

SEAFARERS LOG



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

VOL. XII

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No. 21

-and keep it to subversives!



Voting For 1951 A & G Officials Begins On Nov. 1

Headquarters Credentials Committee has announced that 38 candidates have been found eligible and will appear on the ballot for the 29 Union offices to be voted in the annual Atlantic & Gulf election beginning Wednesday, November 1 when polls open in all Atlantic & Gulf ports.

In accordance with a resolution adopted early this month by all Branches in special meetings, the posts to be filled are the same as last year's in the outports. The exception being in Headquarters office where one Assistant Secretary-Treasurer and three Headquarters Representatives will be elected. The position of New York Port Agent will not appear on the ballot—the duties will be handled by one of the Headquarters Representatives.

In making its report the Credentials Committee disclosed that four men nominated had failed to qualify. Three men lacked three years of seetime and a fourth had not submitted proof of four months seetime during the current year. The committee's action was based on the election requirements of the Union constitution.

COMMITTEE'S MAKE UP

Serving on the Credentials Committee, elected from the floor at the regular Headquarters Branch meeting on October 18 were: Deck Department: Roder-

ick Smith, 26893, and Francis Otvo, 51180; Engine Department: Fred Barthes, 7449, and Edward Bender, 34512; Stewards Department: W. Reidy, 6734, and Harry Franklin, 22569.

The Committee's report was accepted in all A&G ports in special meetings held this week.

The ballot, on the recommendation of the Committee, lists the ports and offices in geographical order following the Headquarters office, and the candidates are listed alphabetically under the offices they are seeking. Space has been provided following each position for write-in votes.

Specifically, the ballot calls for the election of one Secretary-Treasurer, one Assistant Secretary-Treasurer, three Headquarters Representatives, nine Port Agents and 15 Port Patrolmen. Voting will continue straight through for two months until the end of December, in accordance with the Union constitution.

Photographs and short biographical sketches of the candidates appear on pages 7-10. The full text of the Credentials Committee's report also appears in this section.

A sample of the official A&G Election ballot appears on page 16.

The posts listed on the ballot embrace only the Union's installations in the Atlantic and Gulf Coast areas. The West Coast offices are operating on a temporary basis and do not appear on the ballot.

The resolution setting up the present election procedure also provided for the opening of additional branches and the staffing of such offices by the Secretary-Treasurer should they be needed, subject to the approval of the membership.

Coast Guard Gets Unlimited Power

An order giving sweeping control of the nation's seamen, waterfronts and ships to the Coast Guard was issued last week by President Truman, under authority embodied in the new security law enacted by Congress last month. The law allows the President to take such action if in his opinion the security of the United States is endangered by subversive activity. Under the new order the Coast Guard now has the power to search and control the movement of all US ships and is also empowered to deny employment to seamen and officers who have not taken out the new "validated papers."

Under this provision the Coast Guard Commandant is authorized to deny the new papers to persons known to be subversive.

He is also allowed to deny papers in cases where he is satisfied that the character and

habits of life of such person are such as to authorize the belief that the presence of the individual on board would be inimical to the security of the United States."

The Coast Guard can also revoke a seaman's papers at any time, even if the man has received the new "validated papers."

The President's action came as a shock to leaders in maritime labor, who felt that the power necessary to deal with subversive activity was already contained in the screening process set up several weeks ago in joint meetings between government departments, management and labor representatives.

The labor representatives also felt that there was no need for the new order, and the additional power put in the hands of the Coast Guard should be viewed with suspicion, as grave

abuses to merchant seamen could result.

The reason given in Washington for the stringent regulations following hard on the heels of the voluntary program drawn up earlier is that the former was too loose and was operating without strict legal authority.

LOCAL AUTHORITY

Under the new plan, which is being studied closely by SIU officials and other maritime unionists, the Coast Guard authority would be vested in the local port captain. Any port captain could prevent anybody or anything from being put aboard a ship or entering any waterfront area, if he considered their presence harmful to security.

The port captain could also put guards on a vessel, search ships and throw out anybody or anything he thought necessary. He could also take possession of any ship in US territorial

waters under his jurisdiction.

Alarming to labor leaders is that, under a strict interpretation of the Coast Guard's broad powers, a man with a reputation for being a union militant could be blackballed off his ship because his "habits of life" show him to be a "trouble-maker" in the eyes of the Coast Guard.

Union officials also point out that such authority could be abused in such a way as to greatly damage the union's apparatus for giving members representation.

Patrolmen aboard ships in behalf of crewmembers could be forced off the ships and be pressured into leaving disputes unsettled, solely on the order of the port captain.

Under the new order, men who violate the law can be denied work aboard merchant ships and can be made subject to

(Continued on Page 3)

SEAFARERS LOG

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A&G Elections

The polls open Wednesday in the annual balloting for the officials who will lead the organization through 1951. The ballot on page 16, and the photographs and short biographical sketches in the center section, give the members the full story on the fellow-Seafarers running for the posts of leadership in the Union.

While some posts are uncontested, bang-up scraps appear likely to develop for some Agents' and Patrolmen's posts. Many of the faces are new in the arena, but all are men who are deserving of careful consideration by the membership before entering the booth to mark the ballots.

It is a right and a duty to vote in the Union elections. Membership in the SIU is a priceless possession, and the right to vote for the union candidate one favors is part of that priceless possession. To fail to take interest in the election, and to fail to vote, is just as much a letdown to the organization as to fail to turn to for picket duty in a Union beef.

Every member is in himself the union. It is he who makes the decisions. It is time to make the important decisions for 1951.

Don't fail to vote.

Seafarers Welfare Plan

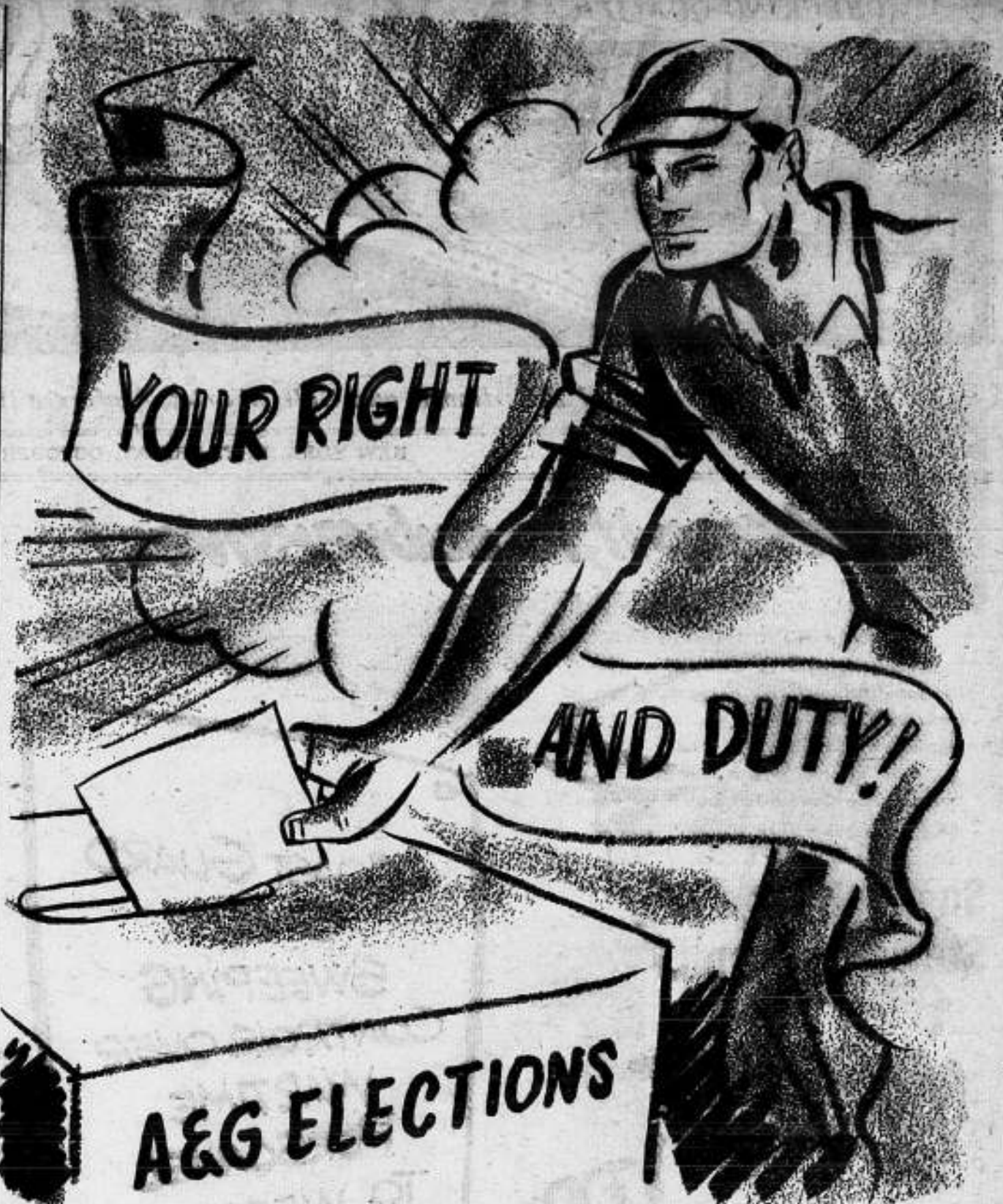
In the better than three months that the Seafarers Welfare Plan has been in operation, the Fund has paid out better than two dozen death claims and has paid hospital benefits to hundreds of Seafarers in hospitals throughout the country. As has been reported to the membership earlier, the Plan is operating smoothly with a minimum of difficulties in administration.

