

SEAFARERS LOG



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Cuba Distilling Vote Nears

NEW YORK—As a result of a formal hearing held on May 6 at the Second Regional office of the National Labor Relations Board, between representatives of the Seafarers International Union and the Cuba Distilling Company, an election in that fleet to determine the collective bargaining agent for the unlicensed personnel has been brought closer.

The election date has not yet been set, but all parties have agreed to the payroll period preceding the date the NLRB orders the election held. The SIU will be the only union on the ballot.

Part of the discussion on May 6 centered around the appropriate unit to be included in the voting. The Union insisted that all unlicensed men be permitted to vote and, after this position was supported by the NLRB officials, the company representatives conceded.

SHORT CAMPAIGN

The drive to organize the Cuba Distilling Company started a few months ago when the company went back into business after being knocked out by the war. At the present time the company operates two vessels, the SS Catahoula and the SS Carrabelle, but more ships are expected to be added.

Men of the fleet responded quickly to the organizing campaign, and pledge cards were signed by more than two-thirds of the eligible unlicensed personnel.

All men sailing on Cuba Distilling Company ships are urged by Lindsey Williams, Director of Organization, to stay aboard until the election is held. Only in that way, Brother Williams contends, can they make sure that this company too, will be SIU.

Seafarers Hits Merger Of MEBA, Radio Men

NEW YORK—Protesting that the proposed affiliation of the CIO Radio Operators to the Marine Engineers Beneficial Association, CIO, constitutes "a threat to all AFL maritime unions," and would result in "the immediate formation of a rival AFL union for Marine Engineers," the SIU this week sent a telegram to the 72nd Convention of the MEBA, meeting in Jacksonville, Florida.

Initiating the blast was the Radio Officers' Union, AFL, which sent a letter to every convention delegate, requesting a "NO" vote against the affiliation, so that peace could be maintained along the waterfront.

The letter, signed by Fred M. Howe, General Secretary-Treasurer, pointed out that ROU has contracts with 45 companies, cov-

ering 1,513 vessels, while the CIO Radio Operators have agreements with only 33 outfits, covering 134 ships.

ROU MAJORITY

Companies contracted to the CIO Radio Operators controlled only 134 vessels prior to the war, and as peacetime operations continue, will have fewer than the 134 now in operation. Added to this is the fact that many of the biggest lines which used to be contracted to the CIO are now sailing under agreements of the ROU.

Over sixty percent of the Radio Officers employed on American Flag vessels are members of the ROU, and the ROU organizing drive has been making great strides recently.

The deal to take the CIO Radio Operators into the MEBA was at top CIO levels. The American Communications Association, which is the parent organization of the operators, is dominated by the communists. This has caused many disputes in the union, and the latest of these threatened to split the ACA.

To prevent this, top leadership of the CIO inaugurated a move to affiliate the Operators with the Engineers. Since the CIO Radio Operators have not been able to organize effectively, the Engineers are also expected to take on this task.

UAW On Strike

The nation-wide wave of strikes continues. This week, in nineteen Chrysler plants, in three states, members of the United Automobile Workers, CIO, walked off the job. The strike is entirely over wages. The union demands 30-cents-per-hour, and the company has offered six cents.

A&G Growth Continues As Two More Companies Sign Tanker Agreements

NEW YORK—The on-rushing tanker organization drive of the Seafarers International Union gathered new momentum this week as two more contracts were signed with new outfits. They are the Palmer Shipping Corporation and the American Tramp Shipping Development Corporation. The agreements were consummated with Captain Charles D. Wright, operations manager for the Mar-Trade Corporation, general agents for these companies.

Both contracts include the new higher wage scale won in negotiations with the Tanker Sag Harbor Corporation and the Petrol Tanker Industries recently, and which

Hartley Admits Slave Law Wastes Gov't Time, Money

WASHINGTON — That very thoughtful guardian of the public interest, Representative Fred A. Hartley, co-author of the infamous Taft-Hartley law, now openly admits he's been wasting the taxpayers' money.

The Congressman very humbly stated in Chicago last week it is now obvious that union shop elections required by the Taft-Hartley law constitute "a waste of government money."

Although he said at first that the vast number of petitions filed with the National Labor Relations Board made the union shop elections "impossible to administer," Hartley revealed the real reason for the waste of money when he added:

"Besides, workers are voting for the union shop in 99 per cent of the cases."

This fact was even more emphatically attested to by Robert N. Denham, chief counsel for the NLRB, in a speech before a convention of hosiery manufacturers. Denham stated that "in only a handful of cases—certainly less than 50 out of 6,000—did the proposition for union authorization fail to carry." And there's no reason to believe they'll be any change in these figures, he added.

Hartley is now considering a change in the law to eliminate the union shop election requirement, which is costing the government an estimated \$4,000,000 this year.

were written into the agreements signed last week with the Philadelphia Marine Corporation and the Metro Petroleum Shipping Corporation.

As of this time, each company is operating one ship. The SS Nathaniel B. Palmer, a Liberty-type tanker, carries the colors of the Palmer Shipping Corporation, and the SS Stony Creek, a T-2 tanker, sails under the flag of the American Tramp Shipping Development Corp.

Both companies, however, are negotiating for additions to their fleets, and there is a strong possibility that more ships will be added in the very near future. All of which means more jobs for SIU members.

On the Cities Service front, nothing new has developed. SIU attorney Ben Sterling expects word from the National Labor Relations Board at any moment, certifying the Union as collective bargaining agent for the unlicensed personnel of the fleet. All of the company's protests and appeals have been thrown out, and all that remains now is the final certification.

For news about the Cuba Distilling Company see this page.

Calmar, Ore Pacts Negotiated

Recommending that the new Calmar and Ore Lines agreement be ratified by the membership, and that the contract be accepted, the Negotiating Committee for the SIU this week issued a report on negotiations with the aforementioned companies.

Many of the inequities which existed in previous agreements have been eliminated, and the Calmar and Ore contracts have been brought up to a scale, both in Working Rules and wages, which is comparable to standard SIU agreements.

All provisions of the new contract, if ratified by the next regular membership meeting, are retroactive to April 5, 1948. One of the new points on which the company has given in is the option for the Union to reopen the wage question at any time after July 31, 1948.

This Union is the only labor organization having in its contracts the unique clause which permits new negotiations on the wage scale any time during the life of the contracts, without voiding the other provisions.

For the first time since Calmar and Ore have been under contract to this Union, a vacation clause has been written into the agreement, and the same thing goes for Room Allowances. The list of Penalty Cargoes has been raised from one to sixteen, and launch service will be provided at company expense.

The report of the Negotiations Committee starts on page 3.

New Orleans Branch To Open New Hall

NEW ORLEANS — The next regular membership meeting on May 19 will mark the official opening of the new SIU branch hall in this port. The imposing Union structure is located at 523-29 Bienville Street.

Because of the ample accommodations, the Union will occupy only the second and third floors of the building, according to Building Superintendent Frenchy Michelet. He said that present plans call for the renting of the first floor thus providing a source of income for the Union.

The second floor will house the Dispatching Deck, with the recreation rooms and Union offices on the third floor.

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Looking Ahead

These are hard times—hard times for working stiff trying to make both ends meet on wages which are rapidly shrinking—hard times for people who have been let out of work now that the war is over—and hard times for anyone who belongs to a labor union.

The anti-labor forces in the United States got a boost and a green light when the Taft-Hartley law was passed, and they have made the most of it. All during the history of the American labor movement, the bosses have always had the best of things.

The police worked for them, the newspapers were owned by them, and the courts always managed to rule in favor of the bosses and against the workers.

But the fat boys were not satisfied. Labor still had the right to organize and the right to strike. And so, at the behest of the employers, who really rule the United States, Congress passed the Taft-Hartley law.

What has followed so far is only a slight picture of what is going to take place. First the American Communications Association, CIO, was badly beaten in its strike against Western Union. Next the United Financial Employees, AFL, was forced to accept less than their full demands from the New York Stock Exchange.

At the present time the CIO Packinghouse Workers are being soundly whipped by a coalition consisting of the powerful meat packing interests and the police authorities.

To further blacken the picture we find the supposedly impartial federal courts actively arrayed on the same side as the employers. In the case of the United Mine Workers, Judge Goldsborough ruled the miners' walkout was illegal, and again in the case of the railroad workers this same judge has granted an injunction which deprives the RR men of the right to strike for increased wages and improved conditions.

Well, what's the answer?

To some extent, what has happened has been labor's own fault. Too many labor leaders, taking the easy way, leaned on the government bureaucrats and therefore did not provide militant and wide-awake leadership for their unions.

This undermined morale, and helped to disorganize the unions. And the Taft-Hartley law is part of the price labor is paying.

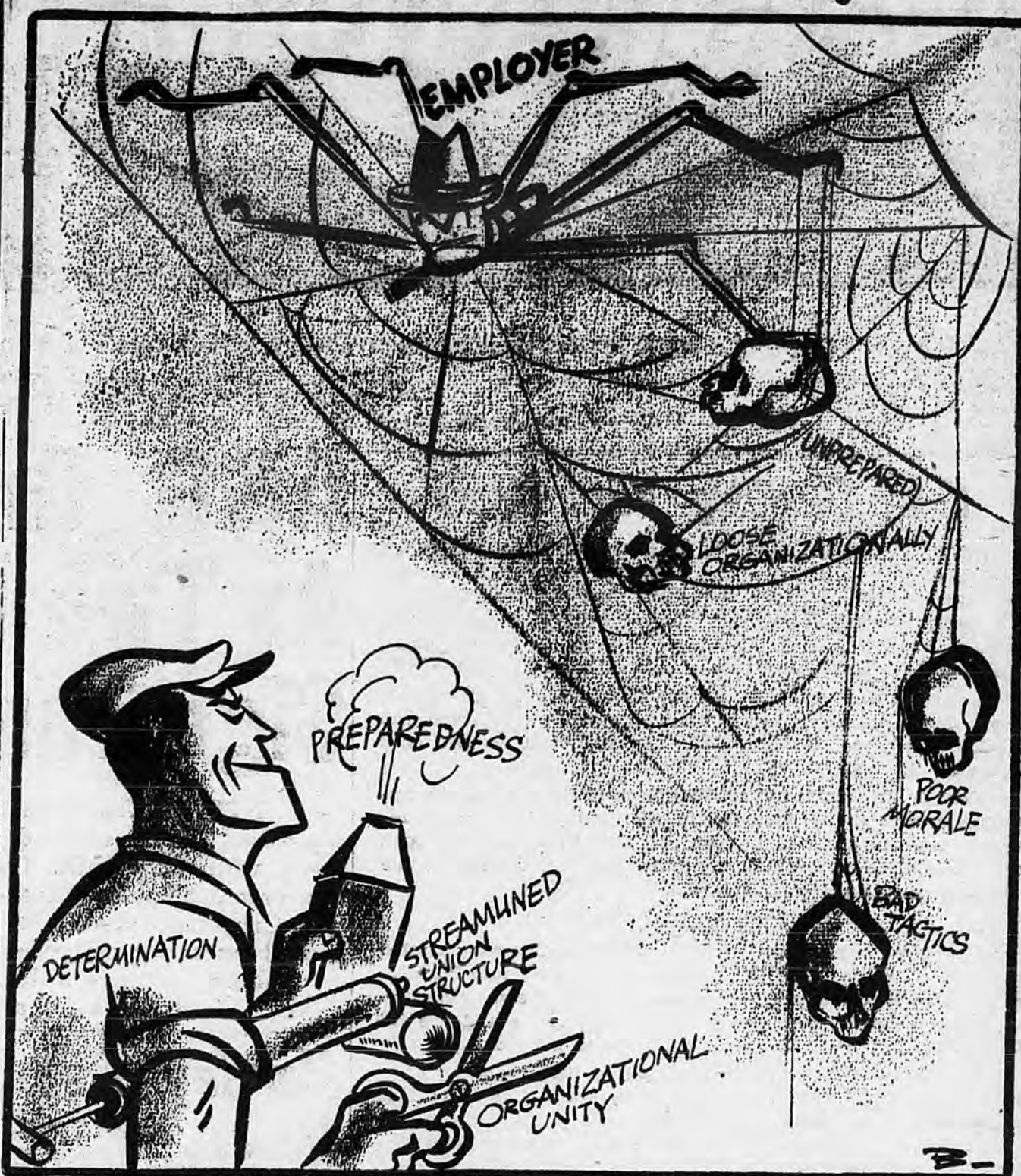
We in the Seafarers International Union never depended on the Washington red-tape artists to organize seamen, to make and hold gains for seamen, or to do seamen any favors whatsoever.

We have always realized that the government is not the friend of the working stiff, but is the servant of the boss. And in the long run, our stand has been proven to be the correct one.

At this time we are preparing for what may turn out to be a knock-down and drag-out fight over the question of the Hiring Hall. To prepare for this, we have not gone howling to Washington for help—NO, we have streamlined and tightened our organization, and have started to collect a strike fund which will enable us to dig in for a long and hard tussle.

We are preparing for the worst, and hoping for the best. But, and this is important, *we are prepared.*

LEARN... AND LIVE!



Men Now In The Marine Hospitals

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

MOBILE HOSPITAL

- J. B. MCGUFFIN
- E. B. HALL
- H. KNUTSON
- L. H. HAMMOND
- TIM BURKE



GALVESTON HOSPITAL

- FRANK NIGRO
- J. WALSH
- ADOLPH GAILIS
- E. S. LERMA
- WILLIAM H. BROWN
- FRANCIS VIGEANO



NEW ORLEANS HOSPITAL

- F. GARRETSON
- A. LOOPER
- J. DENNIS
- C. MASON
- A. LIPARI
- P. D. VAUGHN
- A. AMUNDSEN
- N. A. GENOVESE
- G. BRADY
- L. D. WEBB
- R. BUNCH
- A. EDEFORS
- E. H. IVARRA
- L. CLARKE
- E. DRIGGERS
- J. GAINSLAND
- B. DUFFY

- E. HEBERT
- J. KENNAIR
- J. H. ASHURST
- J. E. MAYHART
- L. A. HOLMES
- C. PETERSON
- T. DAILEY
- A. OLSEN
- R. E. GRAYAY
- S. LeBLANC
- M. PETERSON
- M. FITZGERALD



STATEN ISLAND HOSPITAL

- E. WILISCH
- P. FRANKMANIS
- J. GORDON
- E. OLSEN
- S. HEIDUCKI
- J. McNEELY
- H. ZVORAK
- P. LOPEZ
- J. L. ROBERTS
- F. NERING
- T. J. KURKI
- P. R. WAGNER
- M. ROSENBERG
- D. E. BRAGG
- J. QUIMARA
- J. OVERTON
- M. SOLIVA
- M. MORRISON
- T. MACK
- J. W. McCASLIN

Hospital Patients

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

Staten Island Hospital

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

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

- I. B. GRIERSON
- S. RIVERA
- H. CORTES
- A. JENSBY
- G. R. MITCHELL
- M. CASTRO
- J. H. MURRAY
- C. NANGLE



SAVANNAH HOSPITAL

- J. R. ROLIN
- J. TURNER
- J. NEELY
- W. F. RAYNEN
- J. J. FERGUSON
- W. H. KUMKE
- TROY THOMAS
- C. E. BOYD
- W. B. HARRELL



BRIGHTON MARINE HOSP.

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

Report On Calmar, Ore Agreements

Your Negotiating Committee, after a long series of meetings with Calmar and Ore Steamship Companies' representatives, has agreed to a tentative contract and hereby submits the following report and contracts for the membership to take action on. This report is broken down into four sections so as to deal with specific items, as follows: General Working Rules, Deck Department Working Rules, Engine Department Working Rules, and Stewards Department Working Rules.

There is one question, however, that is covered in the General Working Rules which the Committee feels is necessary to deal with separately, and that is the question of the Hiring Hall Clause.

Hiring Hall Clause

Your Committee wishes to clarify, for the members who are not familiar with it, the contractual background of negotiations and relationship between Calmar and Ore Steamship Companies and the SIU. Although this Union has been shipping men to Calmar and Ore since approximately 1939, we did not have our first signed agreement with these people until January, 1946. This was due to a series of problems, both internal and external, which prevented forcing these companies to a signed agreement with the Union.

The membership of the Union, in an effort to secure a signed contract, finally went on record to inform the former Secretary-Treasurer, in the event of his failure to negotiate a contract with these people, to submit the entire matter in disputed form to the War Labor Board for a decision. This was done and the first signed contract was a result of this decision.

As could be expected, this WLB contract between the Union and Calmar and Ore was inferior to the SIU standard contract. In every manner, the contract they handed down was below regular SIU conditions. One of the main things wrong with this contract was that the WLB made no findings whatsoever in the matter of the method of hiring.

The Company nevertheless continued (as it has since 1940) hiring all replacements through the regular channels of the SIU Hiring Halls.

The Union, therefore, in the process of negotiating this new contract, ran headlong into this question of the Hiring Hall with Calmar and Ore. The Companies have taken the position that because of the Taft-Hartley Law, they will not consent to our regular SIU Hiring Hall Clause to be included in this newly negotiated contract.

