time. "The scow was as quiet as a cemetery til the chow bell rang," Blackie recalled. "But then it was stand clear. Anyone standing idle in any of the paths leading to the messhall would have been



BLACKIE OTVOS

trampled to death. No wonder, the cooks really did a first-class job."

A family reunion was celebrated in Singapore, where the Steel Mariner crossed paths with another of the Isthmian freighters, the Steel Admiral. Aboard the Admiral was Harry Rowe, brother of Bill, the Mariner's Oiler.

The Steel Mariner was the first Yankee ship to hit Bais in about a year, Blackie said. "Although the beer was steep (one peso) we had a swell time. Some of the boys still correspond with the fair maidens of this tropical port. One of the crewmen reports that their biggest request is for Sears, Roebuck catalogs."

"Ship's Delegate Steve Karlak teamed up with the local harmonica group in Bais, with Bill Kennedy supplying the vocals and the rest of the crew joined in a la Sinatra," Otvos says. "And we left behind a tall stack of empty beer cans and fond memories."

Throughout the voyage the Steel Mariners were kept informed through the medium of the Overseas Edition of the SEAFARERS LOG, which reached

them in various ports. Blackie said the lads awaited the Union newsheet wherever they went, and all hands are for continuing this Union service.

Blackie closed his account of the "Ancient" Mariner's trip by telling of Bosun Will Denny, who raved all the way home about two old acquaintances named Lulu and Linda.

"I don't know who the girls were we saw him with. One might have been Linda, but they sure looked like Lulus to me," said Blackie.

Notice To Crews

No SIU Crew is to pay off any ship until the crew's quarters and equipment are as clean as any Seafarer likes to find a ship when he first goes aboard. Patrolmen have been instructed that the crew's quarters must be absolutely clean before a payoff will be allowed. Please cooperate with your officials in carrying out this membership order.

THEY HAVE A GOOD CASE



After presentation of brief cases to vessel's Union delegates, Del Norte crewmembers gathered for this photo in the crew's mess. The ladies—Sister Chopin (left) and Sister Johanson—are the popular Stewardesses.

The smooth-functioning crew of the SS Del Norte, Mississippi passenger cruise ship operating out of New Orleans, apparently believe in making the delegates' jobs as easy as possible—if the little ceremony that took place aboard the vessel recently is any indicator.

Very informally, as many of the crewmembers as could, gathered in the messhall where spokesmen presented each of the Delegates with a leather brief case, in appreciation of the job being done by these men and

as a means of helping them handle the task more efficiently. The ceremony was also a symbol of the cooperation existing among the crewmembers.

The brief cases, each of which bears a handpainted emblem of the SIU, the title of the delegate and the ship's name, were presented to Blackie Bankston, Ship's Delegate; Bobby Garn, Deck; Jack Thornton, Stewards, and Gordon Peck, Engine.

E. Reyes, a member of the Del Norte crew, painted the inscriptions on the cases.

J. C. McIntyre Dies Aboard Seatrain Havana

John C. McIntyre, a member of the SIU's Atlantic and Gulf District since its founding, died aboard the SS Seatrain Havana off the Florida coast as the vessel headed for Texas City on September 3. He was 54 years old.

According to A. L. Seay, Ship's Delegate, Brother McIntyre became ill while working about 11 AM. He died several hours later.

Two crewmembers, Vincent Becker and Louis Greaux, arranged for transportation of the body, which was removed from the Seatrain Havana when it docked in Texas City on September 6.

The body was shipped north to McIntyre's next of kin in Union City, N. J. Burial was in

New Jersey. The crew sent a wreath to the funeral.

Brother McIntyre, who was born in Latta, South Carolina, on July 8, 1896, joined the SIU in the Port of New York on November 21, 1938. He sailed in the Engine Department and carried Book No. 444.

McIntyre's sudden passing threw a pall of grief over the crew, William F. Janisch said that "Brother McIntyre's

passing is a terrific blow to all of us. That the Seafarers has lost one of its staunchest supporters goes without saying."

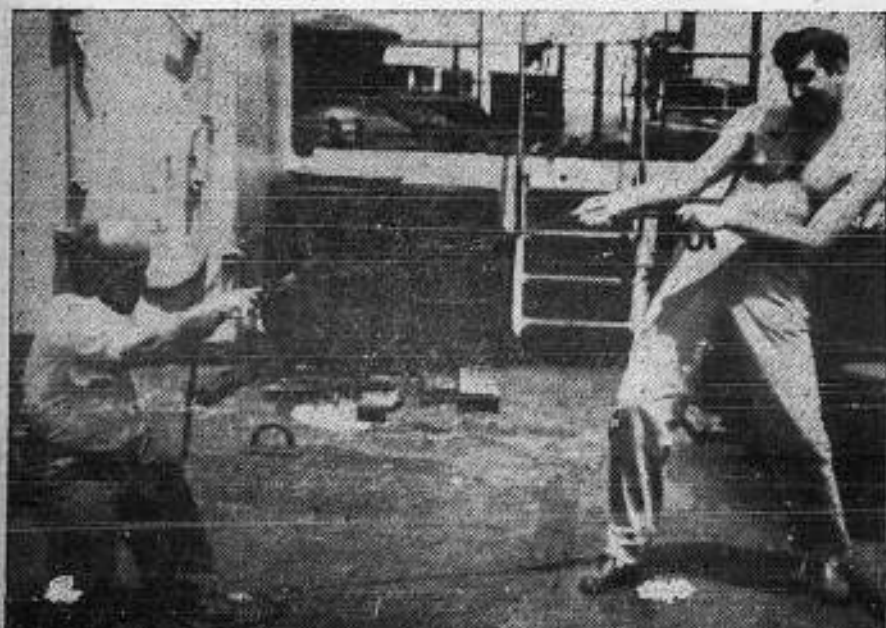
Janisch added that "all hands aboard the Seatrain Havana wish it to be known that Brothers Vincent Becker and Louis Greaux, together with Captain Van Gelder and Chief Mate Sinnick, did everything in their power to help our dear departed Brother."

END OF A TOUGH JOB



Tommy Freeland sent in this photo of shipmates L. Dower and George Pepler, as they were standing by on overtime during recent trip on Steel Admiral. Young elephant was among animals brought here from Africa.

ANYBODY GOTTA KNIFE?



Seafarers Curf Starke (left) and W. L. Nihem cut up for the camera aboard the SS South Atlantic. Brother Starke, by the way, donated the large SIU emblem that adorns the front window of the Savannah Hall.

Corsair Crewmen Plan Blood Bank

Crewmembers of the SS Alcoa Corsair who become ill and require emergency blood transfusions may find a blood bank at their disposal—if plans adopted at a recent shipboard meeting materialize.

The crew went on record to start a blood bank for seamen. Although the minutes didn't elaborate on the plan, the men apparently had in mind building up of a reserve to meet hurry-up calls to the donors to aid sick Brothers.

Digested Minutes Of SIU Ship Meetings

ALGONQUIN VICTORY, July 23—Chairman, E. Mulford; Secretary, Paul Witthaus, Jr. Delegates reported all departments running smoothly. Because of that there were no matters to be discussed. Bosun Garrison gave a talk on history of the Seafarers, the shipping rules and how a good Union man conducts himself on the ship and ashore.

YORKMAR, Aug. 6—Chairman, Steve Bergeria; Secretary, L. Barcizski. Motion carried that Patrolman check Steward for catering to topside and serving crew stale cakes. Crew asked for a greater assortment of cereal and jam.

CHILORE, July 16—Chairman, James Corcoran; Secretary, W. Gillard. Stewards Delegate raised beef that some men in his department were docked one hour overtime for reporting late for work in Baltimore. Men claimed they were on time. Steward asked to get more blankets aboard.

LILICA, July 16—Chairman, M. Spires; Secretary, H. Ridgeway. Ship's Delegate reported that company was not going to supply mattresses for bunks which had been broken by crew. Beefs on Chief Mate working on deck and method of giving out draws to be taken up with Patrolman.

STONEWALL JACKSON, July 16—Chairman, A. Anderson; Secretary, C. Turner. Delegates reported small amount of disputed overtime. Cooking methods criticized by crew and Steward promised that he would give closer supervision to cooking.



