

SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

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No. 49

More Crews Go To Defense Of Youtzy, Boutwell

The Union is continuing to bend its efforts to assure a proper defense for Ralph Youtzy and Robert Boutwell, two good Seafarers face to face with a murder trial in Georgetown, British Guiana, next month growing out of the accidental drowning of the Captain of a harbor launch.

From Mobile recently, Frank Knight, who was a witness to the accident, wrote that the crew of the Alcoa Roamer had donated \$50 toward the trial costs.

In a letter to Joseph Volpian, Special Services Representative, Knight said that the Roamer was carrying a swell bunch of boys alert to the needs of their Union Brothers.

Meanwhile, Knight, who is a British subject, has been asked to give testimony at the trial which starts January 13. After being approached by Mobile Port Agent Cal Tanner, Alcoa officials said they would do their best to provide Knight with passage to Georgetown in plenty of time.

The crew of the T. J. Jackson, Alcoa, of which Youtzy and Boutwell were members, donated \$221 before the ship left Georgetown and another \$332 at the payoff in New York late in October.

Since then, the crew of the William Cullen Bryant, Alcoa, has given \$24.30; the crew of the Casa Grande, Pacific Tankers, \$12.

Union Headquarters is doing everything it can to keep in touch with witnesses and defense attorneys in order that the entire defense case can be coordinated.

Middlemen's Profits Big Factor In Cost Of Building Homes

A congressional committee investigating the high cost of home building received a terrific jolt recently when a bigtime New York builder refused to place the blame on the building trades unions.

William Levitt, builder of thousands of homes in New York, instead blasted the middlemen and distributors of materials. He stated that because of useless middlemen, who often never even see the materials, the cost of a home is thirty-three percent over what it should be. By knocking out the middlemen a \$7,500 home could be sold for around \$5,000, Levitt said.

Seafarers In Action

At the membership meeting of the New York Branch, held at Beethoven Hall, 210 East 5th Street, on Wednesday, December 3, Samuel Glickman, Educational Director of the CIO Shipyard Workers, showed motion pictures of the way the SIU-SUP members in Baltimore went to the aid of the Shipbuilders in their recent strike.

The same night saw the Baltimore Branch honored by the presentation of a plaque by the Shipyard Workers in that area in appreciation of the assistance rendered by the Baltimore Seafarers. On all picketlines established by the Shipyard Workers in their 136-day strike against the Bethlehem Steel Shipyards, the white-capped Seafarers were present to 'influence' scabs from breaking the lines.

SIU Okays Foreign Relief, Demands US Ships Be Used

In a joint resolution, proposed by SIU and SUP members, and passed by the New York membership of the SIU in regular meeting on December 3, foreign aid for the "shattered people of Europe and Asia" was supported with the proviso that such assistance be shipped in American bottoms, and that a halt be called to the practice of handing over American tonnage to foreign powers.

The resolution, which was adopted by an overwhelming majority, follows:

WHEREAS, through the transfers of American ships to foreign flags to avoid paying the wage standard in the American maritime industry the number of ships sailing under the American flag has diminished to an alarming degree, and

WHEREAS, this has caused a sharp decrease in the number of jobs available to American seamen, thereby creating a serious unemployment problem on the American waterfront, and

WHEREAS, under the Marshall Plan it is proposed that relief cargoes be carried in foreign bottoms instead of American bottoms, and

WHEREAS, this plan will aggravate an already serious threat to the continued gainful employment of American seamen, therefore be it

RESOLVED, that this Union go on record as being in favor of bringing relief to the shattered people of Europe and Asia who look to the United States for the assistance to help them create a decent world out of the chaos wrought by the war, and be it further

RESOLVED, that we reaffirm our previous position as being unalterably opposed to that part of the Marshall Plan which provides that relief cargoes be shipped in foreign bottoms, and the provision that American tonnage be handed over to foreign countries, and be it further

RESOLVED, that we reaffirm

our call upon the Congress of the United States made previously by the SIU-SUP to write into the relief bill a provision that these cargoes be carried in American flag ships, manned by American merchant seamen, and be it further

RESOLVED, that we give this resolution the widest possible publicity throughout the labor movement, and it be also called again to the attention of members of Congress and President Truman, and be it finally

RESOLVED, that we call on all organized labor throughout the country to support us in our opposition to this move to take away from the American merchant marine what jobs are still left.

For SIU: J. P. Shuler, Robert A. Matthews, Lindsey Williams, Joe Algina and Paul Hall.

For SUP: Morris Weisberger, Henry Jackson, William Armstrong, H. Potts, Jack Dwyer, and Jerry Lichtman.

MC Selling Two-Thirds Of US Reserve Fleet To Foreign Countries

What is happening to the U.S. Merchant Fleet, and to the jobs of U.S. seamen as a result, is pretty clearly revealed in the last quarterly report of the U.S. Maritime Commission.

What is more, the Commission tells the dreary story without cracking a smile or voicing a word in criticism of the policy of doing American sailors out of a living, and holding down the conditions of sailors everywhere at the same time.

Here's the central fact. During the three months before September 30, the Commission sold 171 ships and sold 121 of them to foreign operators. That's better than two to one.

Those 121 ships will sail the seven seas in competition with American ships. Their crews will be paid coolie wages, will live under coolie conditions. Freight charges will be low.

American producers, anxious to preserve what they call the "American way of life," will ship cheap. American sailors will whistle on the dock to keep warm—or sail under strange flags.

2 TO 1 ALL THE WAY

These 171 sales brought the total number of ships sold by the Commission under the Ship Sales Act of 1946 to 1,555.

Now listen to this. Of those 1,555 ships, exactly 1,074 have gone to foreign registry only 481 to American registry. Two to one, right down the line.

It may stick in your craw a bit to learn, moreover, that of 1,074 sold for foreign registry 113 are American-owned. Those last are some of the Panamanian and Honduran scows that are undermining the occupation of seafaring.

Just to make the picture complete, as of September 30, there were 775 applications pending at the Commission for the purchase of ships for foreign registry. For American registry, there were only 94.

What all these overall figures mean comes clear when they are broken down a bit.

CRYSTAL CLEAR

Included in the ships already sold for foreign registry among which are the 113 that are American-owned, were: 46 C-1s, 11 C-2s, 577 Liberties, 98 Victories, 126 coastal vessels, 208 large tankers and eight coastal tankers. Add them up—1,074.

In comparison, the number of the Commission's ships sold to Americans—for American registry—is unimpressive. They included: 18 C-1s, 122 C-2s, 88 C-3s, 110 Liberties, 9 Victories, 22 coastal vessels, 110 large tankers and two small tankers. Only 481.

In addition, the boneyard fleet on all coasts increased to 1,237 on September 30 compared to 1,196 on June 30.

You see where the jobs are going. It's crystal clear.

The New Look: 4000 Men Sweat Out 24-Hour Line For 1000 Laboring Jobs That Pay \$41 Per Week

NEW YORK—With all the appearances of the depression days when men camped outside factories for days seeking jobs, 4,000 men waited outdoors in the cold to apply for 1,000 laboring jobs offered by the city.

Those who responded to the city's call, which stipulated first come—first served, waited throughout the previous day and night to be on hand at 9 A.M. when the application office opened.

The tremendous turnout to the advertisement, a sure sign of the rising unemployment and lowering wage rates, was for jobs which will pay \$41.54 a week for street cleaners and general laborers.

Fenced in by police lines, the men completely occupied three sides of a city block. During their all-night vigil the men crowded around curb fires drinking coffee and eating sandwiches.

Unlike the all night waits for world series tickets, there was no singing or boisterous shouting, waiting all night to compete for a limited number of jobs did not make for holiday atmosphere.

STUCK IT OUT

As the night of waiting grew colder none of the men left his place in line to take shelter, until an arrangement was made whereby the men were given numbers corresponding to their place in line and were billeted

in a nearby school until morning.

A staff of city employees processed the men through the routine of filling out the applications and being fingerprinted. Each man when applying paid \$1.12 for costs.

The order of preference, in addition to the first come—first served method was: disabled veterans, veterans, non-veterans.

Although the city took applications for 1,000 jobs, it was announced that no actual vacancies exist at the moment, as the jobs are filled by temporary employees.

Thus, instead of providing jobs for more men, it merely means the replacement of temporary workers with permanent employees.

SEAFARERS LOG

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J. P. SHULER - - - - Secretary-Treasurer

Editorial Board

J. P. SHULER PAUL HALL
JOE ALGINA

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George K. Novick, Editor



So All May See

The Quarterly Financial Statement of the Atlantic and Gulf District, recently completed by an Auditing Committee elected by the membership, shows that the organization is in sound shape, and that the economies recommended by the 1946 Agents' Conference, and concurred in by the membership, have been instituted with excellent results.

Prior to the last Agents' Conference, the A&G District, although solvent, was spending money on unnecessary items, and as a consequence, the situation was rapidly heading for chaos. But the Conference met the realities of the situation with cold logic, and recommended a program designed to increase the efficiency of the Union's structure, while at the same time reducing the overhead.

This has been accomplished, and the Report of the Auditing Committee, which appears on page 16 of this week's LOG, is proof that the Union has made great strides in organizing the unorganized and servicing the membership, and at the same time cutting operating costs to the bone.

But more than that, the statement is definite proof that the affairs of the Seafarers International Union are an open book to the membership. There is no hedging, no attempt to whitewash discrepancies, and no efforts to cover up the few cases where officials have failed to carry out completely the instructions of the membership.

In other unions, the financial affairs are a deep secret, with only the top officials having access to the books. Recently the President of the United Automobile Workers blasted other officers of his union for wasting a half million dollars on an organizing campaign; most of this money having been spent to pay the salaries of organizers who did absolutely no work on the campaign itself, but used the time instead to propagandize for the communist party.

Even more recently the Treasurer of the National Maritime Union issued an emergency report to the effect that his union is in desperate straits, with expenses every month which are far greater than the money collected in dues and initiation fees. Such proceedings lead inevitably to bankruptcy.

The SIU is sailing along on an even keel, with a stiff wind behind it. No function of the Union has been neglected, organizing continues at a rapid pace with companies being signed up all the time, yet economies have been effected, and expenses are well within our income.

The Union has achieved that dream of all honest trade unions—financial solvency, coupled with complete inner democracy. Such a combination cannot be beaten, and the new companies which have been added to the list of SIU-contracted outfits is proof of that.

"READING LAMP"



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.

STATEN ISLAND HOSPITAL

- M. PARASCHIEV
- W. E. STORVIS
- C. O. UNDERWOOD
- G. ROGERS
- J. McNEELY
- G. BISCHOFF
- J. V. KELLY
- T. MUSCOVAGE
- R. WOODWARD
- F. WALLACE
- F. BECKER
- H. McDILDA
- E. T. BROWN
- G. CARLSON
- F. NERING
- W. VAUGHN
- E. B. HAYES
- W. B. CHANDLER
- N. HUFF
- R. EGAN
- G. J. MILLER
- G. RODRIQUEZ
- W. BARRETT
- E. CARAVONA

FORT STANTON HOSPITAL

- JOHN P. WILLIAMSON
- R. B. WRIGHT
- CLIFFORD MIDDLETON
- ARCHIE McGUIGAN

- R. S. LUFLIN
- JULIUS SUPINSKI
- M. D. PENRY

SAN FRANCISCO HOSPITAL

- J. KRESSEN
- J. HODO
- P. J. MILLER
- DANIEL SEQAL
- J. SPURON

NEW ORLEANS HOSPITAL

- O. S. SHAHAN
- W. K. WUNG
- J. J. O'NEILL
- G. CURL
- A. S. CONTI
- C. T. WHITE
- R. L. MCGREW
- F. R. DE VASHER
- I. E. MATHERNE
- M. LIUZZA
- G. A. WILLIAMS
- G. HARDEMAN
- L. A. HOLMES
- W. C. COLLEY
- J. E. SILKOWSKI
- R. E. TRULY
- L. CLARKE
- C. C. RAYFUSE
- J. E. PENCON

- A. J. LE JEUNE
- MARJORY "LINDA" EVANS
- J. B. GEISSLER
- E. E. DAVIS
- E. M. LOOPER
- E. G. WALKER
- J. DENNIS
- L. GROVER
- C. MASON
- J. E. MAGUIRE
- A. A. SAMPSON
- R. BUNCH

MOBILE HOSPITAL

- W. J. SULLIVAN
- E. L. MYERS
- W. C. JEFFERIES
- J. C. RAMBO
- W. C. CARDANA
- M. W. BUSBY
- R. V. GRANT
- W. D. JOHNS
- C. W. BARNE

BRIGHTON MARINE HOSP.

- A. BONTE
- R. LORD
- G. MEANEY
- M. DEAN
- J. MURPHY
- J. BARRON
- H. SCHWARZ
- J. O'BYRNE
- J. McKEAN (SUP)
- E. HUDSON
- E. DELLAMANO
- J. LEWIS
- T. BOGUS
- J. SILKOWSKI (SUP)
- J. ANDERSON

GALVESTON HOSPITAL

- WM. BARGONE
- DAN GRAVES
- A. MCALPIN
- W. CARVANN
- W. VORRELL
- P. A. WHITE
- F. W. GRANT
- W. E. ROWAN
- J. HARRIS

REPORT FROM HEADQUARTERS TO MEMBERSHIP

By J. P. SHULER, Secretary-Treasurer

Negotiations

ISTHMIAN STEAMSHIP COMPANY: The complete Isthmian contract has been negotiated and a full report covering same has been sent out. Verbatim copies of this report, together with the contract itself, have appeared in the Seafarers Log of November 28, 1947. This is a contract that lots of people in the Maritime Industry said could never be secured.

The weak points, as well as the strong points of this contract are dealt with in the Negotiating Committee's Report. It is therefore recommended that every member gets a copy of this particular issue of the Log and read the happenings of the entire negotiations.

CALMAR AND ORE STEAMSHIP COMPANY: Headquarters Office will now make arrangements for negotiations as soon as possible with Calmar and Ore Steamship Company. Once these dates have been arranged, your Negotiating Committee will be convened and negotiations will start. These are the only contracts which the Union have open at this time and will now attempt to rectify some of those faults which we know do exist under those contracts as they presently are.

Quarterly Finance Committee's Report

There will be submitted to all Branch Membership Meetings tonight copies of the report made by the Quarterly Finance Committee, as elected at the last regular meeting held in New York on November 19, 1947. It is very important that all members read this report. As Secretary-Treasurer of this Union, I have met with this Committee on different subjects and have requested them to render a full report and recommendations regarding all phases of the Union, showing the good points, as well as the faulty ones. (Report appears on Page 16.)

The Committee, in my opinion, has made a good report. There is one point, however, that it appears they have forgotten. That is that although they specially instructed certain Agents to make certain reductions in expenditures, but they attach no penalties to the Agent if he fails to make such reductions if the membership states that he should.

I recommend, therefore, to the membership for action the proposition that in the future when Union money is spent by Union officials which has been specifically prohibited by either membership action or constitution, that the Port Agent or the person responsible for such expenditures be held directly accountable to the membership, and repay this amount of money from his own pocket.

So as to be sure that the membership will have the chance to acquaint themselves with this report in its entirety, I recommend that these special points as taken up by this Committee be printed verbatim in the next issue of the SEAFARERS LOG.

Balloting Committees' Reports From All Ports

All Ports in the Atlantic and Gulf District show heavy balloting in the General Election for Officials for the year 1948. It now appears that because of the added membership interest in the affairs and problems of the Union, we will establish a new high this year for votes cast in the Atlantic and Gulf District than in any previous voting period.

Bookkeeper Change In Headquarters Office

Due to the illness of the former Bookkeeper in Headquarters Office, it has been necessary to change same. To avoid cases where, as in the past, through illness of the Bookkeeper, business has been delayed by his absence to sign Union documents and checks, the following is recommended:

1. That only regularly bonded Officials of the Union sign and counter-sign Headquarters checks.
2. That in compliance with the regular membership's instructions to have two signatures on Union Headquarters checks, that Paul Hall, New York Agent, be authorized to sign checks in place of the Bookkeeper.
3. That Joe Algina, Deck Department Patrolman of New York and Acting New York Agent,

be authorized to act as alternate to sign checks and Union documents in the event that either the Secretary-Treasurer, J. P. Shuler, or the New York Agent, Paul Hall, are out of town on Union business.

Upon concurrence of this report, it is recommended that this change be made immediately to avoid any future delays in regular routine business.

Headquarters Reinstatement Committee

The membership, with the exception of the Port of Boston has gone on record to accept the recommendation made at the last coastwise meetings regarding the Headquarters Reinstatement Committee.

The Port of Boston has raised a question that by adopting such action, that the membership is placing "top control" in Headquarters Office. The record should be made clear on this issue. The membership can, at any time, as it has in this case, designate such committees. The membership should be further made aware of the fact that any person that this Committee acts on will be men who are more than 12 months in arrears in dues and/or assessments and who actually are no longer members of this Union.

The failure by Headquarters to have such a committee in the past has caused this Union great troubles. This trouble has been caused particularly by two Ports; the Port of Boston and the Port of Tampa. Because of remitting back dues to various people who were so-called "reinstated" in the Port of Boston, in violation of previous membership action, the Union now has charges placed against it by the New York State Anti-Discrimination Board.

This could easily have been avoided had the Boston Branch not allowed these former members to reinstate who were not entitled to same. Because of this Boston Branch previous action, Union officials in Headquarters have had to attend two formal hearings to date on this question of discrimination and have been instructed to stand by for further hearings.

The Port of Tampa, by allowing men to reinstate who were not entitled to do so, and where Headquarters had to later refund the various men involved money, the Union now has been charged with violation of the anti-closed shop law in Florida and will possibly be brought up on official charges shortly.

The actions of these two Ports, Boston and Tampa, show why setting up such a Committee was necessary.

The membership should be made aware of the fact that in setting up such a committee, first of all, it would save themselves a lot of trouble by having three full book men handling this, in addition to their other duties, and that those phonies, who did not stand picket duty and who refused to sail ships during the war because of danger, and now want to go back to sea so that they can receive top wages and conditions, can be curtailed.

The membership should be made aware of the fact that the necessity for such a Committee operating in New York Headquarters is simple. All membership records, as applies to dues, strike activities, etc., are on complete file in New York, in addition to other official communications and documents of the SIU. It is therefore easily understood as to why the necessity of checking these men's records against the Headquarters records must be done in New York.

It is further recommended that the membership in all Ports, especially in the Ports of Boston and Tampa, discuss this particular issue at tonight's meeting.