There has been one difficulty, however. The Administrator has reported to the Union Trustees that he has received only 3,000 signed beneficiary cards from SIU members. In other words, only a small percentage of the members of the SIU have signified to whom the Plan is to pay the \$500 death benefit.

The Union wants to urge again all members to fill out these cards as soon as possible. The cards are available at all sign-ons and payoffs. If you don't see them, ask for them. They are also available at the Union's Branches. One word of caution: the Administrator has noted that the signatures of many of the witnesses are illegible. Therefore, care should be taken that the beneficiary's name and address be printed plainly and the signatures of the witnesses be made readable. A host of headaches can be avoided in the payment of benefits, if these suggestions are followed.

Another point the Administrator wishes SIU members to note, is the fact that the beneficiary listed on a member's identification card in the Union files is not automatically the beneficiary for Welfare Plan benefits. Some members have had this mistaken impression. Also, the person who handles the burial of a member is not entitled to the death benefit, unless he is listed as the man's beneficiary.

Everyone is inclined to feel that "Oh, I'm not going to die for awhile. I can take care of that at any time." It's best, however, to take a few minutes off and clear up this matter and be sure. Don't double-cross yourself.



Men in the Marine Hospital

STATEN ISLAND

R. P. NIEVES
F. KUBEK
D. KOROLIA
J. LUCAS
J. MOLINI
B. RAMIREZ
J. HANSON
L. HOLLIDAY
R. GRESHAM
C. FIGUEROA
B. DARLEY
J. QUIMERA
H. J. MOORE
YOU TZANG
E. SPAULDING
C. HANSEN
B. JURKOWSKI
C. EZELL
A. VASQUEZ
S. GLYPTIS
D. GARDNER
R. CHRISTOPHER

MANHATTAN BEACH

A. LOMAS
V. CHESNER
W. PADGETT
H. SELBY
J. PADZIK
R. CABRERA
H. TUTTLE
V. MILAZZO
M. BRUNO
P. VORKE
J. J. DRISCOLL
J. H. ASHURST
J. SPAULDING
J. T. EDWARDS
J. LIGHTFOOT
E. FERRER
R. A. BLAKE
E. LOPEZ
S. BURGSTROM

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

GALVESTON

S. KWIATKOWSKI
JOHN EZELL
A. F. REHM

RICHARD FERGUSON
L. R. ELLIE
CHARLES NEUMAIER
JAMES GLENN
JAMES WALSH
JOSEPH HBROWN
M. P. McDONALD
CHARLES TWITCHELL

SAVANNAH

LEO KODURAND
F. CASASCO
W. J. MORRIS
W. W. JONES
J. B. FULGHAM

MOBILE

TIM BURKE
FRANCIS HOBIN
S. PINER

BALTIMORE

WALTER HACKETT
JOSEPH PILUTIS
FRED PITTMAN
ROBERT DILLON
SAMUEL DRURY
H. A. BIUTTOLA
W. R. WELCOME
OLMAN MORALES
JAMES THOMPSON
W. E. PARROTT
WESLEY YOUNG
CRISTO PRASSO
G. MINISTERI
ROBERT WILLOUGHBY
WILLIAM WOLFE

BOSTON

P. JOMIDES
ROGER TROTTIER
J. MURPHY
R. LUFLIN

NEW ORLEANS

JAMES BEDDINGFIELD
JOSEPH BENNETT
CHARLES BROWN
JOHN CALDWELL
WILSON O. CARA
RICHARD CARRILLO
BRYON CHAPMAN

S. COPE
ROGELIO CRUZ
JOHN HAWKINS
L. A. HOLMES
D. D. KELLY
HUGH LAGAN
YEO LANG
LOUIS MEYERS
E. NAVARRE
M. NEWMAN
K. RAANA
J. ROZMUZ
JOE SOLOMON
ROBERT THOMPSON
L. TICKLE

SAN FRANCISCO

FRANK FORMISANO
WILLIAM O'CONNOR
TURE SANDSTROM
NEWTON PAINE, Jr.
BJORN GRANBERG
WILLIAM KIERULF
JAMES HODO
EDWARD PRITCHARD
JAMES LEWIS
WILLIAM WATSON
GEORGE NOLES

FORT STANTON, N.M.

GIDLOW WOODS
A. McDONALD
R. A. RADCLIFF
S. WALKER
H. THURMAN
W. MEEHAN

ELLIS ISLAND

G. C. GAGE
M. COLLINS
B. T. KNEW

PONCE, PUERTO RICO

R. V. SUAREZ

SAN JUAN, PUERTO RICO

R. C. LUNDQUIST
E. S. TORO

SEATTLE

JACK SERATT

CHECKING QUALIFICATIONS OF SIU CANDIDATES



Elected at the October 18 regular membership meeting, the Credentials Committee turned to the next morning on the checking of qualifications to see that nominees for Union office met the constitutional requirements. From left to right, around the table: Edward Bender, Engine; Roderick Smith, Deck; Walter Reidy, Stewards; Fred Barthes, Engine; Harry Franklin, Stewards, and Frank Otvos, Deck.

With all hands working at full speed, the job of checking the eligibility was completed in jigtline. The Committee added its voice to the appeal of SIU officials: "Everybody get out and vote. Let's set a turnout record."

Coast Guard Gets Sweeping Control Over US Shipping

(Continued from Page 1)

...fines up to \$10,000 and be jailed up to 10 years.

Perplexing to union officials is the authority now given the Coast Guard to demand seamen carry the new "validated papers." Under the former set-up, seamen could voluntarily exchange their papers if they wished. No penalty was established if they refused. Men who were deemed to be poor security risks were removed from the ships and screened.

The program appeared to be operating with success at the time the new order was issued. Non-communist unions were experiencing no difficulty in crewing ships, and those unions with "subversives" among the membership were finding many of their members prohibited from joining ships until they were

given further examination.

Following announcement of the new order, Paul Hall, Secretary-Treasurer of the Atlantic & Gulf District stated: "We want communists off the ships too, but we don't like to feel we're having a choker put round our necks."

"Our members," he stated, "want to make a decent living and it's our job to protect them. The wrong people in charge of enforcing the order could disrupt the entire maritime industry by abuses the unions would not tolerate."

The day following the announcement of the new order, high ranking Coast Guard officials announced that the security program would probably be intensified well beyond the order issued by President Truman.

They pointed to the immediate need for expansion of the Coast Guard's port set-up, and the need for larger numbers of personnel to operate the program.

It was hinted that the service might resort to securing its needed men through the draft. At least four to five hundred men with automobiles would be needed to handle the security work of the New York waterfront alone, it was estimated.

Suggestions For Stewards Dep't.

The following suggestions for a standard routine for the stewards department was drawn up by members of the SIU to fulfill what they considered a great need. We know that it will provide a welcome guide for many, but it must be pointed out that these are only suggestions and have no official standing within the Union. Another installment will appear in an early issue.

GALLEY UTILITY

The Galley Utility shall be responsible for the cleanliness of the galley and galley utensils, peel potatoes (keep a sufficient amount of peeled potatoes in water in the chill box at all times), bring up galley stores, straighten the storage boxes when needed, clean the meat block, receive stores and work under the direction of the Chief Cook. (Start fires when no Night Cook and Baker is carried.)

SALOON PANTRY MESSMAN

The Saloon Pantryman Messman shall be responsible for the pantry and the pantry refrigerator and shall thoroughly clean same each morning after breakfast. He shall bring up cereals, juices, cheeses, fruit and all needed stores for the officers and passengers service. He is responsible for preparation of all salads (except cooked salads) under the direction of the Chief Steward.