STEEL FLYER, July 23—Chairman, F. Travis; Secretary, R. Stevens. Motion carried to allow black gang to get sugar in messhall when unable to get it from the Steward. Motion carried to have the SIU clarify a situation when Fireman is being paid overtime as Stevedore.

PONCE DE LEON, Aug. 7—Chairman, S. Furiado; Secretary, N. Spencer. Ship's Delegate reported that no repairs have been made for the past four trips and to have San Francisco Agent look into matter. Delegates reported no beefs. Motion carried to have Ship's Delegate and Agent check slopchest when ship reaches San Francisco. Radio Operator to be asked to post war news in messroom. Record holder to be made and new needles purchased.

STEEL DIRECTOR, July 20—Chairman, J. Grant; Secretary, R. McNeil. Delegates reported no beefs. Delegate appointed to collect \$1 from men who had not contributed toward purchase and repair of washing machine. Steward asked to improve variety of

food. Department Delegates to make up and turn over to Ship's Delegate repair lists.

TOPA TOPA, Aug. 31—Chairman, W. Walsh; Secretary, S. Cohen. Ship's Delegate reported on two men who missed ship on the West Coast. Motion carried to have Patrolman see about awning for poop deck. Gaskets for portholes and watertight doors to be checked before crew signs on. Complaint registered on drinking water taken aboard in Ponce.

MALDEN VICTORY, Sept. 3—Chairman, James McRae; Secretary, Red Brady. Delegates reported on number of books and permits in their departments. Motion carried that Ship's Delegate purchase new washing machine in first port of arrival. One man per department per week to handle cleaning of laundry.

PAOLI, Aug. 26—Chairman, A. Jackman; Secretary, Maurice Culp. Delegates reported no beefs. Engine Department urged to get together and elect a delegate before the next meeting. Stewards Department urged to put out better meals.

OREMAR, Sept. 1—Chairman, Eugene Ray; Secretary, R. Durbin. Delegates reported standing of men in their departments. Repair list made up and referred to Captain.

GATEWAY CITY, Aug. 27—Chairman, M. Driscoll; Secretary, J. Kelly. Delegates reported number of books and permits in their departments. Suggestion made that all crewmembers help individually the white card men aboard and acquaint them with the history and functions of the SIU. Chief Steward to inspect the meat and if not up to specifications the Patrolman is to be notified before the ship sails.

DEL VALLE, July 22—Chairman, F. Kendrick; Secretary, M. Gasdy. Delegates reported on book members in their departments. McArty elected Ship's Delegate by acclamation. Need for more electric outlets in saloon pantry mentioned. Mattresses to be inspected by Agent when ship hits port. An Arrival Pool made up to help build the ship's fund.

COE VICTORY, Aug. 27—Chairman, Frank Collins; Secretary, S. Zygarowski. Delegates reported small number of beefs in their departments. Discussion on the hard time the Skipper is giving the Steward. Treasurer reported \$10 in the ship's fund. Crew gave the Stewards Department a vote of thanks for its fine work.

Send Those Minutes

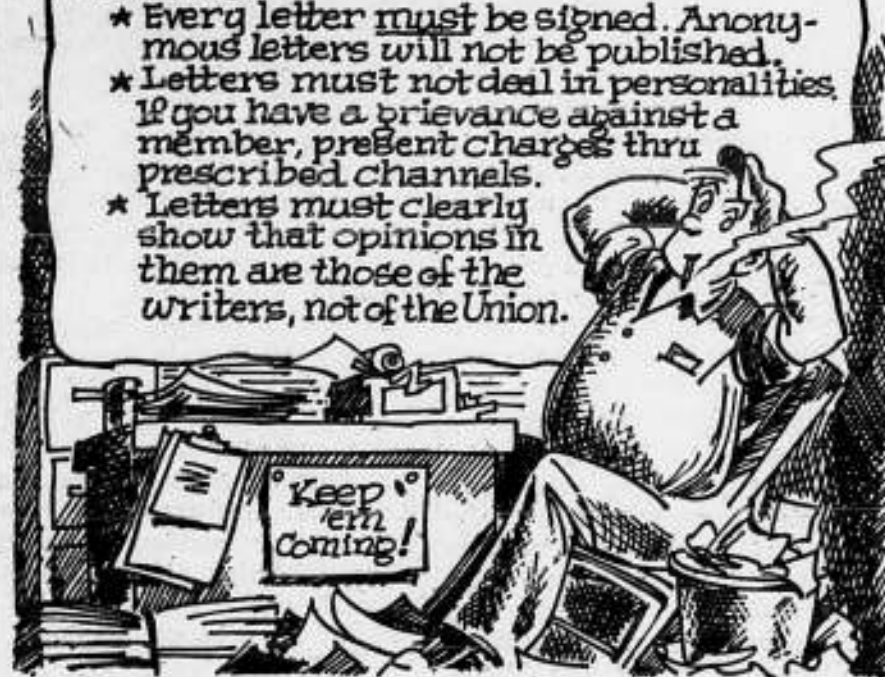
Send in the minutes of your ship's meeting to the New York Hall. Only in that way can the membership act on your recommendations, and then the minutes can be printed in the LOG for the benefit of all other SIU crews.

Hold those shipboard meetings regularly, and send those minutes in as soon as possible. That's the SIU way!

SEAFARER SAYS:

The LOG has always welcomed and printed letters from the membership dealing with any subject of interest, whether or not they dealt exclusively with union matters. The LOG shall continue to follow the same policy in the future, and if you have something to say, it will be printed. However, there are a few rules which must be followed:

- * Every letter must be signed. Anonymous letters will not be published.
- * Letters must not deal in personalities. If you have a grievance against a member, present charges thru prescribed channels.
- * Letters must clearly show that opinions in them are those of the writers, not of the Union.



STEEL WORKER, Aug. 6—Chairman, Teddy Moyer; Secretary, Sidney Switzer. Delegates reported no disputed overtime. Report made on crewmember who left ship in Boston following a personal beef with the Mate.

FRANCES, Aug. 29—Chairman, Carl Cowl; Secretary, Raymond Torres. Motion carried to notify SIU in New York to request the company to post more accurate sailing time than in the past.



NATHANIEL B. PALMER, Aug. 10—Chairman, James Doris; Secretary, V. Sorensen. Motion carried that LOG publish an article requesting the Delegates of ships paying off entire crew to leave copies of repair list and requisition with Patrolman so the new crew will know the score.

ALCOA PARTNER, Aug. 27—Chairman, Nelson Crews; Secretary, Roy Mullins. Delegates reported no disputed overtime. Suggestion made that Union meeting be held every two weeks. Suggestion made that gangway watchman keep a record of the changes of the sailing board in order to avoid confusion and to keep a record of the delayed sailing overtime.

McKETRICK HILLS, Aug. 28—Chairman, J. McKee; Secretary, R. McGinness. Delegates' reports accepted. Resolution adopted calling for better ventilation be provided, to include air-conditioning units to be attached to blowers and, if torrid conditions are not relieved, that the company should pay a daily bonus to the crew for impairment of health and working under unsafe conditions.

CALMAR, Aug. 6—Chairman, Bodzik; Secretary, Kelly. Delegates reported everything running smoothly. Discussion on welfare plan postponed until more comprehensive information is obtained. Motion made that action be taken against men paying off on the west coast, thereby throwing east coast men out of work. Discussion that men can payoff wherever they please. Motion lost.

STRATHCAPE, July 9—Chairman, D. Stone; Secretary, C. Gill. Ship's Delegate instructed to see Captain about having all foc'sles painted. D. Stone elected Ship's Delegate. New mattresses to be purchased for bunks.

ROBIN MOWBRAY, Aug. 20—Chairman, J. C. Howard; Secretary, Amos Baum. Delegates reported everything in order. Motion carried that investigation be made as to why doctor did

not report aboard to examine John Kallaste, who had been sick for several days and had requested a doctor. Suggestion made that old washing machine be traded in for a new model.