Ships Delegates

The question has been asked recently by various SIU crews as to whether or not an SUP man is eligible to become Ship's Delegate when riding SIU ships. The answer is absolutely yes, providing of course, the crews elect him the same as all Ships or Departmental Delegates are. It must be pointed out to the membership and made clear that when SIU men are riding SUP ships that they have the same right. This matter should be made clear to all SIU crews so as to prevent any misunderstanding on the subject.

Filing Claim For Jobless Benefits Simple Procedure

By JOSEPH VOLPIAN Special Services Representative

The procedure to be followed by merchant seamen in obtaining unemployment insurance benefits is fairly simple, and Seafarers who are entitled to this aid should make application immediately.

If you worked aboard any vessel—WSA or privately owned—during 1946 and you are now unemployed, you are eligible for unemployment compensation. To receive the benefits this is what you must do:

Immediately after your ship pays off, you are to go to the nearest SIU Hall and register for a job.

You then go to the nearest unemployment insurance office—in whatever State you happen to be in at the time—and make application.

Make sure you have the following papers with you:

- 1) The shipping registration card issued at the Union hiring hall;
- 2) Your seaman's certificate of identification;
- 3) All discharge certificates for the year 1946.

If the wages paid in the calendar quarter in 1946 in which your wages were highest amounted to:

| | | | |
|---------------------|-------|-------|------|
| \$100.00 — \$240.00 | ..... | \$300 | \$10 |
| 241.00 — 263.99 | ..... | 330 | 11 |
| 264.00 — 286.99 | ..... | 360 | 12 |
| 287.00 — 309.99 | ..... | 390 | 13 |
| 310.00 — 332.99 | ..... | 420 | 14 |
| 333.00 — 355.99 | ..... | 450 | 15 |
| 356.00 — 378.99 | ..... | 480 | 16 |
| 379.99 — 401.99 | ..... | 510 | 17 |
| 402.00 — 424.99 | ..... | 540 | 18 |
| 425.00 — 447.99 | ..... | 570 | 19 |
| 448.00 — 470.99 | ..... | 600 | 20 |
| 471.00 — and over | ..... | 630 | 21 |

And you earned the corresponding amount shown in this column during the whole year 1946:

You would be eligible to receive the corresponding weekly benefit amount shown below:

Generally, your compensation checks will begin arriving in about three weeks. Payments are retroactive.

Administration of this project is very complex and varies in several states. In New York, for example, no payments are made for the first week of unemployment which is known as a waiting period.

You're advised to be patient, however; eventually you'll get all that you're entitled to.

Remember, any seaman who worked aboard a vessel in 1946 but now is unemployed and who is ready, able and willing to work may file a claim for unemployment insurance benefits at the insurance office nearest his place of unemployment.

In New York City, Seafarers can file at the State Labor Department Office at 227 Canal Street.

Although benefits may vary slightly in some states, the table below will give Seafarers an idea of how compensation is calculated:

NMU Is "Practically Destitute," Says Stone In Emergency Report

The lid that was blown off the National Maritime Union, CIO, last year by Joe Curran's blast against communist control of the union, was lifted a little higher into the stratosphere this week by an emergency financial report issued by Treasurer M. Hedley Stone.

According to Stone, the NMU is "practically destitute," and there is no assurance that the union will be able to meet its payroll for the month of December.

In November alone the union went into the red to the tune of \$143,652.67, and in order to "overcome this deplorable situation," Stone had to liquidate \$235,000 worth of bonds.

Several items in Stone's report make interesting reading.

For instance, total receipts, including dues and initiation fees for the month of November totaled \$136,836.74, while expenses hit the figure of \$409,706.03.

SKY-HIGH PAYROLL

The payroll for the NMU, just for the month of October, reached the staggering figure of \$105,182.01, or almost as much as was taken in for dues and initiations. Other expenses, such as transportation and per diem, are not included in the payroll total.

Stone recommended to the membership that certain steps be taken immediately to cut expenses. Specifically he urged a ten percent wage cut in the salaries of all officials and employers of the NMU, a ten percent cut in personnel, and reduction in the number of New York Patrolmen from 30 to 20.

In concluding his report, the Treasurer mysteriously warns that in future articles he will show what happened to the money, presenting facts and figures on administration and the wages paid union employes, the organizing picture and the people in charge, and administration of strikes and the people in charge.

Those articles should make interesting reading.



Frisco Shipping Low; Steer Clear Of Gold Coast

By W. H. SIMMONS

SAN FRANCISCO—If it hadn't been for the arrival of the SS Calmar in transit, the old Gold Coast would have been the most dismal of ports this week. As it is, shipping is at its lowest with the week not producing a single payoff or sign-on.

The SS Calmar stopped off in transit and had enough beefs to keep us busy for a little while. There were overtime beefs in the Deck Department and five men wanted to pile off.

They were paid off and replaced, but other than those five men we haven't sent a man from the Hall.

We aren't going to say that things will pick up, although they can't get any worse, but something is bound to break sooner or later.

If it is necessary, here is a word of advice: stay away from Frisco if you're looking for a ship.

HALL CHATTER

The talk around here seems to be concentrated on two entirely disconnected subjects: the Isthmian contract and the West Coast football games.

I don't know too much about the luggers of the pigskin, but I do know that my nomination for All-American honors goes to our negotiating committee for the fine contract they gained from the Isthmian company.

Oldtimer Brother Joseph Dinkias is in town at the moment enjoying the city's hospitality. Joe says he is spending his time in the local movie houses and at the football games.

It is real football weather out here now. The weather has become a little chilly and the old fireside feels good.

Of course, in fair weather or foul, the gashounds will still be



on the loose. This past week they seemed to be out in good numbers and most of them converged on the Hall.

Some of them claimed they had beefs to settle, but the way they garbled matters, it was hard to figure out just what they had on their minds.

TOUGH TASK

If a guy isn't sober enough to present his beef correctly, then it isn't worth pressing.

It is the hardest thing in the world to handle a beef for a gashound. Usually it's a bum beef he dreamed up over a bottle, and the official who presses it ends by looking as silly as the drunk.

If you have a beef, stay sober long enough to fight it through to the end.

HERE'S WHAT I THINK...



QUESTION: What gear do you think the recreation hall should keep on hand for the membership's use?

HARRY LANCOUR, OS:

The setup in the recreation hall is pretty good as it is. Mostly everything the fellows would need to pass away some time is on hand now. Besides, there isn't too much room available to go in for any big changes. One thing, though, that I think would be a swell thing and which wouldn't take too much to operate would be a moving picture, once a day. If we could see a movie once a day, or some shorts, it would help break the monotony of killing time between shipping calls.



JOE DeCARLO, Oiler:

Our recreation room has a pretty good library at present, but I think we can add a few of the newer books to the shelves. Books are always popular. Chess and checker sets are always in demand as well as a good supply of pinochle and straight playing cards. Perhaps a good way of killing those hours of waiting would be to have rope around for the newcomers to practice knot tying. The deck hands, I believe, would make use of any weaving materials supplied to make belts, wallets and other handicraft.

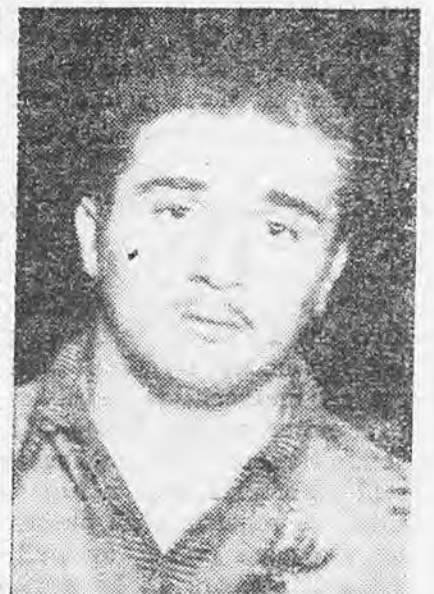
MICHAEL TOSADG, OS:

About everything that's needed is now on hand in the recreation room. It's pretty hard to think of anything we don't have, except for a few things. About the only thing I ever use down there are playing cards — and they have plenty of those. Right now, with shipping pretty slow, I think we could use more seating facilities. There are more guys hanging around the recreation room and some of them can't find a place to sit down. A juke box so we could listen to the latest records might be a good deal.



NICK VIOREL, OS:

I think we could stand a section set aside for the fellows to patch their gear, sew on buttons and press pants. A sort of dry-dock for personal gear. Of course, we can always use more books, playing cards and games — the present supply seems to be too small. I'd like to see a couple of pool tables for the guys who like to cue a few, like me, but the recreation room here is too small for the necessary maneuvering space needed. Maybe they could work this in the outports, but New York is too crowded.



Lakes Operators Try Phony Rumors To Stop SIU

By RUSSELL SMITH

DETROIT—Several times during the past season we've predicted that the Lake Carriers Association, their member companies, representatives and stooges would stop at nothing in their all-out attempt to stop the successful organizing drive of the SIU Great Lakes District.

Well, we don't like to say we told you so, but these guys have really been pulling every trick in the book since the voting began around the middle of November for the men of the Hanna, Wilson and Kinsman (Steinbrenner) fleets. A new low has been reached by the same guys who established the old record for lowdown activities.

If it wasn't that these company stooges and officials were playing with the very lives and jobs of hundreds of Lakes seamen, we'd say to them to go right ahead and do their damndest to discredit the SIU.

However, we can't sit idly by while these slimy creatures carry on with their filthy lies and propaganda, and attempt to intimidate the hundreds of Lakes seamen who sail in their ships.

SIU DUTY

When you sign an SIU pledge card asking the SIU to represent you for collective bargaining purposes, we believe that you are entitled to SIU protection the same as SIU members. You have already indicated the SIU Great Lakes District as your choice.

For that reason, we are duty bound to put all Great Lakes seamen straight regarding cer-

tain matters which these liars have been spreading false propaganda about. We want all Great Lakes seamen to know the score about the SIU Great Lakes District at all times.

One lie which these desperate stooges continuously repeat is that men who vote for the SIU will have no job security because other men will be sent out by the SIU to take their jobs. This lie is easily disproved because all SIU Great Lakes contracts provide that the men who lay up a ship shall have the right of fitting out that same ship.

For years, the SIU has been printing crew lay-up lists which are furnished to all SIU contracted ships. These crew lay-up lists are filled out by the SIU departmental delegates aboard the vessels at the time their ship is laid up, and copies are kept on file at SIU offices.

Of course, any time an SIU member desires to change his ship for any reason, he immediately registers on the rotary shipping list. This means that SIU member Joe Doe then throws in for any job which he desires. The man with the most waiting time gets the job, but there are many jobs on the board, so waiting time is usually short.

On top of this type of security, SIU members never need be afraid that some friend or relative of the Skipper or other officer will take their jobs when the going gets tough.

Another favorite lie of these smooth-oil guys is the one that "If you fellows are crazy enough

to vote for the SIU, some saltwater guy will take your job away from you."

SALT WATER HOOEY

This is really one of their favorite stories because these phonies like to stir up dissension between men who sail the Lakes and those who sail deep water.

They also like to add that the SIU is completely run and dominated by saltwater men who have no interest in the Great Lakes other than to milk the Lakes seamen out of their money.

Both of these lies are typical of Hitler tactics that when you lie you should tell a big one and the gullible public will at least believe part of it. Both of these Paul Bunyan stories can easily be proven false.

First, as we've stated many times previously, the SIU Great Lakes District is one of five autonomous Districts in the Seafarers International Union of North America, AFL. Great Lakes seamen run the SIU Great Lakes District free from any outside dictation or control.

With the exception of ten cents from each two dollars of dues money, all Great Lakes money remains on the Great Lakes.

This five percent per capita tax means that we have the strength and support of more than ninety thousand Seafarers behind us in our beefs.

In addition, the International provides many more services well worth double the small amount paid to them for affiliation.

The Great Lakes District of the SIU has a Secretary-Treasurer named Fred Farnen who is a Lakes man. All other Port Agents, Patrolmen and officials are members who have sailed the Lakes, and understand completely the problems peculiar to the Great Lakes seamen.

WHY?

As for saltwater men taking over the jobs of Lakes' seamen, that's the biggest laugh of all. There are many Lakes seamen sailing saltwater — many more than there are saltwater men sailing the Lakes. In the SIU Great Lakes District, your paid-up membership book entitles you to sail on any SIU contracted vessel—Pacific, Lakes, Gulf, Atlantic or Inland.

There's one sure way to apply the acid test to these lies which are being circulated by the Lakes operators. Just ask yourselves why are these operators so much afraid of the SIU. Why are they promising you the moon to vote for the so-called "Independent" Lake Sailors Union?

Any operator's brain and soul rest solely in his pocketbook. You know this for a fact. If they weren't mortally afraid that an SIU contract and conditions would cost them many extra dollars, why would these phonies tell you to vote against the SIU Great Lakes District?

You be the judge and jury. Ask yourselves "Why?" Then decide for yourselves whether you want the SIU Great Lakes District, or some outfit that the operators recommend as being good for Lakes seamen!

Shipping Rises, But Mobile Has Enough Seamen

By CAL TANNER

MOBILE—As we reported last week, shipping has just begun to pick up here after a bad lull of nearly a month.

During the past seven days, we have crewed up five vessels and had two payoffs. For the coming week things continue to look pretty fair with three Alcoa ships and two or three Waterman Liberties scheduled to take on full crews.

So, all in all, things are brightening up in Mobile.

To prevent anybody from getting wrong ideas, however, let me hurry to tell you that we have enough men on the beach to last well into December.

If you're heading south for better winter shipping, detour around Mobile—for a while anyway. We'll keep letting you know how things are.

We had a visit last week from General Organizer Lindsey Williams and got all the latest dope on the organizing campaigns going on in various companies. We hope that Brother Williams will be able to get down this way again in the near future.

I am happy to report that the three men who had been in jail charged with disorderly conduct while helping get a group of Culinary and Restaurant Workers organized have been released.

These Brothers had been held on the beach here about three weeks, but after the restaurant owner in the case signed a union contract he agreed to drop the charges.

One thing we have been happy to note is the decrease in the number of gashounds and performers at payoffs lately.

I hope that the bulk of the membership is beginning to realize that being sober at the payoff is a pretty important thing in any voyage.



New York Shipping Holds To Steady Pace, Payoffs And Sign-Ons Keep Port Relling

By JOE ALGINA

NEW YORK—We can't say that things are any better here than they were last week, but the situation isn't any worse. Business and shipping continue to be fair with enough ships payoff and signing on to keep us busy.

As I said last week, bookmen can still get a ship without too much difficulty. The wait on the beach isn't too long for men with ratings, but unrated permitmen have to figure on waiting awhile for a ship.

We had some very good payoffs this past week. One excellent payoff was the Cody, Alcoa. According to the crew the Mate was a good man to work with and the rest of the officers cooperated with the crew in everything.

BIT THE DUST

But, like all good things, it is at an end as the Cody is now on her way to the boneyard. Another good ship goes into lay-up.

The Rosario, Bull Lines, and the Minnesota wound up trips in New York this week and were no problem to the boarding patrolmen. Both were good ships with excellent crews.

The crew of the Joliet Victory, which also had a fine payoff, brought to light and took action on a beef in their Engine Department.

A few of the men in the Engine Department had missed their watches on several occasions. It became a sore spot to

the men who had to double up for them so they went on record to fine the offenders.

Of course, if the men had made arrangements for someone else to stand their watches, no action was taken; but this was not the case most of the time.

The guilty ones were slapped with fines ranging up to \$25 which the rest of the crew hopes will put an end to the whole business. They have a legitimate beef in this and it is up to the crew to penalize the men responsible.

It's just as the crew on this ship felt: They like to get ashore in good ports too, but with irresponsible crewmembers bolting over the side as soon as the ship ties up, the rest of the gang gets stuck with all the

Bremen Shore Leave

The Military Government in Bremen, Germany, is now issuing passes for shore leave to personnel aboard merchant vessels calling at that port. All hands must carry these cards on their person when ashore in Bremen. Issued by the Captain of each ship, they bear the name of the crewmember and his ship.

When receiving your pass, make certain it has your name and ship correctly, otherwise you may be picked up and detained unnecessarily until you can be properly identified.

work. The men on the Joliet Victory should be commended for their stand on this abuse.

CHANGES MADE

We paid off several Isthmian ships this week and for the first time in that company's history, when those ships sign on they will begin operating under union working rules and a full contract.

The new agreement is a first class piece of goods and worth



all the waiting and sweating. The men on these ships have waited a long time for a full contract and they got everything they wanted. The new set-up will mean greater earning power for the crew. Today, more than ever, that means a hell of a lot.

I can't help but comment on the sad situation facing the Eastern coast this winter. We have been told there will be an oil shortage; in fact, we are beginning to feel it already, but who, I wonder, were the masterminds behind the sale of needed tankers to foreign governments. There must be some red faces in Washington.

They yelled about surplus tankers so long that the government finally sold the biggest percentage of them. Now they have to do a flipflop and start looking around for extra ships to make up for the storage.

By the time they agree there is a shortage and start pulling tankers out of the boneyard, it's going to be awfully cold in oil-heated homes. I guess a fireplace is the only sure things these days.

NOT AT PAYOFF

An item which is often misinterpreted in our agreements is that pertaining to wages and subsistence in traveling. The way it works is like this: When you payoff and receive your transportation cash, your wages and subsistence for time in travel is not included.

When you reach the port of signing on, you must report to the company office or agent within 30 days where this money will be paid you.

Some fellows have paid off under the impression that their traveling wages and subsistence were included in the payoff. This isn't the case, so go after that money due you.

Lakers Begin Winter Lay-Ups In Port Buffalo

By CHRIS HENDRICK

BUFFALO—The Port of Buffalo is once more back to her normal grain storage capacity of twenty-eight million bushels with the reopening of the Monarch Elevator.

This particular elevator had been closed for three months along with three others, due to drop in grain movements, and was the last to reopen.

Even though we've had an exceptionally nice Fall, old man Winter finally hit port bringing some six inches of snowfall with him. This weather change indicates that the Great Lakes sailing season is fast drawing to a close.

First of the winter fleet to lay-up with storage grain is the Midland ship, SS J. C. Williams. Another Midland ship, the SS J. H. Macoubray has just completed her last trip of the season.

The old familiar "West Shore" that we all know so well has changed hands. It would certainly have been a change not to see her somewhere along the creek feeding a hungry bunker. This means that she's had a reprieve from her scheduled trip to the graveyard.

At the present time, we're still up in the air regarding how many ships will winter in port. Rumors have it that anywhere from 25 to 60 ships will lay-up here this winter.

However, we'll have to wait a while longer to count them, and hope that they plug the port with storage grain ships.

It would do many of the Great Lakes seamen good to see the number of new faces coming to the SIU Hall to inquire about joining up.