Your Negotiating Committee, rather than to agree to a compromise of the Union Hiring Hall in any form, therefore agreed to the following clause to be used on this matter. This makes it possible to take this matter back up with the operator when it is to the Union's best interest:

SECTION 6. HIRING OF EMPLOYEES

The Company and the Union shall continue to negotiate with regard to provisions relating to the hiring of Unlicensed Personnel. No question regarding the failure of the parties to agree upon such provisions shall be submitted to arbitration under the provisions of Section 2 of Article III of this Agreement.

Your Committee agreed to this for the simple reason that we did not deem it advisable at this time to recommend to our membership to strike these two companies for the purpose of obtaining the regular SIU Hiring Hall Clause. We did this with the full knowledge that the majority of all SIU contracts will start expiring July 31, 1948. At this time, after establishing the pattern for the maintenance of our Hiring Hall in ALL companies, we can then apply the same pattern to these two companies.

We feel that when the chips are down the latter part of this year, and we fight for the life of our Hiring Hall, we should not do it piece-meal, but should instead handle our affairs in such a manner as to bring this entire battle for the preservation of the Hiring Hall to a conclusion in an overall industrial fight, involving all companies, rather than one or two companies.

There is no question but that the larger the strike, if such a strike is necessary, the better the chance for winning.

The Committee further points out, and the following report will show, that the rest of the agreement as negotiated, not only in wages, but in contractual conditions as well, represents a tremendous gain for our membership in Calmar and Ore vessels. It is to be pointed out that eight previous years of negotiations with these people failed to produce these same gains.

We therefore urge the membership to study this entire report with the most careful consideration.

General Rules

TERM OF AGREEMENT—WAGE REOPENING

The Union has been able to negotiate into the Calmar and Ore contracts a clause providing for the re-

This report covers only those parts of the Calmar and Ore contracts which are marked improvements over the old agreements. For a copy of the full contract see the Agent in your port.

opening of the wage scale in these contracts any time after July 31, 1948. Calmar and Ore were the only two companies contracted to the SIU up to this point not to have this clause in their contract. It means simply, as in the case of other SIU contracts, that after the aforementioned date, we can open the wage scales with these two companies any time we so desire upon proper notification.

SECTION 6 — REST PERIODS

In the previous Calmar and Ore contracts, crew members could be required to work from midnight to 8 a.m. in port and then have to put in their full day's work, receiving overtime only for those hours from midnight to 8 a.m. Overtime did not apply for the regular eight hours regular day-work. Under the new contract, this clause has been brought up to the same standard as the regular SIU contract, i.e., unless a man is given a rest period for this work done, hour for hour, he is paid overtime in lieu thereof.

SECTION 8 — PAYMENT OF OVERTIME

The Union in this new contract secured for the first time with the Calmar and Ore companies the same provisions as in other SIU contracts providing that "If payment of any such money shall be unreasonably delayed by the Company beyond such 24 hours, additional compensation shall be paid at the rate of \$10 for each calendar day (excluding Saturdays, Sundays and Holidays) or fraction thereof that such payment shall be so delayed; provided, however, that this provision shall not be applicable to the payment of money for overtime in dispute."

SECTION 11 — PENALTY CARGO

Under the old contract, only one item was considered penalty cargo insofar as the \$10 per voyage was concerned. We have managed to raise this list of rated penalty cargoes to 16, which includes all of the penalty clause items now in the standard SIU contract.

SECTION 16 — PORT TIME

Under the old contract, the definition of port time was very vague and indefinite with the result that our members lost thousands of dollars in legitimate overtime. Now we have secured the standard port time clause as is in the regular SIU contract. This means that it will increase the membership's earning capacity on this matter and will cause far less confusion than previously.

SECTION 23 — CREW'S QUARTERS

The Union has been able to negotiate into the Calmar and Ore contracts for the first time the standard SIU clause providing room allowance to be paid under various conditions, such as when heat is not furnished, hot water is not available, crew's quarters being painted, etc., and at all times when the vessel is in drydock overnight. Under the old contract no such like conditions were provided for with the result of a loss in conditions for the membership. This is now corrected.

SECTION 37 — VACATIONS

The newly negotiated contract will provide for the first time a vacation clause for the membership. The vacation clause in the new Calmar and Ore contracts is much the same as provided for in the standard SIU contract.

SECTION 39 — LAUNCH SERVICE

For the first time this new contract will provide a clause providing, at company expense, launch service for crew members and where they make their own arrangements for transportation, the company shall reimburse each member \$2 per round trip.

Deck Department Working Rules

SECTION 2 — WATCHES

Under the old contract, the question of whether or not sea watches were broken or maintained in port was left entirely up to the master. This has been eliminated and the matter of breaking and setting watches is very clearly outlined in the new agreement. Setting and breaking of watches will be determined on the basis of a vessel's stay in port. This is in the same manner as in the standard SIU contract.

SECTION 3 — WORK IN PORT WHEN SEA WATCHES ARE BROKEN

This section provides that when gangway watches are to be maintained in port, members of the Deck Department will stand such watches. This provision was not in the old contract and will mean an addi-

tional earning point for our membership for weekends while in port.

SECTION 11 — CARGO GEAR

Under the old contract, there was no provision as to the number of deck men to be used at any time when gear was being rigged. Under the provisions of the new contract, when more than two sets of gear are being rigged, the two watches below as well as the day workers must be used.

SECTION 15 — SANITARY WORK

The old contract provided only one hour for Ordinary Seamen cleaning unlicensed Deck Department quarters. The new contract provides 2 hours each day shall be allowed for this work.

SECTION 18 — CARPENTER'S WORK

Under the old contract the Carpenter was required to take soundings regardless of where sounding pipe was located, which, in some cases, was down in the shaft alley. He was also required as part of his routine duties to take soundings after 5 p.m. and before 8 a.m. and on Saturday afternoons, Sundays, and Holidays, without the payment of overtime. Under the new contract, he is only required to sound tanks where the sounding pipes are located outside engine or fireroom spaces and if required to take soundings after 5 p.m. and before 8 a.m., or on Saturday afternoons, Sundays and Holidays, he shall be paid for such work at the regular overtime rate.

SECTION 19 — RELIEVING HELMSMAN

The old contract provided that on vessels equipped with iron mikes the helmsman could be required to do maintenance work on the bridge. This provision has been eliminated altogether in the new contract.

SECTION 22 — TYING UP AND LETTING GO

The old contract didn't provide for the number of sailors to be used in tying up and letting go. The new contract provides that all available sailors shall be used for this work.

Engine Department Working Rules

SECTION 2 — WATCHES

Under the old contract when a vessel was in port, oilers could either be put on day work or donkey watch as the Engineers saw fit. If the ship didn't go to a dock, the master could maintain sea watches regardless of the length of stay in port. Under the new contract, this has been abolished. Now, when the vessel's scheduled stay in port is to exceed 24 hours, sea watches must be broken and oilers then go on day work. This is in line with the regular SIU standard contract.

SECTION 6 — DUTIES OF OILERS

Under the old contract, the duties of oilers when on day work were very vague. He could be required to work anywhere in the Engine Department, outside engine spaces on such work as taking on stores, water and fuel. Under the new contract, oilers are now strictly confined to maintenance and repair work in engine spaces. Any time he is required to work outside engine spaces he now gets overtime. This means that for the first time in these companies' contracts, when an oiler oils winches at any time, day or night, he shall be paid at the overtime rate.

SECTION 7 — FIREMAN-WATERTENDER

The old contract provided that the Fireman-Watertender could be assigned cleaning stations in the fireroom. The new contract provides that Fireman-Watertenders on sea watches shall clean burners, fuel oil strainers and drip pans, punch carbon, keep steam, watch fuel oil pressure and temperature and tend water. If required to do any cleaning work, he shall receive overtime.

SECTION 8 — DUTIES OF WIPERS

The new contract covering Wipers has been clarified over the old contract to a great degree. One of the new provisions is that the Wiper now will get two hours for cleaning unlicensed Engine Department quarters, where, under the old contract, he was only allowed one hour.

Stewards Department Working Rules

SECTION 2 — WORKING HOURS

Where the old contract provided that Stewards Department working hours were eight hours in a spread of thirteen while the ship was at sea, the new contract provides for eight hours in a spread of twelve hours.

SECTION 4 — OIL STOVES

This is an addition which the old contract didn't cover. "Members of the Stewards Department shall not be required to pump oil for the galley range."

(Continued on Page 15)

Steady Parade To The Boneyard Slows Up Baltimore Shipping

By WILLIAM RENTZ

BALTIMORE—As it has been of their quarters and the ship for the past few weeks, shipping continues to be slow in this port. A good number of ships have been hitting port, but all of them haven't called for crews for new trips. Instead, many of them are continuing on into the boneyard.

The number of lay-ups has not been great so far, but more are expected to be "cocooned" in the next few weeks, Isthmian and Waterman ships seem to lead the list of lay-ups.

The big boys were right when they said we'd have a large postwar fleet, they were just coy when they didn't tell us it would be a lay-up fleet.

It sure breaks a guy's heart to see these almost-new ships heading for the last round-up. Some of them will sail again, but the chances of all of them seeing the deep seas again are damn small—that is, unless we have another war.

For payoffs this week we handled thirteen ships. They were the Rider Victory, Steel Maker, Montgomery City, St. Clair Victory, Cape Catoche, all Isthmian; Omore, Steelore, Santore, Marore, all Ore ships; Ile Of Patmas; Mae and Evelyn, Bull Line; and Trinidad Head, Moran.

For sign-ons we readied the Rider Victory, Steelore, Santore, Omore, Marore, Evelyn, Mae and Ile of Patmas.

DON'T BALANCE

The sign-ons certainly don't balance the payoffs and therein lies the story of slow shipping



in this port. If they balanced, we'd have nothing to howl about.

We had a little set-to on the Steel Maker where one of the crewmembers went berserk and did a cut-up job on the Bosun's wardrobe. By the time he was apprehended there wasn't a piece of material left large enough to make a good pen wiper.

The man, of course, has been brought up on charges and will probably sail no more, let alone on an SIU ship. He had, in addition to his butchering, caused a lot of trouble to an otherwise good bunch of men. The ship and the Union will be a lot better off without him.

The crew, when told of the Bosun's dilemma, quickly bailed him out of his barrel. They all pitched in and bought him two suits of clothing. The gang came to his rescue like a good bunch of SIU men.

One thing in this port's favor is the usual number of Bull Line and Ore Line vessels that come in here. These Ore Line ships are the best ships going today. The new ones are nice looking jobs and the crews take good care

of their quarters and the ship in general.

There are more of these Ore ships due from the shipyards soon. The men around here shouldn't be too hesitant to throw in for these ships. They'll be on regular runs and the quarters can't be beat.

IN FOR REPAIRS

We have had quite a number of transit ships in here during the past week. We contacted them all and squared away the usual number of minor beefs.

Many of them headed in here for shipyard repairs, so in a few days we should get a good number of them out and ready to hit the high seas again.

Not much else to say except that the horses are running again. If anybody has a sure fire method of beating the ponies, I wish he'd let us know. It seems that the critters always contract paralysis as soon as they know a Seafarer has money riding on them.

AROUND THE PORTS



On Overtime

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

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

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

Shipping Is Gloomy In Philly But They Have Those Athletics

By LLOYD (Blackie) GARDNER

PHILADELPHIA — If good shipping news is what you want to read there just ain't any from this port this week. It is a black week for the Seafarers in this old town.

We paid off but three ships, all tankers, and all three were sold. No hits, no runs, no men left on.

The Cedar Breaks and the Fort Wood were sold to foreign flag operators and the Midway Hills to an American company not contracted to the SIU.

So, with the general shipping situation slow here and the crews of these tankers dumped

on the beach, the picture is not too bright.

However, we hope to see it change next week. There are quite a few men on the beach, but a couple of sign-ons would change the picture considerably.

The sale of the tankers to foreign interests has irked the membership here no end. Ears in Washington should be burning from the strong language most men are using in condemning the allowance of these sales. It's a real scuttling job the government fakers are pulling on the American seamen and one we won't forget.

APPRECIATE ORGANIZERS

The loss of jobs on these ships makes us realize the great importance of lining up Cities Service and the other outfits our organizers are concentrating on at present.

This seems to be our only hope of keeping the men on the ships. We have to go out and create new jobs for the membership just to keep ahead of the government saboteurs.

Turning to the brighter side of things, I am proud to report that the membership here in Philly is busting buttons over the fine performance of the Athletics.

Yes sir, the As are in Number One position in the American League. Woe be it to any poor misguided soul who is foolish enough to come around here and suggest that Connie Mack's boys are just lucky and can't hold the lead.

There will be no cheering, however, when another National team, the Republicans, hit town next month for their presidential convention.

That is one time the boys would like to be in the stands with their pop bottles handy. Eggs and tomatoes would be good to have, but who can afford



to throw them now? Taft and his boys have made the cost of these items too high for working stiff.

Well, that's about all, fellows, except to say that our Hall is just about set up. If you are not in any great hurry to ship, consider this an invitation to come and enjoy the comforts of the Philly Hall for a spell.

The weather here is grand, the ball park is only a short distance from the Hall, and best of all, the beer is cold and the girls are warm.

Boston Seafarers Eye Non-Union Tankers

By WALTER SIEKMANN

BOSTON — Shipping in the Beantown port continued slow this week. It appears that one of our main sources of jobs in the tanker field in this port, Pacific Tankers, is planning to dissolve.

As a matter of fact, ships of that company which have recently crewed up in Boston have already been sold. This situation has created a surplus of men on the beach.

In view of the SIU success in the collective bargaining election in the Cities Service Company, more and more Seafarers are making an effort to ship out on

these vessels. The need for this was pointed out very aptly by a SIU man aboard the Salem Maritime recently, when he stated:

STEADY JOB

"Regardless of the state of shipping, whether it is good or bad, we always have a job to do for the Union in the unorganized field."

The Waterman scow, SS Jean LaFitte, paid off after we settled a major beef aboard. The beef developed as a result of the Skipper bulldozing the crew into staying aboard the ship while it was in Searsport, Me., after they had managed to procure their own launch service.

This shortsightedness on the part of the Skipper cost the company some seven hundred bucks. It's quite obvious, therefore, that it will be cheaper for them to supply launch service in that port in the future.

We've been kept fairly busy on the problem of unemployment compensation in this port. Operators are alleged to have made the statement that they have work for the men at all times and that crewmembers quit of their own accord upon completion of a voyage.

STRAIGHT INFO

Where such cases have been called to our attention, we have filed appeals with the unemploy-

On The Line



Because of his desire to help his brother unionists of the UFE, Seafarer George Vourloumis got a taste of "police impartiality" in the Stock Exchange beef. Clubbed several times at the building's entrance on April 15, Vourloumis was hauled to court and given 10 days in the workhouse. He has no regrets, however.

"I'm just a Union man," Brother Vourloumis says. "I wanted to help out in the beef and I'm proud I had 30 days on the lines. I could have shipped, but I wanted to see things through. And I'd do it again."

Galveston Awaits Grain Cargoes

By KEITH ALSOP

GALVESTON — The shipping picture here remains quite fair, and we expect it to pick up considerably as the next few weeks go by.

There is a lot of grain to be shipped across to Europe from the Texas ports and the volume should be pretty heavy for at least a month.

The two ships we paid off in Houston last week, the Nathaniel Currier and the Governor Miller, both sailing under the Waterman colors, signed right on again, a fact which kept our shipping rate steady.

There were no serious beefs on

either of those ships.

We contact every unorganized ship that goes into Lake Charles, of course. There are quite a few of them and they keep one man pretty busy.

Most of the talk around here continues to be on the four resolutions we passed on the referendum ballot. Just as they do everywhere, the boys here knew exactly what they were doing when they voted 10 to 1 for those resolutions.

They knew they were voting for a stronger, better SIU, and now they know they got what they wanted.

Coal Strike End Does Not Change Norfolk Picture

By BEN REES

NORFOLK — The shape of things here can be summed up in one word—rotten. This past week has been bleak for men waiting here for ships.

We had no payoffs and no sign-ons for a "perfect" record. Norfolk, it seems, just doesn't exist for SIU ships these days. The men around the Hall are more than a little puzzled by the complete absence of ships.

We figured with the end of the coal strike the ships would be pouring in here to take coal to Europe. However, it looks like the hooting and howling about John L. Lewis holding up European recovery was just a lot of hot air. Nobody seems to want the stuff now that it is available.

I guess it just goes to prove that when guys strike for a better life they are sabotaging everything and anything, but after it is all over, the "emergency" was just a hot-headed editor's dream. I'd like to show this idle coal port to some of the guys who screamed loud and long about "needed coal for the anti-communist program," and "complete strangulation of Europe's weak economy."

With that unhappy bit of information out of the way, here's a little incident that came off here the other day:

SAYS I TO RED

Two of the local SIU boys, who have been known to frequently worship at the shrine of Bacchus, met in the Norfolk Hall. Both were at the mellow stage. Said Monk Jones to Red Smith: "You're drunk. Take a walk. We don't allow such goings-on here."

Said Red Smith to Monk Jones: "You're drunk and that's against the constitution — GET OUT!" So, they both did, arm in arm. Moral: Teach the baby to sing himself to sleep.