Mixed salads shall be made mornings and put in the chill box. He shall keep pantry utensils, bootlegs, steamtable, crockery and all pans used by him cleaned after each meal, dish out food at service and prepare salads designated by the Steward. Coffee is made at each meal.

CREW MESSMAN

The Crew Messman shall be in charge of the crew mess. His duties are to scrub every day before retiring at 10:00 AM, clean chairs and tables. He shall provide milk, box cereals, butter bread and cold drinks for service. He is responsible for silverware and glasses, condi-

GREEK MARITIME UNION OFFICIALS AT SIU HEADQUARTERS



In the US last week, under the auspices of the Economic Cooperation Administration, representatives of Greek longshoremen and seamen stopped at the New York Hall to observe the SIU in action. Left to right: George Georgiadis, Greek labor lawyer; Anastasios Thipoulos, President of the Longshoremen's Federation of Greece; John Lucas, Greek-born SIU oldtimer who served as interpreter, and D. Velissaralos, Treasurer of the Greek Maritime Federation.

ments and serve three meals each day. He shall assist the crew Pantryman with mixed and other salads (except cooked salads). (All mixed salads are made in the mornings and put in the chill box for the afternoon meal. A few cups and spoons are left out after meals.)

SALOON MESSMAN

The Saloon Messman shall be responsible for the cleanliness and care of the saloon, condiments, etc., clean portholes and boxes and mop in the saloon each morning after breakfast, sweep after each meal, polish silver and glasses, serve the officers, divide the passengers and care for the Captain at the meals.

SECOND COOK AND BAKER

The Second Cook and Baker when carried is responsible for the cooking, necessary baking, preparation of sweet sauces with desserts and the serving of meals under the direction of the Chief Cook.



One of the matters which deeply interested the Greek maritime delegation was the way in which the SIU is equipped to keep its membership informed. Here SIU Patrolman Walter Siekmann explains the multilith machine which speeds Union literature to all hands asea and ashore. Operator Frank Bose (extreme right) looks on.

Sailing Short

All delegates aboard SIU ships are urged to make certain that every ship is fully manned before it leaves port.

If the company tries to violate the contract manning scale by sailing short, the ship's delegate should call the nearest Union Hall immediately.

The Union will take immediate action to see that our agreements are observed to the letter as it does whenever violations are reported.

Know your contract and report all violations to the Union right away.

Mobile Reports Slight Pick-Up In Shipping

By CAL TANNER

MOBILE — Shipping for the past few weeks picked up a little, what with three offshore ships slipping in on us, paying off and taking replacements.

After checking with the steamship companies here, we find that we will have only two offshore ships and the usual coastwise ships coming in for the next two weeks—so I would advise any one who really wants to ship not to come to Mobile at this time—not if he wants to get out in a hurry.

The meeting with Colonel Howell of the State Selective Service System in Montgomery went off better than I had expected, but there is still quite a bit of work to be done before any definite program can be drawn up. As soon as a procedure is arrived at, I will report it through the LOG.

I am sorry to report that two of our local members, who shipped on the SS Citrus Packer, a Waterman scow, out of Mobile on August 8, were killed in Korea. The details of this unfortunate incident are not available at this time.

(Editor's note: Since this report was received from Agent Tanner, a letter from a crew-member of the Citrus Packer giving the available facts was received by the LOG. See page 6 for more details on the death of these two Brothers.)



FORE 'N AFT

by Johnny Arabasz

Shipping in this port continues to hold up pretty well for rated men in the Engine and Deck departments. Stewards department continues slow for rated men... The CIO Shipyard Workers won their sixty-nine day strike against the Maryland Drydock Company in Baltimore. Many of the membership will remember their 113-day strike in which the SIU gave them unstinted aid—but how many members know that it was as a result of a Shipyard Workers' motion that the SIU, an AFL Union, received a standing ovation at a National CIO convention? The SIU has helped many a union, without regard for national affiliation, as long as they were clean and not commie. The SIU has, in turn, been helped by other unions, which have also disregarded national affiliation.

While on the question of shipyards, the restriction for building ships in German shipyards to be used by foreign countries has been lifted, another stab to the half-dead American yards. Further, passenger ship service to Bremerhaven is to be resumed shortly by the Swedish-American Lines, while this country's maritime policy-makers sleep at the switch, and, worse yet, actually hinder any operator who tries to put more passengerships under an American flag—Arnold Bernstein being a prime example.

We have been notified that Mike Rossi is back to normal again—in other words, he's on the beach again... Willie West, who qualifies to be called "oldtimer," is hanging around for one of those Isthmian scows running to the Dutch East Indies. Must read "South Pacific"... If you want a foreign voyage, just grab any ship that Al Weaver, Pumpman, gets aboard. One or two trips coastwise—and then they go foreign. Al can't take the long ones since his wife is expecting an heir or heiress.

Here's a repeat warning. Don't quit your ship without a 24-hour notice, as you are violating the shipping rules.

Action is being taken against members who call in for replacements on the last day, and then do not stick around to see that the replacements get there. Just because you call in for the replacement doesn't mean you are clear to leave the ship. Remember this and you will save yourself some future grief.

One of Cities Service's Mates believes that the proper way to dispute overtime is to write the word "nuts" beside it. Maybe so, Mate, but definitely not peanuts... A letter was written to the Union addressed "Secretary and Treasurer." The salutation on the message inside read: "Dear Mr. and Mrs."—Something new has been added!... Joe Miller waiting for the Steward's job on some SIU ship. Somehow I can't connect Joe and that SIU motto, "An SIU ship is a well-fed ship." That'll teach Joe to rib me about this column... Charles "Carioca" Benway surprising a small group on the second deck with the admission that he is getting a little old to run an errand. Wonder what Carioca would have to say if somebody called him an old fuddy-duddy? Want a better word for fuddy-duddy?

Jimmy Benson letting his registration card grow a fuzz, so that he can pick his run. You'll probably wind up on the type of run you want least anyway, Jimmie, so stop being fussy. Throw in for the first one on the board... James Ott, you have a good size package waiting for you on the sixth floor—come and get it. (I wonder if that could be his wife forwarding him his clothes or "getting rid" of his clothes. I get nasty, sarcastic ideas, don't I?)

Rated permit and bookmen should hang around the Hall in New York on Sundays. Two white card Firemen and an AB were shipped because there was no one around to take these jobs last Sunday... Mail can only be held in the Union's mail racks for ninety days, and then must be returned to the Post Office. If you expect to be away more than three months, you should notify the Hall at which you expect mail where to forward it... When you move and wish to have your LOG mailing address changed, be sure to include your old address along with the new one, otherwise the LOG will continue to be received at your old address, too.

Isn't it surprising? Haven't heard a complaint yet about the 6.38 wage increase... If you don't like this column, there are two things that you can do to change the situation. First, you can send in any short notes of interest (pay attention, outport members), or secondly, you can write the LOG Editorial Board and ask that this misery be discontinued... The time to exercise your annual right and privilege, that of voting for next year's officials, is coming up. Let's be sure we don't waste any of our constitutional rights. Let's see if we can't set a record vote.

New York Shipping Is Called 'Acceptable'

By JOE ALGINA

NEW YORK — Shipping since my last report has been acceptable, though not of landslide proportions. We took care of about 25 ships for payoffs and about half of that number signed on. One of the sign-ons was the Sea Magic, a Liberty tanker of the Colonial Steamship Company, a newly signed outfit. This outfit operates three tankers: the Sea Comet, Sea Magic and the Sea Thunder. The last named will take a crew this week sometime.

On the waterfront the Patrolmen found things in order on most ships, and cleared up what beefs had arisen.

One thing, however, should be mentioned as a warning to men on the intercoastal ships coming from the West Coast to Puerto Rico. On these vessels it seems that the men mind themselves during the entire voyage until the ship hits Puerto Rico, then everyone goes a little whacky and the Skipper has a handful of trouble.

We'd like to point out to these fellows that if their fun in Puerto Rico exceeds the usual bounds, they're going to pay for it when the ship hits New York.

Another American Legion convention has just ended. The boys, after a week of getting away from the little woman and acting like juvenile delinquents, came up with one of their usually dynamic programs.

One of the proposals calls for merchant seamen to be put in uniform and be paid the same as navy personnel.

The Legion is only thinking of the good of the nation of course. That's why they didn't

mention putting a uniform on the profits of the shipowners. The Legion seems to have forgotten that something like 8 billion dollars is still unaccounted for in money paid out to shipping companies by the government during the late war. That kind of money is okay by the Legion, it seems.