At the rate we've been going this past year, it should only be a couple of years before the entire Great Lakes is all SIU.

So far, we've voted two Hanna ships in Buffalo, and both lined up well for the SIU.

Old 'See-And-Bee' Due For Scrap Heap

CHICAGO — Another famous ship will pass into the limbo of Lakes lore and legend with the scrapping of that grand old lady, the former "See-and-Bee". She's scheduled to be towed to Milwaukee soon, and will be scrapped at that port.

For 29 years, the "See-and-Bee" was well known to thousands of tourists on the Lakes. Finally, with the advent of World War II, the grand old lady donned a coat of gray, and became the first side wheeler aircraft carrier in maritime history.

More than ten thousand naval pilots learned carrier operations from her super-imposed flight deck. To the Navy she was known as the "Wolverine."

After the war's end, United States Maritime Commission officials had to make a weighty decision. Should she be reconverted to passenger operation or should she be scrapped?

They finally decided upon scrapping, and so passes another famous SIU ship.

Galveston List Takes Care Of Job Calls

By KEITH ALSOP

GALVESTON — Shipping continues to improve in this port over what it was a few weeks ago, but we still have sufficient men to crew all ships that will hit the port during the month of December.

Slowly but surely the ships are beginning to move a little faster making the wait on the beach a little easier. It will take a full-fledged shipping boom before we can send out a call for more men.

We had two payoffs this week: the James Jackson, Waterman, came in, paid off and signed on immediately; the Puente Hills, American Pacific, paid off but hasn't called for a crew as yet.

BEEF VANISHED

In transit we had the Seatrain New York; Fort Erie, Pacific Tanker; Bull Run, Sag Harbor; Fort Hoskins, Pacific Tankers; and the Fairport, Waterman.

The Fairport produced the only beef among the transits which,

upon investigation, proved to be only a rumor.

One of the ship's officers had told the crew that the slopchest was inadequate, but when we looked into it we found that it contained more stores than the average.

The Ships Delegate and crew agreed with the Patrolman on this, so the beef evaporated.

The Jackson paid off in fine shape. It was as clean a payoff as we ever expect to have in this neck of the woods. Possibly, one of the big factors aboard the Jackson was the fact that the entire crew was composed of book members.

The Skipper of the Jackson was left in a German hospital and the crew, at the payoff, gave him a vote of confidence and wished him speedy recovery.

They also turned to handsomely for their Brothers in the Marine hospital by donating \$58.70 as a Christmas present.

Two of the crew from the Jackson, Walter Brightwell and Jack Kelly, piled off at the payoff and have decided to home-

stead it here on the beach until after Christmas.

GOOD TURNOUT

Voting in the election is going along well with a good percentage of votes already cast. Most of the bookmembers hitting the Hall have made it one of their first duties to cast their ballot. Having done their duty, they then head for the Disbatcher.

On the organizing front, Johnny Ward is being kept busy covering all the Tidewater and Cities Service ships in this region.

He tells me that the AFL is out to sign its first contract among the oil refinery workers, and expects it to be down on paper before Christmas. Good luck to them. We can use more of this in Texas.

There is not much more to report from this Gulf port except that old Jack Frost is still keeping his distance from this port, and everyone around here had a swell Thanksgiving.

Gassed Skipper Guns Seaman On Smith Thompson

By CHARLIE STARLING

SAVANNAH — Things finally have started to move in this port, and to prove it we had two payoffs, the SS Felix Grundy and the SS Smith Thompson, both South Atlantic. We squared the beefs right on board.

However, on the Smith Thompson we had something that was a little more than a beef. The Captain shot Seafarer Jones in the neck. It should come as no surprise to anybody that the Coast Guard pulled the Captain's papers. He'd been gassed up at the time, and was, in fact, a real gashound.

Seamen have been called gashounds and performers and worse for a long, long time, but on this occasion it was the Skipper and the Second Mate who put on the show. They stayed gassed throughout the trip.

NEAR DEAD

That was the way it was until Brother Jones was found lying in a passageway almost dead with a bullet in his neck. The Second Mate began rushing around with a bottle of iodine. He was going to fix Jones up. Now I am sure that a little iodine would do a pistol slug in a guy's neck a hell of a lot of good.

The crew ran the Second Mate right out of the ship's hospital before the Chief Mate took over. The latter took the Captain's guns away from him and locked him and the Second Mate up for a day and a half. Brother Jones was put in a hospital on the other side.

When the Skipper was called up before the Coast Guard all he could say was that he never knew what happened or how, and that Jones was the finest seaman he had. He found out what happened all right, when he lost his papers.

Naturally, the crew wouldn't sail with the Second Mate either, so the Thompson has a new Second now as well as a new Master. Other Seafarers won't have to be afraid of the ship. Nobody's going to shoot them. That's all been taken care of, and the next trip ought to be a better one.

At the Thompson payoff, the crew chipped in something over \$200 for Jones' wife and kids. We all hope that Brother Jones will soon be back in the States ready to ship out again.

Unclaimed Gear

Members whose gear has been held for more than three months in the fourth floor baggage room of the New York Hall are advised to call for it immediately, or notify the Hall where they wish it sent.

Crowded conditions make it impossible to hold gear longer than three months. All effects remaining unclaimed after three months will be sent to the owner's home via express collect.

Gear without addresses will be disposed of otherwise.



Comforts Of Home

Here's an interior shot of the spacious SIU Hall in Toledo, which the Union maintains all year 'round at 615 Summit Street. A comfortable reading room, facilities for card playing and letter writing, plus a roomy meeting place are among the many advantages of this Hall. If you live in the Toledo area, drop into the well-equipped headquarters in that city. During the winter months a well-heated and spacious rendezvous is available for the use of all Seafarers. Drop in, and bring your friends. You are always welcome.

Good Shipping, Clean Payoffs In Baltimore

By WM. CURLY RENTZ

BALTIMORE — Shipping has been good here for the past two weeks and there is every reason to think that it will stay good at least through the coming holidays. With a lot of men wanting to stay on the beach for Christmas, the picture is pretty bright.

We paid off 11 ships and signed on four. We'll be signing on more next week and there are plenty of ships due in Baltimore.

The payoffs included two Ore Line ships, two South Atlantics, two Alcoas, two Bulls, a Robin, a Waterman and a Pacific Tanker.

NOTHING PENDING

We signed on two Ore Line ships, a Bull and a South Atlantic. We've also had a number of ships in transit.

There were some beefs on most of these ships, but everything was settled without any trouble. By and large, they were in pretty good shape and there is nothing pending on any of them.

Moreover, the payoffs were pretty good, since everybody showed up in good condition and the Union didn't lose anything on any of the beefs.

This is the way things should be. We all fought like hell for our conditions and we intend to keep them.

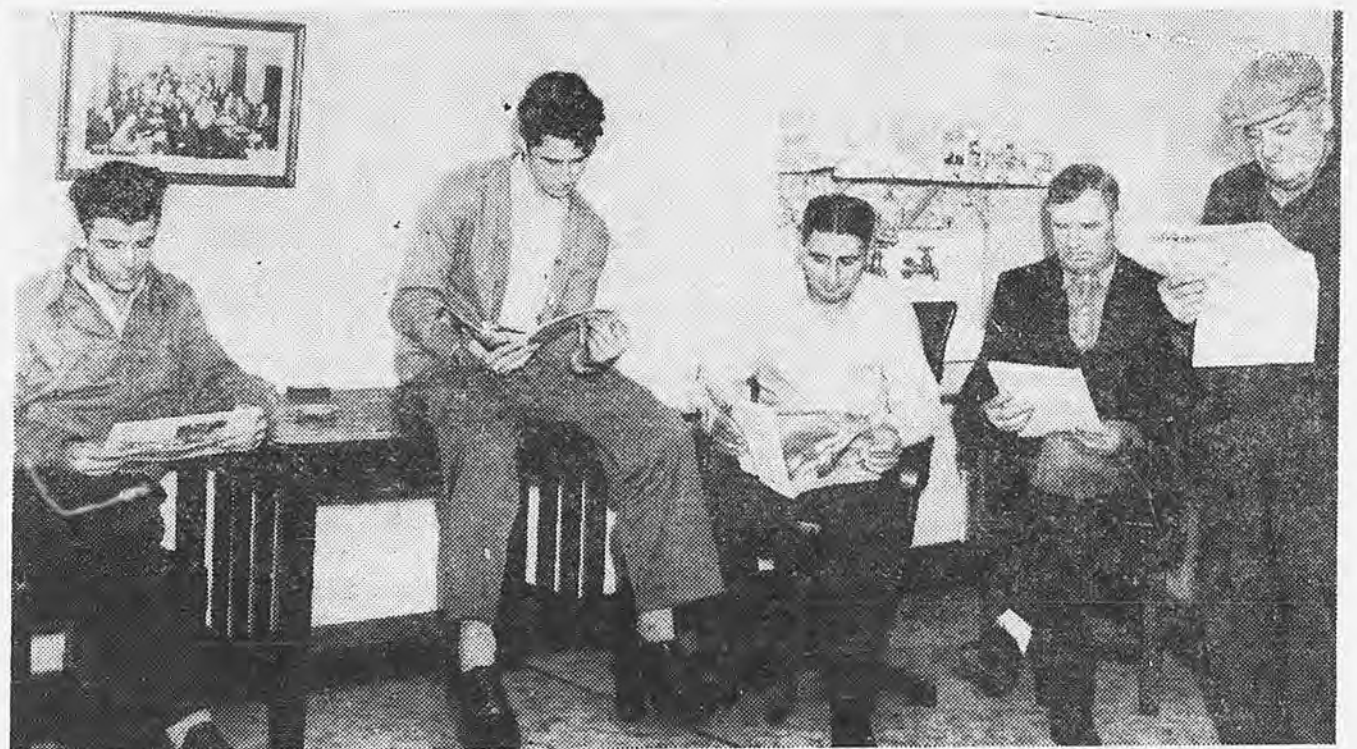
WANT TO KEEP GOING

There aren't many men on the beach here because the shipping has been good. Most of the men here are actually new faces who have arrived to ship out fast.

The talk around the Baltimore Hall is mostly of the tanker drive and of organization in general.

"What company are we going after next?" is the question all the Brothers ask. "Let's get everybody under the SIU banner and let's get the commies off the waterfront everywhere," they say.

All in all, everything is in very good shape in the Port of Baltimore. If that needs any further proof, let me point out that if there is a gashound in town I can't find him. The gashounds stay away from here. They know we keep an eye peeled for them.



Great Lakes NMU Falling Apart At Seams Men Turning To Seafarers For Protection

By HERBERT JANSEN

CHICAGO — Shipping has been fair in the past week, although tapering off somewhat as the regular sailing season nears its end. The Tanker Westcoat made her last call of the year, returns to Detroit where she will be laid up for the Winter months.

Still in full operation are the sandboats Doviile, American, Gilbert and Michigan. They'll continue to work full blast until the Winter ice stops 'em.

We had a little taste during the past week of the weather which Old Man Winter has in store for those hardy souls who make the Windy City their home in the Winter. Now some of the warm weather boys will start thinking of tropical climes, and head south with the birds.

Here at the Chicago SIU Hall, our Winter preparations consist of getting ready for the coming pinochle games and bull sessions which the boys all love.

Some of the gang have already brought in their own cards and stashed them away. Could be they prefer their own brand!

NMU'S LAST TRY

According to a recent Pilot item authored by the NMU president "Holy" Joe Curran, the NMU is going to make one more desperate, do-or-die attempt to organize the Lakes. We refer to Joe as being "holy" due to the fact that he's got religion since disavowing the NMU commies.

If the NMU is not successful

(and what Lakes seamen in their right minds would think of joining the practically defunct and strife-torn NMU?) then they will turn over their membership to some CIO shoreside union such as the Oil Workers Union.

This would really be the payoff! However, it reveals only too plainly the bankrupt thinking of Joe Curran and the other misleaders of the National Maritime Union. One group would give the seamen over to Joe Stalin's tender mercies, and the other would transfer the seamen to some shoreside union!

What would the Oilworkers or any other shoreside union like the Steelworkers or Autoworkers know about the problems and beefs of the seamen? How can anyone except seamen know the problems of seamen?

LET MEMBERS DECIDE

If Joe Curran or any of the other pie-hungry officials of the NMU had the welfare of the Great Lakes seamen at heart, they would say, "The NMU is finished on the Great Lakes, and we should let our Lakes members decide for themselves what to do."

But they know only too well that the vast majority of the small NMU membership on the Great Lakes would want to affiliate with the SIU Great Lakes District. After all, these men know what Union leads on the Lakes when it comes to getting improved conditions and wages.

Good union men in the NMU are soon going to have to make up their minds about dropping

the dying NMU and joining with the SIU Great Lakes District.

It's going to take the strength and solidarity of all union-minded men on the Great Lakes to fight against the open shop operators of the LCA and their tool, the LSU.

The SIU Great Lakes District has already made great strides in organizing the Great Lakes. If we continue at our present pace, it should only be a matter of a couple of years before the entire Great Lakes is organized under the banner of the SIU.

Keep It Clean!

It is the proud boast of the Seafarers International Union that an SIU ship is a clean ship. Let's keep it that way. Although most of the crews leave a ship in excellent condition, it has come to the attention of the membership that a few crews have violated this rule. So they have gone on record to have all quarters inspected by the Patrolman before the payoff, and if the conditions are unsatisfactory, he has the right to hold up the payoff until everything is spic and span.

Remember that the Patrolman can only have repairs made if he knows what has to be done. Cooperate by making up a repair list before the ship docks. Give one copy to the Skipper, and one to the Patrolman. Then you'll see some action.

Philadelphia On The Lookout For New Hall

By BILL HIGGS

PHILADELPHIA — Shipping in this port has picked up considerably since our last report to the LOG, we are most happy to declare, and that is just the way we will try to keep this port rolling along.

Ernest Tilley, our Patrolman, had a busy week on the waterfront. The Monroe, a Bull Line wagon, paid off and he observes that the Delegates had her in fine shape. In fact, the payoff was a pleasure.

We also had the Mansfield, a Luckenbach wagon, and Jacobs, the SUP man in Baltimore, came over to help Tilley handle her. Jake, I might point out, gives us splendid cooperation when we are a bit overloaded here. He's always glad to come over and help payoff an SUP ship.

There have been several ships here in transit. They had beefs of several kinds both major and minor which Tilley handled to the entire satisfaction of the crews.

SCOUT FOR HALL

With things going along nice and smoothly and the weather not too bad as yet, we are trying to patch up the holes in this dilapidated Hall before the snow gets shoulder deep to a tall giraffe.

Right now, you could swing a cat by his tail, turn him loose in any direction and he would have an even chance of not hitting the wall, the cracks and crevices are so many.

We are also scouting around a bit for a better place to rent or buy and we hope that in the near future we get a better Hall for the boys here.

The Union was called on last week to assist the Waiters and Waitresses Union, AFL, in a beef they had going not far from the Hall. Our boys were on the picketline in nothing flat. Mass picketing won the beef and won it fast.

SLICE OF CREDIT

Mr. Davis of the Waiters gives us a big slice of the credit for making the company see the light. And I'll say myself that more splendid cooperation was never had anywhere.

When our boys were asked to help, it was just another case of the old SIU spirit.

Bill Brown, our Dispatch Kid, states that he wishes all his friends and old shipmates a Happy Turkey Day. And, while this may reach you a little late, let me say that all of us here in the Port of Brotherly Love wish all our SIU Brothers everywhere a Happy Thanksgiving.

No Hot Water?

When your ship has been out of hot water for over twelve hours make sure that this fact is recorded in the Engine log book. It will save a lot of trouble when your ship hits port later.

If you are in port when the boilers give up the ghost, notify the Hall immediately and a Patrolman will handle the matter with the company. Don't wait until the ship is half way across the ocean before you send word; let out a yell before your ship leaves port and the matter will be settled at once.

Tankers Bring Good Shipping To Boston, Fulfilling Agent's Cautious Prediction

By JOHN MOGAN

BOSTON—As cautiously predicted in my last week's article, shipping has finally taken a sharp upward turn and the Hall is emptying rapidly.

As usual, most of the jobs available were on tankers—on two of these, the SS Choctaw Trail and the SS Hood River, fifty-five men obtained jobs.

The SS Choctaw Trail, out almost eight months, paid off without trouble. On the other hand, the SS Hood River, out a couple of weeks, had a port overtime beef that took several hours to square away.

Both were scheduled to payoff the same day and time at Portland, the Hood River alongside the dock and the Choctaw in the stream. On the presumption that the two-week trip would be cleared up in jig-time, the Hood River was hit first.

However, the port overtime beef was described by the company as the result of a "sit-down" strike in the port of Galveston. Therefore it took a lot of time and investigating to get at the truth of the matter, and to ascertain the cause of the so-called "sit-down" strike.

BOSUN FIRED

It finally developed that a 24-hour delay was caused by the actions of the crew in Galveston, who had decided to wait for a shoreside Patrolman's ruling before assenting to the arbitrary firing of the Bosun, who was being discharged without notice, without cause, and without transportation back to the port of engagement.

The beef was eventually settled with concessions on both sides, inasmuch as two wrongs were committed: first, the manner in which the Bosun was discharged, and, second, the manner in which the rest of the crew protested the discharge.

It is axiomatic that two wrongs never can make a right, and all hands were instructed as to their rights and duties in the event they should ever become involved in a dispute of a similar nature.

But by the time the foregoing was settled amicably, the gang on the Choctaw had decided to get paid off and get along home—and who could blame them after the run they had just completed. Incidentally, only fifteen of the original crew still remained with the scow at the termination of articles.

As Brother Sweeney pulled alongside in the launch the boys were lowering their gear; but the Pumpman had time to pass on a disputed overtime beef before pulling away.

If he should read this column, he will be pleased to know that Brother Sweeney collected 63 hours for him, which he can collect by writing to the Paymaster of Pacific Tankers, Inc.

GOOD SHIPPING

Shipping was particularly good for the Deck Department this past week, as three of the payoffs were West Coast ships.

Three other tankers on coast-wise runs, called in for replacements. And the immediate fu-

ture calls for paying off two tankers coming in foreign and another West Coast ship—all by Tuesday, December 2.

Beyond that we don't make any predictions; at any rate the Dispatcher's list of available men should be rather small by that time.

A suggestion under Good and Welfare was tossed our way this week which merits a little mulling over by everybody.

It was pointed out that practically all the acts of irresponsible members which are detrimental to the Union and an annoyance to their shipmates are committed either at sea, or, chiefly, in foreign ports of call.