Seafarers Get Quick Service From Branch In Puerto Rico

By SALVADOR COLLIS

SAN JUAN — Although shipping has slowed up a bit the last few weeks and shoring work has not been so hot, still and all business has been fair, and any man who wants to ship doesn't have to hang around here for too long.

We expect shipping to improve since there is plenty of sugar ready to move out. As soon as a ship hits this port we get right on the ball and try to settle whatever beefs may have come up during the trip. We have been able to square away quite a few beefs lately, and the members are satisfied with the service they are getting.

One big obstacle that stood in the way of shipping sugar from here was the trouble between the ILA and the UTM, two rival organizations which are fighting for control of the port of Arroyo. Each group wanted its men to load the sugar, and as a result, neither group did the work.

We are supporting the ILA men, and on one occasion took

Gear-Grabbers Hurt Union

The membership of the Seafarers International Union has consistently reaffirmed its position that gear-grabbers can't be good Union men. Any individual who stoops to pilfering gear such as coffee percolators, linens, etc., which are placed aboard SIU-contracted ships for the convenience of all hands, is, above all, guilty of a malicious disregard of his shipmates' welfare.

Crew conveniences on most SIU ships today are not there by accident. They are there because of the Union's successfully-fought struggles to bring greater benefits and comforts and to provide decent conditions for the membership while out at sea.

These hard-won conveniences are for the benefit of ALL HANDS. They ARE NOT to be appropriated by any individual for his own personal use. Violators of the membership's welfare will be dealt with in accordance with the firm stand taken repeatedly by Seafarers in all ports.

Crewing Of South Atlantic Ships Promises Activity For Savannah

By CHARLES STARLING

SAVANNAH — Things suddenly slowed to a standstill here, for the very simple reason that the last few ships to pay off in this port have been waiting for orders.

However, South Atlantic just called to let us know that they were going to start crewing up Monday, May 10. So don't be surprised if you hear us yelling up and down the coast for rated men.

Wait until we yell, though, because it wouldn't do you or us any good if we were suddenly overloaded.

The Southstar has been in the shipyard for repairs, but she is going to be out and ready to sail on May 18.

Due to pay off are the Joshua Hendy, and the George Ogden, a tanker. We don't know at this writing whether the Hendy will lay up for a while or go right out again.

FIRST PAYOFF

However, the Ogden, which pays off in Jacksonville, will be going out. She is a new ship under the SIU banner and this will be her first Union payoff. She belongs to John M. Carras.

We've had the outfit for several months, but the Ogden hasn't paid off before.

This is all there is on the

shipping side, but we did have the SIU in action the other day. And I hate to have to confess that we didn't win. Perhaps we didn't actually lose, but we certainly got nothing better than a stand-off.

But don't get too concerned. It wasn't a Union beef, but a case of monkey shins.

The other morning, just after we opened the Hall, I had a personal phone call from home.

It seemed that there was—of all things — a monkey on the roof. There was nothing for me to do but set sail on a monkey hunt. Just in case, I took a few of the boys with me.

On the way out in the car, we were talking over the possible strategy and tactics. One of the Brothers figured he had the right answer.

"Bananas," he said; "bananas are what monkeys like. We'll get



some bananas and lure him down. Then we can grab him."

Well, we got to the house, and sure enough there was the monkey on the roof. He sat there watching us — and our bananas.

WRONG PLAY

Then we made our mistake. We tossed a banana up to him.

The monkey got the banana and straightway took charge of the battle. We never had a chance.

Down off the roof the little rascal came, and before anybody could lay a finger on him he was headed for the swamp. Guess he just didn't want any more bananas.

Well, all hands took after him in good SIU style. But he was too fast of foot for us and since that moment nobody has laid an eye on him.

So if you hear that a big family of monkeys is living in this area and that the hunting is good, don't be surprised.

And maybe I was wrong, maybe we didn't lose after all.

We got the monkey off the roof, didn't we? Moreover, all the kids in the neighborhood had the time of their lives—and ate the rest of the bananas.

Job Done By Organizing Staff Pays Off New York With Ships

By JOE ALGINA

NEW YORK—Instead of the expected slowdown we were anticipating, shipping picked up and has maintained a good clip for the past week or so.

The better looking picture is not to be credited to our regular companies—they're still laying up ships. Instead the thanks are due the Organizing Department.

The Organizers have brought into the SIU several new freight and tanker companies, and the crewing of these vessels has taken care of a good number of the men who otherwise would be still on the beach.

On the ships being laid up, mostly tankers, the hardest hit seem to be the Stewards Department men. Shipping in the other two Departments seems to be holding up good, but the Stewards Department is in a slump.

Heading for lay-up are the Belgium Victory and Knox Victory, both Waterman, and the Waltham Victory, Robin. These ships came in and paid off in good shape. At least they'll go to the boneyard clean.

Two tankers that hit port in good shape are leaving our ranks this week. The Fort Erie is being sold to the Italian Government and the Platt Park is headed for a new, but unknown, owner.

SHUT HER DOWN

Another ship, the Gadsden, which has been on idle status here for several months, has closed down its plant and is waiting indefinitely for orders. She was running fast and furious for a spell but it looks like no one wants locomotives these days.

A couple of regular ships to hit port, with no signs of going into lay-up, were the Ponce De Leon and Emilia. The Ponce, a Waterman scow and the Emilia,

Union Supporter



Among the SIU's staunchest friends is Jesse Handin, capable bartender in the grill located in Headquarters building at 51 Beaver Street. Jesse volunteered his services and took an active part in the UFE beef, putting in considerable time without pay. During the strike, Joe Kay, owner of the grill, suspended business and placed his facilities at the disposal of the SIU. Hundreds of pickets were fed three squares a day there while Jesse aided in the supervision of the job. Brother Handin is, of course, a union bartender.

a Bull Line ship, were in fine shape. Except for a gangway beef on the Ponce, they paid off in quick style. The gangway beef, when settled, will be run in the LOG.

Another good ship in for a payoff was the Coral Sea, Coral Steamship Company. Due to the good work of the organizers, we have a contract with this company. The same is true of the Cape Mohican, Mar Ancha, another recent addition to the SIU ranks. We owe a vote of thanks to the spade work done by the organizing staff.

JOBS COMING

Rumor has it that Bernstein is dickering for two passenger ships to be put into the European trade. If they are secured it will



be some time from now, but there will be a lot of jobs open on these ships. We're keeping our fingers crossed in hope that the deal will materialize.

Out of lay-up came the Dorothy Ann Meseck this week. She had been under wraps for over a month, but it looks like she has some work to do. Anyway, she called for a crew.

On another subject: Now that all four resolutions have been passed and there are no more shipboard promotions, the membership should get used to the new set-up. Anyone who decides to promote himself will be in hot water with the membership. The new change in the shipping rule is in force, and shipboard promotions are as dead as blue linen.

KEEP IT UP

Here's a reminder to tripcard men: Tripcarders who allow themselves to become more than six months in arrears are automatically suspended. It is a good idea to keep ahead on your dues, and the chance of finding yourself in front of a reinstatement committee will be small.

Bookmen who want to work ashore for awhile are cautioned to retire their books. It is a simple procedure to retire it and equally simple to reactivate it.

Every week the reinstatement committee has to turn down dozens of men who want to go to sea again solely because they are too far in arrears.

My advice is not to take a chance with your book. You probably worked hard to get that book, so don't jeopardize it by not retiring it if working ashore.

Just in case the word hasn't gotten around, permit men and bookmen are shipping alike here in New York until May 15. All members, books and permits alike, stood picket duty with the UFE members—so all Brothers are being given equal chance to get a ship.

After the 15th of May the usual procedure will once more be in effect.

Mobile Expects Ships Some Day But Nobody Can Say Just When

By CAL TANNER

MOBILE — Shipping in this port has maintained its slow but steady pace throughout the past seven days.

The record shows that we shipped about 185 men, and that there were nine payoffs and six sign-ons.

The payoffs included six Watermans and three Alcoas. Most of them were smooth enough, but one was a real headache. That was the SS Frank Norris, a Waterman Liberty, which was so thoroughly fouled up that it took us two days to straighten her out.

The sign-ons were accomplished with an absolute minimum of trouble, there being nothing more to square away than a few repairs here and there.

The ships that signed on were headed for Italy, Greece, Turkey, Germany, Belgium, Netherlands and Puerto Rico with, of course, some Alcoas heading all the way down through the Islands.

LOG JAM

The Norris got into her fouled-up condition in the course of a long trip that lasted several months. The overtime on her was in quite good shape. It was the logs that caused the trouble.

The Master on her had a mania for logging. Whenever



anything at all happened he would toss a few logs at the men.

When the Patrolmen tried to reason with him they were given a hard time. The Skipper told them that, if they wanted to get the crew paid off, they had exactly 20 minutes. He said he was going ashore and was in a hurry.

It was no time to be hot headed, so the Patrolmen and the crew decided to hold up the payoff until the next day. They figured they would get some company officials down and get things fixed right.

This proved to be a good idea. The next day, the Waterman Port Captain and the company's labor relations man turned up and, in no time at all, we had most of the logs lifted.

That Captain was just about crying tears when things were settled the SIU way.

GOOFED OFF

On the other hand, the Patrolmen found out that some of the Norris crew actually had done some goofing off and deserved a few logs.

As a result of their finding, the entire crew was investigated by a committee. Those who were guilty were fined and some were put on probation for extended periods—which is also the SIU way.

Of the ships paying off here last week, two or perhaps three Liberties are headed for the boneyard.

However, there is a strong possibility that this is a very temporary lay-up, and that a lot of ships from the boneyard fleet will be rolling back out soon. When that time comes we'll let the LOG know about it, you can be sure.

According to what we hear right now, Mobile will turn out to be one of the key ports in the Marshall Plan program—if that Plan ever really gets going.

So far as we are concerned right now, there might as well be no Marshall Plan, and we have several hundred men on the beach. So when the ships start coming out we won't have any trouble crewing them up.

TANKERS AHOY

On the organizing scene, we haven't had much going on this week. One unorganized tanker did come in and about 20 men tried for her. However, she was only one man short so we were somewhat but not completely stymied.

There are plenty of oldtimers on the beach here. Among them are C. Merritt, W. McDonald, O. Thompson, W. Ross, O. Davenport, O. N. Edwards, J. McGuffy, L. O. Russell, J. Oosse, J. W. Fleming, L. D. Worrell, W. T. Grey.

Main topics of interest around the Hall these days have been the local primaries, and the news that a bunch of half a dozen or more unorganized tankers are heading for Mobile for repairs.

We'll take care of the tankers if and when they arrive. So far as the primaries are concerned, Seafarers eligible to vote in Mobile went to the polls to blackball the enemies of labor who backed the Taft-Hartley Act and other vicious anti-labor measures.

Cavalier Will Drop New York For New Orleans At End Of June

NEW YORK—The Alcoa Cavalier will start calling New Orleans her home port instead of New York at the end of June, the Alcoa Steamship Company announced this week.

The company said that the move was being made because increased demand for cargo space and passenger accommodations from Gulf ports to the Caribbean made it necessary.

After the transfer, Alcoa will be operating weekly service for passengers and express freight from New Orleans to the Caribbean countries, since the Cavalier will be joining her sister ships, the Alcoa Clipper and Alcoa Corsair.

WILL USE C-1s

Each of the three ships will make 17-day round trips which will include calls at Jamaica, the Dominican Republic, Trinidad, La Guaira, Guanta and Puerto Cabello.

On every second voyage, the ships will call at Curacao.

On the return leg of each trip, passengers will disembark at Mobile instead of New Orleans except for the sailings of August 20, September 17 and October 15. These three trips will terminate at New Orleans.

Meanwhile, Alcoa will continue passenger service out of New

MAN ON THIRD

BY FRENCHY MICHELET

By AUSSIE SHRIMPON, Pinch Writing

That lyrical Limey, Bill Shakespeare, once penned the immortal lines that

"Some are born to greatness, Some achieve greatness,

While others yet have greatness thrust upon them."

I'm strictly the show horse when it comes to the Greatness Stakes because it seems that I have had all that Frenchy Michlet built up, thrust upon me, while that erstwhile ambassador of goodwill and cheer is away touring the Sunny South.

Having just finished with the Wall Street Strike the good old thjrd deck is nearly back to normal. The Strike equipment has been all packed away; those tender chicken sandwiches that we all ate during the beef are no longer to be had for the asking; the membership is clustered around the television set each afternoon for the ball game, and there is nary a skirt in sight, which, after the super-abundance of them in the Recreation Deck proves that it is indeed all over.

The boys got so used to these young chickens running around the Hall that the place seems kinder lonesome without 'em. It's the old, old story I guess, "we can't live with them and we can't live without them", and there's no doubt about it, they do brighten the joint up.

VOTE OF PRAISE

The whole beef was handled in true SIU style and a vote of praise is due to one and all who participated in it. The younger membership especially did a bang up job and from now on some of these Mess-hall Militants of the old school had better watch their steps when they start sounding off about previous beefs

because they are likely to be confronted by picket-cards owned by Permit men that they have never before seen the like of—not even in the bad old days.

The Trial Committee is now dealing with the small percentage of guys who tried to play it smart when our Union was in trouble. As always, they are realizing that "the path of the transgressor is truly hard."

This is one outfit where nobody can get away with anything, be it missing pounding those lines or beating the Patrolman for a couple of months dues. Sooner or later the inevitable happens and they are caught up with, and then it's too late to start crying.

The time has come when we can afford to streamline, and those of our members who are



not with us in time of trouble are certainly not going to share the fruits of a victory that others have won. Three years ago I was "a lone voice calling in the wilderness" about performers and gas-hounds, but I have now seen the membership rise up and deal with these disrupters as they justly deserve, and the same remarks apply to those slough-offs in our ranks (happily in the minority) who think that when the Union is in a beef that it is a "good time to go home to visit the old homestead."

For the nonce I am now enscenced on third, with my feet parked on Frenchy's desk, dispensing change, postage stamps, liberty-books, good-will, other trivia to all and sundry. Old friends will be welcome and new ones made in the best Michelet tradition, so any of you guys who want to while away the passing hour with good coffee and bull drop around—if it gets too bad I can always ship out.

The Patrolmen Say—

Always A Hitch—

NEW YORK — It certainly is a pleasure to go aboard a ship for the payoff and find a happy, congenial crew on hand. And that was the case exactly, when I boarded the Platt Park, a Pacific tanker, early this week. This tanker, by the way, is being sold to a foreign country.

Because I am somewhat skeptical, I did a little investigating, the results of which revealed that all the officers on this wagon were out of the foc'sle and not school ships boys. They really knew how to treat men.

PLAIN GUY

While I was talking to the men in the ship's messroom in the course of the payoff, one husky fellow was right in on all the discussion. Later, as I was checking up with the delegate, I asked him why he didn't check this husky guy's book.

It was then that I found out he was the vessel's Skipper. And all the time I had been thinking he was an OS. It was obvious that there was no "brass" on that scow. All hands were treated alike.

I think it is in order to say here that when any of you fellows see a ship with Captain D. B. Nichols or Chief Mate S. W. Hanna you can be sure all hands aboard are going to get a square shake. These men are always looking out for the welfare of the crew.

These two officers invariably settle the ship's beefs before the vessel docks. The same goes for the Engineers too, Chief, First Assistant and right on down the line. I am sorry I did not get their names as the crew swears by them—not at them. And this is a welcome change.

But, as always when things are going along smoothly, a hitch develops. It's a damn shame that when you meet up with a good crew and good topside bunch aboard a good ship, the big brass decides that some other country needs the ship more than we do.

The crew of the Platt Park have all gone to the four winds now to ship out again. But before they left they wished all the ship's officers a "Happy Sailing" on their next vessel.

James Purcell

BOOKS IN REVIEW

THE PINKERTON CASEBOOK, by Alan Hynd, Penguin Signal Books, 168 pages.

This is only half the story of Pinkerton's National Detective Agency because it omits the outfit's notorious history of labor spying and union busting. However, the cases included make interesting reading as accounts of professional crime detecting in the fields of murder, bank robbery, horse ringing and insurance.

WILD PALMS by William Faulkner, 156 pages, 25 cents, Pelican Books.

Against a background that shifts from the Gulf coast to New Orleans to Chicago and back again, Wild Palms tells a story of violent love between two people who refuse to conform to any of society's traditions—except love, of course.

The relationship is doomed from the beginning by a world hostile to unconventionalities. Strong as Harry and Charlotte, the central characters, are, they're unable to ward off the events which hurtle them to the inevitable tragic ending.

Readers who get a bang out of the James Cain type of thriller will follow Mr. Faulkner's story with mounting interest.

THE DIM VIEW, by Basil Heatler, Penguin Books, 155 pages.

This book has one attribute which will make it plenty of friends. It is as sexy a novel as has come off the presses in years. A war story, it is the account of the affair between a Navy PT Skipper and an Australian girl. For good measure, the Skipper gets to know another girl or two and goes through some battles.

Minutes Of A&G Branch Meetings In Brief

PHILADELPHIA — Chairman L. A. Gardner; Recording Secretary R. A. Oates; Reading Clerk Don C. Hall.