In the same vein a college professor recently announced he had found the answer to all the economic ills of the country: Abolish all overtime pay and the 40-hour week.

His theory is that the extra money paid the worker is not for work actually done, therefore it is an unnecessary cost of the item which the consumer must assume over a long period of time and this can unbalance the economy.

Someone should tell the professor that overtime pay was set up not as a means of making extra money, but as a penalty against the employer to keep him from working his employees excessively. If the employers want to knock off overtime pay, they can do so very easily by merely hiring more workers.

One of the lowest tricks we've run across in a long time has just come to light. Some guys have found a way to prey on the sympathies of SIU men to extort money under false pretenses.

The schemers work like this: They announce to their shipmates that they're leaving the ship due to a death in the family. The crew then usually takes up a collection to buy flowers. Usually the schemers volunteer to take the money and buy the

flowers. However, on a couple of SIU ships recently, crews insisted on sending the flowers themselves and were amazed to receive replies from florists stating that the flowers had been unclaimed and there was no record of such deaths.

A few foul balls like these can mess up all the good intentions of the SIU crews to show their sympathy to bereaved members. Just to be on the safe side from now on, all crews should insist upon sending the flowers themselves. The would-be racketeers will then be stopped cold.

In-Transits Save The Day For Savannah

By E. M. BRYANT

SAVANNAH—Shipping in this port is slow—if that word is strong enough. During this time we had exactly no payoffs and no sign-ons.

However, we were saved from idleness by the following in-transits: the Fairport, Gateway City and Hastings, all Waterman; the Emilia, Bull Lines, and the Montebello Hills, US Petroleum.

All these ships, except the Emilia, were met in Jacksonville. There weren't any beefs on these scows—just a few misunderstandings, which were speedily straightened out, leaving everybody happy.

The Hastings, incidentally, was stuck in Jacksonville a few days because of the storms we've been having. The Emilia left port, but the storm fouled up her deck cargo, and she had to come back in for a couple of days to straighten up.

On the labor front in this town:

The drivers of the Yellow cabs are out on strike, but the company has 8 or 10 scabs pushing their hacks around. So don't forget, when in Savannah—don't ride Yellow!

The Retail Clerks have signed two contracts in Savannah, and have the die-hard merchants of Broughton Street in a dither. The two that signed are the Bay St. Grocery and Warmacks Grocery.

All Seafarers in this town are requested to tell their families and their friends to trade in these places—nothing like a little economic pressure to make the bosses see the light.

Another kind of pressure that the working stiff can use now is political. City and national elections are coming up next month, and that is the time to make sure that representatives of labor are elected. If you have nev-

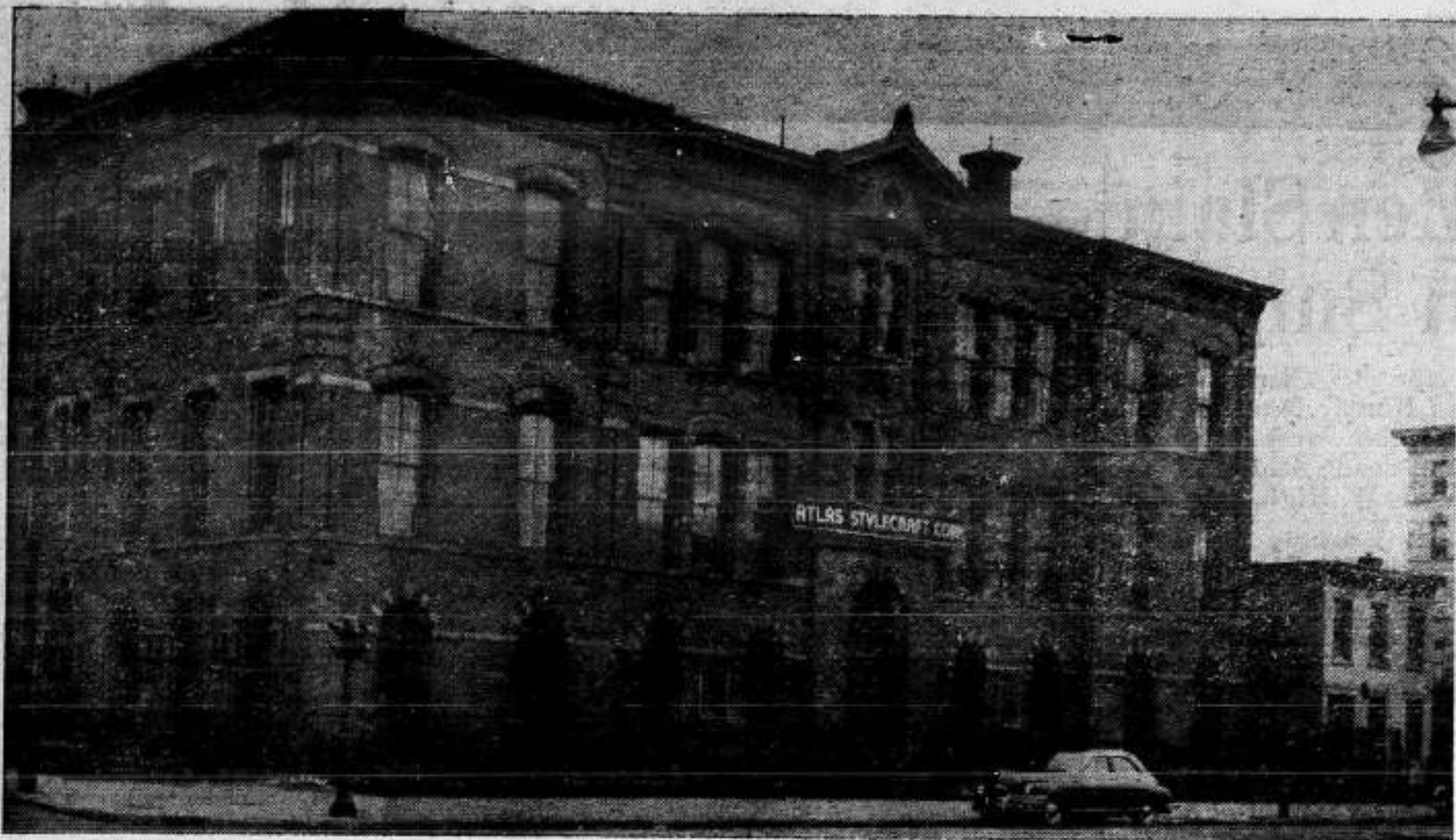
er voted before, now is the time to make a start.

We in the SIU have our own elections for our 1951 officials coming up November 1. Every man should do his duty by himself and his organization and cast a ballot. That is the only way to make sure that the Union continues to get men of high caliber to guide its destinies for the coming year.

On the beach here we have Bay Rum Carrollton; Red (the Savannah Hermit) Connors, who is waiting for the Ore Line to start running into Savannah so he can ship out; and H. T. Gilsen, who is just waiting for a ship.

In the hospital here are: J. B. Fulgham, F. Casasco, W. J. Morris, Leo Kudorand and W. W. Jones. If you're in town, drop in and say, "hello." If in some other port, or aboard ship, why not drop them a line. They sure will appreciate that.

New HQ Hall—Before The New Look



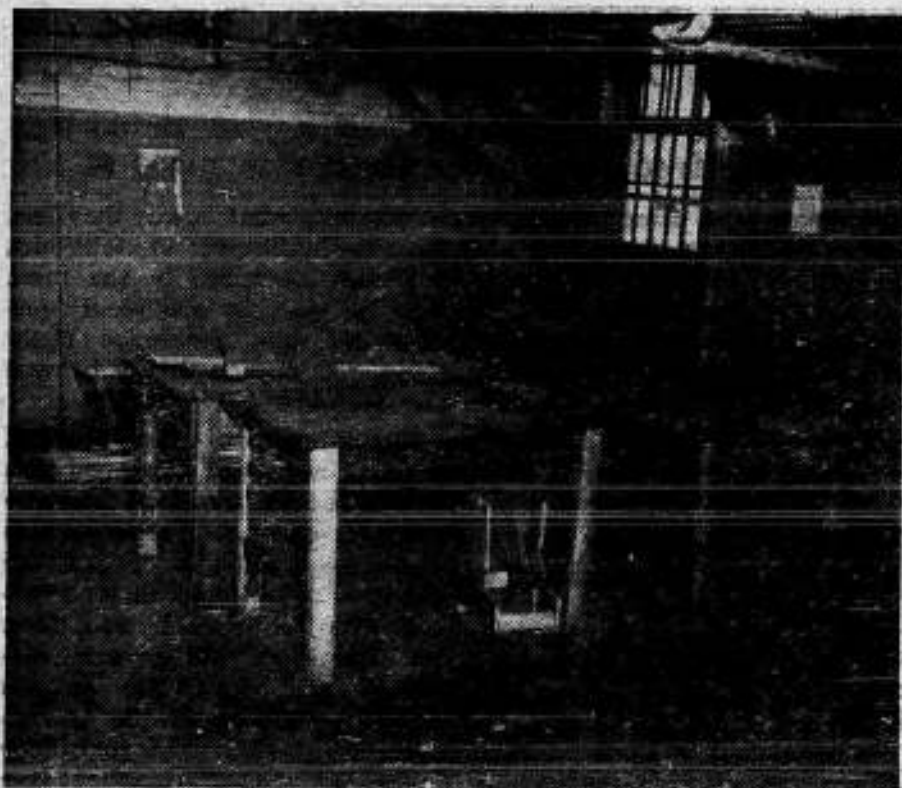
Construction gangs are expected to begin work within the next couple of weeks on the job of remodeling the recently-acquired A&G District's Headquarters-Port of New York building.