It was suggested that the ships delegate cannot very well control the irresponsible few unless and until he is recognized by the crew as a duly authorized representative of the Union with the status of shoreside Patrolman.

EXTRA PAY

He should be properly instructed in his duties and powers—and he should be paid a premium wage for assuming the position; even the companies could be induced to contribute a share of the extra wages, because they would have every right to believe that his presence aboard would discourage "gear grabbers" and the guys who figure they can stick someone else for their watches in foreign ports.



The principle of this idea worked very well on unorganized ships, since in most cases the SIU organizer aboard was looked up to by the rest of the crew as having official status.

My well-meaning friend is convinced that it could have equally good results on our organized ships. At any rate, it makes for some deep thought for those who are fed up with the Dr. Jekylls of continental U.S. ports who become Mr. Hydes as soon as they clear the three-mile limit.

Marcus Hook Picture Brightens, Longshore Jobs Take Up Slack

By BLACKIE CARDULLO

MARCUS HOOK — Shipping has picked up in this port. In fact, everything picked up all at once.

For Thanksgiving dinner we got hit with four ships which just about cleaned house.

In addition, we put 40 men to work on longshore jobs this week. The boys on the latter work knocked down about \$150, which means that at the end of the week there will be a bunch of live wires around here.

Now that shipping is tough most of the time, this longshore work comes in handy. It certainly solves the problem of how to keep from going broke on the beach.

We see where our good friend Congressman Fred Hartley of New Jersey, of the famous or

will introduce really tops the Taft-Hartley Act. It would make it a federal offense to prohibit a worker from going to his job.

WANTS "EQUITY"

In other words, if you stopped a scab and talked him out of scabbing the FBI would be pounding at your door. Or if you did anything at all to stop him you would be breaking the law.

In Hartley's own words: "What we are endeavoring to do is write equity into the labor laws."

Yes, Mr. Hartley, we believe you are trying to write equity into the labor laws, but equity for whom? Would we be showing prejudice if we stated that you are not writing it for the unions? But enough of Mr. Hartley.

For the information of all concerned, Brother Labrosse did not lose his seaman's papers for the militant stand he took on the death of Dale Johnson.

Brother Johnson, you will recall from Labrosse's article in the LOG, died on the way into Puerto Rico, and Labrosse charged that his life might have been saved had his case been handled differently.

Our good friend Plumstel came running into the Union Hall and wanted to ship in a hurry. We don't know just why, but we have an idea. Plumstel and Paul Armould have been shanghaied.



infamous Taft-Hartley Act, made a speech the other night at Swarthmore college near here. He explained the Act, we read.

TOPS T-H LAW

Now why does Mr. Hartley try to explain the Taft-Hartley Act to the exclusive Swarthmore students who don't know what a day's work is, don't have to work for a living anyway and don't know what the unions have done for the working people? I'll bet he didn't get any opposition.

We, the membership of the SIU-SUP here in Marcus Hook wish that Mr. Hartley would come down to pay us a visit and prove to us that his pet law is not a slave-labor Act.

We also see where Mr. Hartley states that he expects to introduce additional labor legislation when the Congress starts its regular session in January.

One of the points which he

Jacksonville Halts Run-Around On Repairs

By JIMMY HANNERS

JACKSONVILLE — The Zachary Taylor, South Atlantic, hit this port last week with more beefs than I've seen on a ship in many a day.

She needed new mattresses, pillows, toasters and percolators, but the Company didn't seem to agree with the crew and the shoreside officials in this matter.

We settled most of the beefs immediately, but getting the new supplies aboard was a different matter. We wrangled with the company's representative for a day or so, but nothing was done for the crew.

Finally, we showed them, in

the only language that they seem to understand, that the ship would not sail without the proper repairs being made.

LATE AWAKENING

When the Taylor was still there two days after she was due to sail, they came around to see our side of the dispute.

Everything they could secure was put aboard, and a rider was attached to the articles stating that the men could payoff if she didn't get the remaining supplies before sailing from the States.

The crew stuck together throughout this beef and proved once again that a solid front will win any battle.

We had two Cities Service tankers in during the last few days. They were the Chiwawa and the Paoli. A few of our men managed to get jobs aboard these scows, in spite of the local fink who crews their ships.

It is usually a tough job for men to get jobs on these ships, but when we find an opportunity to do so we grab it. Both of these ships have already voted, but the fight is far from being over.

If you get a chance to take a job aboard a Cities Service ship, take it and hold on tight. It's a little rough now, but it's gravy in the future with an SIU contract.



Lakes Seamen Learn Only SIU Gives Security

By EINAR NORDAAS

DULUTH—Since the clearing up of the season's first big storm on the Lakes, the more than sixty ships which were tied up here for a while have practically all moved out, and the harbor area is fairly clear once again.

First of the Browning ships to be laid up is the SS Crescent City, and she's in the shipyard at Superior. Lay-up work on her is supposed to be finished around December 15.

One of the Midland ships, the SS Michael Gallagher, hit the end of the dock as she was tying up with her last load of coal. She should be out of the shipyard by the time this hits the press.

The other six Midland ships are all headed for the Lower Lakes with loads of storage grain for the Buffalo area.

According to reliable sources, the last load of iron ore will leave this area around December 2 or 3. Then we'll settle down for the long Winter wait until navigation opens up next April some time.

'47 SIU GAINS

During the year 1947, the SIU Great Lakes District has made many gains, but the report won't be complete until the results from the Hanna and Wilson elections are in. Lakes seamen have learned to look to the SIU for leadership in winning improved wages and conditions.

In addition, many of these seamen have learned that they need something more than periodic improvements in wages and conditions.

Lakes seamen have found that they need security. They need the right to go back on the ship they laid up, and they need freedom from fear when shipping on the Lakes slows up.

These men know that the only way they can secure job security and job seniority is through the protection of an SIU contract. For that reason, thousands of Lakes seamen want the SIU on their ships.

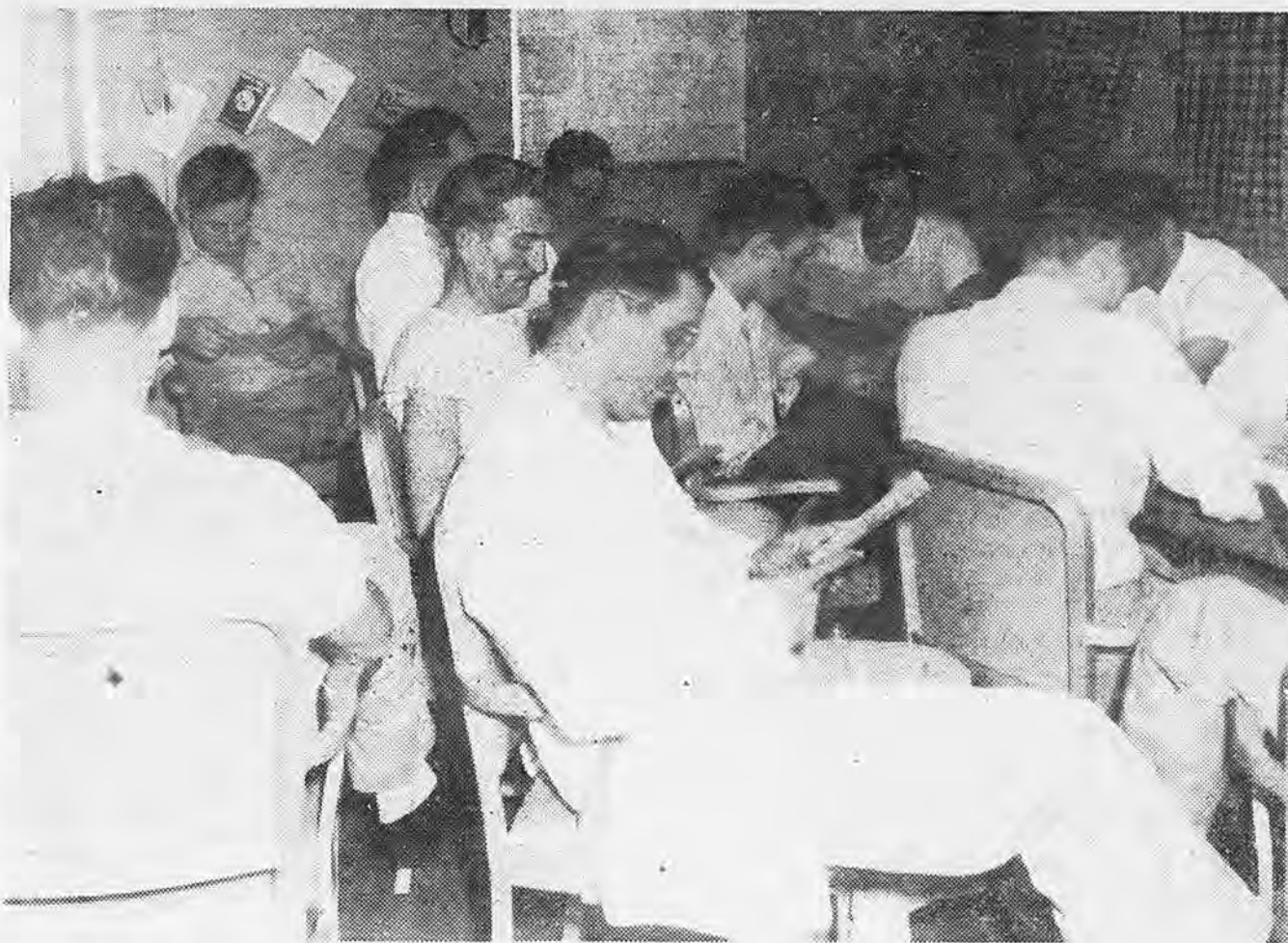
However, security and SIU contracts on the Lakes are not going to be won without a struggle. The Lake Carriers Association has been in business for almost forty years, with powerful lobbies in Washington and all of the State Capitals in the Lakes states.

Does anyone think for one moment that the LCA will give up the open shop without a battle?

With the full support and backing of the Lakes seamen, the SIU Great Lakes District can and will whip the open shop operators. That day is fast approaching when the SIU can match its economic strength against the many millions of the LCA and their lobbyists.

Then, and only then, will the Lakes have the strength and solidarity of the SIU to bring SIU security, representation and conditions to the entire Great Lakes.

P.S. The following Brothers should write for their mail: Alton Oakman, Michael Sullivan, Al Clark, Thomas McGuire, Walter Brannan and Herman Gonlick.



SMOOTH SAILING

The Alcoa Corsair is all-out for an educational program. Copies of the Shipping Rules and Constitution and By-Laws are hung in the mess halls so that the Brothers can study them anytime. The picture above shows the Brothers off duty attending an educational meeting, and at the right is a shot showing the Brothers relaxing after the strenuous session. Bottom picture shows members of the Stewards Department, Cooks and Waiters, preparing to serve a meal to the passengers of the Alcoa Corsair. The same food is served to the crewmembers.

These pictures and the information about them was sent in by Rocky Benson.



Norfolk Shipping Holds Up; Future Looks Bright

By BEN REES

NORFOLK—Shipping continues to be good in the Port of Norfolk, particularly for permitmen, there not being enough bookmen to fill all the jobs we've been having.

The ships paying off in the last two weeks were the Rutgers Victory, the George Chaffee, the Mayo Brothers, the Robert McBurnie, the Grover C. Hutchinson, the William Carlson, the

Robert Forbes, the James Fenimore Cooper, the Robert Crosby and the DeSoto.

Most of these vessels crewed and sailed with about 25 percent bookmen, the balance being permitmen and trip-carders.

The Grover C. Hutchinson, or "Jolly Rover," came in as usual—in tiptop shape all around, clean, happy and satisfied.

For a Patrolman, the "Rover Grover" means a good dinner, good coffee and writing a few

receipts. All her crew is paid in to 1948.

It looks as if shipping would continue good. For instance, we have four South Atlantic vessels due to arrive next week.

We have in port the Coral Sea of the Coral Shipping Company, a new outfit contracted to the SIU. She just finished a four month trip. She was crewed in Tampa, in the land of oranges and sunshine but was scheduled to be paid off here December 1.

New Hall, Jobs, NO Weather Keep Everybody Happy

By EARL SHEPPARD

NEW ORLEANS — Shipping here is on the climb once more and things look as usual with very heavy shipping during the holidays—at a time when the majority of the Brothers would like to take a breather and relax around the Christmas dinner.

We had a total of 11 payoffs here last week and three coastwise ships hit port in addition. This activity so relieved shipping that when we consider the reports coming in of the number of ships due to payoff throughout the month we can say that the whole shipping problem has been taken care of—temporarily.

Brother Lindsey Williams, General Organizer, is in town and we are working out a policy for an organizational program for the Marines Allied Workers. With some hard work, this important branch of the SIU can be expanded to a large hard-hitting outfit and be an outstanding asset to the Seafarers. The MAW held their second meeting November 26, and are now going to be meeting twice a month. Good progress is being shown at these affairs and there is lively interest in them.

We have taken title to our new building here and we are shaping it up to move into it. However, it may be sometime after Christmas before we can move in as we have to do a little remodeling.

Those things take time, you know. You can bet your life she will be a beauty when we get her squared away.

MORE DOUGH NOW

The bakery strike here is about over, if what we hear about doughless days is correct, with the Bakers Union coming out on top by winning the great majority of its demands.

Of course, several of the more reasonable minded bakeries signed up a while ago and there has been a little bread to be had. But we know that many a cook book was purchased by enterprising housewives during the beef.

Wonders will never cease! You remember we told you about the rains here this fall. Well, believe it or not, the sun came out at last, and for several days now the weather has been what it's supposed to be in New Orleans.

Disregard anything we said previously. A day like today makes us forget all those bad ones.

On Performers

The membership has gone on record to prefer charges against all gashounds and performers, as well as the men who willfully destroy or steal ships gear. The SIU has no place for men who ruin the good conditions the Union wins for them. Take action in shipboard meetings against men guilty of these things.



SHIPS' MINUTES AND NEWS

Barry Skipper Badly Needs Pact Interpreter

Possessing an inflated ego and an air of self-importance bordering on the ridiculous, the skipper of the William T. Barry set himself up as the final authority as to what could and could not be done aboard the ship—regardless of the Union contract.

To him, Master of the vessel meant just that—and more. He felt he was the master of the ship and all within its bulkheads including the crew — nothing could take place without his approval, at least that's what he told the ship's three delegates.

He made it plain to the men that the contract meant little to him when he called the men into his office and bluntly told them that he absolutely forbid union meetings on the ship without his knowledge and consent and claimed the privilege of attending all meetings held.

CLEAR IT WITH ME

Going further, he stated that in the event he allowed meetings to take place, he was to receive a copy of the minutes.

In stunned silence the delegates heard him bellow pointlessly of his authority as Master. No overtime in general; no cleaning of quarters, heads, showers or rooms if they called for the payment of overtime.

The skipper cited Article 2, Section 9 of the contract as authority for his brash ruling. It reads:

"Nothing in this agreement is intended to, and shall not be construed to limit in any way the authority of the Master of other officers, or lessen the obedience of any member of the crew to any lawful order."

With that one clause he mistakenly thought he could dismiss the rest of the contract.

Quickly recovering their composure, the delegates let the skipper down, deflating his ego like a punctured balloon.

UNION SECRET

Deck Delegate G. R. Walker lashed out at the skipper by telling him that for him to give the Captain copies of the minutes would be a violation of the Union oath requiring that all Union matters be kept secret from unauthorized persons.

V. S. Worrell, Engine Delegate, quickly followed up the attack by notifying the Captain that when the ship arrived in port a Patrolman from the Union would notify him as to the extent of his power over the crew.

The report of what took place in the Captain's office was reported to the LOG in the minutes of a shipboard meeting. Whether the meeting was held with or without the approval of the ship's master wasn't mentioned.

The Barry has since paid off and is out at sea again, so it's logical to assume that the skipper found the real interpretation of the contract at the payoff—but not the way he wanted it.

CREWMEN OF THE SS GOVERNOR GRAVES



This photo was taken immediately after last membership meeting aboard the Waterman ship prior to its arrival in the Port of Mobile Oct. 15. Cameraman was Bill Langford, Steward; picture was submitted by Clete Clark, who stated that there were only a few minor beefs during the voyage and all were satisfactorily settled at the payoff.

Crew Aims To Scour Fiske

When a new crew signed on the SS John Fiske, Overlakes, in Baltimore for a trip to Le Havre the boys found the vessel in pretty bad shape for an SIU ship.

What was more, they didn't get much cooperation from the Old Man about doing anything to clean her up although the Baltimore Port Captain signed a statement which he left at the

Hall declaring what necessary painting and minor repairs would be taken care of at sea.

In fact, the Skipper seemed to be more worried about his standing with the Company as a slow man with a dollar than about the welfare and comfort of the Crew.

"I would like to have this ship cleaned up," he told the Ship and Deck Delegates, "but this is my first trip with this Company and if I go back in with a lot of overtime I will lose my job."

NOT ENOUGH

He said that the galley, which was in terrible condition, only needed to be partly painted, and that a good sougeeing would be enough for the recreation room and mess hall.

The Crew couldn't agree with him but was unable to do much about it. The main trouble was that the Skipper was fixing up an extra room for the Purser while holding out on painting the Crew messhall and quarters.

At a shipboard meeting it finally was voted to invite the Captain to a special meeting to discuss the ship's condition and what to do to better it.

Del Norte Men Donate To SIU Patients In N.O.

NEW ORLEANS—Crew members of the Stewards Department aboard the SS Del Norte, one of Mississippi's three cruise ships operating out of this port, spread a measure of cheer among their less fortunate brothers confined in the local Marine Hospital, according to an announcement by George Moran, Stewards Delegate. A total of \$43.00 was collected from the group on Voyage No. 6.

Each of the following men contributed one dollar to be distributed among the SIU patients:

Victor Bottazzi, Faust Bottazzi, William Faust, Anthony Alleman, Raymond Proudfoot, Jose Castellon, Ben Fitte, Joe Kotalik, Thomas Kotalik, Adel Rowe, Majorie Evans, Vincenzo Marconi, Sam Marcus, William Murphy, Edna Johansson, Leslie Sigler, Henry Lae, Peter Hammer, Delbert Steele, Richard Martinez, George S. Moran.

Also Osmand McMahon, Woody Warren, Gordon Walker, Charles Pecoraro, Felix Savoy, Francis Fletschinger, Henrik Hansen, John Fontan, Cecelia Cervantes, Thomas Landry, Sam Florence, Ivan Durling.

Also Norman Corley, John Smith, Shelton Long, Moses Milano, Alfredo Duarte, Lloyd Wetzel, N. G. Nassar, Patric Orr, R. J. Flynn, and Frank Cacioppe.