WASHING MACHINE

SOUTHSTAR, Sept. 2—Chairman, Gene Lyttle; Secretary, Mike Buckley. Delegates reported everything okay. Motion carried to have overtime sheets checked by Ship Delegates and Agent. Steward reminded he is not to go into crew's quarters while search is being made by customs. Warning issued against anyone carrying news from meeting to topside.

RAPHAEL SEMMES, Aug. 6—Chairman, Frank Van Dusen; Secretary, W. Blanding. Delegates reported everything okay. Motion by Steward to ask negotiating committee to ask for an increase in wages if prices continue to rise before a wage freeze goes into effect.

EVELYN, Aug. 20—Chairman, Charles Mitchell; Secretary, W. Hendershot. Motion carried to discontinue ordering ice as the ship can make all that is needed. Hansen elected Ship's Delegate, with three department delegates to rotate job.



STRATHCAPE, Aug. 27—Chairman, D. Stone; Secretary, Charles Martin. Delegate reported that an answer had been received from washing machine company telling where a DC motor can be purchased for ship's machine. Motion carried that letter be written to LOG about the cooperation between the crew and officers during the trip. Stewards Department given a vote of thanks for the good menus.

Directory Of SIU Halls

SIU, A&G District

- BALTIMORE.....14 North Gay St. William Rentz, Agent Mulberry 4540
- BOSTON.....278 State St. Ben Lawson, Agent Richmond 2-0140 Dispatcher Richmond 2-0141
- CALVESTON.....308 1/2-23rd St. Keith Alsop, Agent Phone 2-8448
- LAKE CHARLES, La.....1419 Ryan St. L. S. Johnston, Agent
- MOBILE.....1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
- NEW ORLEANS.....523 Bienville St. E. Sheppard, Agent Magnolia 6112-6113
- NEW YORK.....51 Beaver St. Joe Algina, Agent HANOVER 2-2784
- NORFOLK.....127-129 Bank St. Ben Rees, Agent Phone 4-1083
- PHILADELPHIA.....337 Market St. S. Cardullo, Agent Market 7-1635
- SAN FRANCISCO.....450 Harrison St. Jeff Morrison, Agent Douglas 2-5475
- SAN JUAN, PR.....252 Ponce de Leon Sal Colla, Agent
- SAVANNAH.....2 Abercorn St. E. Bryant, Agent Phone 3-1728
- SEATTLE.....2700 1st Ave. Wm. McKay, Agent Seneca 4570
- TAMPA.....1809-1811 N. Franklin St. Ray White, Agent Phone 2-1323
- WILMINGTON, Calif. 440 Avalon Blvd. E. B. Tilley, Agent Terminal 4-2874
- HEADQUARTERS..51 Beaver St., N.Y.C.

SECRETARY-TREASURER Paul Hall
DIRECTOR OF ORGANIZATION Lindsay Williams

ASST. SECRETARY-TREASURERS

Robert Matthews Lloyd Gardner
Joseph Volpian

S U P

- HONOLULU.....16 Merchant St. Phone 5-8777
- PORTLAND.....111 W. Burnside St. Beacon 4338
- RICHMOND, Calif.257 5th St. Phone 2599
- SAN FRANCISCO.....450 Harrison St. Douglas 2-8363
- SEATTLE.....86 Seneca St. Main 0290
- WILMINGTON.....440 Avalon Blvd. Terminal 4-3131

Canadian District

- MONTREAL.....463 McGill St. MARquette 5909
- FORT WILLIAM.....118 1/2 Syndicate Ave. Ontario Phone 3-3221
- HALIFAX.....128 1/2 Hollis St. Phone 3-8911
- PORT COLBORNE.....103 Durham St. Phone 5591
- TORONTO.....88 Colborne St. Elgin 5719
- VICTORIA.....617 1/2 Cormorant St. Empire 4531
- VANCOUVER.....565 Hamilton St. Pacific 7824
- SYDNEY.....304 Charlotte St. Phone 6346
- HEADQUARTERS.....463 McGill St. Montreal MARquette 7377

THE MEMBERSHIP SPEAKS



Keep Those Home Fires Burning — The Alawai Men Are Returning

To the Editor:

We of the SS Alawai, a Waterman scow, wish to be remembered to the folks at home and old shipmates on the beach. Most of the present crew signed on June 1 at Tampa, a few others joined at Mobile and New Orleans. Then we sailed for Pedro.

Orders changed en route and took us to the Army base at Frisco, where some very fast loading took place. Our deck cargo of army trucks and ambulances brought back memories of recent war days to many of us.

We left Frisco in the usual California style — blowing and going for the Far East. The fog stayed with us most of the way to Yokohama, our first port of call. I might add here that the fog was so thick that if we had been in a convoy, we would have had to fire the bow gun at intervals and then peep through the hole right quick before it closed up, in order to see the ship ahead of us.

GOOD CREW

We have a good crew all around. We've got a hardworking deck force. In and out of so many ports so often gives them plenty to do. They all go at it in real SIU style and get the job done.

In case Keith Alsop and the boys in Galveston are wondering why Toots Harris has not been haunting the Hall lately, he is busy as Bosun on here. He's a good one and a fine fellow. He says hello to the gang back there.

We have Bill Varn who heads a good and efficient Stewards Department. The menus are good, even if we are getting pineapple and stringbeans on every one of them. Must have been a bargain sale somewhere. He's still liked by all.

The food is well-cooked and well-seasoned by our good and

Keeping In Shape



Larry Schroeder stays young and fit by working out almost daily aboard the SS Ponce de Leon. Here he is as he donned the padded mitts for a couple of rounds with a shipmate.

able Chief Cook Tony Sosa from Tampa. Tony says these decks on these long trips just don't fit his feet "no mo'."

All the boys in that department have built good morale and are maintaining it all along the way. Our Second Cook, Paul Reed; our Baker, Sam, and John Drake, who is a real galley man, are all doing a splendid job.

The Black Gang are all tops. Most always they work in a quiet manner and do their jobs well.

HEAT AND ILLNESS

The heat has been terrific. Quite a few of the boys have been sick, some had to go to the doctors at Manila—two for operations. We're glad to have them back again, as we made that port twice and caught them on the rebound. They are Henry Princiviere, and Emile Hoda.

They're now convalescing in our ship's hospital, and both are doing fine. We regret having to leave one of the Deck Department in the Army hospital at Okinawa.

Captain Ben Martin is very strict but all in all is a good man and an able Skipper, who believes in things being done according to Hoyle. He's to be admired for that.

We are all looking forward to a happy landing in New York City, where we pay off, and from where each man will go in his own direction to see the light burning in the window at home. This is always a welcome beacon to us wandering seamen—like a homing pigeon sighting his nest.

Here's for a happy landing!

B. K.
SS Alawai

On Deck



Harold Rivers (left) and Frank (Red) Beron catch some fresh air on the deck of the SS Baltore, while a fellow crewman records the scene with his camera. Charlie Omahundra, who submitted photo, says crew is "highly pleased with progress Union has made and is still making."

Need Car Repair? He Recommends Reliable Shop

To the Editor:

Recently one of my Union Brothers mentioned that he had to have his automobile repaired and asked me if I knew of a reliable place to get the job done.

It happens that my brother has a body and fender repair shop in Flushing, New York City, and he does work that I would not hesitate to recommend. So I told my Union Brother about it.

When the job was finished, the Union Brother told me that he was highly pleased with the work and suggested that I pass the word to the rest of the members through the LOG, since lots of the guys occasionally need auto repair work and know of no reliable place to get it done.

Here it is:

Paul's Auto Body and Fender Works, 132-15 35th Ave., Flushing, New York City. They can handle any kind of auto job. Don't forget to mention that you're a member of the Seafarers International Union.

Fred Paul

Like He Says, It Seems Sailor Delaney Got Mixed Up In A Floating Fruit Cake

To the Editor:

How I got on this ship—the good ship SS Elly.

I was sitting in the Victoria Bar in Baltimore having a good time. In steps Chuck Allen. He said, "Hello, Jack. How long you been on the beach?"

I say, "About two months."

"Well," says he, "here is five bucks. Get yourself a few drinks."

"Thanks," says I, "Old pal Chuck."