All bids on the project will be in by early next week and following membership action, the contract will be let to the contractor submitting the most attractive bid.

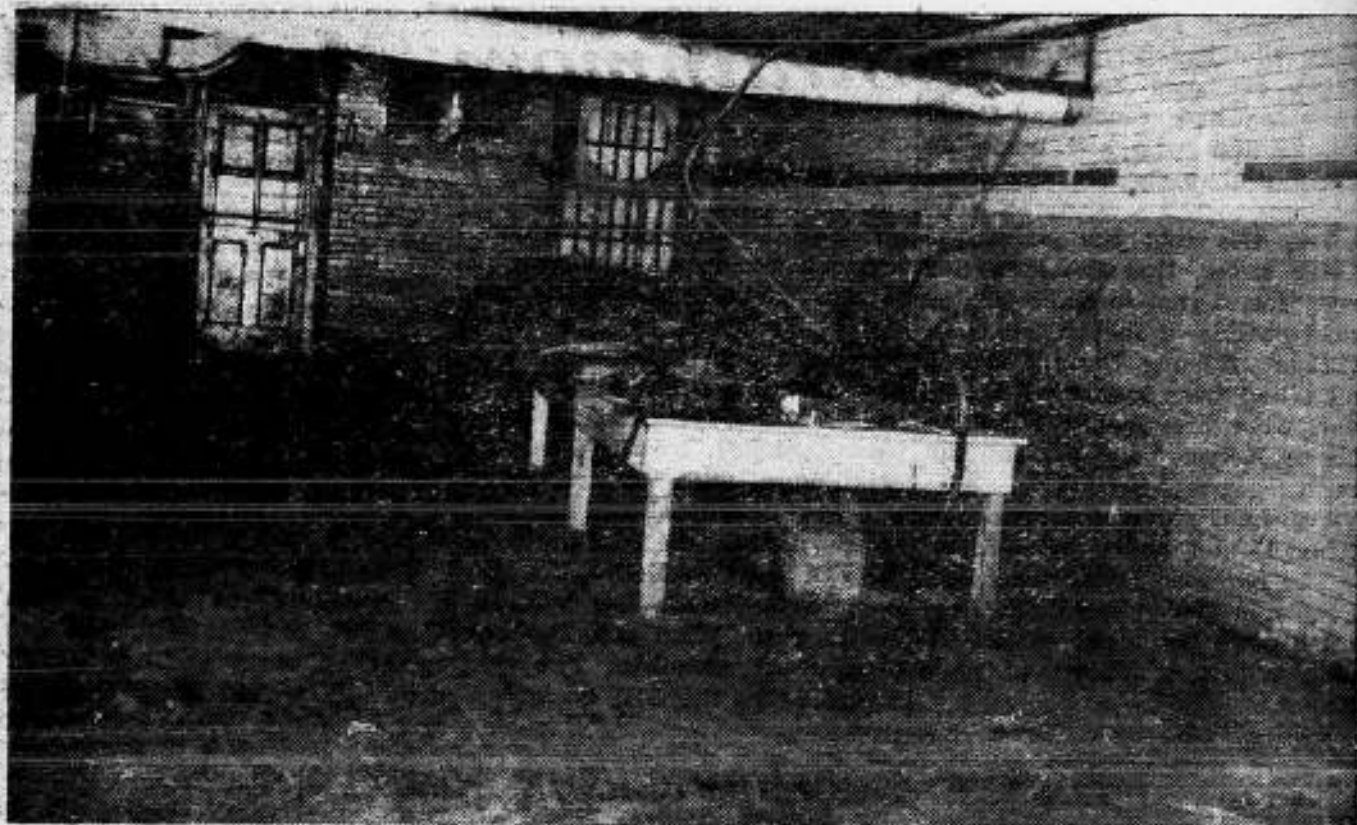
Meanwhile, the building, located on Brooklyn's Fourth Avenue, between 20th and 21st Streets, has been made ready for the alterations and necessary structural changes.

The photos on this page were taken this week to give the membership a rough idea of some of the changes to be made and to get the first part of the "before and after" picture to be published upon completion of the job.

A partial view of the present building and property, measuring 200 feet wide and 175 feet deep, as it appears from the northwest corner of 20th Street and Fourth Avenue. Two windows at left of entrance will be broken through to form an entrance to the proposed cafeteria.



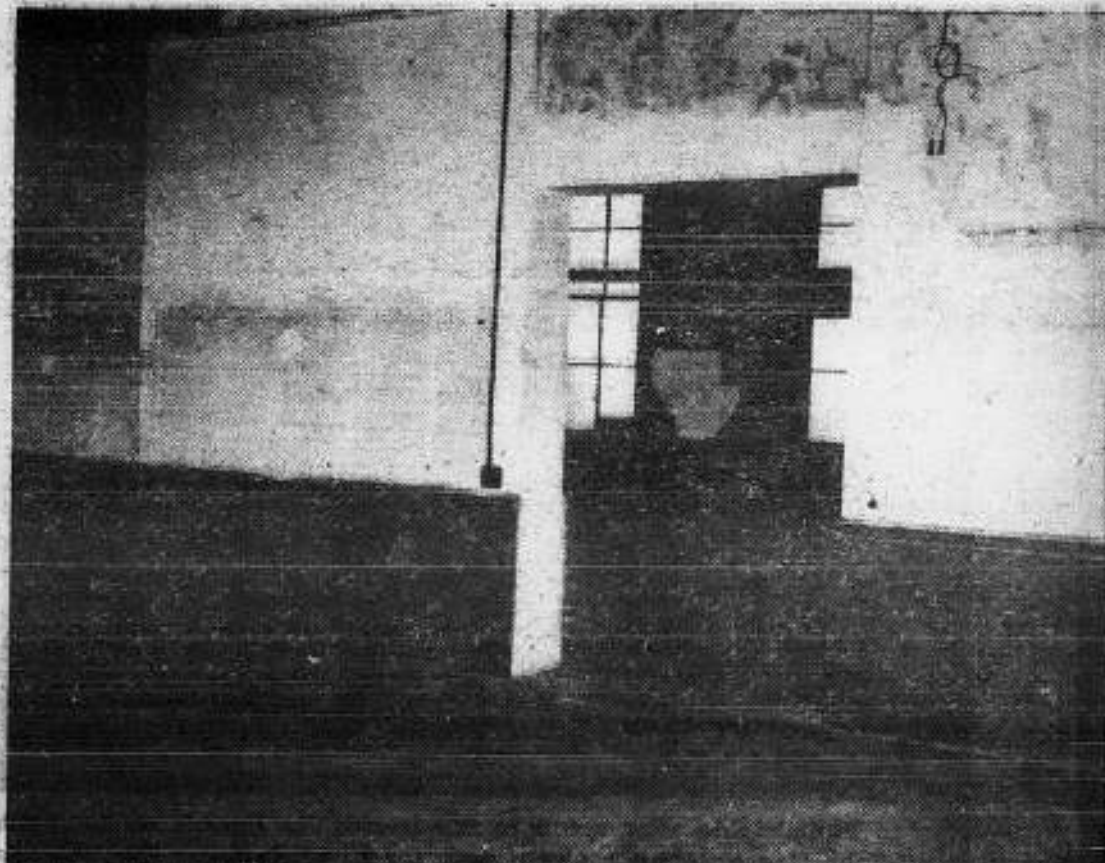
This photo shows a section of the area which will house the galley. It is located on the street floor of the building and will be forward of the cafeteria.