Cape Horn Blows In After Rugged Voyage Loaded With Mishaps

The trip the MV Cape Horn made last summer from New Orleans to the south coast of Brazil and back was no picnic, according to the detailed account of the four-month voyage contained in the personal log kept by M. O. Carroll, Chief Steward.

The trouble started when the ship's plant broke down about noon June 2. Dinner that night was cold. There was no fresh water, the toilet and bath facilities were useless and, of course, there were no lights.

And that was the way things were to be for a longer time than Chief Steward Carroll cares to remember, for the plant broke down again June 10.

The Horn, which is chartered to the Mississippi Shipping Company, was headed for Santos, but some way had to be found and found quickly to get her into Recife on the Brazilian hump, which was the nearest port. Although the ship was just floating, and the crew was putting out cans to catch rain water and keeping a fire in an oil drum on the fantail to make coffee, the Captain refused to radio for a tug to take her in. Instead, he chose to wait for the SS Louis McLane, a Liberty ship, which didn't show up until June 13. From here on, Carroll's diary reads like the record of a tough voyage under canvas a hundred years ago. Surprisingly enough, though, he constantly stressed that the passengers took the trip's rigors quite cheerfully.

BAD TO WORSE

The McLane finally got the Horn into Recife, although the line broke once and everybody was drinking brackish water, but they did not arrive there until June 22. To make matters worse, the Horn foundered on a rock in Recife harbor and the bump was bad enough to give the Horn a bad list to port and to necessitate a layover until July 14.

The layover was a pretty sad period. The Captain paid out some subsistence when the Delegates straightened him out a bit, and the launch service wasn't too bad, but conditions aboard continued to be terrible. To make things a little bit worse, the food went bad. Part of Carroll's entry for June 30 reads:

"...the meat was going very bad, the fish also was very bad. The vegetables had just started to go. I had about 3,400 lbs. of meat thrown overside today. It seems a shame to have such a lot of good American meat go bad. We have lights and water tonight. They got one boiler going now, but the drinking don't taste so good."

July 5, he noted as follows: "The toilets on the shelter deck here are in a hell of a state, they cannot be flushed, and they stink."

HERE WE GO AGAIN

Things weren't too much better when the Horn finally got under way for Santos. She had



Cape Horn crew had to cook and eat what little food they had out on deck when plant broke down.

no speed and the iceboxes worked poorly. And just as she put into Santos the plant broke down again! The Horn was in Santos three weeks which were rugged ones for the crew.

On August 10, she arrived in Paranagua. Got there without a breakdown, too. Trouble was they had to stay there 16 days. Then she proceeded to Rio Grande do Sul and finally to Porto Alegre where the consignees for some automobiles the Horn was carrying were surprised if not exactly pleased to find them, as Carroll put it, "bent and dinged and covered with oil."

After a second call at Rio Grande, the Horn finally headed north for home. By then it was September. Two days out, she ran into heavy seas and began "rolling like a barrel." Carroll wrote and wondered if he ever would see New Orleans. The temporary patches in her side, put on in Recife, had everybody worried. For one stretch, she only made about 70 miles a day with the screw out of water most of the time. But on September 10, things began to improve.

Things went on all right from then until the arrival in New Orleans on September 26, a fact for which everybody was thankful. Even so, there were a few hitches.

PLENTY HOT

One was a mixup over where to dock in Trinidad. Another was the terrible heat encountered in the Caribbean which at one time reached 131 degrees in the galley and, Carroll noted, had everybody aboard in a pretty bad humor.

In view of the history of the voyage, Carroll's final comment should be viewed as an understatement. "Well, we have arrived in New Orleans at last," he wrote, "and it surely looks good from here. Everyone is anxious to get ashore."

Mess On Deck



Another view of outdoor mess on the crippled Cape Horn.

SIU Ships' Minutes In Brief

MONTEBELLO HILLS, July 6
 —Chairman L. Conticello; Secretary C. Bronhurst. Deck Delegate reported deck gang soogeeing in Stewards department passageways. Beef settled to satisfaction of all. Suggested circulation of reading material. Good and Welfare: Suggestion that fines be levied for minor infractions of messroom conduct. List of fines to be posted on bulletin board. One minute of silence for Brothers lost at sea.

FRANKLIN K. LANE, Oct. 12
 —Chairman Emile Degan; Secretary V. A. Lawsin. Delegates reported minor beefs. New Business: Brother brought up on charges and after discussion from the floor he was fined \$50. Good and Welfare: Suggestion that crew donate a minimum of one dollar to men in marine hospital. Chairman reminded crew that any member drunk at payoff will be fined \$10. One minute of silence for Brothers lost at sea.



EDITH, Oct. 4—Chairman Jean Piniarski; Secretary Louis S. Rizzo. Delegates Reports accepted. Good and Welfare: All permits examined and men aboard for sixty days are to be asked to payoff.

DEL MAR, Aug. 18—Chairman Joseph Gagliano; Secretary Gerard C. McGoey. Stewards and Deck Delegates reported all in order. Engine Delegate reported disputes involving overtime and requested that he be relieved of his duties and delegate. Good and Welfare: All necessary precautions to be maintained to prevent any fires beginning from carelessness. Steward agreed to issue sufficient ash trays for each messhall.

FORT STANWIX, (Date not given)—Chairman Hoppy; Secretary Lytus. Motions carried: crewmess; membership to see Steward to order percolators for crewmess; membership to see about cleaning fresh water tanks and cementing same. Good and Welfare: Repair list to be turned in by all departmental delegates. Brother Kenney elected to contact the Merchant Marine Library Association in Boston to have books put aboard the ship.



CASA GRANDE, Oct. 30 — Chairman Troy Thomas; Secretary Howard Emerson. Howard Emerson, Deck Delegate, reported all in order; Pete Jomides, Black Gang Delegate, reported no beefs; Al Bernstein, Stewards Delegate, reported everything okay. New Business: Repair list to be made up and turned in. Following men show good qualities and recommended for pro-books: Horace Douglas, Leon Honeycutt and Gale Atkins. Motion carried that three delegates contact Captain to procure more milk.

GEORGE DAVIS, (date not given)—Chairman B. Sanchez; Secretary J. Redden. New Business: Motion by J. Rinius that



ship not be permitted to leave the States with less than seven days' supply of shore bread aboard. Motion by C. Shaw that a repair list be made up in triplicate. Motion by C. Taylor that ship not leave States with less than 75 days' stores aboard. Motion by Taylor that ship have general fumigation.

TAG KNOT, (date not given)
 Chairman James Finch; Secretary Paul Sauers. New Business: Discussion over inadequate slop-chest. Chest lacks shoes, seaboots and raingear. Prices too far out of line. List of needed repairs drawn up and approved. Good and Welfare: All members to observe posted rules for keeping laundry clean. Delegates to get together and arrange a weekly schedule to spot soogie laundry. One minute of silence for Brothers lost at sea.

FAIRISLE, Oct. 26—Chairman Richelson; Secretary Pawel. Delegates reported on progress in securing needed repairs in their departments. New Business: Motion by Chrapcynski that crew not sign on again until needed repairs are made. Copies of decision to be given to Captain, Company and Patrolman. Good and Welfare: Cook suggested that card players stay out of messhall while it is being cleaned. Bosun informed permit men of shipping rule restricting the length of time they can stay aboard the ship before piling off.



MARION CRAWFORD, Sept. 14 — Chairman H. O. Tenant; Secretary Neil A. Birky. New Business: Harold Sonnenberg elected ship's delegate. Good and Welfare: It was pointed out that some of the men have been improperly clothed while in the messhall. Motion carried that any members found to be negligent in keeping messhall clean is to be reprimanded and habitual offenders to be reported to the Patrolman in first port touched. Discussion on rusty water being used for laundry purposes.

MARION CRAWFORD, Oct. 6 — Chairman H. O. Tenant; Secretary Neil A. Birky. Good and Welfare: Repair list made up and approved by crew. Motion carried that an order be placed for new equipment. A vote of thanks made to the Steward, Neil A. Birky, and his department for the commendable performance of their duties during the voyage. Motion carried that ship's delegate contact the Captain in regard to a draw to be given out immediately upon arrival in Galveston.

WILLIAM T. BARRY, Oct. 5
 —Chairman D. F. McKinnie; Secretary Carl Bell. New Business: Motion by Worrell that the Patrolman be contacted as to the possibility of securing more fans for the use of the unlicensed personnel. It was brought out by Brother Worrell that the Captain stated to the Delegates that there would be no Union meetings held on his ship at any time without his consent and, further, he had the privilege and would attend any Union meeting held. Captain later asked for minutes of meeting. Walker declined to give him copy on the grounds that he would be violating his pledge to the Union to keep all Union matters secret from unauthorized persons.

THOMAS CHESAP, Sept. 23—Chairman Rolf Daniel; Secretary Dan Kennedy. Recently received copy of new agreement was discussed pro and con. Motion by Kennedy to recommend Elwood Trainer for a pro-book—Motion carried. Kennedy reported that the Captain and Mate are happy over the work being done by the deck department men.



SEATRAN NEW JERSEY, Oct. 26 — Chairman W. Deal; Secretary Joe Martinez. Delegates had nothing to report. New Business: Motion to elect new ship's delegate as present delegate is leaving at end of run. Twitchell elected new delegate by acclamation. Motion carried to contact Mate and see if protectives can be more freely issued. Motion carried that Delegates contact Captain in reference to time off in port due to quick turnaround. Good and Welfare: Decision to see that crew's drinking fountain is repaired.

BELGIUM VICTORY, (date not given) Chairman R. Clarke; Secretary H. W. Ryan. Delegates reported on number of books and permits in their departments. New Business: Motion by Hunt to create ship's fund by assessing each crewmember 25c. Good and Welfare: Repair list made up and approved. Election of delegates held. J. Dominques elected Engine Delegate; V. Wilczak elected Stewards Delegate. One minute of silence for Brothers lost at sea.



STEEL FABRICATOR, Sept. 30—Chairman D. C. Rodda; Secretary W. E. Gannon. Kenneth Marpie elected as Deck Delegate; D. C. Rodda elected Engine Delegate and Clarence Storey made Stewards Delegate. Duke Livingston elected ship's delegate for business between ship and Union Hall. New Business: Motion that a radio be installed in crew's messroom. Motion that ship's delegate see about a new library for the ship. Good and Welfare: Ship's carpenter to make a bread box. One minute of silence for Brothers lost at sea.

SEAFARER SAM SAYS



WITHIN THE PAST THREE MONTHS THE SEAFARERS HAS ORGANIZED SEVEN COMPANIES THROUGH THE EFFORTS OF SHORESIDE AND VOLUNTEER ORGANIZERS. THERE ARE MANY OTHER UN-ORGANIZED OUTFITS — DEEP SEA, TUG, AND INLAND WATER — TO BE GOTTEN; SO SEE THE ORGANIZER OR PATROLMAN AND GIVE THE UNION — AND YOURSELF — A BETTER FUTURE!

CUT and RUN

By HANK

If your ship hasn't a library of books and magazines or if you want that old library exchanged for a new one drop in or phone the American Merchant Marine Library Association, 45 Broadway, New York. Their phone is BO 9-0220... Since it was requested, McMahon's Bar, a favorite hangout for our Moran tugboatmen, will be receiving some Logs every week... To oldtimer, Brother W. R. Bloom: How's the landlubbing life in Brooklyn treating you?... That Brooklyn citizen, Brother Christian Rasmussen, was in town last week. How's everything with you?... From down in Chalmette, Louisiana, Brother J. Von Holden, the oldtimer in retirement, just sent his best wishes for good health and good sailings to all SIU brothers. He was forty-eight years old recently. Happy and peaceful days to you and may your memories of days and voyages past be just as salty and enjoyable as when they were in operation!...

 Brother Charles Watson, citizen of the Bronx, just came into town, after flying in from Venezuela... It seems that some Marine hospitals are now and then treating merchant seamen better. One brother came in and told us about the good service he received from the Marine Hospital, Hudson and Jay. After examining him, the doctor asked if he had arches for his feet. When the doc heard the negative answer he replied that he sure needed them. Then he sent the SIU brother to some surgical house where they worked on his feet and gave him a pair of leather steel arches which would have cost the SIU brother about thirty five dollars according to the guy in the surgical house!—if he had to buy them elsewhere.

 Brother Aussie Shrimpton was in last week, cheerfully arguing with Brother Paddy McCann about one voyage. Brother Shrimpton, a poet, Steward and a newly-wedded Seafarer, had removed his dignified mustache from his face, which makes him look years younger, we believe... We have just discovered that that oldtimer Brother "Uncle Otto" Preussler is famous for his "golden brown biscuits," among other choice cookings... Brother A. Goldsmit, another oldtimer, came in and requested that our SIU weekly newspaper, The Log, be sent to all steamship companies, especially those not contracted to the SIU, so that these people would know all about the SIU policy, militancy and activities... To Brother Duane A. Gardiner in Oklahoma: Those Logs are coming your way... Here are some oldtimers who may still be in town: H. Higham, Roman Telesford, Isaac Miller, W. J. Reidy, H. Peterson, M. Figuerea, J. Cates, A. Arnella, J. Kelley, J. Flaherty, E. Berlund...

NEWS ITEM: Representatives of the steamship industry and maritime labor groups are preparing material for hearings, being called by the Maritime Commission, scheduled for January in San Francisco on wages and working conditions on government-subsidized merchant ships. Enactment of the House of Representatives Bill 4307 would include seamen among the employees not exempted from Section 13 of the Fair Labor Standards Act of 1938. In addition to providing a forty hour week for seamen, the bill also would amend the definition of wages to provide that board and lodging would not be included in the minimum wage scale.

NEWS ITEM: The National Petroleum Council called on the government to release some of the 137 oil tankers which remain tied up in the possession of the U.S. Maritime Commission. A serious petroleum shortage is imminent, particularly in the Atlantic seaboard area, if idle government-owned tankers are not released promptly from tie-up and reconditioned and repaired for immediate service, the council said.

THE MEMBERSHIP SPEAKS



STOPPED OVER IN SAN JUAN



Crewmembers of the SS Wild Ranger as they appeared recently during a call at the Puerto Rican port. Photo was taken by W. E. Edgerton and submitted by Brothers Chambers, Parrish and Clausen.

Get Your Story In The LOG

Some mighty interesting stories of shipboard meetings, sea rescues and just plain every day goings-on have been coming in from SIU members out at sea. But the LOG would like to hear from more of the fellows, because there's more going on that's just as interesting and beneficial to the membership that we don't hear about.

All it takes is for one or more of the crew to put it down on paper and send it to the Seafarers Log, 51 Beaver St., New York 4, N. Y. We don't care if it isn't fancy, just jot down the facts and we'll set them up in your story. If you have any pictures, so much the better—send them along.

Sailing On Isthmian Ship Minus Work Rules Was Hard

To the Editor:

We've sent in the minutes of the three meetings we've had on this ship, the SS Queens Victory, Isthmian, since we left Baltimore, October 12, but there are some things I want to point out in addition.

First off we're bound for the Persian Gulf and the weather, so far, has been ideal.

On this ship, we have 11 full bookmen, three pro-books and 23 permitmen. First stop after Baltimore was Brooklyn where we went to load some of our cargo.

With regard to the Brooklyn layover, I want to thank Patrolman Jerry Lichtman for the splendid cooperation and the good information he gave me while this ship was docked in Brooklyn. Also, I want to thank Patrolman Ray Gonzales for helping me in the last-minute details just before sailing time.

have a book of Company rules. Brother, do they use it.

NO USE

I keep trying to use the Waterman rules, but no soap. Brother, they are company men and the Isthmian book is all they know. But I'll keep plugging away until we hit the States. By that time I hope we will have our agreement signed. (Editor's note: We have it.)

Overtime is our biggest beef right now. The next biggest is our food which does not come up to par. Moreover, the Steward, another Company man and a permitman as well, stands for the Company's ideals.

Asking you again to say thanks to Pat, Jerry and Gonzalez for me.

Anthony J. Tanski
Ship's Delegate
SS Queens Victory

Gateway City Almost Heaven

To the Editor:

The Waterman squirrel cage, the SS Gateway City, pulled into Mobile for repairs and the crew had to pay off there. It was too bad, too, for it was a great time we had on the Gateway.

We must say that the Stewards Department was the life of the ship and there never was a dull moment aboard or among the crew from the time we left New York all the way to Germany and back to Mobile.

We must admit the funsters were Saloon Messman Joe Sullivan, Chief Cook Ramon Moldonado and Galley Utility Lichtenstein known as "Dutch." These three always had a laugh and a joke and helped to pass the time with their funny antics and actions.

MUTT AND JEFF

Also on deck was Alfred Per-ring, AB, who is six feet four inches tall and Milton Awall, AB, who is about five feet seven. These two were the Mutt and Jeff of the ship, the big and

little of the crew. And they provided laughs galore.

All told, we are sorry we must all go off in different directions to different sections of the country.

The Crew of the
SS Gateway City

Crew Of The Madaket Endorses Chief Steward

To the Editor:

We, the undersigned book men, representing every member of the crew aboard the SS Madaket, heartily endorse the candidacy of William Jenkins for Stewards Department Patrolman in the Port of New York.

Jenkins has served as Chief Steward on this vessel for the last 18 months. His executive ability and general intelligence have made his service invaluable.

We wish him the best of luck and hope he is elected.

Crew of the Madaket

LOG Brings Back China Memories To SIU Man In Army

To the Editor:

Having been in the Seafarers International Union for about a year before joining the Army, I became very interested in the SEAFARERS LOG.

I would like to know if you would send it to me at my Army address. At the present, I am receiving it at home but as I don't get home very often, I would like to have the address changed.

In the November 14 issue I saw the picture of Brownie and Blackie's Diamond Bar. While aboard the Hook Hitch in 1945 and 1946 I stopped at the Diamond Bar many times. It was nice to see the picture of Brownie and Lil. Kinda of makes me want to see a bit of Shanghai again.

Pvt. Martin W. Powers
Fort Monmouth, N. J.

SHIP'S DELEGATE

At this point I'd better tell you that I was nominated and elected Ship's Delegate.

I never was Delegate before, and I was kind of perplexed as to my duties. Thanks to Jerry again. He put me straight.

Well you can imagine for yourself what kind of a predicament I really am in: first-time Ship's Delegate on an Isthmian ship on its first-time sailing with a Union crew the majority of whose members never has known what a union is or what it stands for.

In the first meetings, I put them on the ball, with the help of the other bookmen of course. And I'm going to try to hold them on that ball.