The phone started to ring and the boss, Robie, answers it. He comes over to my table and says, "Polack Eddie says for you — Delaney — to see Johnnie Hoggie at Baltimore and Gay Streets. He has a ship for you."

I said, "Today is Saturday, the hall is closed."

He said, "Don't the Union come first?"

"Yes," I said.

"Well go see him. Johnnie Hoggie is waiting for you."

Well, I meet him and he gives me cab fare to get to the ship. When I get on board I understand the Captain says, "I might as well throw the log book over the side—Delaney is on board."

I see the Chief Mate. I pass the sawbones. Then I find out the ship will sail at 6 AM, so I'll go ashore with a few shipmates.

I'm waiting at the gangway and the Chief Mate goes over the gangway with the smoke-stack under his arm. He is going to peddle it. Says I, "This ship is nuts, not me."

Just then the Second Engineer comes up to go ashore. I said, "What have you got there?"

He said, "Got the main engine wrapped up in a bag." He is going to peddle it.

I said, "I know someone is crazy, not me."

In the morning I get back to the ship and turn to. What do I see but the Bosun riding around on a motorcycle, giving orders

through a loudspeaker. I go back to get a drink of water and in the galley I see the Chief Cook has got two men sliding up and down the stove with hams tied to their feet, keeping the stove well greased. They are going to fry steak for the crew.

Says I, "This ship is nuts, not me."

Dinner we are eating spaghetti and meat balls. The Bosun speaks up and says, "Don't eat the meat balls. Put four in each life boat for fenders."

Well, the Bosun says we need some heaving lines and we ain't got any six or nine thread to make them. I said, "Why not use spaghetti." And, says I, "Use macaroni to tie her up."

Well, that was all okay. As I walk aft, I see the Deck Engineer sawing the winches off the deck. Now how will we get the cargo off the ship?

I am on the 12-4 watch and when I come off watch four men walk out of the saloon with wheel barrels full of cement. They are building a swimming pool aft and the Deck Engineer is putting the water line in.

Well, I'll sail the ship this time. But when we get back I'll have Agent Curly Rentz send the whole crew out to the Marine Hospital for treatment.

J. Delaney
(Approved)

Fred Israel, Ship's Del.
SS Elly

HOW MANY CAPTAINS CAN YOU SEE IN THIS PICTURE?

LIFE ON THE BENTS FORT



BY RED FINK

EVERY WHERE THE EYE CAN SEE THE CAPTAINS SURE TO BE

To the Editor:

I am sending you some more cartoons. I hope they can be printed in the SEAFARERS LOG.

If you don't hear from me again in the near future, you'll know that the Captain of this ship failed to see the humor in

my cartoons.

"Red" Fink
SS Bents Fort

P.S.: No wise cracks, please. Fink is my name.

SOME LIKE IT COLD AND SOME LIKE IT HOT



Whenever the summer heat begins to oppress John Ferreira, he hauls out the picture at left to remind him of cooler days. It shows one of his shipmates, Johnny Kirchner, aboard the ice-encrusted Claiborne last winter. In photo right, taken in Beirut, Lebanon, Otto Preusseler sips a coke while he and Ship's Delegate "Blackie" rest at gangway of Steel Chemist.

The Vacationing Ziereises Show SIU Films As Highlight Of Cross-Country Auto Trip

To the Editor:

Usually I leave New York by ship on a foreign voyage and follow a charted course. But this summer my wife and I took an overland trip in a convertible automobile with no set plans. Our vagabond journey took us over 6,748 miles in the USA.

We toured through fifteen different states and a bit of Canada, visited ten ports on the Great Lakes, and had ourselves a boat trip on the Mississippi River at my hometown, Dubuque, Iowa. I did the driving, and my wife acted as navigator and recorder.

We were off to a flying start as we motored along the Pennsylvania Turnpike, a four-lane highway with east-west traffic separated by a parkway, which pierces the Appalachian Mountains with easy grades and tunnels.

This \$1.50 toll road takes you almost all the way from Harrisburg to Pittsburgh, and you practically roll along for 171 miles without an intersection or stoplight.

It was grand to be back with old friends in the hometown. I showed the two Seafarers' films "This is the SIU" and "The Wall Street Strike" three times while here—once before a group of local business men and their families, again before a group of AFL and CIO members, and another time for some professional men and friends of my old neighborhood in Dubuque.

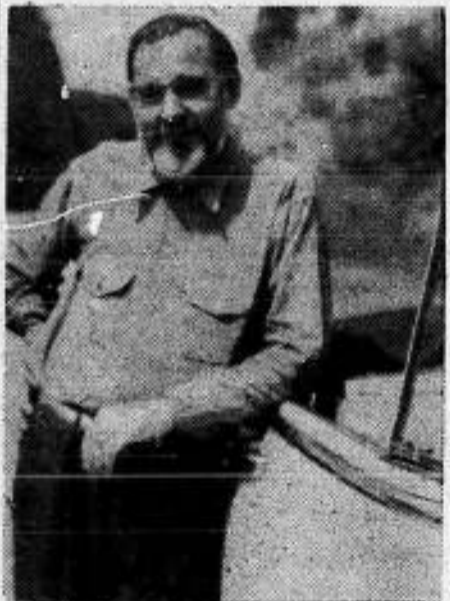
These two films were also shown in Colorado Springs, Colorado, before 120 residents at the Union Printers' Home. The International Typographical Union has a beautiful set-up for its members, as you will see from the photograph.

Favorable comments were made by all four groups who saw the films, and many questions were asked on the Hiring Hall and Union procedures. One printer commented to me that the spirit of the SIU seems to be progressive, and that he would like to see more Union-sponsored educational films.

Tourist traffic was heaviest in Colorado, and for good reason. Very little in the world (and I have seen much of it) can compare to the scenery of Colorado. In Colorado, we passed ghost villages where gold mines once scooped out easy money. Incidentally, if you should ever drive from Cripple Creek to Colorado

Springs over the hairpin turns on Highway 336, it may be encouraging to remember that I made it!

We drove up in the mountains to Central City, a deserted mining town, where there was once some of the greatest mines in the world. Memories of bygone days are still preserved in Tel-



JOHN (BANANAS) ZIEREIS

ler House, an ancient hotel which contains the original "Face Upon the Floor." You probably know the old ballad it inspired:

"'Twas a balmy summer evening, and a goodly crowd was there,
Which well-nigh filled Joe's bar-room on the corner of the square;
And as songs and witty stories came through the open door,
A vagabond crept slowly in and posed upon the floor."

Our preoccupation in Texas and Kansas was with weather. It can almost literally be a matter of life or death. We saw the clouds burst wide open one day near Dathart, Texas. And, man, for seven miles we had to creep along at five miles an hour through a rain, wind, and hail storm the violence of which I have seldom seen — and I am used to battling the elements at sea.

Even with lights on and windshield wiper going, the visibility was exactly zero. At Wichita, Kansas, five inches of rain had fallen in forty minutes, and we splashed through muddy waters up to the hub of the car in crossing the flooded areas of that state. Never will I forget that day! Nor the landscape of Kansas with its giant wheat elevators like skyscrapers, oil wells pumping away like crazy, fine herds

of Hereford (beef) cattle, and the big Boeing plant at Wichita which produces B-29s.

From Chicago to Buffalo, we followed the shore of the Great Lakes which seemed to us as beautiful as the Mediterranean. Outside of ports, vacationists were enjoying lake-shore homes and cottages all the way. If I had not shipped on the Great Lakes at one time, I probably would not have realized that these lakes are the greatest industrial waterway in the world.

We spent a day at Niagara Falls and then proceeded on Highway 20 along the Erie Canal and Finger Lakes in the Mohawk Valley to Albany. From there on, we followed Route US 9 down the Hudson River, stopping at Hyde Park, N. Y., to visit the home of Franklin D. Roosevelt and to see the ship models collected by the late President.

We traveled about 300 miles a day and spent the nights in motels. We preferred motels to other tourist accommodations because they are located outside of cities and eliminate the parking problem and the handling of grips.

With a famous guidebook at hand, we had no difficulty in finding good places at which to eat. We liked the Western waitresses, who bid you Good Morning and serve you a hot cup of coffee when they bring the menu at breakfast time, and pour you the second cup when the meal arrives.