Minutes of all branches read and accepted with exception of motion to non-concur with that part of Boston minutes with regard to returning trip cards back to men who failed to do picket duty in UFE strike. Agent reported shipping slow. A short talk on UFE strike was followed by report on Cities Service and other Union organizing activity now being conducted by Headquarters organizers. Under Good and Welfare there was lively discussion on Shipping Rules which was good education for men



fortunate enough to be present and get the different viewpoints. Motion carried to post Tallying Committee's report. After one minute of silence for departed brothers, meeting was adjourned; 176 members were present.

BALTIMORE — Chairman William Rentz; Recording Secretary Ben Lawson; Reading Clerk Al Stansbury.

With exception of motion to non-concur with new business of Boston branch meeting, proceedings of all ports were read and accepted. Motion carried to give Agent a vote of thanks for good work he did on picket line in New York. Patrolmen's and Dispatcher's reports read and accepted. Motions carried to accept findings of trial committees. Under Good and Welfare several members spoke about the distance from the Union hall to the Ore Line docks. It was suggested that if a man is on articles and a replacement was called by the Hall, the replacement should receive two days' pay. Several men took the deck to point how organized labor has been successfully coping with its enemies.

GALVESTON — Chairman Keith Alsop; Recording Secretary R. Wilburn; Reading Clerk W. R. Russell.

Minutes of various branch meetings accepted. Balloting committees report on four resolutions read and accepted. Following obligation of members, a



minute's silence was observed in memory of our departed brothers. Meeting adjourned with 112 members present.

NEW ORLEANS — Chairman Earl Sheppard; Recording Secretary Herman Troxclair; Reading Clerk Buck Stephens.

Minutes of regular meetings held by other branches read and accepted, with exception of Boston. Agent reported on UFE beef and how participation by SIU had great value for this organization. Besides revealing who our friends are, he said, the

A & G Shipping From April 7 To April 20

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston	29	10	31	70	6	12	5	23
New York	242	266	280	788	255	277	205	737
Philadelphia	108	58	48	214	49	24	13	86
Baltimore	170	143	91	404	115	178	64	357
Norfolk	132	61	64	257	147	87	53	287
Savannah	52	38	40	130	16	16	17	49
Tampa	22	28	16	66	11	8	12	31
Mobile	98	92	92	282	134	125	95	354
New Orleans	182	120	178	480	168	88	127	383
Galveston	82	43	39	164	65	44	36	145
San Juan	26	14	17	57	24	11	13	48
Grand Total	1,143	873	896	2,912	990	870	640	2,500

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

beef showed that the membership can stand up under pressure all of which will be valuable if we have to hit the bricks ourselves. He also thanked men who gave support to the beef, saying he was proud his port had done so well. Acting Agent Buck Stephens reported on status of shipping and organizing progress in this port. Brother Michelet informed members present that next meeting would be held in the new hall and extended invitation to all hands to visit new quarters and see how things are shaping up. Reports of various committees read and accepted.

NORFOLK — Chairman Steely White; Recording Secretary Ben Rees; Reading Clerk J. A. Bullock.

Minutes of all branches accepted. Heard report of trial committee in case of brother charged with conduct unbecom-



ing a Union member. Committee recommended a six-month probationary period to allow man chance to prove himself; if he fouls up further during probation he will be dealt with more severely. A similar finding was reported by the committee in the case of another crewmember charged in the same way. Agent's and Patrolmen's reports revealed that shipping in this port has been slow. Many ships that have been lying idle in the Roads have been turned back to the Maritime Commission and sent up the river to the laid-up fleet. The coal situation, still looks very gloomy. Although coal constituted a major portion of shipping in this port, none of our ships has loaded any coal despite the fact that 25 or 30 foreign flag ships have loaded and sailed in the last week. One minute of silence observed in memory of our departed brothers.

BOSTON — Chairman B. Goodman; Recording Secretary R. Queen; Reading Clerk W. Siekmann.

Proceedings of other branch meetings read and accepted. Election of trial committee to study charges against member. Reports of tallying and investigating committees read and accepted. Motion carried to concur in findings of trial committee. Motion carried that we reaffirm our previous position on that part of the Marshall Plan dealing

with the allocation of relief cargoes to foreign shipping and urging all members to send letters and telegrams to their congressmen that said cargoes be carried in American bottoms. A motion that we get up a petition in hall and send it to Congressmen was defeated after it was pointed out in discussion that this is the practice of political parties and is contrary to Union policy. Many members hit the deck and blew their tops on various subjects during period on Good and Welfare. Agent reported that branch business has been running smoothly although shipping has been slow. Beef pending on the Jean LaFitte was explained to the membership. He reported on the effect in the maritime industry of government-owned ships being recalled from operation. He declared that in final analysis that it is essential to have a strong militant union and asked every member to spend more time tightening internal structure of SIU.

SAVANNAH — Chairman E. B. McAuley; Recording Secretary E. B. Tilley; Reading Clerk P. Carrollton.

Accepted minutes of other branch meetings. Patrolman reported that business for past two weeks was pretty slow, with only two payoffs in Charleston and in Jacksonville. He expressed hope that things would pick up in the next week as there are sufficient men on the beach to



crew up two or three ships. Motions carried to accept Secretary-Treasurer's report on UFE strike and Tallying Committee's report on four-point resolution. Books of nine members were obligated. One minute of silence observed in memory of departed brothers. With 94 members present, meeting was adjourned at 8:15 P.M.

SAN JUAN — Meeting called to order by Agent Salvador Colls at 7 P.M. At this point Agent made recommendation that this meeting be adjourned because of the special meeting he had to attend with Frank White, an officer of the ILA, and with an official of the UTM, with a view to bringing it into the ILA. Several important points have already been agreed upon by both unions. The meeting scheduled for tonight is to continue these talks and because of its im-

portance Colls' attendance is advisable and therefore asked the SIU membership's permission to allow him to attend. He pointed out that the uniting of the UTM and ILA would bring peace and harmony on the Island, which is of importance to the SIU. He also stated he intended to recommend to the ILA and Frank Benton the necessity for forming an AFL Maritime Trades Council in this port. Motion carried that meeting be adjourned and all present be given credit for attendance. Also that full report be given to membership by Agent on developments of tonight's meeting at next regular branch session.

MOBILE — Chairman H. Fischer; Recording Secretary T. Massey; Reading Clerk Jeff Morrison.

Minutes of branches holding regular meetings read and accepted. Acting Agent Morrison reported that this port will have a passenger ship paying off every Monday which will spur shipping. Shipping has been slow in the port for the past two weeks, with the majority of men shipped being bookmen. At the moment several Waterman ships are lying idle waiting for cargo. As soon as cargo is forthcoming for these vessels, Waterman will call for several crews. Progress was reported in organizing activity in this port. Motion carried to send telegram of congratulations to UFE for its conduct of the Wall Street strike. Motion carried calling for investigation of the return of a SIU mans body in an Alcoa ship's hold containing bauxite. Agent is to report back

to membership on this matter at next meeting.

NEW YORK—Chairman Lindsey Williams; Recording Secretary Eddie Parr; Reading Clerk Jack Parker.

Minutes of all ports accepted, except Boston's which were filed. Motion carried that when men in



key ratings are shipped from this port, they should not be removed from their jobs in other ports because they lack three years' discharges for that rating. In discussion it was pointed out that it is a custom in some ports to do so. Many fellows, however, do not carry their discharges with them everywhere they go, and all hands agreed the practice should be discontinued. Under Good and Welfare there was discussion on various matters of interest. Among these were the rights of permitmen to ship, the need for the membership to read and familiarize themselves with the Union Constitution and a recommendation that round-table discussions be held aboard ships and in the Union hall to acquaint all hands with Union procedure. The Director of Organization told of confusion



existing in Port of Wilmington, California, resulting from attempts by some individuals to hamper A&G officials in carrying out instructions from the Organizing Department on manning and organizing two ships of a new company. The Director of Organization said that the entire matter was covered in Wilmington Branch minutes and West Coast communications, and recommended that the membership study it carefully and take action tonight. A motion carried to accept the Director of Organization's report and to instruct the Secretary-Treasurer to make a report of the incident so that all members can get a clear picture of the situation out there.

Retroactive Pay Waiting

The following men have money due them at the Ponce Cement Corp. at Ponce, Puerto Rico. They may collect same by writing to the Company Office.

Prince, \$36.08; Augustus Stanley McNeil, \$1.00.

RETROACTIVE 6%—1947

Felix Aponte, \$19.51; Florentino Quimper, \$10.90.

RETROACTIVE 5%—1947

Finn Hansen Erch, \$27.18; Pedro J. Erazo, \$1.78; Martin Hoffman, \$1.58; Carmelo Melendez, \$1.35; Manuel Rodriguez, \$1.64; Julio F. Pacheco, \$13.20; Victor M. Garcia, \$1.07; Eliseo Santiago, \$10.39; Henry O. Limbaugh, \$10.42; Horace C. McCurdy, \$14.29; Blas A. Ramirez, \$1.07; Joseph E. Townsend, .53; Fco. Bartolomei, \$12.79; Ed. W. Shaw, \$12.79; Agripino Garafalo, .60; Amilcar Ortiz, \$1.01; Ernesto Rubio, \$1.01; Juan Solis, \$1.47; Luis Williams, \$9.35.

RETROACTIVE TO MARCH 10, 1948

Boris Geo. Shick, \$23.20; Donald H. Kennedy, \$13.98; Luis R. Serrano, \$25.35; Damian Mercado, \$15.89; Enrique P. Hernandez, \$10.15; John Furey, \$3.62; Maximino Rosario, \$2.64; Teodoro Renta, \$2.86; Leonard Karalunas, \$16.21; John Cisiecki, \$8.62; Arthur Colburn, \$5.15; Luis Cruz, \$2.48; Howard Bickford, \$4.49; Ernesto Gonzalez, \$8.93.

MONEY DUE FOR ERRORS MADE ON PAY ROLLS

Eldon Lee Browning, \$7.89; Arthur Colburn, \$24.21; Gilbert N.



SHIPS' MINUTES AND NEWS

DeSoto Crewmen Assail Shirkers, Stress Need For Sound Unionism

A first-rate demonstration of democracy in action was provided by the crew of the SS De Soto, Waterman, when they brought two men of the Deck Department up on charges after giving them a full hearing.

The charges grew out of the fact that the two men accused had developed a bad habit of disappearing in foreign ports while their fellow crewmembers did their work for them.

It happened first in Philadelphia on this side, then happened again and again in Hamburg, Bremen, Bremerhaven and Le Havre. Finally the crew lost patience and the Ship's Delegate, Carl I. Copper, called a special meeting to consider the situation. F. M. Reyes was elected Chairman of the meeting, and Stanley Wilusz volunteered to act as Recording Secretary after several others declined.

First item on the agenda was the report of Deck Delegate Rodolfo Oliver in whose department the two alleged performers had missed duty. After this report was accepted, the entire crew joined in a long discussion which ended in charges being voted.

WERE WARNED

Oliver claimed that the crew had been thoroughly warned in Philadelphia, where an unnecessary shortage of men had occurred, that if anybody persistently missed watches or other duties, causing undue hardship for the rest of the crew he would be brought up on charges.

Despite this warning, the two men in question had continued to absent themselves from their duties, Oliver said, adding that they also had disregarded the standard SIU policy of making proper arrangements with other crewmembers in the event of missing duties.

The Deck Delegate claimed that one of the two men accused had failed to stand gangway watch on two occasions, Mar. 20 and Mar. 25, and that he had left ship while on duty on a number of occasions.

Moreover, the Delegate said, this man always failed to show up until the last moment before the ship left each port, and always came back in no condition to secure gear on deck.

REPEAT ACT

The second man accused had been warned before and had been openly censured in the previous shipboard meeting, the Delegate said. In addition, he generally was in no condition to work the ship when in port.

This man's biggest performance occurred in Le Havre on March 25, the Delegate said. On that day, he had been warned expressly not to leave the ship while on duty.

However, the man paid no attention to the warning and took off. It was sailing day and when the ship pulled out, this man was on the deck.

This was bad enough, but according to the Delegate's report the performance was just be-

ginning. The man jumped into the water and tried to swim after the ship.

TIRED FAST

Of course, not being in the best shape for swimming, he tired fast, and would have drowned if Bosun Jensen hadn't jumped in to swim to his rescue.

Between the Bosun's prompt and courageous action and the good work of a squad from the Le Havre fire department, the man was saved. But his performance, which was put on in front of all the passengers, delayed the sailing and reflected upon the Union's prestige, the Delegate declared, recommending that charges be brought against both men.

However, the crew deliberated on every aspect of the case before voting on a motion to bring the charges.

One man noted that almost everybody had enjoyed himself a little bit ashore and that perhaps these two shouldn't be singled out. But it was pointed out that only the two accused had left the ship without permission or without making arrangements with fellow crewmembers to get have their work done.

FULL HEARING

Another crewman suggested that the whole matter be left to the boarding Patrolman. Chairman Reyes gave the score on that one. Why make the Patrolman the goat, he said, when the crew should take the action or not take it as the members saw fit. The Patrolman would have enough to do if the charges were voted.

The two men accused were then given a chance to defend themselves. One of them had nothing whatsoever to say in his own behalf. However, the second man thought that he ought to be allowed pay logs for all the time missed, and that the idea of charges ought to be dropped.

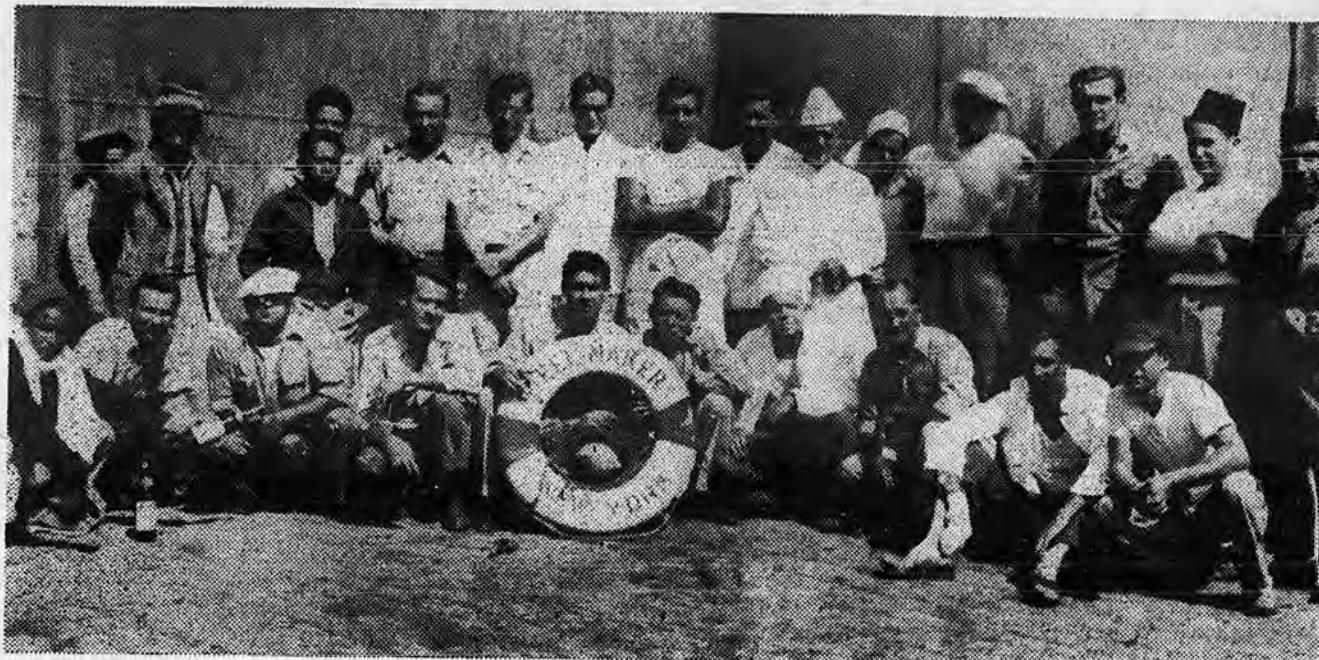
It was pointed out to him that no amount of logs would get the missed work done. Suppose the Stewards Department left the ship one day, would a few logs cook the meals, Ship's Delegate Copper asked.

Before any vote was taken on a motion to bring charges, it was made clear to everyone that if a man is found guilty by a trial committee he is not automatically ejected from the Union.

A committee, it was explained, recommends whatever penalty it thinks a case deserves, and the membership then votes on the committee's recommendation.

In this case, the De Soto crew finally voted by a narrow margin to bring the two men up before a trial committee.

THEY'RE POSITIVE NOW



Last week when the LOG ran a letter from the crew of the SS Steel Maker from Alexandria, Egypt, we said that the boys had sent in a picture of the crew which we couldn't use for technical reasons, the print itself being negative. Hardly had we gone to press than the above picture came through, and it was perfectly okay. Here are the Steel Makers' men plus a few Alexandria dock workers. We can't identify them all, but we know that the following are in the picture: Pete Walsh, Freddie Delacruz, Ollie Nerkiewicz, Sam Jonas, John Fronden, Bill Baumgardner, G. Walker, R. Schwarz, F. Quintero, Bill Hastetter, Don Faulkner, J. Rodriguez, J. Strickland, H. Witt, W. Kaylor, A. Sprentzel, J. Thornton, R. Williams, Tony Annelar, Joe Coelho and a man we know only as "Pete."