The solid wall on the right will be torn down to make this proposed cafeteria section twice its present size. It will be able to accommodate hundreds of diners at one time.



Athwart-ship's view of the three sections which will be altered to serve as one large meeting hall. The two obstructing walls will be removed, making the room 92 feet in width.



On the second deck will be the recreation rooms. Here are two of the adjoining rooms, which will be equipped with television, radio, games and library.



SHIPS' MINUTES AND NEWS

Two SIU Men Slain By Korean Snipers

Two crewmembers of the SS Citrus Packer have been reported killed in Korea, according to a letter received by the LOG this week from the Ship's Deck Delegate. The dead Seafarers are George W. Miller, 25, and Lewis W. High, both slain by North Korean gunfire along the invasion road between Inchon and Seoul.

The report to the LOG states that the two Seafarers left their ship when it docked in Inchon on October 1 and were never seen again. Four days later when the ship sailed the two AB's were reported missing to Army authorities. When the vessel arrived in Yokohama the Skipper was notified that their bodies had been found.

The full details of the fate which befell the men came out later when the ship stopped in Pusan. Crewmembers by chance met soldiers returned from the front who had been in the area where the men had been lost. They inquired around and found the soldiers who had made up the burial party for the dead Seafarers.

The GIs told the crew, the letter states, that the men had been found shot to death on the road outside of Inchon, near the village of Yung Dung Po. The men had been riding in a jeep and were presumably killed by North Korean snipers from ambush.

The LOG report was dated October 15 and mailed from Pusan.

The two men joined the Citrus Packer in Mobile as ABs on August 8 when the vessel was scheduled to take a military cargo to Korea.

Miller, who held Book No.

34214, joined the SIU in New York in 1944. He is survived by his parents in Fulton, Missouri. Miller's mother has stated that she would appreciate hearing from any Seafarers who knew her son. The address is: Mrs. John R. Miller, 1005 Nichols Street, Fulton, Missouri.

Brother High is survived by his wife in Mobile, Alabama. He joined the SIU in New Orleans in 1946 and held Book No. 47044.

The Citrus Packer is at present shuttling cargo for the Army between Japan and Korea.

SHORT NEW YORK STOP OFF



Far afield from their usual hangouts in the Gulf area, Seafarers James (Sloppy) Creel and M. H. McKay pay a short visit to the New York Hall. Occasion was the stopoff of the tanker SS Mostank enroute for Rotterdam and Antwerp.

'Best Trip Ever,' GI's Commend SIU

Somebody appreciates the merchant marine. The commanding officer of an infantry company being transported to Korea by the SIU-manned SS St. Augustine Victory, addressed the following letter to the crew when the ship discharged its last soldier in Korea:

On behalf of the entire group of military personnel aboard, I wish to thank you for the splendid cooperation and favors that you have shown us during this trip from Yokohama to Pusan. I feel sure that this trip will long be remembered by the men under my command as the best it has ever been their privilege to make. We deeply appreciate the many courtesies we have received, the gifts from the Crew, and the hospitality and friendliness shown to all.

William M. Taylor
1st Lt. 17th Infantry

Strathmore 'Mutiny' A Beer Bust, Says Crew

A situation somewhat reminiscent of the big mid-Atlantic Ocean "mutiny" of a year or so ago cropped up not too long ago, according to a report recently received from a former crewmember of the SIU-contracted SS Strathmore.

From the way the crewmember explains it, an innocent bit of beer brawling aboard the ship was ballyhooed by the local newspaper into a full scale mutiny aboard a "Red ship."

The Anchorage (Alaska) Daily News, which bestowed the Strathmore with the red tint, told of a mutiny aboard the ship which needed the assistance of the FBI, the City Police, the Military police and a few bystanders to quell. What actually took place went something like this, according to the SIU crewmember:

The ship tied up in Anchorage, and along with the Skipper a good number of the crewmembers went ashore. When the Skipper came aboard alone at 2 A.M. he was well under the influence. He ordered one of the crewmembers to go after the rest of the men ashore and bring them back to the ship. By 3:30 AM the entire crew was aboard.

Four of the crewmembers, their merrymaking cut short by the Captain's orders, went into the recreation room and had a few drinks. The 2nd Mate came in and asked the men to calm down.

The Bosun then came in and one of the celebrants jumped up and socked the Bosun. The Bosun called the Captain in and the celebrants—somewhat sobered up now—were given a tongue-lashing for their cutting up. The Captain went topside and the four men went to bed.

CALLS THE LAW

After a few moments with his thoughts, the crewmember reports, the Skipper got on the blinker and tried to call the cops. He got no answer so he sent the 2nd Mate ashore to get the cops. All the various cops in town, local, territorial, federal and military police, swarmed down on the now sleeping Strathmore at 6 AM.

The various cops went around the ship and woke up the sleeping men and had them assemble in the wheelhouse. A crewmember who had been overlooked in the shoreside roundup many hours earlier chanced to come aboard then and asked what the trouble was. For an answer an MP stuck a gun in the man's ribs and told him to stay out or he would "send him to hell in a minute."

When the sleepy-eyed crewmembers had been pulled together in the wheelhouse they were hauled off the ship and put in jail.

The following day the men were taken before the U.S. Commissioner and handed federal warrants, charging them with mutiny. A puzzled FBI man ask-

ed the men what is was they had done to the Skipper to make him put such a charge to the men. But the warrant was plenty enough for the Anchorage Daily News. "Mutiny on Red Ship" was the headline.

The next day, when the full story of what had happened was in the record, the local newspaper was silent. No attempt was made by the paper to put the not-so-colorful truth to its readers. What happened was this: the charges of mutiny were dismissed and the entire episode written off. Two of the merry-makers got a few days in jail for being drunk but somehow the big "mutiny" just seemed to evaporate into air.

ROSARIO CREWMEMBERS IN HOME PORT



Tied up in Philadelphia after a run to the Islands the Rosario discharges her cargo and her crewmembers take it easy. Here a group pose for Night Engineer Ed Popp's camera. Popp says they're a "hell of a bunch of swell guys."

Sitting, left to right, M. Cutler, Chief Cook; C. DiMarco, Night Cook & Baker; L. Marques, Wiper; E. Alborran, Ordinary Seaman. Standing, F. Caracho, BR; J. Hernandez, Saloon Mess; and P. Pedro, Crewman.

Final Departures

Seafarer Alonzo M. Williamson, died in the Staten Island Marine Hospital on October 15, following a heart attack. He was 53 years old. Brother Williamson joined the SIU in Norfolk in 1944 and held Book No. 36498. He is survived by a daughter, Laura Williamson, of Wilson, North Carolina. Burial was in Wilson.

Charles Morgan, 29-year-old Seafarer, died in St. Clare Hospital in New York on October 5, the SEAFARERS LOG has been informed. According to information received, Morgan died as a result of injuries received in a fight in mid-town New York. Brother Morgan joined the SIU in 1947 as a result of the organizing drive in Cities Service. He is survived by his mother, Mrs. Laurentine Morgan-Pelletier of New Bedford, Mass.

ATTENTION!

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

Pictures And Union Records Of Candidates For A&G Posts

Secretary-Treasurer (Vote for One)

PAUL HALL — No. 190: A member of the Seafarers International Union since its beginning. Holds clearances for all strikes. Sailed actively in all areas during late war. First assumed elective office in 1944 as New York Port Agent. Was Director of Isthmian Organizing drive. Was elected Secretary-Treasurer in 1947, 1948 and 1949. Has served as a member of SIU Negotiating Committee during all recent contract talks since then, including the recently successful ones with Cities Service. Has also served in various capacities in practically all emergencies and strikes during history of the Union.



Assistant Secretary-Treasurer (Vote for One)

EARL (Bull) SHEPARD — No. 203: Was one of the SIU's original members. Active in P&O Strike and other early actions in Union's formative years. Appointed by Director of Organization to direct field work for Isthmian campaign. Also participated in Great Lakes drive. Was director of waterfront activities in New York during 1946 General Strike. Was appointed New Orleans Agent in summer of 1947 by membership action. Elected New Orleans Agent for 1948, 1949 and 1950. Sailed all through war. Is strike clear for all Union beefs.



Headquarters Representative (Vote for Three)

JOE ALGINA — No. 1320: Transferred from AFL Seamen's Union into the SIU when this organization was formed. Sailed actively during the war until going to work for Union as Organizer. Has served in various capacities such as New York Deck Patrolman and Acting Agent. Was elected Agent in the port of New York for 1948, 1949 and 1950. Participated actively in Longshore and Coos Bay beefs, 1946 General Strike, UFE beef, and Isthmian Strike. Has been on the Union Negotiating Committee for past four years.