For future reference in planning another vacation, we kept a record of expenses and know what the trip cost us. We have been asked whether a recreational motor trip is worth the cost. Our answer is POS-I-TIVE-LY.

John A. Ziereis

Cut-Rate Foreign Crews Held Threat To US Seamen

To the Editor:

This is to let you know that the American tanker has changed her flag to Liberian. Now she is sailing with a German crew with the rate of pay for ABs at \$70 a month.

This ship carries a crew of 33 men, who came from the 30-40,000 seamen beached in Germany. The German union officials are doing nothing about this matter, and I have been warning

Colorful Crew On Fairport, 'Queen Of The Gravy Fleet'

To the Editor:

Just a hello and a howdy from the SS Fairport, better known as the "Queen of the Grits and Gravy Fleet." That's the Waterman scows to you Brothers who ship out north of Hatteras.

She's a pretty fair tub and has a great crew, which is made up of quite a few oldtimers and many youngsters from all parts of the United States and other parts of the universe.

Everything is running smooth and nice, which automatically proves that this is an SIU vessel.

A few notes on some of the Brothers should not be amiss: Carl (Pudding Head) Jones has just issued a statement to the effect that should the femmes south of the Mason-Dixon line persist in stealing a lock of his curly raven hair, he will ship from the East of West Coast in the near future.

ANOTHER FOR BILLY

Billy (The Kid) Smith has decided to make another trip on this packet because the Skipper, Captain Graham, who, incidentally is a square shooter and is well-liked by the crew, uses the iron mike at every opportunity. That means that he can pose in his khaki shorts, and, I must inform you, we have quite a few nice looking female passengers.

Red (The Squatter) House, after two years, has finally decided that he believes in rotary shipping and will probably ship out of li'l ole New York in the near future. So long Carrot Top. There are plenty of us who'll miss that great big smile and that voice yelling: "Give the house another drink." And when I say house, it means the whole house.

As Ship's Delegate on many other ships ere this one, it has been my privilege and pleasure to notice things that otherwise

I'd have let pass by, and I can truthfully state that there is not a real rumpot nor a performer on this ship. The doubting Thomases can take it or leave—or believe it or not.

The baseball team, which failed to get together, has now officially disbanded. "Speed Ball" Krakovich, a supposed to be ex-major leaguer has quit and now Red House has about decided he's through. So what can you do?

WON'T HAVE IT

The crew bought a washing machine last trip but we have a Brother and shipmate on this tub (from Arkansas) who refuses to use same. He says he was raised in a tub, ate out of a bucket and he'd be gosh-darned if he was going to get a finger caught in a ringer. All right, then it ain't poetry.

The new Stewards Department has really been hitting the ball. There's Shorty DeLoach, the alligator tamer from Tampa, (shades of Jimmie Hand), who is doing the second-cooking; E. T. Laurent, better known as "New Orleans," doing the chieffing and how he can concoct gumbo; Ralph (Lemonade) Burnsed; Jason (Skyscraper) Gibbs; Dutch De Zee, the bicycle riding champ from The Hague; George (Seagull) May; Bill (Boyd) Stone and D. C. Jones, the leading Belly Robber.

Keep up the good work, fellows, and perhaps the rope chokers and the underground savages will not hardtime you this trip.

The Deck Gang, Black Gang and the Stewards Department send their regard to all SIU Brothers wherever they may be. We hope all of you will always have smooth sailing, good food, happiness and prosperity.

Paul Morris
Ship's Delegate
SS Fairport

British Gals Worth Writing Home About—So He Writes

To the Editor:

Some time has passed since I penned some scuttlebutt for the LOG from here and yon, but I have decided that this trip has been so good that I would drop a few lines.

We made the Port of Immingham, England, which is between the ports of Grimsby and Hull. It is a very nice place. The women are something to write home about. There are about eight of them to every man.

Guys who went with girls who had come across the island from the city of Manchester before

they had seen the women from the cities of Hull, Immingham and Grimsby found it costly. Further more, they herded the boys around to keep the local gals from infringing on their boy friends.

NO CHAIN SMOKING

Cigarettes are something else. Here you are allowed one carton per eight days. No exceptions. You're allowed one pound of tobacco for each carton of cigarettes, if you prefer pipe smoking.

Brother Stone who was Agent in Galveston some years ago is aboard this ship and the boys have given him the name of "Deacon."

Well, right now we are in the small town of Narvick, Norway. The Romeos don't get off with these women, for the odds are not so much.

This ship is a very fair ship. The Captain worries about the crew. A few more trips and everything will really be in shape.

To all my friends and Brothers—my best regards and keep them sailing. Steady as she goes.

"The Beachcomber"
Book No. 16
SS Strathcape

about the threat of this condition to higher standards elsewhere in the world.

I have been receiving the SEAFARERS LOG for a number of years and I appreciated it very much. I have missed the last few issues. Please send it to me again.

Your paper is like bread and butter in my life.

Frank Pietzak
Bremen, Germany

The Seafarers In World War II

CHAPTER 18

THE FIGHTING HENRY BACON

By JOHN BUNKER

No better finale to the story of SIU ships in World War II could be written than the epic account of the SS Henry Bacon, an SIU-manned Liberty operated by the South Atlantic Steamship Company.

Cold were the Arctic waters and forbidding was the sky when the Henry Bacon added its name to the list of valiant fighting freighters.

Besides her crew, the Henry Bacon carried 19 Norwegian refugees as passengers, when she headed back toward Scotland after a voyage to Murmansk, North Russia, in the early winter of 1945.

After leaving the White Sea, the Bacon had been in convoy, only to lose contact with it on the 19th of February because of heavy weather. She rejoined it on the 20th, then dropped out again two days later when trouble developed with the steering gear. A heavy gale was blow-



ing, and Captain Alfred Carini radioed his plight to the convoy while the black gang worked on the steering mechanism.

CONTACT LOST

With this finally fixed, the Bacon proceeded, meeting up with more moderate seas, but seeing no sign of her companions which, Captain Carini then decided, they must have passed during the night as they hurried to rejoin the fleet. Having lost radio contact, and there being no response to his messages, he decided to turn back over his course for just one hour in the hope of picking up their companion ships.

It was while doubling back on her wake that the Henry Bacon was suddenly attacked by a huge flight of 23 torpedo planes that pounced upon the lone Liberty almost as soon as the thundering roar of their engines was heard through the leaden sky, sending the crew running to battle stations.

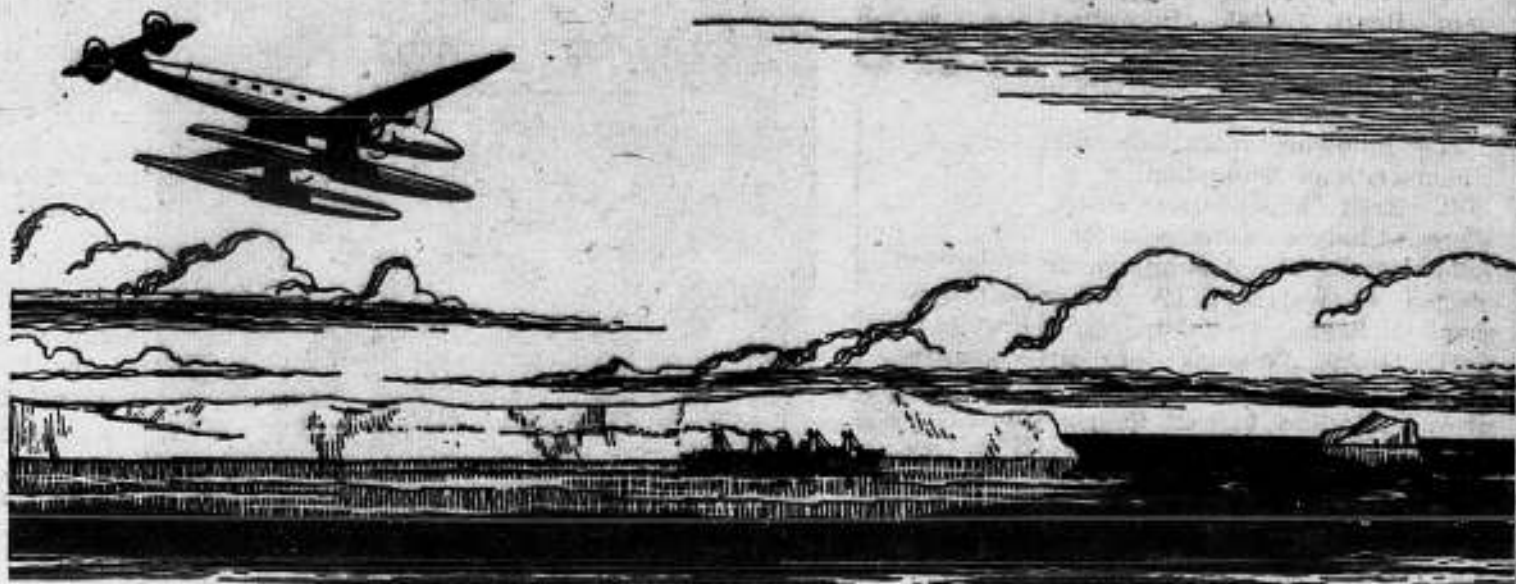
Twenty-three planes against one merchant ship! It was odds enough for a battleship or a cruiser. Many a big aircraft carrier that thought itself hard pressed in the Pacific thundered back at half as much opposition with a hundred times the firepower that this unattended freighter could muster for its defense there amid the bleak, rolling waters. There was not another ship around upon which to call for help.