Pioneer Lads' Move Brings Decent Food

When the SIU crew went aboard the SS Pioneer Valley, operated by T. J. Stevenson & Company, the first thing the Stewards Department discovered was that a large portion of the food stores was unfit for human consumption.

Accordingly, the men of the Stewards Department took immediate action when the company was slow to respond, they drew up a resolution signed by all members of their own department, and by eight men from other departments, demanding that a U.S. Government Health Inspector be brought aboard to pass on the food.

CONDEMNED MEAT

And that is exactly what happened. Moreover, when he had a look at the ship's food supply, the inspector lost no time in condemning a big chunk of it which the company had to replace.

Once again swift action by an SIU crew meant decent conditions for everybody.

The men signing the resolution calling for action were:

Pedro L. Agtuca, Chief Steward; W. Norris, Chief Cook; J. P. Baldestor, Second Cook and Baker; John Povel, Messman; Alexander Duncan, Utility; Leonard Bjorklund; P. W. Wilborn; F. E. Gill; Paul Runnerger; Ed Casey; Edward Ralston; John D. Boje; E. S. Bradmark.

RESOLUTION

Complete text of the resolution follows:

"We the undersigned members of the crew of the Pioneer Valley, being sent aboard this ves-



Two members of the Steel Maker's crew, W. C. Baumgardner (left) and Harry Witt pose for the cameraman on the dock in Alexandria. Witt sailed as Messman, Baumgardner as Third Cook. In their letter last week, the men on the Steel Maker reported a first-rate Union crew.

sel from the SIU Hall in New York City on Saturday, April 24, 1948, to man the Stewards Department, after carefully inspecting the stores on board, as far as the food was concerned found that some of the meat, the chickens and the eggs aboard were not in fit condition to be served as food to any crew, nor were we willing to eat them ourselves.

"Therefore we went to the Union Hall and registered these facts in a beef.

"After the Dispatcher on duty got in touch with the office of the agents, T. J. Stevenson & Company of New York City, we were instructed not to try to feed the crew until we were told to do so, as the Port Steward for the agents would come to the ship on Sunday morning and inspect the condition of the food.

TURNED TO

"Therefore, we waited all day on Sunday for the said Port Steward to put in an appearance, but at 5:30 p.m. he had not put in an appearance.

"While awaiting him, the Steward and some of the crew turned to, and took an inventory of the clean linen in the linen locker, and gathered up, sorted and counted the dirty linen from the various foc'sles and other places around the ship, getting it ready for sending to the laundry.

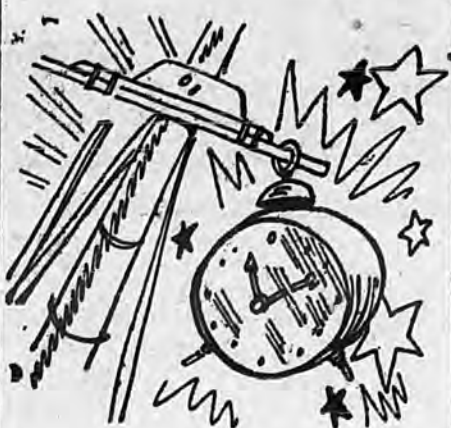
"The Cooks meanwhile were cleaning the galley and dry store room, and the pantry and mess-halls, both saloon and crew's, washing all the dirty glassware, dishes, silver, pots and pans, and so on.

"We respectfully request that a U.S. Government Health Inspector be requested to come aboard this vessel as quickly as possible and inspect the food supplies, condemning all such as are not found to be in wholesome and fit condition to be fed to any crew.

"We feel this inspection to be necessary for the health of the members of the crew, both officers and men, who will be eating on board."

Digested Minutes Of SIU Ship Meetings

SEATRADER, Mar. 7—Chairman J. F. Murphy; Secretary W. J. Doak. No beefs from departments. Voted charges against four men in Stewards Department for performing and not working in certain South American ports. But voted to drop charges if men behaved for remainder of trip. Minute of silence for Brothers lost at sea.



HOWARD A. KELLY, Mar. 2—Chairman Lee De Parlier; Recording Secretary James E. Bell. Both elected by acclamation. Few minor overtime beefs reported by Stewards Delegate, other departments quiet. Heard letter from Ship's Delegate Burl Bryant to U. S. Consul in Puerto La Cruz regarding shore leave while at anchor and also heard Consul's reply. Voted to forward correspondence to New Orleans Agent. Discussion by Taylor under Good and Welfare of ship-board conduct. Chairman relinquished chair to ask crew to make up foc'sle repair lists for Delegates. Decided to have another meeting between Trinidad and New Orleans. Minute of silence for Brothers lost at sea.

SOUTHLAND, April 18—Chairman George Meaney; Secretary R. L. Kennedy. Deck and Department Delegates had no beefs to report. Voted to bring Third Ass't to attention of Patrolman. Third Ass't had threatened to get hold of Patrolman to have several men including Steward fired. This Third Ass't had declared himself in both word and action 100 percent for company although an MEBA member. Crew decided it was time he was taken down 20 notches. Steward asked that foc'sle keys be returned to department heads for benefit of next crew. Steward thanked for his good work and cooperation. Minute of silence for departed Brothers.

KLAMATH FALLS, Mar. 1—Chairman H. M. Mannering; Secretary J. P. Balderston. Stewards Delegate requested that all soiled linen be kept in foc'sles until regular time of collection. Deck Delegate reported that holiday overtime was to be arbitrated and that results would be put into LOG and West Coast Sailors if there was extra money. Only two men at all delinquent in dues, they would pay up in New York. Voted that night watches should keep messhall clean, and that men using messhall for recreation should do likewise. Mattresses used for sun-baths to be brought in after use. Discussion of better methods of garbage disposal. Man who had left ship had borrowed money. Decided to leave his stuff in New York, let money matter rest for time being.

BEATRICE, Mar. 14—Chairman Finnegan; Secretary Leighton. Few hours disputed in Engine and Stewards departments. Suggestion that new coffee making machinery be bought. Other improvements suggested. Each watch to clean up messhall.



BILLINGS VICTORY, Jan. 25—Chairman Al Smith; Recording Secretary John Dugina. Deck Delegate Jacobson reported everything okay, as did Engine Delegate Lyon. Stewards Delegate Cruz said there were some disputed hours regarding work done while ship was befogged near Antwerp. Ship's Delegate Scofield said matter would go to Patrolman but that he thought no overtime could be collected for a weather delay. Ship's Delegate told Steward he has a beef if company sends insufficient stores. Chairman Smith gave talk on unionism. Delegates gave crew vote of thanks for cooperation. Minute of silence for departed Brothers.

CHARLES NORDHOFF, Jan. 31—Chairman Frank Nacklicki; Recording Secretary Carl S. Hammen. Deck Delegate Simmons had no serious beefs to report, nor did Engine Delegate Blair nor Stewards Delegate Negron. It was decided to lay before the Skipper the problem of what to do about the unused toilet which was in foul shape. Voted to have laundry installed, the present lack to be reported to Patrolman. Minute of silence for Brothers lost at sea.

MAE, Mar. 4—Chairman C. Lough; Recording Secretary Stephens. Steward's Delegate Clayton called meeting to order. Departments had no beefs to report. Series of motions passed calling for repairs, new gear and furnishings. Minute of silence for Brothers lost at sea.



ROBIN KIRK, Mar. 8—Chairman Ted Lawson; Recording Secretary R. R. McCormick. Deck Delegate reported no beefs. Bosun explained why Mate stopped two men from overtime. Stewards Delegate also reported no beefs, but Engine Delegate said there were a few hours disputed in his department. Under Good and Welfare, several motions regarding keeping ship clean were discussed and passed.

DEL MAR, Mar. 7—Chairman J. Tucker; Secretary Glasgow. No beefs from departments. Delegates given vote of thanks. Voted to post set of rules for new men coming aboard. Motion by King, second by Arena, carried that no permit to be pulled off and replaced by another permit on passenger ships provided a bookman refuses job. Decided to send a resolution on this point to all branches. Voted donations to LOG and hospitals. Discussion of garbage disposal methods. Minute of silence for Brothers lost at sea.



CASA GRANDE, Mar. 28—Chairman Eddie Cole; Secretary Armand Stepanian. No beefs. A. H. Sherman elected Ship's Delegate. Purser to be reported for striking out overtime. Delegate to check ship's stores.

JOHN HATHORN, Feb. 22—Chairman Spider Korolia; Recording Secretary John G. Brady. Deck Delegate E. P. Janosko reported department shipshape, received vote of thanks. Stewards Delegate E. Barrios and Engine Delegate R. Trumbull reported few hours disputed. Voted to make up consolidated repair list for all departments. Asked new meat block for galley and new grill for stove. Discussed fines for performers. Agreed that entire crew donate five dollars apiece, half for LOG, half for hospitals. Voted to move laundry. Ship's Delegate Brady to see Captain about launch fare in Manila. Agreed to hold payoff until beefs settled. Minute of silence for Brothers lost at sea.

FLORIDA, April 14—Chairman Dan Thomas; Secretary A. Dominguez. Ship's Delegate Major Costello reported on status of P&O agreement and said everything running smoothly. Deck Delegate Lawrence McCullough listed repairs badly needed in department, no beefs. Engine and Stewards Delegates Atwell and Ferreiro reported all going well. Voted to have four delegates draw up desirable changes in contract with P&O after discussion of special problem of P&O because of nature of run. Voted for all departments to submit repair lists before ship drydocks in May.

JAMES K. WALKER, Jan. 26—Chairman Joseph Cabral. No secretary named. Deck Delegate Alder, Engine Delegate Acosta and Stewards Delegate Cabral had no beefs to report. Repair list made up to be turned over to Patrolman in first American port. Also voted for ship to be fumigated. Voted to fine men leaving dirty utensils, money collected to be turned over to Fort Stanton Hospital. Minute of silence for Brothers lost at sea.



SEATRAN HAVANA, Mar. 19—Chairman Sam Cooper; Secretary Fred Shaia. Some disputed hours reported in Engine Room. Voted to cable New York for Patrolman to meet ship. Delegates to check on quality of ice cream. Voted to replace radio speaker with speaking tube. Cooper elected Ship's Delegate by acclamation. Agreed to make up repair lists and follow through on them. Asked for after gangway. Cooper relieved as Chairman by Carlson. Vote of thanks to Negotiating Committee for new raise. Voted renewal of library books.

SEAFARER SAM SAYS:

FOLLOW THROUGH!

THE REFERENDUMS HAVE BEEN APPROVED BY BETTER THAN 90% OF THE MEMBERSHIP.

PAY YOUR ASSESSMENTS NOW SO THAT THE UNION CAN GO AHEAD AND BUILD ITSELF UP TO MAXIMUM STRENGTH BEFORE ANYTHING MAY HAPPEN.

CUT and RUN

By HANK

Every Seafarer has the honest responsibility of protecting the SIU—the jobs, the contracts and the aims of the union—at all times by carrying out the SIU rules aboard ship and in the halls, and seeing to it that the Organizational and Educational Program is enforced in every way needed and possible. This covers such things as sailing unorganized ships and the method of becoming better union men, etc. To protect the strength, the powerful and reliable reputation and the current expansion of the SIU every Seafarer can easily enough continue doing his job in shipshape SIU style aboard ship and carrying out the same kind of good unionism in every SIU hall where it's equally important. The SIU has for many years demonstrated to the public and especially to all unions, AFL, CIO and Independent—in SIU-fashioned words and action—why and how we fight and win our fights, and the efficient manner in which real trade unionism progresses in these times of the Taft-Hartley slavery law, the police, the scabs and the desperate labor-fakers trying to survive and destroy.

Brother Ed Edginton, the mustached electrician, just sailed into town after nine months aboard the Knox Victory—which was laid up along with several others... Brother Teddy "The Terrible" Babkowski, is fresh in town after some voyaging... Brother Ed Larkin an electrician with a long circuit humorous sense of humor, sailed in last week from a tanker trip—belonging to one of our new companies... There's Brother Bill Todd, playing pinochle on the third deck while he's waiting for the kind of ships which come in and sail out again—out to sea—not the busy boneyards!

Brother George Berry just finished a long trip. Something new happened to George. He became a poetry writer—due to a good trip but a bad egg-braided character aboard... Here are some oldtimers in town: Steward Alfred Baizman, A. Vegas, Steward Joe Arras, S. Manning, J. Rogers, A. Norman, J. Hopkins, J. Dand, T. Murphy, J. Stickney, R. G. Collet, J. Cates, F. Boyle, J. Barran, Charles Connors and Bosun J. Patrick... Brother Clifton Wilson should be in town after his long trip and Far East ports.

GOOD AND WELFARE: Brothers, here's something to remember when you're ashore in those foreign ports. If there are any SIU ships around bring them some of the various copies of the LOGS you have aboard. Save some for the next port and another SIU ship or unorganized ship and tankers. And when you find yourself in a USS club or some favorite SIU bar—if there are copies of LOGS there don't take all of them. Leave some for the next SIU ship coming in. Your other shipmates will appreciate them as much as you guys did.

Here's another thing to remember. Before you sail from American ports or when you come in off that trip—pick up as many previously printed copies of the LOG and read up on all the news which happened or will happen—as well as other information. Wherever you are, the more interested you are in your union and your union newspaper, the more informed you'll be for your own benefit and the union's welfare. An ignorant Union brother is a double danger: to himself—to his well paid rating—to his union brothers—and to the strength and progress of the entire union itself for the future.

THE MEMBERSHIP SPEAKS



Fairisle Men Stand Solidly Behind Hard-Hit Shipmates

To the Editor:

I have just recently returned from Antwerp, having paid off the SS Fairisle. I flew here to Point Pleasant, N. J., when I learned of my small daughter's serious condition after an appendectomy.

Now that her condition is greatly improved and she is on the road to recovery, my first thought is to try in some way to repay the men in the crew of the Fairisle for their quick and sincere efforts. Their financial help made it possible for me to get home quickly.

SWELL GUYS

I want to mention now that although their lot has been none too pleasant these past few months, their spirit hasn't suffered and to date nearly \$1,000 has been donated by them in four different cases where men were called home in emergencies. I must take my hat off to them. They are as fine a crew as could be found anywhere.

For that reason, I want to bring some things to your atten-



tion and want you to let those men know they can feel sure of your help.

First and most important is the fact that it has been difficult for the men to get a substantial draw on their wages when it was badly needed. When subsistence money was needed, it was invariably late and was usually paid long after the meal should have been eaten.

These events, had they happened only once or twice, would not have been complained about by so fine a crew, but it happened so often it seems to me it was either deliberate or the result of carelessness.

NO SLOPCHEST

There has been no slopchest for most of the time since Jan. 15 and this, mind you, at a time when the ship was in the port of Hamburg, where nothing can be purchased ashore and the men's draw was limited to two pounds English military scrip (practically worthless for normal uses).

These are the most important of the beefs. But there is one more thing possibly more im-

portant. The crew of this ship will have to have some representation when the ship arrives in Mobile, with some strong support from New York. I am sure there will be serious consequences to both the men and the Union at the payoff, which I understand will come sometime in mid-June.

Again I say, hat's off to the fine bunch of fellows aboard the SS Fairisle.

R. F. Hosch
Point Pleasant, N. J.

(Ed. Note: The matters referred to by Brother Hosch have already been taken care of. SIU representation will be waiting for the Fairisle men when they arrive in port.)

TAXI MAN LENT CAB TO SIU IN WALL STREET

If you saw a taxi delivering coffee and sandwiches to the picketlines during the UFE beef in Wall Street, the chances are that it was Tomas Murphy's cab.

Murphy, whose cabs do most of their business on the waterfront, is an old friend of the Seafarers. When the UFE beef came along he placed a cab at the disposal of strike headquarters.

His generous action didn't increase his popularity with the army of cops who spent the month of April bivouacked in lower Manhattan. The "brave" men in the blue suits did their best to give him a hard time.

They didn't scare Tomas Murphy, however, who still is a friend of the SIU.

In Good Crew



One of the able hands aboard the SS Petrolite, Mathiasen Tankers, which paid off in New York last week after a rugged 11-month trip was Seafarer John Crews, OS, seen here on after boat deck. Despite tough time, Crews said the men's conduct was exemplary.

"Sorry To Miss It!"



Anthony Gambino, SUP, says "Sorry I came in just too late for the UFE beef." His ship, the SS Hood River, Pacific Tankers, was in the stream in New York during the closing days of the strike and paid off in Hoboken just too late for Gambino to walk the lines, but he made a generous donation anyway. "I was in the beef when the SIU helped out the UFE at the Cotton Exchange last year," he recalls, and feels badly to have missed the SIU's latest operation in support of Wall Street's white collar workers. Incidentally, the Hood River is going under the Panama flag.

Crewman Reveals Cause Of Beef On Ship's Stores

To the Editor:

On April 10, at Vancouver, the Steward of the SS Pennmar, requested the delegates to see the Captain about fresh vegetables and milk. The Captain had refused to fill the Steward's request for these stores.