ROBERT MATTHEWS — No. 154: Joined the SIU when it was first formed. Sailed as engine and/or ship's delegate on many ships. Served as Patrolman and Agent in the port of Mobile, and later as Jacksonville Agent and San Francisco Agent. Was assigned by the 1946 Agents Conference to New York as Headquarters Representative. Served as member of every Negotiating Committee, from 1946 to present time. Was elected Assistant Secretary-Treasurer in 1947 and re-elected in 1948 and 1949. Participated in all SIU strikes and job actions.



Report Of Credentials Committee

We, the undersigned Committee on Credentials, duly elected at the regular business meeting at Headquarters on October 18, 1950, have examined the credentials of the candidates for the election of the officers of the Seafarers International Union of North America, Atlantic and Gulf District, for the year 1951, and submit the following report:

We recommend that the men who are qualified for office be placed on the ballot in alphabetical form under the offices for which they run, and that the ports, following the Headquarters Offices, beginning with Boston, be arranged on the ballot geographically as has been done in the past.

Letters of acceptance were submitted to the Credentials Committee for the respective posts, as follows:

- Harry (The Horse) Pitt, 46534—Secretary-Treasurer
- Edward (Jack) Vorel, 10—New Orleans Deck Patrolman
- Charles F. Schuck, 343—Savannah Port Agent

These men did not submit the necessary three years' seetime; therefore, the letters are being filed in Headquarters offices and these men are hereby disqualified. In addition to which, Harry Pitt and Charles F. Schuck were disqualified as per Article XIII, Section 2, Subsection (b) of the Constitution which states that a member must be in continuous good standing for a period of two (2) years immediately prior to the date of nomination.

A letter of acceptance was also submitted to the Credentials Committee by Daniel Butts, 190, for the post of New York Deck Patrolman. He was disqualified inasmuch as Article XIII, Section 2, Subsection (e) states that a man must submit four (4) months' discharges for the current year. This Committee did not accept anything but certified discharges as proof of seetime for the current year, and the above man did not submit the required amount of seetime on discharges for the current year.

- W. J. Reidy, 6734
- Roderick Smith, 26893
- Edward J. Bender, 34512

- Fred Barthes, 7449
- Harry Franklin, 22569
- Francis R. Otvos, 51180

JOSEPH A. VOLPIAN — No. 56: First went to sea in 1922. Active in organized maritime labor for many years before joining the SIU in 1940 in port of New Orleans. Served as Engine Patrolman in Port of New York from 1943 to 1947. While Patrolman, he served as Special Services representative in charge of membership problems relating to Coast Guard, immigration, unemployment insurance and other matters. Was elected Assistant Secretary-Treasurer in 1947, 1948 and 1949. Has a clear record for all past SIU strikes and beefs.



Boston Agent (Vote for One)

BEN LAWSON — No. 894: Has been a member of the SIU since 1938. Has taken part actively in all strikes and has aided in the organizing of several steamship companies. Served as Patrolman in Norfolk and was elected as Deck Patrolman in Baltimore for 1948. Was Chairman of 1946 Strike Committee in port of Norfolk and held same job during Isthmian Strike in 1947. Was elected Boston Joint Patrolman for 1949. Was appointed head of Boston Branch when Agent was transferred to the West Coast and was elected to that post for 1950.



New York Deck Patrolman (Vote for Two)

LOUIS GOFFIN — No. 4526: Transferred into Seafarers from AFL Seamen's Union in March, 1939. Participated in 1941 Bonus Beef, 1946 General Strike, and Isthmian Strike. Has been Patrolman and Agent in Philadelphia and Jacksonville, and Assistant Secretary-Treasurer of the Atlantic and Gulf District. Was elected Deck Patrolman in the port of New York for 1947, 1948, 1949 and 1950. Has clearances for all Union actions of past ten years. Has taken part in negotiating new contracts for SIU.



GEORGE (Frenchy) RUF — No. 23724: Joined the Union in Mobile in 1942, and been in good standing continuously since then. Served as volunteer Organizer aboard Isthmian, Cities Service and American Trading and Production ships. Participated in the 1945 ILA Beef, the General Strike and MM&P Strike in 1946, the Isthmian Strike in 1947, the Garment Workers Beef and many other Union actions. Has worked shoreside for the Union at various times since 1945, working in the Gulf area during parts of 1945 and 1946, and on the Atlantic Coast during parts of 1946 and 1947. For the last twenty months has served as Organizer in the New York area, concentrating in the main on the Cities Service drive.



New York Engine Patrolman

(Vote for Two)

TEDDY BABKOWSKI — No. 7391: Joined the SIU in 1941 and sailed during the war to all zones. Served as a volunteer Organizer in the Isthmian fleet and with tanker companies now under contract to the SIU. Served on the New York Isthmian Strike Committee. Participated in the 1941 Strike, Coos Bay and Shipyard beefs. In aiding the shipyard workers and telephone workers, he served on the Baltimore committees. Has held various appointive Union positions and was elected New York Engine Patrolman for 1949 and 1950.



VICTORIO D'INDIA — No. 20875: Became a member of the Seafarers International Union, Atlantic and Gulf District, in 1941 when he joined in the port of Boston. Since that date has been an active participant in all beefs, strikes and organizational drives of the Union, holding clearances for all strikes and beefs the SIU has engaged in. Was elected by his shipmates to serve as black gang delegate on many occasions. Sailed throughout late war, hitting several battle zones.



EDDIE (Deck) ERIKSEN — No. 50495: Joined the Seafarers International Union as a permit member in 1946, and received full membership in February, 1948. Has acted as department and ship's delegate on numerous Ore, Calmar, Isthmian and Waterman vessels. Is well-known throughout the Atlantic, Gulf and West Coast Districts, and is considered militant but fair in the safeguarding of the Union's working rules and contracts. Has a clean Union record and is strike clear for all Union strikes and actions. His last ship was the John B. Waterman, which gave him six months of seetime for this year.



PETE SALVO — No. 24342: Joined the Seafarers International Union, Atlantic and Gulf District, in the port of New York on January 5, 1943. Has always been active in Union matters, and has been elected ship's delegate on eight ships since 1943. Was active in the 1946 General Strike, the 1948 Wall Street Strike and the 1947 Isthmian Strike—in which beef he functioned as Picket Captain and Night Area Commander on Staten Island, New York. His most recent ship was the Robin Kettering, Seas Shipping Company.



CHARLES SCOFIELD — No. 21536: Became a member of the Seafarers International Union, Atlantic and Gulf District, in 1941 in the port of Norfolk. Served as an active Seafarer throughout the war, hitting most of the combat zones. Aboard ship has been elected engine delegate and ship's delegate many times by his shipmates. Has clearances for all strikes and beefs engaged in by the Union since time of his joining the SIU. During 1946 General Strike served on Savannah Strike Committee.



CLAUDE (Sonny) SIMMONS — No. 368: Joined the old ISU in 1935. Went to work with the Light House Department until 1939, when he joined the Seafarers International Union. Was in Mobile during the American Seamen beef. Sailed steadily until August 1, 1941, when he was appointed Patrolman in Tampa. Went back to sea August 1, 1942, and sailed through the war until February, 1945, at which time he was appointed Patrolman in New York. Remained at that post until he was elected Agent for the port of Tampa for 1946. Was re-elected for 1947 and 1948. Resigned in July, 1948, and went back to sea until November 15, 1949. Acted as Headquarters Representative from December of that year to present date. Is strike clear for all SIU strikes and beefs.



New York Stewards Patrolman

(Vote for Two)

FRANK E. GARDNER — No. 21057: Joined the Seafarers International Union, Atlantic and Gulf District, in September of 1941, and immediately became active in the 1941 Bonus Strike against Alcoa Steamship Company and other outfits, and has been active in all strikes since then. Has served as Chief Steward on many ships, and has at all times lived up to all Union precepts and regulations. Is strike clear for all strikes and beefs that the Seafarers has participated in.



HOWARD GUINER — No. 478: Came into Union at its beginning. Was Organizer for the SIU from 1938 to 1941. Represented the Union before the National Defense Mediation Board contract dispute in Washington, D.C., in 1941. Was Chairman of Headquarters Branch Bonus Strike Committee, and Chairman New York Branch Food and Housing Committee during 1946 General Strike. Secured 3000 berths for members during the action. Was elected Stewards Patrolman in New York many times, serving from 1946 to present time.