The bombers were Junkers 88s, coming in off the starboard bow in an extended, wing-to-wing formation no more than 30-feet above the jumbled wave tops.

ALL GUNS WORKING

Every gun on the Bacon went into action as soon as the canvas covers could be jerked off the barrels, and the magazines clamped onto the breech of the 20-millimeters. The sky around the ship was pocked with shell bursts as the fighting merchantmen and the vessel's armed guard drove off sally after sally by those audacious bombers that attacked simultaneously, one to a side, darting away through a hail of 20-millimeter shells.

The gun on the bow boomed out at point blank range, blowing one bomber to pieces as it banked and exposed its belly to the Bacon's forward gun. Another Nazi nosed into a wall of 20-millimeter fire and dived into the sea in flames. A third wobbled aimlessly over the waves with



smoke pouring from his engine. He probably crashed into the steep, green seas soon after, but the crew had no time to worry about verifying their hits.

When the Germans swooped down on the unaccompanied Bacon they probably were expecting an easy time of it. Three or four torpedoes and the laboring Liberty would sink beneath the waves, they no doubt thought. If they expected any resistance at all, they were certainly unprepared for the flame and fire of battle with which the men of the Bacon met this overpowering assault.

MORE AMMUNITION

The 20-millimeters stopped firing long enough only to load more ammunition, to change overheated barrels. A bomber which tried to get in at the ship from dead ahead ran into a storm of this small shellfire and disintegrated into a thousand pieces, as tracers found the torpedo slung beneath the fuselage and blew up plane and occupants in a terrible explosion of steel and flaming debris.

Torpedo after torpedo missed the ship when the pilots faltered in their aim in the face of such concentrated fire from this fighting Liberty. For twenty minutes the gunners of the Henry Bacon, standing side by side with the men of the merchant crew, held off this armada of Junkers bombers that had by now become so madly exasperated by the heroic defense of the ship that, once their torpedoes were wasted, they flew at her with machine guns blazing.

But such a fleet of planes had only to persist, if nothing else, to be successful against one unescorted ship, and a torpedo finally hit the Henry Bacon on the starboard side in number-three hold, forward. When another tin fish found its mark soon after, Captain Carini ordered the ship to be abandoned.

NOT ALL LEAVE

The fateful signal to "leave her" was sounded in long, solemn blasts from the whistle while the Junkers—about eight or nine fewer than when they had begun the fight—roared away from the scene toward the coast of Norway 200 miles to the east. The doughty Bacon had kept them in action longer than they wanted.

With their gas getting low, they could find no satisfaction in winging around as this "bulldog" settled beneath the waves.

The order from the Skipper was "passengers first" and, though two of the lifeboats had been smashed in high seas, the Norwegian refugees—man, women and children—were put safely over the side into the first boat launched, along with some of the merchant crew and Navy gunners.

Into the second lifeboat went as many more as could be accommodated. It could not possibly hold them all, but still there was no rush for seats of safety. These SIU crewmen and their Navy comrades waited quietly as Third Mate Joseph

Scott counted the regular crew assigned to the boat, and then called to the deck above for half a dozen more to climb down over the scramble nets and take their places between the thwarts.

BOSUN LEMMON

During this time Bosun Holcomb Lemmon was making what the survivors later described as "heroic efforts" to help his shipmates over the side into lifeboats and onto several life rafts which had been launched into the chilling waters. This done, he hurried about the sinking ship gathering boards to lash together as emergency rafts.

The Henry Bacon was slowly sinking. Water was pouring into her holds. The black gang had left the engine room and all was deserted down below. Bit by bit the cold water rose higher around her rust streaked side plates.

One of the men assigned to a place in the Third Mate's boat was Chief Engineer Donald Haviland, who climbed over the side into the bobbing craft only to decline his chance for rescue in favor of a young crewman. The Chief had already taken a seat in the boat when, looking up at the men still left on the Bacon's deck, he saw among the forlorn group a youthful crewman staring down at those who were about to push away from the settling hulk.

Deserting his own place in the boat, Mr. Haviland yelled to the lad to hurry down the net and take his chance for safety.

SO LONG, BROTHERS

"Hey, you," he called. "You're a young fellow. It won't matter so much if I don't get back."

As the Henry Bacon went down, the survivor in the lifeboats saw Chief Engineer Haviland leaning against the bulwarks with Bosun Holcomb Lemmon, as casually as though the ship was leaving the dock for another routine voyage.



Captain Carini waved to them from the bridge and, as he did so, the Henry Bacon slid swiftly and quietly under the sea.

A big wave rolled over the spot and soon only some floating boards and crates marked where this gallant fighting freighter of the SIU had written such a glorious chapter into the annals of the American merchant service.

This is the concluding article of the series "Seafarers In World War II" by John Bunker which will be reprinted in book form in the very near future.

By BILL DRAKE

Minutes Of A&G Branch Meetings In Brief

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

The following men took the Union Oath of Obligation: F. R. Wilt, Fred Israel, and Pedro Flores. Charges were read and following trial committeemen elected: R. Waters, B. W. Sherman, O. Payne, Fred Israel and Carl Gibbs. Minutes of all Branch meetings read and approved. Motions carried to concur in Headquarters and Secretary-Treasurer's financial report. Port Agent discussed shipping in the port. Motion (by B. L. Robbins) carried to go on record in support of the CIO Shipyard Workers striking at Fairfield. Under Good and Welfare, several members talked about the advisability of taking up a collection for a television set for our members in the Baltimore Marine Hospital. It was recommended that a collection box be



placed at Dispatcher's window, so that anyone wishing to contribute may do so. Agent to purchase the set when sufficient funds have been collected. Meeting adjourned at 8:05 PM, with 241 members present.

MOBILE — Chairman, S. P. Morris, 44484; Recording Secretary, J. Carroll, 14; Reading Clerk, L. Neira, 26393.