The Captain was told that we would not sail the ship until the Steward's order was placed aboard. The Captain informed the delegates that the stores would be put aboard at noon.

The delegates told the Steward. We sailed the same day for Panama where we are now. By April 20 we were completely without vegetables.

The next day we had a meeting and the Steward was blamed for the shortage.

It was then decided that we would see the Captain again to ask him to take on food in Panama, then three days away.

The Captain told the delegates that no more stores would come aboard.

The delegates then got after the Steward, charging him with misrepresentation and breaking his Union obligation by revealing to the Captain the proceedings of our meeting.

It really is impossible to serve two masters and be faithful to both at the same time.

Florencio Letie

Log-A-Rhythms

Beached

By BILL GILSTRAP

This the music that will give me no rest,
Kind of music like a pain in my chest.
Old freighter pushing through the deep sea rain,
Jackstays moaning like a soul in pain.
Engine purring out a sad low tune,
Steel block wacking on a cargo boom.



Down from the galley rolls a fried steak smell,
Crew all rushing at the tinkling bell.
This is the music that I want to hear,
Lonesome music like a shell in your ear.
Salt water swishing on a rusty side,
Sea gull screaming, begging for a ride.
Bow watch calling in a strong clear yell,
The sound drifts backward, 12 o'clock—all's well!

Night Watch

By BILL GILSTRAP

Against the scudding thunderclouds the mast pauses
In its pendulum swinging and the long white sickle moon
dips low against the shores of morning.
The breeze bumps the ship's side and lingers
To finger the stays with a teasing harp-like sighing,
you start, alert, from mind-blank reverie to
remember how once a girl woke you thus
in the night with her crying.

Painting Discussion Stirs Brother To Air His Views

To the Editor:

On reading the article in the April 30 LOG by Brother William A. Floyd, SUP, and being a seaman of fairly long standing myself, I noted quite a few erroneous claims and statements.

First, the Bosun does not always supervise the paint jobs—that's apart from the question.

If the brother recalls, originally the Stewards Department men were supplied with their own paint, paint brushes, etc. It was only recently, after safety measures began to get serious consideration, that the Stewards Department began obtaining their paint and painting gear from the Bosun's locker, as it was considered a fire hazard to maintain more paint lockers than were absolutely necessary.

When speaking of firemen at lumber mills stacking lumber, Brother Floyd must have had West Coast lumber mills and steam schooners in mind.

There is no comparison in the contracts, working conditions, or even construction to an ocean going freighter. Never mind the lumbermill.

If I can recall correctly, the question to which I refer, it was: "Why should an OS have more overtime than a Night Cook and Baker?" On that question, of course, its only a point of correction as I had nothing to do with the writing of that article.

In regard to messmen receiving 11 hours overtime for Sundays and Holidays at sea, that's news to me.

R. Brown

ATTENTION!

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

1947 Bound Logs On Hand

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

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

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

'The Voice Of The Sea'

By "SALTY DICK"

ABOARD SS DEL NORTE—Fausto Bottazzi, Waiter, certainly has a good voice. It's a shame he's wearing it out shouting "scrambled eggs and bacon!"... Have you ever gone to Tigre, about 20 miles from B. A.? This is a very delightful trip and I am sure you'd enjoy it. May I suggest you take along a senorita—as an interpreter...

Roy Pourciaux, Del Norte bell-boy, says passenger ships are not for him. He's sticking to cargo ships... Benjamin Fitte, porter, is a very good worker and for some reason or other all the other boys address him as Third Steward...

Don Strong, Storekeeper, is a Canadian and he can tell you all about Alaska, if you're interested in going there... Mrs. Edna Johannsen, Chief Stewardness, will bring a pair of skates and will skate on the boulevard so she can take off a couple of pounds... I'm planning a trip to Mar-de-Plata by plane soon. Let's see what it looks like...

Ed Grothies, Waiter on the Del Norte, is buying a Packard and he wants someone to accompany him on a trip through the U.S.A. You must share expenses, of course!... Little Joe has received an offer to go with Torres, AB, on a skiff from New Orleans to B. A. He has declined.

My hat is off to Thomas Landa for being a swell chef. He knows his business. What member of the crew aboard the Del Norte has Book No. 69 and signs articles on No. 69?... We now have new bell-boy, Vincent Chavez, and he's on the ball... Mac, the barber, wants a barber chair for the crew. So it's up to us to write to Mr. Kelly for it. All in favor say, "Aye"...

The Night Cook doing a split is a former acrobat... The rumor about Smith having the peanut concession at the movies (on board) is not true. But he's trying to sell hot dogs, though... Out of a crew of 129,



we're doing all right... I believe we can improve somewhat by just holding more meetings and being a little stricter with winos...

A certain party is always talking about being a tree surgeon, so he always gets the job of cleaning the palm trees with a wet sponge... Mac, that barber again, does not use a bowl to cut your hair. He just clips you. (I mean he gives you a haircut)... Marconi, the linen keeper, is back with us again... Ray Flynn, Chief Pantryman, does not carry a midget radio set with him. That's a hearing apparatus... I must state here that our Captain is a good joe. May others be like him...

What fellow has a girl at Nidito's in B. A.? Whenever she sings he's lost in a dream...

Former Patrolman Says Job Is Hard But He's Proud To Have Served SIU

To the Editor:

A Patrolman has one tough job whether anyone realizes it or not. A good many people seem to think he has it easy, but what he has to go through day and night is sometimes one long tale of woe.

A Patrolman comes to the Hall, and what does he have to listen to when he arrives? Beefs, nothing but beefs, beefs and still more beefs. Either the ship was no good, or the Mate or the Chief Engineer, or that Union member did something this Union member didn't like.

Maybe a contract or a Union rule was violated, but plenty of times nothing is wrong, nothing a Patrolman could do anything about, anyway.

Then the Patrolman goes to the telephone. He learns from the companies what ships are paying off, what ships signing on. Now he can schedule his day.

But what a day!

LIVELONG DAY

He goes out to a ship and does the job his fellow SIU members elected him to do. He polices the contract, to quote the so-called labor relations experts, and that means that he squares the beefs.

All day long he squares beefs. Maybe most of them are misunderstandings that can be fixed up without any trouble, but some are different.

One thing he has to face much too often is the case of the crew-member who appears at the pay-off gassed to the ears.

That is one time the Patrolman is up against it. The gassed-up

Brother has a lot of beefs and demands that they be settled right away, and that he be given his money—including that extra 42 hours.

Chances are that nobody knows what the gassed-up Brother is talking about, so the Patrolman can't do much except wait helplessly for things to get better. At any rate, by the time he has paid off that ship he has a headache—and is half nuts in the bargain.

OUT DOUGH

The Patrolman gets back to the Hall. He starts checking in his book and finds that in all the confusion of trying to calm the gashound he has come out a little short. So he has to dig into his pocket for \$3.50 to make things balance.

Then he finds that a man has run off the ship without paying any dues or assessments at all. So he has to void a receipt which makes more records to straighten out.

All the above trouble because of one gashound.

And so it goes. The Patrolman goes out to all the ships, at any time of day or night, in any kind of weather.

While he is out along the waterfront, someone comes to the Hall to see him. This man asks "Where the hell is the Patrolman? I got to see him quick." So they tell this man the Patrolman is out, that he'll have to wait.

The man goes to the nearest ginmill to wait until the Patrolman gets back, and, by the time the latter makes it, the fellow is a little gassed and in an up-

roar, and wants to know "Where the hell have you been? I've been waiting for you."

These guys who have to see the Patrolman in such a steaming hurry never stop to think how much time it takes to handle maybe two ships, one at one end of the harbor, the second at the other end.

One of these guys is very apt to blurt out, "Look, I pay your wages, and you're supposed to be around when I need you." Of course, not many Seafarers are like that, but every now and then a Patrolman runs into one.

NO CURE

Suppose the Patrolman stops by a little spot he knows about to take something for his headache on his way home from the day's work up and down the waterfront.

Naturally he likes the same little spots that all the members like. So no sooner is he comfortably set with his headache remedy than up comes somebody with a beef. He listens, does the best he can, hears a couple of more beefs.

By the time he heads out his headache is worse instead of better—solely because of the beefs, of course.

Finally he gets home, and as he eats his dinner and later sit listening to the radio, he remembers the tough day. But he also remembers all the years he has been a Seafarer, and how he has seen the SIU grow, and how down through the years the men have fought for everything they now have.

He remembers how tough a deal going to sea was when he first went aboard a ship. Maybe he was a Messman, or an OS or a Wiper himself, but whichever it was, it was tougher then than now.

Seafaring itself hasn't become any easier. The work is still hard, but nowadays the wages and working conditions are something else again—not that they shouldn't be still better.

VERY BIG BEEF

Too often though, when he gets to remembering some of the big beefs, the 1946 General Strike for instance, he can't forget the scabs and the finks. Maybe dreams about them and starts talking in his sleep.

Maybe he screams "scab" and "fink" and his wife hears him, and gets him wrong. So what does the Patrolman have then? Another beef, a big one this time, at three o'clock in the morning. One that takes plenty of squaring.

And so it's beefs around the clock. Even on weekends. Some scow always picks Saturday or Sunday or Christmas to arrive with trouble aboard.

But there is one thing about being a Patrolman. No matter how tough the job is on occasions, it's worth it. A Patrolman knows that he is serving his fellow members, and he knows that if he does his job right he can help make the SIU bigger, better and stronger.

Above all, he knows that his job and every member's job is to help the SIU keep its gains and win all the unorganized ships to the SIU banner.

Ex-Patrolman

(Identity withheld by request.)

R. J. Peterson

Big Fleet Pledge For Postwar A Floperoo

To the Editor:

Of the wartime peak, when the American people owned and operated, through the Maritime Commission, more than 5,000 ships under the US flag—on April 15 there were left, under bareboat charter, only 815 ships; and the figure is expected to drop, by the end of the month, to 715.

It means some 200,000 American seamen, veterans of World War II, have been thrown out of their jobs and left stranded on the beach. This, in itself, is evidence that our Government is guilty of a breach of promise.

There is a law against it. But can we sue our Government? The fact, however, remains that President Truman as Commander in Chief, in his Christmas Message

to us, in 1945, reaffirmed the pledge that we American seamen, who had done our job of carrying across the material for war, shall have the job of moving the goods of peace. Was the pledge kept? Definitely, not.

Today, some 1,160 American Libertys and Victories, flying the foreign flag, are moving the goods of peace; these ships are manned by underpaid crews, operated at low cost, and engaged in cutthroat competition against our few remaining ships. If nothing is done about it, our ships will be driven from the seven seas. It has happened before.

OUT OF WORK

Already, some 50,000 American seamen have been deliberately deprived of their jobs; jobs to which they were entitled by vir-

tue of their service in the war.

Meantime, the American taxpayers have been cheated out of their money. This is a fact.

And here is an off hand case: Last year, when I was in Rosario, there lay, loading at the grain elevator, one of our Libertys, flying the Honduran flag to disguise the nationality of the rogue who ran the ship and stuffed the dollars in the pockets of his striped pants.



The ship was a money maker. One year out of the United States, she had made many voyages, carrying cargoes from port to port. The rogue who had acquired the Liberty under false pretenses, had never been in shipping business before in his life; yet he was making a fortune out of her freight and lived like a lord.

The conditions aboard were rotten: poor food, long hours, and no overtime. The Captain stayed in an expensive hotel, spending money on wine, women and song. It was all done at the expense of the American taxpayer.

THE BEEF BOX

REGAINING OF SHIPPING CARD CLARIFIED FOR HOSPITALIZED

According to the shipping rules, upon discharge from a hospital and registering within 72 hours, a man is given a 30 day card. That's fine, but there is a Brother here who was holding a 52 day old card when he was run over by a car. Does the brother lose the time he accumulated while waiting for a ship prior to the accident?

Joseph M. Walsh
Marine Hospital
Galveston, Texas

ANSWER: The brother, if his stay in the hospital is less than 30 days, will receive his original shipping card back. However, if he has been in more than 30 days he receives a new card with 30 days credit. Incidentally, the time limit on reporting back to the Union Hall is not 72 hours but 48 hours.

Bids Youth To Beware National Guard Hokum

To the Editor:

During the past few months whenever I'd drop into the third floor recreation room at the New York Hall I found it a swell place to relax between shipping. Comfortable seats, good coffee, a good television show are among the things on tap to make the waiting period pleasant.

One thing, however, spoiled my enjoyment. It wasn't anybody's fault, but I'd like to get a few words off my chest about the radio and television advertisements of the National Guard.

BAYONETS USED

We can all remember, at least the oldtimers can remember, the days when strikers were fired on by helmeted troopers and forced to disperse their picketlines. In those days tear gas bombs were showered on any group of men who dared to strike for better wages or improved conditions.

Anytime there was an industrial dispute, the workers knew that they were faced with three

enemies: the boss, the police, and the National Guard.

The National Guardsmen would move in and break the strike with club and bayonet. From one end of the United States to the other, it was known that if the NG was called in, the strike was as good as busted, along with the heads and bodies of the strikers.

This same gang is now calling on workers, among others, to join their ranks. Every day the radio blares out the story of how good life is in the NG.

These "come-ons" tell of the snappy uniforms, the precision drilling, the two weeks encampment each year. But not one single word about the strike-breaking activities of the Guard.

A lot of innocent people are being sucked in by this propaganda. And that's what I want to warn about.

COUPLE WARNED

Only last week, while sitting in the Hall, I heard one of the advertisements. It didn't impress me and so I paid little attention to it. But a couple of young fellows seemed interested, and they talked of signing up.

I spoke to them and told them the anti-labor history of the National Guard, and by the time we finished talking, the boys no longer were interested in the Guard.

For any one who might be taken in by the false propaganda being issued by the NG, remember, some day when the SIU is out on strike, the Guard might be called out to break up the picketlines. Or if not the SIU, some other union.

The National Guard might be able to fool some people, but I'm one guy they can't fool. And as long as I can have my say, I'm going to warn workmen not to sign up with the National Guard.

Joe Grimes

Got A Story? Send It In!

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

The crew, under Good and Welfare, suggested that the SEAFARERS LOG devote two pages in the LOG to cheerful news, praise of men and crews and interesting experiences instead of moans, groans and beefs. Well, we still want to hear from Seafarers who have beefs—they serve a good purpose—but as the crew mentioned cheerful news is just as interesting and we'd like to print more of it.

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

In the words of the big advertising outfits: Don't hide your light under a basket. Just give us the details, pictures, too, if possible, and we'll do the rest. The address is: SEAFARERS LOG, 51 Beaver St., New York 4, N. Y.

ENJOYING A TRIP ON THE DUNCAN



Pat and Joe, as they were identified by Seafarer A. W. Wasilick, knock off for a breather after a work stint on the James Duncan bound for France. Ship was described as a good one and liked by all hands.

At right, "Hot Stuff," aged 17, displays his birthday cake, courtesy of the Duncan's Stewards Department Looks like the galley gang really outdid themselves on this one.



Shanghai Commie Incident Holds Warning, Says Dawes

To the Editor:

This little story is self-explanatory:

While attempting to carry an inebriated FWT back aboard our ship in Shanghai, I was accosted by a vodka-filled Russian communist who proffered escort, or rather, demanded to be of service to his American "friends."

Tired weary to argue, I continued my way carrying my limp, sweating burden over my shoulder and followed by this character. Halfway into a narrow evil-smelling alley, which teemed with the riff-raff of oriental citizenry, we suddenly found ourselves surrounded by several clamoring, petty car drivers and ricksha jockeys.

The din was terrific. Evidently the Russian, too, was irritated, for he began to attack the milling and jabbering crowd. His huge fists crashed onto unfortunate heads and soft stomachs.

Immediately a few tattered Chinese fell groaning to the cobblestones. Other drivers, infuriated at the sight of their fallen brethren, plunged recklessly into the fray.

Meanwhile, I was hurriedly dragging my shipmate from the scene of the fracas as I had been forewarned of the many dangers lurking in Shanghai streets. Stones hurtled about, though miraculously none found its target.

FLED THE PACK

Upon reaching a spot of comparative safety I observed the Russian running wildly toward us, the melee far behind.

Upon reaching my side I se-

verely criticized his action and asked him, "Why did you start slugging those people? They hadn't done anything to you."

He grinned and chuckled, answering in broken English, "Under the existing circumstances it was imperative that I let those coolies feel the strong arm of the Soviet Union!"

So brothers, this one man is a follower, not a leader. Let us always be alert and the unfortunate conditions that exist in some other unions will never happen to us.

Remember, the best way is the American way and that is the SIU way.

Tommy "Aussie" Dawes

Defends Alien SIU Brothers, Answers Critic

To the Editor:

I would like to answer Brother Arvel Beardon's position on the alien problem. His stand has aroused me and a lot of good, full-book Union members of alien descent.

He made a statement (LOG, April 30) about an alien who had been sailing American ships for the last 26 years without becoming a citizen. For that man I hold no brief. He or anyone else who has over five years in discharges should be made to take out his citizenship papers.