All the ships officers are for the Company and I mean the Isthmian Company. As you know we are working without working rules, and the officers

BROTHER PASSES TIP ON PAYOFF IN FOREIGN PORT

To the Editor:

During our recent trip to Trieste aboard the John Gallup, one of the crew, Brother Dave Albright, was hospitalized with an infected hand.

Because of his being removed from the ship, the matter of paying him arose. The Coast Guard told us of a ruling by the Allied Military Government in Trieste that a man cannot be paid off in U. S. currency.

They said that if the man demanded his pay, he would have to be paid in Italian lira but he could suspend his payoff and draw in liras what he needed while in the port.

Later, when he arrived in the States he could have the balance due him in United States currency.

The Coast Guard asked me to pass this information along to other Seafarers so that there would be no misunderstanding should the occasion arise where SIU members are forced to pile off in an Italian port.

B. Graham

Log-A-Rhythms

The Ship's Steward

By FRANK PAYLOR

SS Thomas B. Reed

(Copy also submitted by W. Young)

The Steward has a thankless job
Trying to satisfy a hungry mob
Of Americans, Swedes, Italians, Greeks
For weeks and weeks and weeks.
If it's pie they get—they wanted cake,
When it's turkey—it should have been steak,
If it's broiled—why wasn't it fried?
Not a man will admit he's satisfied.
When it's medium-well—they like it rare:
"Who in hell made up this bill of fare?
We want eggs fried in butter—not fat,
Give us this—why don't we get that?"
You "belly-robber" is the crew's favorite term
For the poor Steward—they'd like him to squirm,
But he doesn't mind, he never gets sore,
Just smiles and asks them to have some more.
Then the strangest thing happened to this crew,
The thin got fat and the short ones grew;
Was it the food? "Hell, no," they'd say—

Nature intended us to be this way.
Now here's the part that's really a shame:
As time went by the ship gained fame,
Her name became a symbol of cheer
And men would come from far and near.



But it was always at mealtime when they came
For this outrage. Who was to blame?
Why the Steward, of course—who else would
you say,
Let's give him hell, then call it a day.

'Star Messman'



Caption accompanying this photo of unidentified brother aboard SS Smith Thompson said he is the "star messman" of the South Atlantic fleet. Cameraman was Eugene A. Piniarski.

They Finally Made It

To the Editor:

Would like you to send the LOG to my home, as my folks like very much to read each issue. They've asked me every time I've been home to make sure they get on the mailing list but up to now I've forgotten each time.

This time I'm making sure I carry out their request.

Frank Radzivila
Wilkes Barre, Pa.

(Ed. note: And we'll make sure the folks receive the LOG.)

Skipper Calls In T-H Act As New Ally To Fight Crew

To the Editor:

A lot of fellows have felt that the Taft-Hartley Act is just something that Congress has passed to ham-string labor but hasn't been too effective as yet and may not be used at all by individuals and companies.

To these fellows, I'd like to point up the sentiments of the Master aboard the Zane Grey, Isthmian. During our last trip which took us to the Persian Gulf, the Skipper let us know that the Taft-Hartley Act was something he welcomed with open arms.

Once while I was protesting the food situation and pointing out that there had been a violation of the Union contract, he threw up his arms and yelled "Unions don't mean a damn thing. The Taft-Hartley Act will protect me in anything I may undertake."

BONING UP

While he was all wet in believing that the Taft-Hartley Act would protect him in keeping the two-pot system he had installed on his ship, this serves to point out that this guy is reading up on the Law and intends to use it whenever and wherever he finds the opportunity.

This was a minor incident and one which only drew a laugh when he threw Senator Taft and his fellow union-wrecker into the picture; but guys like this can be dangerous now that Congress has given them some ammunition.

Getting away from Taft and Hartley, the Skipper made it known that he had another ally: the Coast Guard, and where he



didn't have the government on his side he relied on his stooges aboard ship to do his bidding and make life miserable for the crew.

Three times he called in the Coast Guard for petty reasons and it pained him greatly when no one was hauled off the ship to stand trial.

When he got no satisfaction from the Coast Guard, he pulled a few tricks of his own. In addition to the two-pot system, under which we were fed ham and eggs while topside enjoyed steak, he issued almost impossible orders such as one whereby he wanted the crew to remove all tarpaulins and place them aft before the ship docked.

Then, just for the hell of it,



he told the Purser to give a sick man an injection of plain water instead of medicine.

When we confronted the jerk, he admitted giving the Purser the order saying it was a joke. Some joke—the victim of his practical little prank is now suing the company.

WILL TRY ANYTHING

I guess by the few examples I have listed here it is quite obvious that the guy is not in his right senses, but that is not unusual to find in skippers today. This guy would not stop at anything to violate the Union contract and abuse the men.

We have to keep slapping these guys down, and they know we have a strong weapon in our union contract. But we can't just sit back and wait for the payoff and a patrolman to put these guys in their place; someday, they're going to go all out, with the aid of the Taft-Hartley Act, and attempt to smash our Union.

If we keep our noses clean now and fight every attempt to weaken our contract, we can win that battle when it comes. We just have to be ready for that fight. It will probably be our toughest fight, but by remaining strong we can put guys like the Zane Grey's skipper in mothballs.

Jack Giller

MEMBER'S WIFE LAUDS LOG AS INTERESTING

To the Editor:

I have been taking the LOG for a little while. I have read them and like them very much. It carries a lot of interesting information.

My husband belongs to the SIU and he will not join any other, so you see it must be the best union of all.

I have moved from the old address and would like for you to send me the LOG to my new address.

Mrs. Flocine Adams
Mobile, Ala.

(Editor's note: While you're at sea have the LOG sent to your family.)

Send Those Minutes

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

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

Dutch Seafarer Likes SIU Methods, Desires To Join

To the Editor:

I have read the SEAFARERS LOG many times and would like to have it sent to my home regularly.

I am not an American, but a Dutchman aboard a Dutch ship. I am a member of the General Netherlands Seafarers Union in Holland and would like to become a member of the Seafarers International Union.

I don't know if a Dutch sea-

man can be a member of an American union or not, but I would like to get all the details if it is possible.

I have now been sailing two-and-one-half years in the Netherlands merchant navy, but conditions are very bad. I am paid about \$10 a week or 25 guilders in Dutch money.

Aboard the ship I am third Steward with ten of twelve passengers. We receive very little money to pay for our clothing, shoes and other items.

I ask you for the LOG because there is much within its pages for me to learn. I would like to pay for it but I don't know if I can do so because in Holland we have no American dollars.

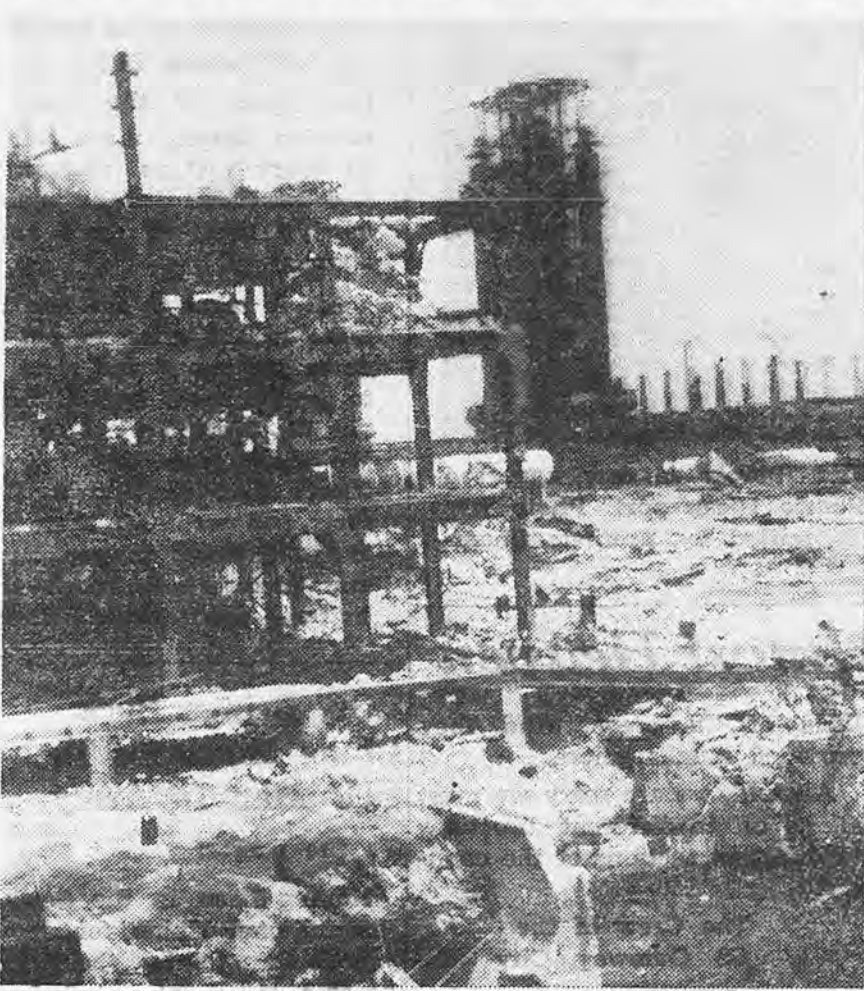
I hope you will be able to do something toward my becoming a member of the Seafarers International Union.

P. J. Seur,
Amsterdam, Holland

(Ed. Note: Thanks for the compliment. Your name has been added to the mailing list and you should be receiving the SEAFARERS LOG soon.

It will, however, not be possible for you to join the SIU as we have confined our activities to the United States and Canada. We are not attempting to enlist seamen of other countries at the moment as the American seamen already in our ranks are sufficient to take all jobs that come up.)

AFTERMATH OF TEXAS CITY DISASTER



On the first run of the Seatrains New York into Texas City, Texas, following the waterfront levelling blast, Seafarer Bill Dargen shot these pictures showing the destructive effects of ammonium nitrate.

Above—The steel shell of what was once the Monsanto Chemical plant. It was here that the explosion occurred taking a terrific toll of lives.

At left—The Wilson B. Keene lies half-submerged at its charred pier. Both pictures were snapped from the Seatrains New York.

Attention Members

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

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

Deck Stalwarts



Taking a breather from a work stint on deck, Murray M. Blum, crewmembers Blawitt Perkins, Al Scramuzza and Pascal Scramuzza look with varied expressions at the camera.

Shot was made by Paul Fernandez during the ship's run to Rio De Janeiro.

Ship Boosts Held Unfair To Beached Men

To the Editor:

In view of the recent letters to the editor that have been published in the LOG concerning promotion aboard ship, I would like to express my opinion on the subject. And it is plainly this:

I am personally against shipboard promotions for the following reasons: It not only breeds animosity and trouble among shipmates but it keeps the man on the beach, who is waiting for a rated job, from knowing whether or not his job is ever going to be called in.

By that I mean that if a man is waiting in the Hall for a Chief Cook's job and a ship comes in needing a Chief Cook but the Second Cook takes over, then the man on the beach has to take the Second Cook's job. And so on in every department. This means, too, that Stew-

ards, Chief Cooks, and Bosuns are going to have to start at the bottom all over again every time they change ships.

I am sure the unrated men can see the disadvantages in this also. They should be able to for the simple reason that the unrated men of today will be rated men tomorrow and I am sure they wouldn't want to start all over again from the bottom aboard a ship. They wouldn't want to sail that same ship until someone with the rating they want gets off.

I feel if we change this rule we will have better sailing for all.

Robert H. Maupin

P.S. My best regards to Brothers Joe Shea, G. W. Champlin and that grand bunch of shipmates from the Canadian District of the SIU who were with me aboard the SS Dominican

Victory on its wild and wooly trip to India.

R.H.M.

(Ed. note: The subject of shipboard promotions discussed by Brother Maupin is one that is evoking considerable discussion, both pro and con, among the membership. Any decision that is finally made in the shipping rules will have to be reached through a referendum vote by secret ballot, according to the provisions of our Constitution. Meanwhile all hands with a viewpoint on this question should express themselves. The LOG urges all Seafarers to submit their views for publication. This is the most effective means of reaching the entire Union membership. Mail your letter to the SEAFARERS LOG, 51 Beaver Street, New York 4, N.Y.)

All About A Slick Bird And How He Found Cuba

To the Editor:

There is a certain parrot down in the island of Cuba who is probably sitting on one leg, scratching his feathery head, mumbling to himself in Spanish and trying to figure out why it had to happen to him.

This same parrot, only a few days before, was peacefully riding around on a native bumboat down in Cartagena, Columbia, enjoying a quiet parrot's life, and was content with it, we assume. But, as they say, into every life some rain must fall—even a parrot's. And the day that Pacific Tankers ship SS Casa Grande sailed into Cartagena, a little rain fell into his.

It seems that after a little deal between one of the crewmembers and the native bumboatmen was made, the Parrot had a new owner. And he suddenly found himself being hoisted up onto the deck and hustled into an empty room all by his lonesome.

THREE SQUARES REGULARLY

He strutted around and soon accustomed himself to life aboard the ship, ate his three squares regularly and didn't even complain about the service. Of course, if he had, nobody would have understood him anyway because he spoke only Spanish. And we think he knew it.

Now all went well and we put to sea, that is, until the Skipper found out we had a passenger. That uncharitable soul immediately called for the Chief Officer, and the conversation went something like this: "Mister Mate, get rid of that Parrot!"

And so the Mate dutifully passed on these orders in no uncertain terms to the proud owner of the parrot. Now as you know, there are certain laws about parrot's being brought into the United States and our customs men frown heavily on people who disobey them. Which is, no doubt, what the Skipper had in mind when he issued his order. He didn't want a fine assessed on his ship and his crew possibly quarantined.

In the meantime, the Chief Officer was having a heated discussion with the parrot's new owner about crucially to dumb animals, Spanish-speaking parrot's and the like. But needless to say, it was soon decided in favor of the Chief Officer that the parrot would go over the side.

IGNORANT OF FATE

Now the SS Casa Grande was New York-bound and at a fast speed of 14 knots. At the moment she was passing the sunny, palm tree-studded island of Cuba. As it was only about a mile offshore it was decided that the parrot could easily float in with the current to shore in a matter of hours. Another discussion followed and a decision was made to disembark the parrot, who of course, knew nothing about it yet.

A raft was hastily built. Parrot, cage and raft were dropped over the side with a hearty "bon voyage," for the parrot. It was then we learned that parrot's, too, can swim because he fell out of his cage on the way down. He lost no time in getting back aboard the raft, which was to be his new home for many long, dreary hours.

On the way down and on his mad scramble to get aboard the raft he did a lot of squawking and loud protesting, and as we didn't understand Spanish we're not sure, but we gathered he wasn't happy about the whole affair.

The last we saw of our unfortunate parrot, he was safely afloat on his raft back in our wake. He had just finished checking his food ration and was taking a bearing on the nearest point of land.

We hope he'll be happy in his new home. He should be because Cuba is a wonderful island—so the sailors say.

Don D. Brown, SUP



Active Seafarer



Avo Runne, who sails as a Deck Engineer, has been a member of the SIU since 1942. He has taken part in practically every strike action from the day of his joining. Brother Runne believes the SIU's militancy has been responsible in a large measure for the great strides the Union has made in the maritime industry.

Says Log Is 'One Of The Best'

To the Editor:

Please accept my donation to the LOG. It is one of the best papers I've read yet.

I would also appreciate it if you would send the LOG to my home in Chicago.

I would like to catch up on my reading when I get back from this rum-and-coke run I'm on. I thank you, and you will, I am sure, take up this matter.

John Bruno

(Editor's note: The matter has been taken care of. Incidentally, this Brother has the right idea. Have the LOG sent to your home so that you can keep track of Union members and activities wherever you are.)

Attention Members

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

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

Plane Travel Rated Second To Ships For Return To U.S.

To the Editor:

It is not sound business to help your competitor—ask any businessman. When America commenced giving birth to a railroad system, our once-great canal system suffered.

The canals were stupid. They helped the railroads. That's how the C&O and others got their starts, and eventually put the canals out of business.

The old baloney that "canals don't pay" was thrown up as a smokescreen. The canals did pay. That's why the railroads spent millions to buy them up and close them down.

I will remember how the price of coal jumped in Washington, D.C., where it no longer came by mule-drawn canal boats down the C&O Canal from Cumberland, but by dirty, smoky freight trains.

Those canal boats, Brothers, were like our ships—combined jobs and homes—only the cancellers owned them, like we Americans used to own our ships a century ago.

STILL FIGHTING

That battle still goes on, as any up-state New Yorker can tell you. Vanderbilt's Panama Railroad long held up the building of the Panama Canal. The Railroad Lobby still fights the building of the much needed Nicaraguan Canal, a matter of interest to all seafarers.

Believe it or not, Brothers, I didn't sit down to talk about canals versus railroads. I just wanted to get across an idea. They say that hauling coal by train, instead of floating it down by canal is progress.

It is "progress" for the guy who scoops the profits and can winter in Florida, but not for the working stiff who has to buy the coal. Why not be really progressive and ship the "black diamonds" by plane and shoot the price up some more?

Well, Brothers, that's it—Ships against planes, which brings me around to the matter of air-transportation for seamen.

Most of our agreements call for second-class transportation by ship and first-class by train (though our delivery jobs usually call for first-class passage by ship), plus base pay, plus subsistence.

Many shipping companies, when they have no available ship of their own, foist air transportation off on seamen, claiming it's first class and after putting us in such a position that we're compelled to take it in violation of our contract.

What's the result from our angle as Union seamen? Let's take some examples:

DELIVERY JOB

I recently delivered the first of a fleet of six ships to Bombay, the second coming in a day or so later. We were on pay for nearly a month in Bombay, part of that time on subsistence. We were a full month on pay as passengers by ship to San Francisco.

We were entitled to a handsome cash difference between the prices of first-class and what was available.

From there the members of these two crews scattered to Vancouver, Galveston and New York by air transport.

In Frisco we found out that

the crew of another of our ships, arriving in India about a month after we did, had been flown to Frisco and paid off a week or so before us. Results? That crew had lost more than a month's pay, perhaps several, as the availability of passenger ships is very limited in the Far East.

They lost probably must subsistence difference while awaiting ship in India; and the probability of hundreds of dollars difference in ship's fares.

What did I lose in being forced to accept plane rates cross continent to New York? Three days, four days subsistence and over twenty dollars in fare.

What other results are there? In the case of the crew flown from India, these men were back in SIU Halls taking jobs from someone else. When the officers and men of a Victory ship cut their trip in this manner, for one month, it is the equivalent to taking four years work away from one man.

I'll bet there are a lot of you boys on the beach right now who wish you could get paid for sitting pretty in a good hotel or sailing half-way around the world as a passenger. I know you do, because I'm on the beach too, and I'm not exactly a trip-carder, either.