Minutes of previous meetings in all ports read and approved. Agent said that shipping during

A & G Shipping From Aug. 23 To Sept. 6

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	26	22	12	60	46	36	29	111
New York.....	134	126	171	431	110	105	91	306
Philadelphia.....	30	23	28	81	19	9	13	41
Baltimore.....	93	97	66	256	111	89	49	249
Norfolk.....	12	9	6	27	16	21	5	42
Savannah.....	3	7	2	12	5	11	2	18
Tampa.....	11	10	8	29	18	16	12	46
Mobile.....	67	47	40	154	54	52	47	153
New Orleans.....	44	41	59	144	70	73	92	235
Galveston.....	35	26	23	84	42	32	25	99
West Coast.....	62	38	45	145	70	63	54	187
GRAND TOTAL.....	517	446	460	1,423	561	507	419	1,487

the coming two weeks does not look too good, since the majority of the ships coming in are coastwise payoffs. The Fairisle is due to crew up on September 15, he said. He said a communication has been received from Gardner on the West Coast stating that shipping is very good out there for all ratings. He suggested that qualified men way down on the local shipping list could get jobs on the Coast as there is a large fleet there and it is growing. The Agent concluded his report by announcing that he had met with Col. Howell, Director of the Alabama Selective Service System. Groundwork was laid, he said, for future meetings to be held sometime around the first week of October concerning deferment of essential ratings in the maritime industry. Motion carried to concur in recommendations made in Headquarters report. Motions carried to accept Secretary-Treasurer's financial report and to purchase a radio for the Mobile Branch recreation

room. Oath of Obligation administered to John F. Harden. Meeting adjourned at 7:40 PM, with 215 members present.

SAN FRANCISCO—Chairman, Lloyd Gardner, 3897; Recording Secretary, Frank Collins, 102120; Reading Clerk, Harold Fischer, 59.

Motion carried to suspend regular order of business to elect Trial Committee. Following elected: M. Burnstine, W. R. Flaherty, W. R. Thompson, John Sullivan, W. O'Donnell. Motion carried to accept Headquarters report as



read. Secretary-Treasurer's report read and approved. Minutes of other Branch meetings read and accepted. Agent reported and said that there were two smooth payoffs in the past 10 days—Coe Victory and Southstar. There were also 26 ships in-transit and two sign-ons, he said. He called men's attention to circular put out by Coast Guard asking men to turn in their papers and get a validated set. He advised men to withhold action until he could check on this. He stressed need for A&G men to take jobs offered on the board. Gardner expressed pleasure at being on the Coast and offered full cooperation to all hands. Communications offering excuses referred to Dispatcher. Motion carried to concur in Trial Committee's report. Meeting adjourned at 8:10 P.M., with 79 members in attendance.

PHILADELPHIA — Chairman, A. S. Cardullo, 24599; Recording Secretary, S. Clark, 49258; Reading Clerk, G. Seeberger, 8932.

Minutes of previous meetings in all Branches read and accepted. Agent reported on the state of shipping, pointing out that the job situation has not been as good as in the previous periods. Motion carried to refer excuses to the Dispatcher. Motion (by Skee) carried, calling for election of building committee. Secretary-Treasurer's financial report read and approved. Motion carried to concur in Headquarters report as read.

NEW ORLEANS — Chairman, Leroy Clarke, 23062; Recording Secretary, James Tucker, 2209; Reading Clerk, Buck Stephens, 76.

Charges against member were read and, inasmuch as he was not present, a motion carried to notify all ports that charges are pending in this port until such time as he appears for hearing

before trial committee. Minutes of other Branch meetings read and accepted. Agent Lindsey Williams reported that affairs of port were in good shape and that shipping had exceeded the number of men registering, because of the crewing up of four ships. The outlook for the coming two weeks is not too good, he said, with only five payoffs scheduled and no ships crewing up out of the boneyard. Motion carried to accept and concur in Brother Williams' report and extend him a vote of confidence. Communications from Brothers seeking to be excused from meeting were referred to the Dispatcher. Headquarters report to the membership read and concurred in. Committee report recommending the reinstatement of two Brothers read and concurred in. Motion carried to have committee of five bookmembers from Group No. 1 of Stewards Department study request of Orville Payne for extension of his shipping card. Motion carried at 8:20 PM to adjourn meeting, with 260 members present.

SAVANNAH — No regular meeting was held due to the lack of a quorum. Special meeting was called to order at 7:30 PM to check registration cards of men present.

BOSTON—Because a sufficient number of members was not present for a quorum, special meeting was held to check the shipping cards.

TAMPA — Because a heavy storm was at its height at meeting time, and there was no means of transportation in the city, it was impossible to hold a meeting.

NEW YORK—Chairman, Earl Sheppard, 203; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Robert Matthews, 154.

Motions carried to accept minutes of other Branch meetings as read. Secretary-Treasurer's report read and motion carried to accept and refer to auditing committee. In Headquarters report, Secretary-Treasurer reported on progress of Cities Service negotiations. He also explained shifting of officials to West Coast to meet demands made by heavier shipping from that area as a result of the Korean war. The Secretary-Treasurer explained the reason for the Union stand on the Coast Guard appeal board set up. He said the Union could not participate until it had been apprised of the manner in which the board will operate, as a means of protecting the rights

of its membership. Motion carried to concur in Headquarters report and to accept its recommendations. Port Agent discussed port shipping. Motion carried to accept Quarterly Finance Committee's report as read. Meeting adjourned at 7:45 PM.

NORFOLK—Not enough members being present to constitute a forum, a special meeting was held to check the shipping cards.

GALVESTON—Chairman, Keith Alsop, 7311; Recording Secretary, W. Wilburn, 37739; Reading Clerk, C. M. Tannehill, 25922.

Minutes of previous meetings in all Branches read and approved. Motion carried to accept Headquarters report and Secretary-Treasurer's financial report as read. Agent reported on shipping in this port, which he described as pretty good. Meeting adjourned at 7:35 PM.

WILMINGTON — No regular meeting was held because of a lack of a quorum.

Savannah Enjoys Slight Pick-Up

By L. M. BRYANT

SAVANNAH — Shipping was slow during the past couple of weeks, but was a little better than it had been at any time in the past month. Although only one vessel paid off and signed on we had four ships in-transit.

The payoff and sign-on took place aboard the SS Southland, South Atlantic. There were no beefs to mar the proceedings.

In-transit were the SS Emilia, Bull and the SS Maiden Creek, SS Raphael Semmes, and SS Kyska, all Waterman.

WAITING TO SHIP

Waiting for shipping to improve are a number of Seafarers, including Brothers Walter Breedlove, D. L. Martin, Marvin Swords, C. A. Gardner, K. O. Broadway and M. R. Wickham.

Nothing is new on the organizing front in this town, but every now and then some unknown Brother rides a non-union cab. The thing to do before you get in a cab here is to ask the driver to show you his union book.

Several of our Brothers are in the local Marine Hospital. They are William C. Shealy, Leo Kuderand, W. J. Morris and Will Jones. Pay them a visit or drop them a line, if you're a friend or former shipmate. These lads will appreciate it.



SS ALCOA PIONEER

Regarding the overtime beef aboard this vessel at the payoff in New York on June 16, 1950, investigation shows that in Haifa shore leave passes are issued by the Port Marine Police during the daytime only. No passes are issued after 2200 hours. Since this is the law of the land, men restricted to the ship by the Port Marine Police cannot be paid for the time involved, as per agreement.

Personals



BOB MELOY

Please send my radio to Jack Parker's Sea Hawk, 219 North Peters, New Orleans, Louisiana: Teddie MacGregor.

CHARLIE M. JONES

Contact your mother. Important.

JOSEPH E. SENNEVILLE

Extremely important that you contact Joe Volpian at Headquarters.

RUDOLPH CEFERATTI

Notify your local board of your whereabouts immediately.

VINCENT CHAVEZ

Write to Angelo and to Mr. and Mrs. Franco, Capetown, S.A.

PAUL PETAK

Extremely important that you wire or cable your local Draft Board at once—giving the name of the ship and the company by whom you are presently employed.

WILLIAM JOHN CALLY

Extremely important that you wire or cable your local Draft Board at once—giving the name of the ship and the company by whom you are presently employed.

HOMER D. HARDIN

Get in touch with your mother at 2312 Daisy Street, East Chattanooga, Tennessee.

JOSEPH CIMENO

Your friend Bob Flaherty would like to hear from you at the San Francisco Branch.

THOMAS RISHDIDGER

Get in touch with Mrs. Shirley Wessel, 25 South Street, New York. She has a message for you.

DONALD RUNDBLAD

Please contact S. W. Miller c/o Ben Sterling, 45 Broadway, New York City. Urgent.

Money Due



MV PONCE

The following men have money due at the office of the Ponce Cement Corp. for cement penalty. It can be obtained by writing or applying to Captain Oscar Williams, Ponce Cement Corporation, Playa Ponce, Puerto Rico.