Don't you, Brother Beardon, think it is difficult enough for guys like me to ship out at present? Weren't your ancestors aliens, or were they redskins?

I am surprised at your talking the way you do. If you are interested in the problem and knew the red tape we must go through to get our papers, you would not talk so fast, nor would you be so narrow minded.

I would also like you to look up any alien's Union book and find if his dues are paid up and also who are the best Union men on the ship. True, it takes time to become a good Union man and most of us aliens have only started to go to sea yesterday.

I am just a pup, having spent only 12 years of my 26 at sea.

I appreciate as much as anyone the conditions our Union has gotten for us. None are better in the world. I think the aliens appreciate this more than most men think. If fact, it might do some of the performers some good to sail on foreign ships for awhile, then they would appreciate SIU conditions and wages.

James Murphy

Brother Says SIU Leads On Waterfront

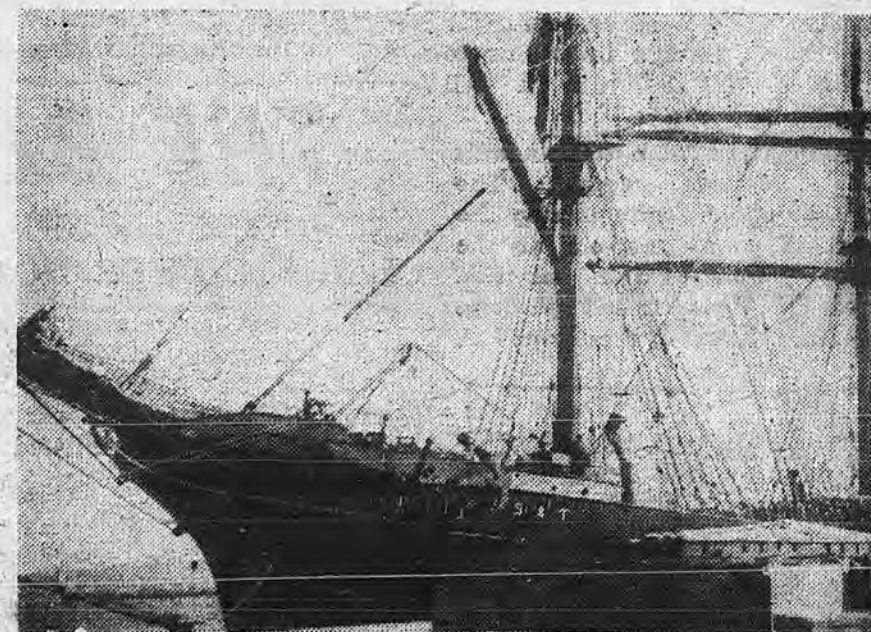
To the Editor:

I have just retired my Union book and although I expect to be away indefinitely, I would like to be placed on the mailing list for the LOG. In this way I can keep up with current events on Union affairs, contract negotiations, etc.

I have been a member in good standing for six years and I think our Union is leading by far on the waterfront. Let's hope it always will.

Guy F. Wallace
Angola, La.

PROUD HOLDOVER FROM ANOTHER DAY



A rare sight on the seas today is this four-masted bark taking cargo in Durban, South Africa. She bears the name Passet and is out of Mariehamn, Aaland Islands, Finland. Shot was by Seafarer Robert Kennedy.

Seafarers In Japan



From Nagoya, Japan, "Doctor" I. H. Pepper writes that the boys of the Rufus W. Peckham are enjoying a good trip, the picture he snapped proves his point. Identified only as an Oiler and an AB off watch, the two Seafarers manage a big grin for the "Doc's" camera.

SIU HOSPITALIZED IN BALTIMORE LIKE McCANN'S SERVICE

To the Editor:

To all brothers who would like to know what we in the Baltimore hospital talk about when conversation runs out, we'd like to say there's one subject in particular that gets our attention.

That subject is Brother P. J. McCann, who brings our LOGS and weekly hospital allowances from the Union hall. Last week the LOGS hadn't arrived when he started to make his rounds of the hospital and he was good enough to make a special trip to see that we got our LOGS.

Most of all, it at any time he can do anything for you, he'll go out of his way to do it.

So, Brothers, we are taking this way of thanking P. J. McCann for all his kindness in helping the men here in the Baltimore Marine Hospital.

George Freshwater
Julius Wukart
John R. Tilley
Michael R. Baal

SEAFARERS ON DECK



Aboard the SS San Angelo during a recent trip to the Persian Gulf were these four SIU members. From left to right: Buster Sietz, Tony Martinez, Mike Veronic and Steve Boguski. Photo was taken while vessel was at Arabian port of Ras Tanura.

Penmar Men Take Action Against Hardtiming Master

To the Editor:

There was a special meeting called aboard the SS Pennmar on April 15 which all Brothers should hear about.

The chairman of the meeting was Brother A. E. Wolch, and the Secretary was Brother Florencio F. Letie. The meeting was called to consider the case of Captain W. F. Gayle vs. James Castle, Steward, and Cleveland Manning, Saloon Messman.

After serving supper one evening, Saloon Messman Manning was in the saloon eating his supper.

The Captain came over to him and asked where did he think he was. The Captain said he didn't want the Saloon Messman to eat in the saloon, that the Messman's place was in the crew's mess when it came to eating.

OFFICERS ONLY

The saloon was for officers only, the Captain said. He claimed that the Saloon Messman was a member of the crew and had no right to eat in the saloon. In the future, the Messman would have to take his meals in the crew's mess, the Captain ordered.

The crew then went to the Captain, demanding an explanation. The Captain replied that the Messman was not to eat in the saloon.

That was when the crew took action after considering the case in the special meeting.

The boys voted that the Stewards Department was to claim an hour's overtime for each meal served after the regular meal hours for the Saloon Messman.

Moreover, the boys made it clear that the Captain and other officers were not to come into the crew's mess for coffee as they had been doing in the past.

ATTENTION!

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

Brothers, this is just a small item among the many things that have gone on during this trip.

- James Castle, Steward
- Benjamin Miguano, Deck Delegate
- William Hall, Engine Delegate
- Cleveland Manning, Stewards Delegate
- Florencio Letie

Sees Wall Street Strike As Fight To End Tyranny

To the Editor:

At the termination of the "Broker's Waterloo" on Wall Street, the forces of right, backed by the overwhelming might of men who fought what (in earlier years) appeared to be a hopeless battle, proved that the underdog—underpaid, brow-beaten and forever living in fear of his job—could defeat the Midases of the financial field.

Until the last day on this earth, the rights of every man, be he high or poor, shall come to the fore. Never was it meant that any man should live in fear. The Constitution of the United States was modeled with that thought. Every union member in this nation, therefore, in ending the depotism of the Wall Street czars, who have run rampant for so many years, has more than upheld the articles of our Constitution.

When the day dawns upon a complete unionization of all white collar workers in this nation, every man and woman involved will realize why the period from March 29 to April 29, 1948 should long be remembered as the end of financial tyranny.

The opposing forces of high finance have repeatedly stated that the Seafarers International Union and the Sailors Union of the Pacific had no place in this battle. Those who take this line of reasoning might just as well say that our nation had no right in the recent world conflict, in which the forces of evil and tyranny were beaten and enrolled in the same tombs with the Huns and Vandals.

James R. Brown

Get A Receipt

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

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

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

Have Fresh Milk On Tap, He Asks

To the Editor:

Here is something that should be discussed in the LOG, and later I think it might be inserted into the agreements for the benefit of the entire membership.

It's the question of fresh supplies that I'm talking about. Fresh milk, fresh bread and things like that.

These fresh supplies should be put aboard a ship when it first arrives from a foreign port.

Instead, what happens is this: The ship's Steward puts in his order right away to the Port Steward for fresh milk and other items, and then the crew has to wait two or maybe three days before the stuff comes aboard.

NOT A ONE

Yet there isn't a ship that comes into port whose operator does not know practically to the minute what time she will dock. Nor is there a ship that comes in with any milk on board.

To my mind, there ought to be a standing order in all ports for every company to have fresh milk, bread and similar stores on the dock not more than four hours after a ship ties up.

There is no reason in the world why such a rule could not be enforced.

Please note that there is almost always a dispute over this milk and bread question. And there always will be until we get a hard and fast rule.

So I say let's make the rule and make every company stick to it.

How easy it would be was illustrated when the SS Southland paid off on April 25. The South Atlantic people had fresh milk waiting for us on the dock.

Why couldn't it be this way every time?

George Meaney



Do Your Job Well And All Will Go Well, Gypsy Says

To the Editor:

There are always going to be guys beefing about this thing and that.

With reference to guys who don't like our Union and the way it is run, and who talk about joining up with some other outfit, this old salt says actions speak louder than words.

Don't grumble and stay around, boys, just be on your way.

Some guys don't stop to think about the old salts who paved the way for them, and are still good men who look for no advantages just because they have full books and ratings.

DO THEIR BEST

When these old salts go to sea, they really do their best to sail a ship the right way, not just to get their thrills, chills and Yankee bills.

And when the boat bumps, the old salts don't jump and fail to come back until the second whistle blows.

The greatest things that ever happened for seamen came through the SIU—better living and working conditions, higher wages.

Facts prove themselves. So, off with you if you don't intend to do the right thing all the way.

Some guy will get to be a delegate and, when one of his boys has done wrong, his delegate pal will uphold him. When the boat bumps and the Patrolman jumps aboard, this guy who's done wrong wants all the men to stick up for him.

So you don't have to tell how

great a Brother you are. Just do your work and everybody will see how good a Brother you can be.

Time will tell, so keep cool all the time and just do what you are getting paid to do—the rest is overtime.

DO IT RIGHT

Some guys just think they go to sea for coffee time and bunk time and pay time. If all the overtime they think they have coming is not in, they try to get the Secretary-Treasurer, the Assistant Secretary-Treasurers, the Port Agent and every Patrolman they can find down at the payoff.

So, you Brothers with the permits and tripcards, just go in



pitching and hitting and you will learn the job right. That's how you win your ratings, doing the job right.

When you know your job, you can keep going up the ladder. If you care to, you may even move topside.

Here's to the ships that sail in rain and sleet and snow and gale, and may God bless the SIU for everything it has done for seamen.

Harry A. (Gypsy) Gibbs

Predicts Taft-Hartley Law Backers Just Warming Up

To the Editor:

The Taft-Hartley Act, which is doing so much harm to labor unions, is just whetting the employers' appetites for the big dinner yet to come. In other words, these guys are slowly creeping up on labor and are not cracking down too hard until they get the rank and file unions used to losing cases.

They are eliminating one by one their obstacles in order to squash unions when they decide the opportune time has arrived.

Let us not beat around the bush about the situation we are slowly becoming involved in. Let us face the facts. We will be placed between the communists on one hand and the large monopolists on the other, both of whom engage in name-calling against us in order to gain their respective reactionary goals.

We will be called "reactionary capitalists" by the communists and we will be called "left wing radicals and goons" by the monopoly powers.

INTENSE EMOTIONS

Psychologists will tell you that love and hate are only a razor's edge apart. Communism and monopolistic capital are even less apart, in my estimation. They both try for power and the control of capital and both are re-

actionary. Their only difference is that they employ different tactics to gain the same greedy goal.

Common sense teaches that as long as there is an industrial world there must be capital. Under a true democracy it can be handled equitably. The communists and the greedy monopolists use capital for their sole advantage and will use every subterfuge—even human souls—in their rush to assume its control.

It is plainly evident, however, that a government can exploit the workers far more thoroughly than free enterprise. Socialist, communist and dictator forms of government have all been known to be unsuccessful in providing freedom for the common man.

So, we will find ourselves between two fires: one, monopolistic capital, which would dictate to the government, and, two, left wing elements who would enslave all of us alike.

Let us be realists and face the future in an honest way and not barter with either. It will be a fight and don't forget it. We will need every penny we can get. Not only will we need it as a Union but we as individuals will have to save so that if we are faced with hardship, we will not have to starve and sleep in the cold.

Paul Parsons

SIU Contracted Companies: Isthmian

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

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

Isthmian Steamship Corporation, long known for its far-flung operations, has been under contract to the Seafarers International Union less than a year, but, like all other contracted companies, it now has SIU crews aboard its ships, who, no doubt, are interested in the story behind their ships.

The history of the company, goes back to the turn of the century and is deserved of space here for two reasons: 1) The company is now under contract to the SIU and 2) its history is an integral part of the American merchant marine.

One of the largest operators in ocean commerce under the American flag, Isthmian ships are to be found in practically all major ports along the coasts of United States and the Far East.

Long active in the intercoastal trade, Isthmian services trade to the Netherlands East Indies, Malaya, Hawaiian Islands, India, Persian Gulf Area, Egypt, Palestine, Syria, The Red Sea area, French Indo China and the Philippine Islands.

Starting from scratch over 30 years ago, the company has managed, through the development of its own market, to rank as a power in the American merchant marine.

STEEL PAPA

Although the Isthmian Steamship Lines had their origin in 1910 when two steamship services, the New York & South American Line and the Maple Leaf Line, were inaugurated, the Isthmian Steamship company in its present form came into existence at the close of the first World War.

With the termination of hostilities Isthmian's parent, United States Steel Corporation, found itself with two large shipbuilding plants, one at Chickasaw, Alabama, and the other at Kearney, New Jersey. Instead of folding up, the corporation decided to go into the steamship industry to carry its products to its world-wide markets.

Too, the corporation had found that there was a lack of vessels suitable for carrying steel in odd shapes, lengths and weights. Out of the program for a fleet, 28 ships were built to special designs for company use.

Some of the special features of these ships were cargo holds, decks and hatches constructed to make possible the handling with ease and dispatch the heavy structural steel and long steel rails. Heavy booms capable of lifting pieces up to 30 tons were provided. The ships also were designed to carry liquid cargo in bulk.

HONORED CANAL

The ships were launched in 1920 and 1921 and the Isthmian fleet took to the seas. The name "Isthmian" was chosen in honor of the Panama Canal, the link between the oceans of the east and west through the Isthmus of

Panama. The fleet, too, because of its world wide operations became symbolically an east-west link.

In naming the 28 ships, the company titled the 14 built in the New Jersey yards according to the "Steel" pattern, embodying various phases of activity important to the development of steel industry. For example, Steel Engineer, Steel Exporter. Those built in Chickasaw, Alabama, were named for southern cities. For example, Birmingham City, Memphis City.

To make use of the new vessels, the company organized routes to all parts of the world, including the Pacific Coast of the United States and Canada. But in spite of the large fleet which materialized almost overnight, the scope of operations soon proved that the company's 28 vessels were inadequate to accommodate the volume of American products for distribution to U.S. ports and abroad.

VITAL RAW MATERIALS

At one time the company found itself chartering as many as 20 additional ships. In the intercoastal trade between the Atlantic and Pacific Coasts, as many as 15 vessels were operating at full capacity.

In 1939, when war in Europe flared up foreign vessels which had been engaged in United States trade were withdrawn for military service and the prosecution of the war.

This shortage of ships made it necessary for American operators to expand. So, before the U.S. entered the war and engaged in a big shipbuilding program, the Isthmian company chartered additional ships.

In 1940 and 1941, the company was operating about double the number of vessels it actually owned and at peak operations totaled more than 100.



Isthmian's house flag is a blue field with a red diamond on a white cross. The company stack (not shown) is solid buff.

One of the operations of the company was the transportation of vitally needed crude rubber from the Far East. The Isthmian ships brought more than 60 percent of all crude rubber transported to this country between September, 1939, and December, 1941.

It wasn't long, however, before the war in Europe caught up with American merchant ships. Isthmian's Steel Seafarer was the first company vessel lost to enemy action. On September 5, 1941, more than three months before Pearl Harbor, an aerial bomb struck the ship and sent her to the bottom of the Red Sea in 15 minutes.

In later months she was followed to oblivion by 22 other company ships. Of the losses, 15 were company-owned and 7 were ships operated for the government. By the end of the war only nine of the company's original 27 ships were left. In addition to the 15 sunk, two were purchased by the government and turned over to Russia and one was sold by the company.

PIPE FOR AFRICA

Some of the wartime activities of the Isthmian fleet, though not manned by SIU crews, point up graphically the achievements of the merchant marine.

Operating in practically all theatres of conflict, the ships of the Isthmian Corporation lent tremendously to the Allied victories.

Isthmian ships transported

much of the pipe for the highly important pipe line which carried fresh water across the desert to the troops fighting the Battle of El Alamein.

Isthmian ships continued to supply the troops as they swept across Africa to Bizerte and on to Sicily and Italy.

The famous Murmansk Run was serviced by Isthmian ships. On this run three of the Isthmian losses occurred. One ship, the Mobile City, returned 15 months later after leaving the U.S. for Murmansk. The trip both ways had been uneventful. The ship instead had been pressed into service by the Russians for the movement of men and equipment along the north Russian coast.

SWITCHED TO SOUTH

Later when the run to Murmansk was discontinued, Isthmian ships delivered goods to the Persian Gulf where they were transported overland to southeastern Russia.

Among the ship losses, Isthmian, like some of the other companies, suffered a mysterious disappearance. The Steel Age, out of Capetown, South Africa, February 15, 1942, bound for Trinidad, disappeared without a trace.