IN OUR INTEREST

Furthermore, all that transportation money ought to be going back into the shipping industry,



not to airways and railroads. Our interest lies with the shippers as a whole.

When one Skipper cuts another's throat by paying such money to an antagonistic industry, he hurts his own industry. Can't the short-sighted fool realize that, although today he may have to pay another shipping company, tomorrow another company will pay him?

I know a lot of you fellows only think about getting home when you are homesick. Then, too, a lot of guys think they're bigshots if they can say "Oh, I just flew in from Turkey."

Personally, they'll never get me into one of those damned hunks of tin to go bumping into a mountain. I think I'm a lot smarter to come home at my leisure on a ship as a passenger, as I've done three times out of my last five trips. Think it over.

G. W. (Bill) Champlin

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.

Admitting Wrongs Keeps You Out Of Jams

To the Editor:

If each and every member read back issues of the LOG and read and studied the SIU constitution there would be only an occasional trial committee instead of the many we now have. Nevertheless, a trial committee's job, it should always be remembered, is to help the individual brought on charges and to keep him from making an even greater error than he already has made.

It is not the committee's job to jump on a man, but to clarify the issue, correct the mistake and straighten out the man charged.

Now the man never lived who

never made a mistake. And a mistake may be deliberate or it may be accidental. Circumstances rule the manner or viewpoint from which a man on charges is judged, a fact in line with the SIU Constitution. Generally the truth comes out and impartial justice is dealt to all. But why be brought up on charges when on most occasions they can be avoided if a little forethought is exercised. So take a little advice, and keep out of trouble.

For one thing, never act on impulse. For another, don't take it upon yourself to make all the decisions between right and wrong if there are others who ought to be heard. To cite the

old rule, it's best to show a little consideration for others, at least as much consideration as we want for ourselves.

If you are wrong in something, be big enough to admit it. Act like this and you will merit the consideration for your views you want. Remember, it doesn't take a genius or a saint to concede a point or acknowledge an error.

"Sir Charles"

(Ed. note: The writer of the foregoing letter, suggests that a copy of it be presented to any SIU member brought up on charges before a trial committee. "Sir Charles" is the name by which he is familiarly known.)

Report Of Quarterly Finance Committee

(Continued from Page 16)

Donations To Seafarers Log

This Committee has studied a communication from members on an SIU ship wherein they complained that the amount of money they donated to the Seafarers Log was not the actual amount that was posted in the Honor Roll Donation List that is carried weekly in the Log. This matter is of great importance to the Union and in the future, all officials should stand instructed to issue proper receipts covering the amounts of such donations. In the event this is not done and any official is negligent in issuing such proper receipt for full amount, Headquarters, upon proper notification of same, is to prefer charges against that particular official. Any official so charged shall then appear before a regular New York Headquarters Meeting to face charges. The Committee feels that in view of the fact that the Seafarers Log's expenses are quite large, that all Log donations made by the membership aids greatly in the continued publication of our paper. Therefore the necessity of making such recommendations on this matter.

Possibilities Of Closing SIU Branches

In view of the decrease in ships' traffic in various Ports, and the necessity of reduction of expenses as much as possible, this Committee recommends that the Secretary-Treasurer cause to be made as soon as possible a survey as to the advisability of closing

any now existent SIU Branches. The basis for closing such Branches would be so that in closing any Branch, the welfare of the membership will not suffer.

Conclusion

In closing this report, this Committee wishes to point out several things. We realize that this Quarterly Finance Committee has gone further in actions and recommendations than the average Quarterly Finance Committee usually does. The reasons for our actions and recommendations are simple.

We are of the opinion that any abuse of Union rules and regulations by any official should be brought to the attention of the membership. We further believe that at any time that the Union expenses can be reduced that they should be.

The membership, after all, is the one who loses or gains in the proper or improper administration of any Union. Therefore the reason for calling to the direct attention of our membership those things which we feel are excessive in expenditures or neglect of Union duties by any official.

Seafarers can appreciate the fact that the SIU is one of the few, if not the only Union, wherein such criticism can be made and presented to the membership for their consideration and action.

This Committee feels that it is only fair that we bring out what we consider faults in the handling of the Union's business and finances.

It is to be pointed out that in spite of the faults

and negligence of duty on the part of some officials as brought out in this report, that the Union itself at this time is in the best condition of its entire history.

We have as assets in the Atlantic and Gulf District an all-time high of over \$1,000,000.00. We have increased the number of jobs and contracts under our jurisdiction to the highest point ever known. We have, since March, 1947, in spite of a continually decreasing revenue, succeeded in not only putting our Union on a paying basis where the expenditures are well within the income, but have actually, at the same time, increased our general operating fund by over \$80,000.00.

This means that with the exceptions as noted in this report that the officials of the Union have been doing a damned good job of handling the membership's affairs.

We cannot simply rest with this, however, for to guarantee continued successful operation and protection of our Union, we must, at all times, correct any fault that we may see in the Union's structure. We must continue calling to the attention of the membership any failure to carry out duties by any officials.

Only in this way can we hope to continue on our course towards a greater SIU.

Faternally submitted,

VAL JAMES, 7803
LEONARD LEIDIG, 44180
MICHAEL ROSSI, 209



BOSTON

INDIVIDUAL DONATIONS

J. Carey, \$2.00; J. Riddle, \$1.00; A. Nina, \$1.00.

SS BIENVILLE

L. Perciballi, \$2.00; N. Richie, \$2.00; M. Kurkemelis, \$2.00; G. O'Rourke, \$3.00; F. Dykstra, \$1.00; T. Wypior, \$1.00; F. DeMasi, \$2.00; R. Yantz, \$1.00; R. Grigg, \$1.00; R. Cavanaugh, \$1.00; T. Sims, \$1.00; O. Jones, \$3.00; F. Litsch, \$2.00; J. Morgan, \$2.00; H. Dean, \$1.00; J. Bell, \$1.00; C. Howell, \$1.00.

NEW YORK

INDIVIDUAL DONATIONS

David Talbot, \$1.00; J. Taylor, \$3.00; J. Paszek, \$3.00; B. F. Trottie, \$2.00; J. Pisano, \$1.00; N. E. Pappas, \$2.00; F. P. Dymerski, \$1.00; W. Renny, \$1.00; A. Tuur, \$3.00; L. C. Jones, \$1.00.

SS YORK

J. Rivera, \$1.00; H. A. Hamilton, \$1.00; T. R. Bourque, \$1.00; C. H. MacQueen, \$1.00; H. W. Ryon, \$2.00; W. W. Woodill, \$1.00.

SS C. FIELDS

R. Kessler, \$2.00; F. Casasco, \$1.00; F. Stickler, \$1.00; G. Manning, \$3.00; J. Roll, \$1.00; B. Stalsworth, \$1.00; E. Zedaker, \$2.00; N. Bathia, \$2.00.

SS AFONDRIA

M. Boyles, \$1.00; F. J. DeOliviera, \$1.00; B. D. Douglass, \$1.00; C. W. Spencer, \$2.00; B. Llawez, \$2.00; S. Lelacheur, \$2.00; H. N. Moody, \$1.00; D. S. Gardner, \$1.00; B. Pritiken, \$1.00; V. Silva, \$1.00; E. C. Ray, \$1.00; J. Mirrer, \$5.00; C. S. Cipriano, \$2.00; A. Hibel, \$1.00; Jessie F. Reid, \$2.00.

SS J. WANAMAKER

E. I. Cozier, \$2.00; Gunnar Cillberg, \$5.00; P. Young, \$4.00; M. S. Sospina, \$3.00; Panayotis G. Kalmoutis, \$5.00; Oscar Beltran, \$7.00; G. E. Tennyson, \$5.00; H. M. Scaalegaaro, \$2.00; R. Nevala, \$3.00; Virgil Guy Cambell, \$5.00; Chee Chew Lee, \$5.00; Lou Po, \$5.00; F. Bansuelo, \$3.00; J. H. McKeever, \$3.00; C. Nava, \$4.00; V. E. Monte, \$1.00.

SS LILLINGTON

C. Solloway, \$1.00; J. Fant, \$1.00; G. M. Blackstock, \$1.00; L. T. Everett, \$1.00; A. E. Smith, \$2.00; H. M. Rightetti, \$1.00; J. Kane, \$3.00; F. F. Russo, \$3.00; M. Streiffer, \$5.00; E. Bolgin, \$1.00; James H. Smith, \$2.00; J. Legg, \$5.00; W. J. Stephens, \$5.00; A. Samora, \$2.00.

SS MANDAN VICTORY

L. Salazar, \$1.00; S. Hernandez, \$1.00; S. Weiss, \$1.00; C. Hassel, \$1.00; J. L. Cherry, \$10.00; W. B. Aubrey, \$1.00; R. McManus, \$1.00; H. Glassmeyer, \$1.00; F. W. Keeley, \$1.00; D. B. Sacher, \$1.00; A. Zalewski, \$3.00; A. C. Diaz, \$1.00; L. Buggjewski, \$5.00; V. E. Johnson, \$5.00; L. G. Marsh, \$2.00; H. Pinkwasser, \$1.00; A. L. Patajczak, \$3.00; L. Olano, \$2.00; R. Garcia, \$1.00.

The Way To Labor Solidarity

Off Soundings!

By Capt. Wm. C. Ash

Unless there is a decided change in procedures, many Masters are bound to get vindictive and take punitive action against their subordinates, both licensed and unlicensed. We have been receiving an increasing and alarming number of complaints where Masters have been forced to pay fines assessed against them because the vessel carried contraband cigarettes which have been found by custom inspectors and for which everyone denies ownership.

We cannot agree that the Companies are right in deducting these fines from the Master's wages, yet in many cases, this is exactly what is taking place. We have already entered some suits through the courts to recover the amount of these fines which have been deducted from Masters' wages and will continue to do so. The writer feels that if the Master is the agent of the owner, the principal is responsible for the actions of his agent.

This, of course, does not prevent him from taking individual action against his agent if he so desires, but in taking such individual action, he will be forced to prove either negligence or fraud which, in most cases, cannot possibly be proved because it doesn't exist.

We have had many Masters who have caused contraband searches to be made, who have posted notices in several places, who have given individuals personal warnings and have made individuals sign statements that they do not possess or have not brought aboard at any time any contraband articles; in fact they have done everything possible to protect the interest of the vessel. Nevertheless, contraband cigarettes have been found and the vessel fined.

The problem, however, of absolving the Master from this individual responsibility is not the final solution. The final solution is the elimination of all such "black market" activities and it devolves upon everyone to cooperate in such a program.

DISCIPLINE ABOARD VESSELS

Since the elimination of the United States Coast Guard's punitive powers on last June 11th, an action which was spearheaded by our Organization, discipline aboard vessels has been improving by leaps and bounds. This has not been achieved simply because the U. S. C. G. is out of the picture, but because some Organizations have been making a realistic effort among their membership to weed out undesirables, to discipline those needing disciplining and have embarked on an educational program of great merit.

The writer wishes particularly to call your attention to the action of the officials of the Seafarers International Union by their repeated and continuing articles in the Log, official publication of the SIU. This publication is widely read in the industry and particularly by the membership of the SIU, and a free subscription of same is granted to any member of the Masters, Mates and Pilots who writes for same and requests it. The writer particularly wishes to quote from a very recent

The solidarity and cooperation of affiliates of the AFL Maritime Trades Department has been proven beyond any shadow of doubt, but additional evidence was added this month by the article, above, written by Captain William C. Ash, Secretary Business-Manager of Local 88, Masters, Mates, and

article which appeared in the issue of October 10th on Page 9:

"Let us not forget one important fact, however, and that is that the Skipper is the master of his ship at sea."

"Regardless of what arrangements we make, neither the company nor the Union can take precedence over his authority, and none of our efforts are intended to usurp his authority. We cannot narrow down his jurisdiction."

Whenever any dispute or misunderstanding arises aboard any vessels where the unlicensed personnel are members of the SIU, representatives of our Organization and their Organization meet aboard the vessel and settle the problem instantly. The writer can honestly say that in every case to date, the disputes have been settled to the complete satisfaction of the MM&P.

This does not mean, however, that the SIU does not call to our attention cases where members of our Association are at fault. They do immediately and are very meticulous in giving us the facts accurately and honestly. And where such facts have been presented to us, we have taken the necessary action to protect their interests, and will continue to do so. In the same connection, the writer wishes to state that our relations with the NMU are also very good and that we have never had any difficulty settling any individual disputes in their contracted ships. It is just that because of the considerable amount of internal dissension within the NMU, which now exists, they have not embarked on such a solid program as our own AFL affiliates in removing the gashounds and performers aboard ship who cause us most of our headaches.

USCG JUST WAITING

Be assured that in the next Congress, the U.S.C.G. will have introduced, in their own behalf, legislation to reinstate the effectiveness of their "Hearing Units."

As before, we will do our utmost to prevent the passage of any such legislation and we honestly believe that we will this time have more effective ammunition to present than in our previous sessions. The fact that disciplinary problems are disappearing from our vessels is the biggest proof that we do not need the Hearing Units. Keep up the good work.

Remember that your officials are capable of dealing with the officials of other organizations on a very satisfactory plane and can achieve far better results than by taking things into your own hands. The unlicensed unions have agreed with our position.

No crew is going to vote a Master or Mate off a vessel. If they have complaints, they are going to make them to the officials of their own union. Those complaints are relayed to us and we, together with the officials of their union, will decide if there is any merit in any complaint.

Pilots, and a national vice-president of that organization. The article appeared in the Local 88 News. Captain Ash has seen the way cooperation works out, and in his column he advises the licensed Deck Officers to submit disputes between the licensed and unlicensed personnel to the two unions involved.



BULLETIN BOARD

| | |
|-------------------------|-------|
| De Masi, Frank J. | 10.26 |
| Dembrowski, Theodore J. | 2.32 |
| Demers, Marcel J. | 6.09 |
| Demkovitch, Frank J. | 4.80 |
| Demmary, Arnold | 37.37 |
| Demuth, Joseph E. | 15.24 |
| De Neville, F. | 5.14 |
| De Naville, F. | 23.82 |
| Denison, Dana Doyle | 1.19 |
| Dennis, Aram John | .46 |
| Dennis, Carlin | 11.66 |
| Denny, Leonard L. | 40.13 |
| Denton, Edward F. | 52.15 |
| Denzark, R. D. | 3.89 |
| De Olivera, M. C. | 26.60 |
| De Paz, Phillip | 2.48 |
| Depcw, Clyde A. | 6.75 |
| De Pietro, Anthony | 6.67 |
| De Pietro, Prisco | 1.40 |
| De Priest, Billie | 5.97 |
| Derkum, Edward | 26.40 |

MONEY DUE

SS STEPHEN LEACOCK
(South Atlantic SS Co.)

The following crewmembers have overtime coming for the voyage which ended Dec. 2, and may collect at the company office, if they haven't already done so: Walsh, 16 hrs; Nash, 16 hrs; Boddin, 3 hrs; Randozzo, 3 hrs; Cikus, 2 hrs; Fuller, 2 hrs; Luckoes, 1 hr; McMahon, 1 hr; Ramirez, 1 hr; Sharp, 3 1/2 hrs; Repsholt, 3 hrs; Mendiessi, 2 hrs; Erickson, 2 hrs; Snock, 2 hrs; Fidalgo, 2 hrs; Bers, 2 hrs; and Schultz, 11 hrs.

SIU HALLS

| | |
|------------------|---|
| BALTIMORE | 14 North Gay St. Calvert 4539 |
| BOSTON | 276 State St. Bowdoin 4455 |
| BUFFALO | 10 Exchange St. Cleveland 7391 |
| CHICAGO | 24 W. Superior Ave. Superior 5175 |
| CLEVELAND | 1014 E. St. Clair Ave. Main 0147 |
| DETROIT | 1038 Third St. Cadillac 6857 |
| DULUTH | 531 W. Michigan St. Melrose 4110 |
| GALVESTON | 308 1/2-23rd St. Phone 2-8448 |
| HONOLULU | 16 Merchant St. Phone 58777 |
| JACKSONVILLE | 920 Main St. Phone 5-5919 |
| MARCUS HOOK | 811 Market St. Chester 5-3110 |
| MOBILE | 1 South Lawrence St. Phone 2-1754 |
| MONTREAL | 1440 Bleury St. |
| MIAMI | 10 NW 11th St. |
| NEW ORLEANS | 339 Chartres St. Magnolia 6112-6113 |
| NEW YORK | 51 Beaver St. HAnover 2-2784 |
| NORFOLK | 127-129 Bank St. Phone 4-1083 |
| PHILADELPHIA | 9 South 7th St. LOmbard 3-7651 |
| PORTLAND | 111 W. Burnside St. Beacon 4336 |
| RICHMOND, Calif. | 257 5th St. Phone 2599 |
| SAN FRANCISCO | 105 Market St. Douglas 25475 |
| SAN JUAN, P.R. | 252 Ponce de Leon San Juan 2-5996 |
| SAVANNAH | 220 East Bay St. Phone 8-1728 |
| SEATTLE | 86 Seneca St. Main 0290 |
| TAMPA | 1809-1811 N. Franklin St. Phone M-1323 |
| TOLEDO | 615 Summit St. Garfield 2112 |
| WILMINGTON | 440 Avalon Blvd. Terminal 4-3131 |
| VICTORIA, B.C. | 602 Boughton St. Garden 8331 |
| VANCOUVER | 565 Hamilton St. Pacific 7824 |