L. Bond, S. Crespo, V. Carbone, S. Carbone, A. Cabrera, T. Jackson, C. Gonzalez.

ILO Exposes Poor Panamanian Standards

Charges made by the Seafarers International Union and its affiliates in the International Transportworkers Federation that Panamanian-flag ships undermine the security of seamen the world over have been substantiated by an investigation conducted by the International Labor Organization.

The ILO probe got under way after the ITF filed protests that shipowners were transferring tonnage to Panama to escape taxes, strict manning and wage scales and other conditions in force in legitimate maritime nations.

An ILO investigating committee selected at random 30 Panamanian ships of different character for spot-checking. The ships visited were located in ports in the United States, United Kingdom, Belgium, France, Egypt and Italy, and ranged in size from 771 to 22,300 tons. They included passenger, mixed-passenger and cargo, tramp and tanker vessels.

CHECKED EVERYTHING

The investigators observed the ships' general characteristics, safety standards and social and labor conditions.

Highlights of the committee's findings were these:

The majority of the ships had inferior lifeboat and other safety equipment.

Conditions of employment varied with almost every ship. Sometimes, on a single ship there would be different contracts for different members of the crew.

There is a wide spread in

wages paid on the various ships. A differential exists even where the crews of several ships may be of one nationality.

Monthly wages for ABs ran anywhere from \$70 to \$170. In some instances crewmembers told members of the investigating committee that they were not paid the amounts which were agreed upon at the signing of articles.

On several of the vessels no lockers were provided for the crewmen, on others the men had

to share the few lockers available.

Half of the ships inspected had no seats at all.

In four cases, there was no heating of any kind, while two ships used coal stoves.

Lighting facilities were rated poor in nine cases. Ventilation, other than portholes, were non-existent on 11 ships.

Five of the Panamanian ships had no messrooms and the crewmembers had to eat their meals in their own quarters or out on

deck. Eight ships had one messroom for all hands.

From the standpoint of the crew's health, the committee viewed the vessels as particularly hazardous. Half of the 30 ships checked had inadequate sanitary facilities.

A portion of the ILO's report, released by the ITF earlier this year and published in the SEAFARERS LOG, pointed out that Panamanian maritime regulations contain no provisions covering manning requirements,

crew accommodations, hours of work, overtime at sea, inspection of shipboard working conditions and food and catering aboard ship.

The ILO also found that because most of the ships registered under the Panamanian flag did not go there for the act of registry and generally do not trade to and from Panama ports, it is obvious that no inspection is made by authorities when the ships are received into the country's merchant marine.



FORE 'N AFT

by Johnny Arabasz

Because of the expressed interest of several members, here are the names and runs of the five Seatrains: The Seatrains Texas and New Jersey run their load of freight cars to New Orleans and Texas City from Edgewater, N.J.; The Seatrains New York and Havana run from Edgewater to Texas City and back. The Seatrain New Orleans is at present out of operation. Havana was formerly a port of call for these ships until they ran afoul of a recently passed Cuban regulation.

Karl Karlsson, who was doing quite a bit of romancing around town, wishes to inform his friends and shipmates that he has received his full citizenship papers and therefore does not wish to be called a box-head anymore. So help me, that's just what he said! . . . All members who are interested in sailing Cities Service ships should carry their discharges with them. This bitterly anti-Union outfit has a policy that requires potential employees to show discharges . . . George Bryan, Cook and Steward, ready to ship. Rest assured the gang he feeds will be satisfied . . . The Trial Committee is still grinning about some character that went aboard a Cities Service ship and represented himself as a special representative of the Union, sent aboard to straighten her out. Seems he messed her up more than ever and was given an extended vacation, both by the company and the Union.

Congratulations to the crew of the SS Puerto Rico. This crew is well represented at every meeting. Crews aboard other SIU ships, in port on meeting night, take notice . . . If you are a potential draftee, don't kid yourself into thinking that by not opening or accepting notices from the draft board, you will delay your day of judgment. That is one of the surest ways to insure yourself of a buck private's job and the honor of singing the "Caisson Song" in a khaki uniform. Worse yet, no promotions allowed . . . For the benefit of those just returning from a trip, Henry "Cut and Run Hank" Piekutowski passed away recently. If you are interested in the "tarpaulin muster" for the benefit of Hank's young daughter and parents, see any of the Port Agents.

Red Mosher has been seen trying to play Romeo to a lass who, we understand, works for the Manufacturers Trust Company. Unfortunately for Red, she seems to have left all her trust in the Manufacturers Trust. You'll never go hungry, Red. You're getting cold shoulder now and if you continue bothering her you'll get hot tongue. (Damn thing don't sound as good as when I started).

Kenny "Kid" Bancroft, who used to shine shoes in the Hall, is back in town after making a pierhead jump on the Seawind. He is also in danger of losing that permit, since both the members and the local piccards miss his fine shoe shines . . . The New York Dispatcher wishes it to be known that registration cards which are picked up on meeting night can be retrieved anytime before the following meeting . . . Tex Morton and his ever-present flowers dropped in while he and the Robin Locksley were in port enroute from Baltimore to let us know that he hasn't had a drink for over twenty-six months—let's see, twelve into twenty six is—holy cow—how does the guy do it and live? Congratulations, Tex.

Don Rood, with a John Stagg discharge, his smile and "line of you know what," just pulled into town from Philly . . . New York permits learned a lesson the hard way. During the first few weeks of August, this port had

a mild boom. As a result, not only the bookmembers but the permits passed up jobs on the board, which resulted in fifty-seven tripcard men getting out of the Hall during the month of August, covering all ratings. When the boom slowed down and the bookmen started throwing in for the jobs, you could hear the cussing and groaning a long way off. Luckily for the permit membership, despite their action, no noticeable influx of permits resulted due to action by Headquarters officials and Port Agents, but permitmen should remember that, for their own protection, they should not turn down jobs even in boom times, or they will some day find the competition among themselves tougher than at present. Continued shipping of white cards will eventually result in issuance of more permits, and you know who feels the effect of such action—not the bookmembers.

Ordinary Seaman Gets \$37 In Workers' Heaven (Russia)

The conditions under which Russian sailors work have been revealed by Enno Kustin, an Estonian who deserted from the Tosno.

To get a seaman's job, one must go to school. To be accepted, one must furnish: a written recommendation signed by three members of the communist party; a testimonial from his last employer; a certificate from the local police; six photos; information about any relatives living abroad.

Those with parents living in the Soviet Union are preferred. The applicant also must appear before the Political Commission, which has the last word.

Kustin, as an ordinary seaman, got 465 rubles a month (\$37.20). Compulsory deductions included income tax, childlessness tax, state loan, and trade union contribution. Overtime is paid at the regular rate.

In foreign ports, special permission is needed for shore leave. Seamen may not drink, visit restaurants or write letters ashore.

Only under special circumstances may they visit a movie, and then only with a ship's officer.

Each seaman must enter in a book all purchases made, and he is told what he may or may not buy.

A political chief is aboard each ship. He watches the men in foreign ports, gives them political instructions, and distributes communist literature in port.

At union meetings there are no discussions of working conditions. "It is dangerous to attempt

to raise such questions," said Kustin.

The political chief at these meetings, said Kustin, expects to hear whether each man has filled his working quota.

For breakfast the men get tea, butter, sugar, bread; for lunch, soup, meat, boiled fruit; for afternoon meal, same as breakfast; for supper, soup or cereal and a meat dish.

Protests Spike Plan To Scuttle Merchant Fleet

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Plan ended in 1952. The committee is headed by Gordon Gray, former Secretary of the Army.

The proposal would have halted the 50 percent requirement that half of all Marshall Plan cargoes be carried in American bottoms, reduced subsidies, allowed foreign flag ships to enter US coastwise trades and transferred 100 American tankers and freighters to the nations involved.

Senator Magnuson said that as soon as he got "wind" of the suggestion, he protested to Mr. Gray's group and asked to be heard before any decision was made.

However, his appearance does not appear to be necessary, since the protest made by the seagoing unions and shipowners has resulted in "the thing being spiked," Senator Magnuson said.