After several months all hope was abandoned of ever learning the ship's fate. Finally, more than six months after the ship had disappeared, a letter was received from a man in a German prison camp stating that he was the sole survivor of the Steel Age.

His name checked with the crew list so, through the Swiss Legation at Berlin, the man was interviewed and gave the details of the ship's loss. The ship was hit by two torpedoes and went down almost immediately 600 miles off Trinidad. The survivor jumped on a raft and was later picked up by the submarine responsible.

The world-wide participation of Isthmian ships in the war, and

the use of a tremendous number of chartered ships, made Isthmian the operators of the largest fleet under the American flag. At one time, when Isthmian acted as agents for the Matson Line, the fleet consisted of 142 ships.

With but nine ships remaining after the war the company went about rebuilding its fleet for post-war operations. Contracts were immediately signed for the purchase of 24 converted C-3s. Of these, 21 are now operating. All of the ships are named to follow the "Steel" style of naming. The three yet to enter service are the Steel Voyager, Steel Rover and Steel Traveler.

POSTWAR FLEET

While Isthmian now operates 29 company owned ships and 41 bareboat chartered vessels, the final company fleet will number but 24 C-3s. The chartered ships will be returned to the Maritime Commission and the pre-war company ships will be sold.

The C-3s are much larger and faster than Isthmian's older vessels. Each has a deadweight capacity of 12,615 gross tons and a speed of 17 knots. The older vessels have a deadweight of 9,480 gross tons and a speed of 11½ knots.

Absent from participation in all that went on in the Isthmian fleet before the end of the war was the Seafarers. The return of peace signalled a drive by the Union to organize the unorganized. Largest of the unorganized dry cargo companies was Isthmian, so it was natural for the SIU to concentrate its energies in this fleet.

The SIU, which had attempted to organize the Isthmian fleet in 1940, but could not do so because of many problems, once more turned its eyes and strength toward the company's many ships and jobs.

The 1945 Agents Conference of the Seafarers laid the groundwork for an intensified organizing campaign.

After a large percentage of the Isthmian seamen had pledged themselves to the SIU, an NLRB election was set for March 18, 1946 to continue until October, 18.

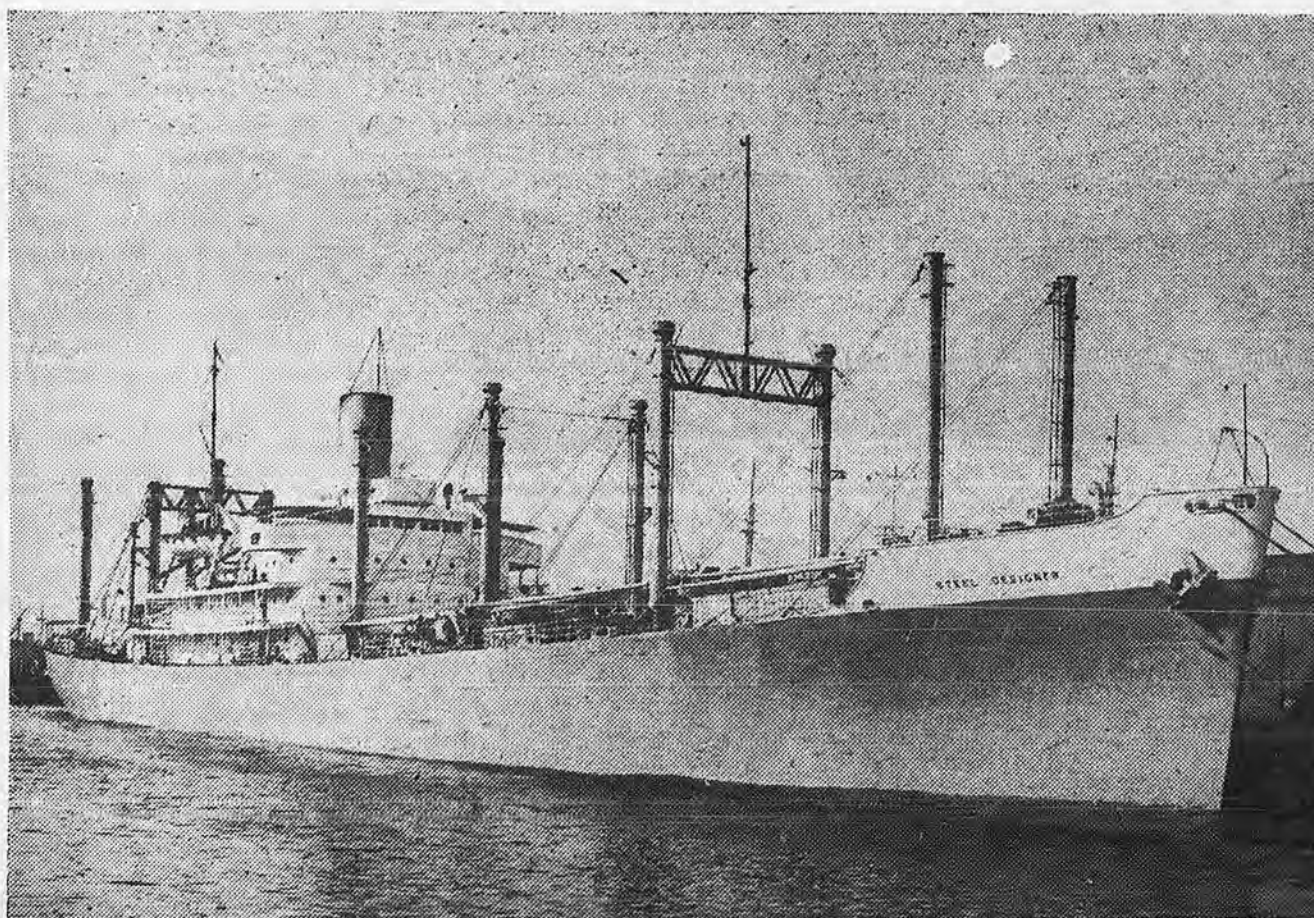
As the ships hit port the crews voted for the SIU, the NMU or no Union. After a one-month delay, the final tally was made on November 18.

END OF STRUGGLE

It's history now that the SIU won by an impressive majority of all votes cast. However, it was ten months later, after stalling by the company, charges by the NMU and a nine-day strike that the SIU and the company signed a contract calling for the hiring hall and rotary shipping.

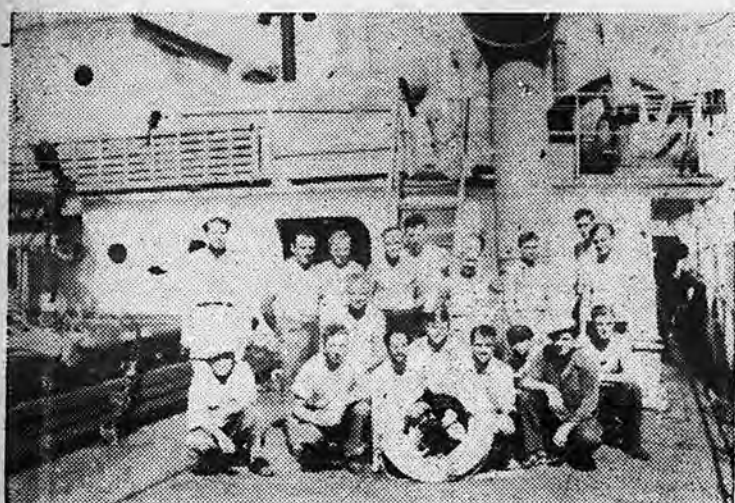
Later, on November 23, 1947, less than nine months ago, a full contract containing all the provisions of the regular SIU agreement was signed by the company.

The history of the Isthmian Steamship Corporation up to the present occurred almost entirely without union seamen aboard its ships. But new history will be made—this time with Seafarers aboard the ships.



The Steel Director, one of Isthmian's 24 new C-3s purchased to replace wartime losses.

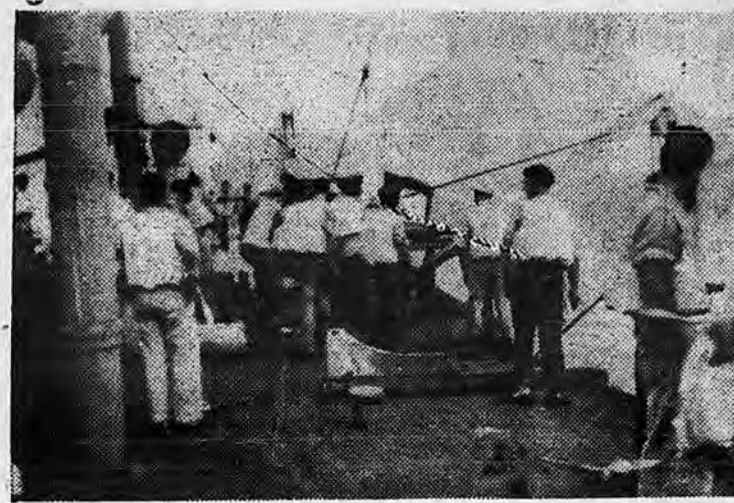
Anniston City Crew Tours India To See Sights Of Karachi, Calcutta



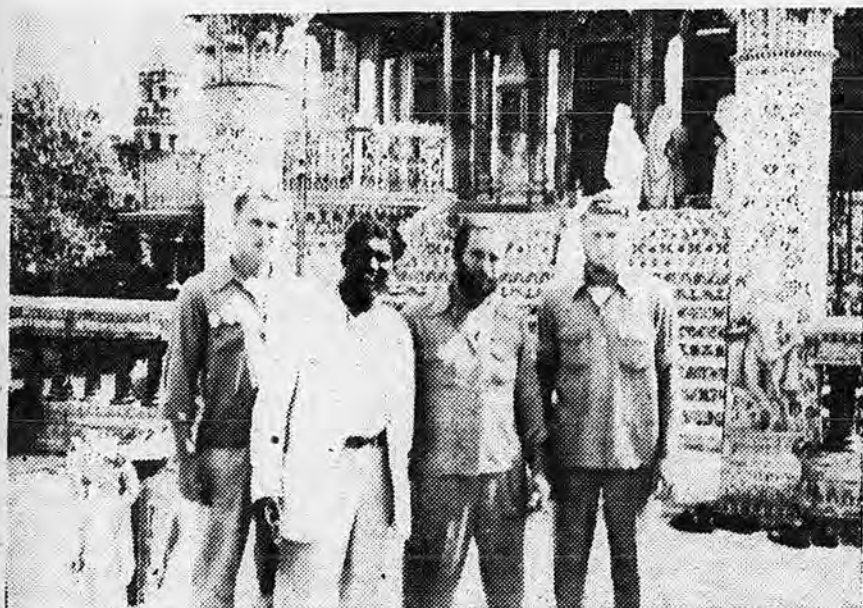
The crew of the SS Anniston City, Isthmian, takes the sun and gets its picture taken at the same time. Back row, left to right, J. Rudolph, D. Fontenla, A. Guna, F. Galvin, R. Schram, C. Ramos, G. Kyer, H. Thomsen, and M. Hummel. Next row, in the same order, E. Jacobsen, A. Moller, B. Mondido, and C. Cessna. Bottom row, in the usual order, L. Brain, I. Gorgas, C. Muscaretta, G. Sneed, and G. Cline.



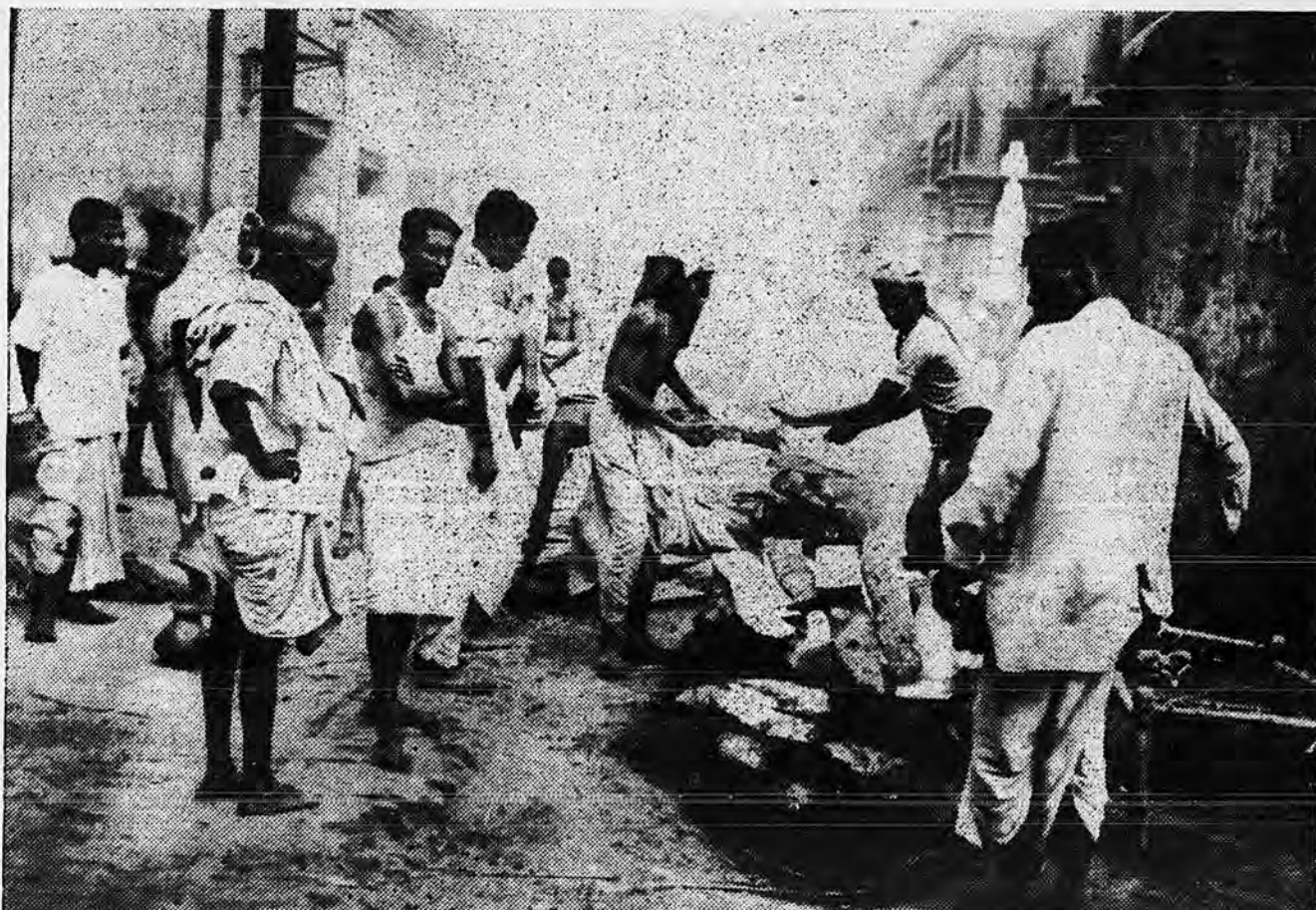
The pictures of the Anniston City, which appear on this page, were taken last trip when the ship made the usual Far East run. All of the pictures were snapped by Brothers Paskowski, Cessna, and Sneed. The above shot was taken while the crew was testing the Lyle Gun, which is part of the usual shipboard procedure. Crewmembers report that things are getting better aboard Isthmian ships since the new contract was signed.



Another normal routine measure is Fire and Boat Drill. Above snapshot shows the crewmembers at their stations, ready for any emergency. This was just a drill, but in the event a real fire had occurred, the members of the crew would have known exactly what to do. It is this type of preparedness that saves lives at sea, and it is for this reason that the Union has always pressed for safety measures to safeguard the lives of men.



While on the Far East run, the Anniston City stopped at many ports. Just like tourists, the members of the crew went ashore to see the sights. Above, left to right, C. Cessna, a guide, F. Paskowski, and I. Gorgas, stand in front of the Jade Temple, in Calcutta. This temple is one of the most unusual sights to see in India, and is visited each year by many thousands of devout Hindus, as well as by many tourists. The intricate carving of the pillars and steps, which is clearly visible in this picture, has attracted experts from all parts of the world to study this marvel of the age. India is the home of many other marvels and now that the war is over many tourists are making the trip to that mysterious country.



Another Calcutta sight which intrigued the men of the Anniston City was the cremating of a body right in the streets, in the midst of people walking to and fro. India is so overcrowded that space for cemeteries cannot be spared, and so deceased persons are cremated and their ashes scattered. It used to be the custom for the widow to throw herself on the burning pile also, but this has been halted during the past fifty years.



The sights of Karachi also attracted our wandering Brothers, and they hired an ancient horse-drawn vehicle to pull them around the city. Posing in front of the open carriage is a Karachi gendarme—cop to those who don't understand French.



Karachi natives were as interested in the Anniston City men as the seamen were in them. Whenever they went they were stopped for conversation. Here a few of them paused to chat in the market-place with some unselfconscious natives.



Brother Paskowski, above, makes the transition from a ship of the sea to a camel, the ship of the desert. He says that although the camel doesn't pitch and roll as much as a ship, still and all a ship smells better than a camel.