Unclaimed Wages

Mississippi Steamship Company

501 HIBERNIA BLDG., NEW ORLEANS, LA.

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

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

| | | | | | |
|------------------------|-------|--------------------------|-------|-------------------------|-------|
| Dermond, Milton | 1.42 | Dick, Hugh | 6.61 | Donaldson, William, Jr. | 4.36 |
| Derosier, Frederick | 33.60 | Dick, Norman J. | 25.73 | Donett, George L. | 2.20 |
| Derner, Chalmer E. | 88.92 | Dickens, William K. | 11.66 | Donnelly, Elmer C. | 3.95 |
| Derth, Albert F. F. | .45 | Dickens, W. | 5.24 | Donner, Richard E. | 7.12 |
| De Shane, Charles E. | .59 | Dickenson, K. | .01 | Donohue, James J. | 8.10 |
| Desjardins, Raymond C. | .84 | Doelense, W. | .74 | Dooley, Lawrence P. | .50 |
| Desmond, Timothy | 47.11 | Dickerson, Austin F. | 4.94 | Doolin, Bobby F. | 14.46 |
| Desmond, Timothy E. | 26.62 | Dickey, C. | 1.40 | Doran, Francis Y. | 15.59 |
| Desmoulins, B. B. | 22.05 | Dickey, Richard E. | .60 | Doran, Thomas B. | 11.74 |
| De Souza, Alfonso | 10.92 | Dieffenwierth, Daniel | 12.14 | Dore, Eugene N. | 6.65 |
| Des Santos, A. L. | .01 | Dierinck, Emericus | .62 | Dorgan, Maron | 2.13 |
| Dutenbeck, H. | 31.13 | Dietrich, C. H. | 13.04 | Dormady, Gerald P. | .29 |
| Detje, Henry P. | 20.06 | Difaico, Guido | 1.07 | Dorer, Harry E. | 16.44 |
| De Freitas, F. | 23.85 | Digitalcomo, Vincenzo P. | 39.67 | Dorman, Manuel Dale | 13.80 |
| Devane, George R. | 3.16 | Digmos, Ciriaco | 9.56 | Dorr, William W. Jr. | 2.23 |
| Deveau, Bernard J. | 4.45 | Dijesus, Gilberto | .40 | Dorrrough, Charles | 14.20 |
| Devesus, G. | 1.40 | Dill, Ernest Marion | 1.46 | Dorsatt, Banks Will | 30.89 |
| Devlin, William E. | 9.99 | Dill, Henry S. | 2.64 | Dorsey, Edwin R. | 8.39 |
| Devries, Peter | 23.07 | Dilliand, Durwood | 1.43 | Dorsey, Floyd J. Jr. | .45 |
| Dewailly, H. L. | .79 | Dillman, Albert J. | 8.95 | Dotson, S. R. | .41 |
| Dewar, John B. | .13 | Dillon, Robert V. | 2.34 | Dottalo, Pasquile S. | 4.83 |
| Dewar, R. D. | 1.80 | Dimodugno, Nicholas | 6.49 | Doty, G. G. | .33 |
| Dewey, W. F. | 36.00 | Dinass, George | 8.11 | Doucette, Donald E. | 8.86 |
| Dewitt, Leo E., Jr. | .94 | Dineen, Clarence E. | .20 | Dougherty, C. J. | 2.23 |
| Dewbury, E. | 1.31 | Dingledine, John A. | 19.47 | Dougherty, Henry L. | 17.99 |
| Dey, Stanley D. | 12.00 | Dinicola, Anthony P. | .46 | Dougherty, John T. | 70.25 |
| Dezelle, Joseph B. | .02 | Dinne, John | 38.78 | Dougherty, Joseph R. | 24.26 |
| Dial, D. O. | 5.94 | Diperi, Vincent Peter | 4.29 | Dougherty, Louis F. | 11.14 |
| Dial, Merlin B. | 1.37 | Dipopola, J. | 9.90 | Dougherty, M. | 5.13 |
| Diaz, A. G. | 1.42 | Dippon, George F. | 1.30 | Douglas, Chas. | 3.56 |
| Diaz, Edward | 7.57 | Dail, Randolph E. | .94 | Douglass, C. L. | 22.24 |
| Diaz, Rafail | 24.39 | Dirado, Anthony | 22.24 | Douglas, Louis J. | 4.39 |
| Diaz, Salvadore | 16.52 | Dislers, Eloferijs | 8.64 | Douglas, Peter G. | 60.00 |
| Diaz, Vincent | .21 | Disney, Edward E. | 2.84 | Douglas, R. E. | 17.40 |
| Dibiasi, Charles | 20.62 | Dittmer, Herman | .46 | Douglas, Willie | 12.88 |
| Dick, H. A. | .49 | Dixon, Clifford C. | 1.37 | Douke, Wallace F. | 5.99 |
| | | Dixon, F. | 2.00 | Dove, Allen L. | 28.99 |
| | | Dixon, George W. | 9.58 | Dowal, J. | 11.57 |
| | | Dixon, James H. | .94 | Dowd, Frank | 2.88 |
| | | Dixon, Ormon W. | 11.20 | | |
| | | Dixon, Ray M. | 1.40 | | |
| | | Dixon, William R. | 10.36 | | |
| | | Doa, Vincenzo | 4.13 | | |
| | | Doarski, Joseph S. | 1.37 | | |
| | | Dobbins, David J. | 8.04 | | |
| | | Dobler, Marvin | 1.37 | | |
| | | Doborkalski, Myron T. | .90 | | |
| | | Dobronich, Sidney J. | 46.48 | | |
| | | Dobson, Austin M. | 2.37 | | |
| | | Docampo, Emille | 16.25 | | |
| | | Dodd, Charles E. | 62.46 | | |
| | | Dodd, Horace G., Jr. | 7.91 | | |
| | | Dodd, Nevin Wilson | 3.28 | | |
| | | Dodds, Marvin C. | 8.23 | | |
| | | Dodds, P. J. | .33 | | |
| | | Dodge, Harold | 11.57 | | |
| | | Dodge, Marshall | 8.48 | | |
| | | Dodge, Marshall A. | 3.12 | | |
| | | Dodson, R. W. | .33 | | |
| | | Doest, George | 1.72 | | |
| | | Doetsch, Melton B. | .48 | | |
| | | Doktor, Tadensz | 3.47 | | |
| | | Dolan, Leroy | 1.59 | | |
| | | Dolan, R. J. | 11.04 | | |
| | | Dolose, Raymond | .20 | | |
| | | Dolose, Sidney L. | 7.12 | | |
| | | Domingue, Casimir | 14.74 | | |
| | | Dominski, Floyd | 49.02 | | |
| | | Domio, Roy | 1.04 | | |
| | | Dammer, Edwin E. | 29.87 | | |
| | | Donahue, Jack | 2.38 | | |

| | |
|------------------------|-------|
| Dowdy, Clarence H. | 62.38 |
| Dowdy, Jos. W. | 2.36 |
| Dowell, G. S. Jr. | .85 |
| Dowlearn, James | 15.06 |
| Dowling, William | .59 |
| Dowling, Wm. S. | 14.86 |
| Down, A. A. | 16.56 |
| Downes, J. | 1.05 |
| Downey, Dennis E. | 5.74 |
| Downey, James | 24.79 |
| Downey, John P. | 44.99 |
| Downie, J. | 7.35 |
| Downing, Marcus A. | 5.73 |
| Downs, Charles L. | 21.78 |
| Downs, Raymond F. | .94 |
| Dows, J. N. | 5.05 |
| Doyle, Dennis Arthur | 16.26 |
| Doyle, John G. | 21.00 |
| Doyle, Leo A. Jr. | 10.13 |
| Doyle, Odis L. | 11.20 |
| Doyle, P. | 3.27 |
| Doyle, Thomas J. | 6.52 |
| Dozier, Ernest Charles | 6.23 |
| Draft, E. | 3.54 |
| Drake, Hugh A. | 26.24 |
| Drake, LeRoy Jr. | .01 |
| Drake, William D. | 12.90 |
| Draves, Robert | 28.46 |
| Dressler, Fred | .76 |
| Drewry, John | 16.17 |
| Driggers, Paul W. | 10.05 |
| Driscoll, Edwin C. | 3.90 |
| Driscoll, Robert | 4.00 |

NOTICE!

JOE F. SMEGELAK
or **SMIGELSKI**

Get in touch with the record department, SIU Headquarters, 51 Beaver St., New York, N.Y.

ISTHMIAN STRIKE DONATIONS

| | |
|------------------|---------|
| J. N. Agati | \$25.00 |
| H. L. Harris | 5.00 |
| C. C. Ravitch | 20.00 |
| Jose Rodriguez | 10.00 |
| E. A. Reilly | 10.00 |
| Louis DeGange | 10.00 |
| M. Townsend | 20.00 |
| J. T. Schimoler | 4.00 |
| J. Sabella | 10.00 |
| Gunnar Manse | 20.00 |
| C. F. Hahn | 10.00 |
| Lion F. Quinones | 10.00 |
| C. H. Carter | 6.00 |
| A. L. Bennett | 6.00 |
| J. E. Meyer | 10.00 |
| L. C. Barnes | 3.00 |
| T. J. Baker | 12.00 |

PERSONALS

J. F. ANDERSON

A package is being held for you at the baggage room, 4th floor, New York Hall.

JACK D. BURT

You are requested to contact Louis A. Tabares, c/o Seafarers International Union, 51 Beaver St., New York.

JAMES L. OSBORNE JR.

Your mother asks you to get in touch with her at 1023 13th Avenue, South, Minneapolis 4, Minn.

WM. T. DUNCAN

Please inquire at 6th floor for wallet that has been found.

FRANCIS WHERRITY

Get in touch with Lou Glatt-horn, 2040 E. Dauphin St., Philadelphia, Pa. He is holding your gear for you.

BERNARD CURRAN

Your brother Ray is anxious for you to get in touch with him at Forbes Road, Bedford, Ohio.

Notice To All SIU Members

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

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

PLEASE PRINT INFORMATION

To the Editor:

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

Name

Street Address

City State

Signed

Book No.

Report Of Quarterly Finance Committee

November 28, 1947

We, the undersigned duly elected Quarterly Finance Committee, elected at the regular meeting in New York on November 19, 1947, to audit the quarterly finance report from March 30, 1947 through June 28, 1947, do hereby state that we have checked the bank statements for all funds under control of the Secretary-Treasurer against the weekly financial reports and the report of the Certified Public Accountant, for the first and second quarters for the year 1947 and have found that the funds were properly accounted for and in order.

We examined the deeds of the two buildings purchased for the Union; one in New Orleans and one in Mobile during this period. We find them in order and that the money was drawn from the Building Fund to pay for both buildings.

We made test checks from the various Branch weekly financial reports and found their receipts were listed correctly and corresponded with the Secretary-Treasurer's weekly financial report, and that they were recapitulated properly.

We made test checks from the financial reports for the first and second quarters of 1947 with dues record cards and found they were being properly posted.

We checked all financial transactions of the Union that are handled through the Secretary-Treasurer's office for the first and second quarter and find them to be correct.

We find that the officials of the Union are properly bonded for the year 1947 and that the bonding system for messengers in different ports that has been inaugurated for this period provides much better security for the Union's money and funds.

We accompanied J. P. Shuler, Secretary-Treasurer, to the Federation Bank and Trust Company (Federation Safety Deposit Company) and together with him examined the bonds and found they were bonds having maturity value of \$243,500.00 for which the SIU paid \$180,190.00.

We, the Committee, recommend that inasmuch as the SUP Books, Great Lakes District Books and Canadian District Books are still on hand as stated from the last Quarterly Finance Committee, that they be bundled up and sent to the various District Headquarters direct and that they be distributed to the Atlantic and Gulf District Ports by the SUP, Great Lakes and Canadian District, as needed, and that a separate financial report be made up on all dues and assessments collected for these Districts and sent directly to their Headquarters.

In addition to those items concerning the financial structure of the Union as listed above, there are various other matters which this Committee has investigated. To present those matters in as clear a manner as possible to the membership, they will be dealt with *ceriatim*. They are as follows:

Money Loaned To Members During 1946 General Strike

There is an inequity of \$600.00 between the Accountant's balance and the Secretary-Treasurer's balance which has been carried since the General Strike of 1946. This inequity was caused by money loaned to various SIU members during the strike and which has not yet been repaid to the Union by them. We recommend that this inequity be eliminated from the Accountant's balance and that when the money is repaid by those members owing same, it shall be channeled into the General Fund and receipted for same. We further recommend to avoid losing this \$600.00 in loans that the Secretary-Treasurer cause to be posted a notice calling to those members' attention who owe such money that this be paid as soon as possible.

Discrepancy In Former New Orleans Agent, J. Steely White's Accounts

There is a discrepancy in the balance carried on the Secretary-Treasurer's financial report and the New Orleans Branch financial report totaling \$960.46.

This discrepancy was first brought to light after a robbery which occurred in the New Orleans Branch in June, 1947, had been committed. In order to relieve the present Port Agent of New Orleans, E. Shepard, of this discrepancy, as well as Headquarters, it is therefore recommended that Steely White, who was the elected Port Agent of New Orleans at the time this discrepancy occurred be held accountable to the Union for this amount of money. We further recommend that White immediately proceed to the Port of New York and explain to the Secretary-Treasurer the reasons, if any, for this discrepancy so that the Secretary-Treasurer, in turn, may inform the membership of same.

On this page starts the Quarterly Financial Statement and the report of the Auditing Committee. It is important that every SIU member read this report so that he will know the exact status of the Union at this time.

Many changes have been made since the 1946 Agents' Conference recommended a program designed to cut expenses, while at the same time continuing the high speed organizing campaign and services to the membership.

Certain other changes are due to be made in the coming year. This report outlines what has to be done, and what is in the cards for the future.

Money Owed To Union For Sale Of Cars

The records show that the former Port Agent in Philadelphia, James Truesdale, purchased a 1940 Buick Sedan from the Union for \$565.00. The record further shows that he has paid only \$555.00 to date, leaving a balance due of \$10.00. Since Truesdale left office as a result of being defeated in last year's Union election, he has neither entered any SIU Hall, according to reports nor has he shipped out. In view of the fact that he has made no attempt to repay this \$10.00 to the Union and the shortage still exists on the Union's books, we therefore recommend that this debt be marked off as a bad debt.

The Union records show that William Simmons, present San Francisco Agent, bought from the Union a 1941 Buick Sedan for \$600.00. The record further shows that of this \$600.00, Simmons has only paid half, leaving a debt of \$300.00. We recommend that Simmons immediately commence payment of this debt to the Union, as soon as possible.

Per Diem And Travel Expenses For The Port Of Savannah

The records show since March of this year, that the Port of Savannah has run up an absolutely unreasonable amount of per diem and travel expenses for trips to Charleston, South Carolina. Although the Secretary-Treasurer has repeatedly instructed the Savannah Port Agent, C. Starling, to reduce this expenditure, it has not been done to any noticeable extent. In view of the fact that there are very few ships going through the Port of Charleston, we recommend that C. Starling or no other Savannah Official, under any circumstances, are to make any trips which entail the necessity for such expenses.

Further, we recommend that in the event it is necessary for the Union's welfare that an SIU Representative be sent to the Port of Charleston, that the Secretary-Treasurer be empowered to appoint an official to go into the Port of Charleston from either Norfolk or Savannah to take care of any immediate emergency.

This committee reiterates that in no event is the Savannah Agent to submit any bills to this Union for travel and expense unless he has written authorization in advance by the Secretary-Treasurer to spend such money.

Expenses For The Port Of Boston

The Union's records show that although the income of the Port of Boston has decreased to the point where Headquarters has had to send money to the Port of Boston to defray Branch expenses, the actual operating expenses of Boston, in the meantime, have not decreased accordingly. We therefore recommend that the Port Agent of Boston, J. Mogan, reduce the personnel on the Union's payroll in the Port of Boston by one person immediately.

Expenses For The Port Of New York

The Union records show that although the income of the Port of New York is approximately the same as this period last year, the amount of work has been reduced. This is accountable to the fact that at this time last year, the officials were doing a tremendous amount of work in the Isthmian fleet, where no income was derived for the Union. Through the signing of a full Isthmian contract, the bulk of this work will be eliminated to a great percentage. We therefore recommend that the Port Agent of New York, Paul Hall, reduce the personnel on the Union's payroll in the Port of New York by one person immediately. We further recommend in addition to the immediate lay off of one person, that Hall immediately make surveys and rearrange work so as to lay off a second man.

Expenses For Headquarters Office

Due to the inception of new file systems in Headquarters, the records of the Union work in the Headquarters Office are now up to date. Although the

amount of work has not decreased any, we feel, nevertheless, that due to the good condition the Union's records are now in, that it should be possible to reduce expenses in Headquarters Office. We therefore recommend that Secretary-Treasurer, J. P. Shuler, reduce the personnel on the Union's payroll in Headquarters Office by two persons immediately.

We further recommend that ~~after~~ laying off these two persons immediately, that the Secretary-Treasurer make surveys and rearrange work so as to lay off two more persons.

Expenses For Organizational Staff

While the records show that General Organizer, Lindsey J. Williams, has complied with the Headquarters request to reduce expenses, we feel that further reduction may be possible. We therefore recommend that Williams immediately check on the Organizing Staff and Organizing expenditures and immediately make whatever reductions are at all possible. We further recommend that once this is done, that Williams then make a report to the membership on same.

Expenses For Baltimore

The records show that the income and expenditures of Baltimore, as in comparison with other SIU Ports of the same size is out of proportion. For instance, the Ports of Baltimore, Mobile and New Orleans, while having the same average of income and shipping, differ in expenses and personnel. We therefore recommend that the Baltimore Agent, W. Rentz, immediately lay off one person.

Weekly Branch Financial Reports

The records show that the Secretary-Treasurer has officially notified all Ports that financial reports according to our constitution, must be sent in weekly from all Branches. In spite of this, the record further shows that the Ports of Jacksonville, Savannah and Tampa, have at various times been negligent in sending in these reports. In some cases, this time is as great as four weeks. This is a direct violation of the constitution and this Committee recommends that upon concurrence of this report that any Agent who does not submit his financial reports on time, then his action shall be considered as tantamount to his resignation.

Case Of John "Hogge" Hatgimisios

At the request of Secretary-Treasurer, J. P. Shuler, we have investigated the case of this man. We find that while serving as an elected official in the Port of Baltimore, he was put in jail and kept there for several months due to a beef developing from the 1946 General Strike. This man later stood trial for murder in connection with this beef and was acquitted by a jury. In view of this man's splendid Union record and of the fact that the beef he was arrested for involved the SIU's strike in 1946, we therefore recommend that he be paid actual wages for such time as he was wrongfully held in prison.

Telephone Bills

This Committee has investigated the expenditures as pertains to the use of telephones. One expense we feel should be eliminated immediately is the practice of the Union to pay phone bills run up on various personal phones for some officials for carrying out Union business. Although this practice has been in operation for approximately 8 years, this Committee feels that it should be stopped at once.

The Committee does not question the payment of these past bills, as we feel that the payments of such bills previously were justified and acceptable to the membership. We do feel, however, that in some cases the elimination completely of any unnecessary expense to the Union, we recommend that immediately upon the concurrence by the membership in this report that no such bills be paid in any event in the future.

The Committee points out that on an overall basis, the phone bills of the Union are far greater than we feel should be. This has been a recognized fact for a period of time.

We therefore recommend that all Port Agents be instructed to see to it that this is stopped.

We further recommend that in no SIU Atlantic and Gulf District Port shall any bill that is run up by the Sailors Union of the Pacific be charged to the SIU. The Committee points out that on the West Coast, where there are SIU Representatives, they likewise are not allowed to use telephones at the expense of the SUP.

(Continued on Page 14)