FREDDIE STEWART — No. 4935: Was a volunteer Organizer for the Seafarers International Union from its beginning. Participated in all major strikes — Bonus, Isthmian, '46 General — and other actions of the Union. Led direct action to secure milk, provisions and decent shipboard conditions for seamen. Was New York Stewards Patrolman in 1947, and Joint Patrolman in Port of New York in 1948 and 1949. Was elected Stewards Department Patrolman for 1950. Assisted in the drawing up of many of the Union's past agreements.



Philadelphia Agent

(Vote for One)

STEVE CARDULLO — No. 24599: Has been an active participant in all SIU strikes and beefs since joining the organization. Served as Marcus Hook Agent until that port was closed. Has also served as Patrolman in Philadelphia and as West Coast Representative and as Headquarters Representative in New York. During the war sailed into all zones of action. Holds clearances for all Union waterfront actions. Actively participated in successful organizing and striking of Isthmian SS Company in 1945-47. Was elected Philadelphia Agent in 1949, and is presently serving in that post.



Baltimore Agent

(Vote for One)

WILLIAM (Curly) RENTZ—No. 26445: Helped organize the SIU in the Gulf area in 1939 and was wounded five times and crippled while organizing for the Union. Went back to sea in 1942, after being laid up for more than two years. Active during Isthmian Drive and Isthmian Strike. Also directed activities for Port of Baltimore during General Strike of 1946. Elected Agent in Port of Baltimore for 1947, 1948, 1949 and 1950. Has clear record for all the actions and strikes that the Union has participated in.



Baltimore Deck Patrolman

(Vote for One)

LEON (Blondie) JOHNSON — No. 108: Was one of the first seamen to join the newly-formed SIU in 1939. Took part in the P&O Strike, Bonus Strike, anti-commie Longshore* beef and other major actions of the SIU, holding strike clearances from each. Was Agent in Port Arthur during the 1946 General Strike. Has served as Patrolman in New Orleans, Galveston, New York and Norfolk. Was elected Patrolman in Galveston in 1947. Elected Deck Patrolman for Baltimore in the 1948 election, and was re-elected for the current year. Sailed during the war.



Baltimore Engine Patrolman

(Vote for One)

AL STANSBURY — No. 4683: A member of the Seafarers International Union, A&G District, since its inception in 1939. Joined in the Port of Baltimore. Has taken active part in all actions of the Union both strike and organizational. Sailed during the war into most active war zones. Has served the SIU in various appointive capacities and was Dispatcher for the Port of Baltimore in 1949. Aboard ship served in many capacities in the engine room. Also served the crew often as black gang delegate. Was elected Engine Patrolman for the year 1950.



These pictures and Union records are printed to acquaint you with the candidates for Union office. Read this section carefully before you cast your vote.

Voting from Nov. 1 to Dec. 31 In All Halls Of A & G District

Baltimore Stewards Patrolman

(Vote for One)

JOHN HOGGIE — No. 23434: Was active as an organizer for the AFL Restaurant Workers in Philadelphia, and also helped the US Army Dredges before going to sea. Joined the SIU in 1942 and sailed throughout the war. During the 1946 General Strike was active in Baltimore set-up. Was active in organizing Isthmian ships in Baltimore and Philadelphia. Participated in Isthmian Strike. Was elected Stewards Patrolman for Baltimore for 1948. Was acting Patrolman in Baltimore in 1949, and was elected Stewards Department Patrolman for 1950.



Norfolk Agent

(Vote for One)

BEN REES — No. 95: Joined the SIU in 1938. Appointed Patrolman for Port of Norfolk in June, 1945. Served until elected Joint Patrolman for that port for 1947. Re-elected to post for 1948. Appointed Agent for Port of Norfolk in March, 1948. Was elected Norfolk Agent for 1949 and 1950. In charge of stewpot and publicity for Norfolk Strike Committee in 1946 General Strike. Active for Strike Committee in Isthmian Strike. Also active in



UFE Strike. Organized crews and signed contract with Virginia Ferries Corporation.

WALTER BEYELER — No. 25919: Joined the Seafarers International Union, Atlantic and Gulf District, in 1942. Sailed SIU ships throughout the war years in every war zone in the world. Took an active part in the 1946 General Strike and the Isthmian Strike in 1947. Has served on every type of ship under contract to the SIU, with the exception of the locomotive carrier, SS Gadsden. Served on various Branch committees ashore and as



department or ship's delegate on numerous ships during the past years. Is clear for all SIU strikes and actions. Is presently on the Seatrain New Jersey.

Savannah Agent

(Vote for One)

A. W. (Andy) GOWDER — No. 36884: Became a member of the Seafarers International Union, Atlantic and Gulf District, in 1944 in the port of Savannah. Since then has been active in all Union beefs, strikes and organizational campaigns, among them the Isthmian drive and Strike, the 1946 General Strike. Has served on numerous shoreside Branch committees. Has also served as delegate, chairman and recording secretary aboard many SIU vessels. Sailed in all war zones during World War II, and to Korea during present action. At present is aboard the SS Young America.



EARNEST B. TILLEY — No. 75: Became a member of the Seafarers International Union, Atlantic and Gulf District, in 1939,



joining in the port of Baltimore. Was appointed Engine Patrolman for Baltimore in 1945. In January, 1947, he was appointed Patrolman in the port of Philadelphia, and later that year served as Agent for that Branch. In 1948, he was elected Philadelphia Joint Patrolman. During that same year, in order to fill positions that were vacant due to resignations of the elected officials, he served as Patrolman in Savannah and then as acting Agent in Boston. During 1949, served as Agent for the Wilmington Branch, before going to Savannah as Patrolman. Is strike clear for all Union strikes and beefs.

JAMES L. TUCKER — No. 2209: Has been going to sea since 1932, most of the time in the Deck Department. Acting Patrolman in port of Norfolk from October, 1943, through January 15, 1944, when he resigned to go back to sea. Appointed in June, 1944, to go to Charleston, S.C., to open Branch there. Later was assigned to Mobile to act as Agent. Was relieved by newly elected Agent in February, 1946, and went back to sea. Holds strike clearances



for all strikes and actions that the Seafarers has conducted.

Tampa Agent

(Vote for One)

RAY WHITE — No. 57: Transferred into the Seafarers International Union in 1938 from the AFL Seamen's Union. Helped organize the P&O Line. Was Patrolman in the port of New York for six months, and served as Norfolk Agent for three years. Has served as Tampa Agent for past two years. Was active in Isthmian Drive and Strike. Has a clear record for all Union beefs. Prior to election as Tampa Agent in 1948, served as Headquarters Representative, entering negotiations in Deck Department matters.



Mobile Agent

(Vote for One)

CAL TANNER — No. 44: Has been a member of the SIU since it was granted a charter by the AFL. During the war was an active seaman, seeing service in most combat zones. Was active in the Isthmian Drive, both as ship and shoreside Organizer. Was elected Agent in port of Mobile for 1947, 1948 1949 and 1950. Participated in various organizational campaigns of Union in the Gulf area. Was active in all beefs of the SIU and holds clearances for all strikes and beefs the Union has engaged in.



Mobile Joint Patrolman

(Vote for Two)

ROBERT J. JORDAN — No. 71: Has sailed since 1938, always in the Engine Department. Was appointed Organizer for Isthmian ships and tugs in the Gulf area in September, 1945. Appointed Engine Patrolman in port of Mobile in February, 1946, and also acted as Dispatcher and Organizer. Elected Engine Patrolman for the port of Mobile for 1947 and reelected for 1948. Has been active in all strikes and is strike clear. Was elected to Joint Patrolman post in Mobile for 1949 and re-elected for 1950.



W. J. (Red) MORRIS — No. 264: Has sailed since 1939. In March 1945, was appointed Acting Agent in port of Jacksonville. Was later assigned first to New York, then to Norfolk as Patrolman. Was also Acting Agent in Charleston until that Branch closed in February 1947. Went back to sea until appointed Patrolman in port of Mobile on September 1, 1947. Was elected Deck Patrolman for port of Mobile for 1948 and Mobile Joint Patrolman for 1949 and 1950. Is strike clear for all Union beef and actions.



New Orleans Agent

(Vote for One)

LINDSEY J. WILLIAMS—No. 21550: Joined the Seafarers International Union, Atlantic and Gulf District, in New Orleans on January 26, 1942, as a member of the deck department. Sailed all during the war in practically all war zones. During the Union's drive to organize Isthmian Steamship Company, he served as the Gulf area Organizer for the SIU. At the same time he led the attempt to organize the American Trading and Production Company. He was responsible for bringing many new companies under contract to the SIU, the largest of which was Cities Service Oil Company—for which drive he was Director of Organization for the Atlantic and Gulf District. Is at present acting Agent for the port of New Orleans.



**Remember: To vote
in the coming A&G
elections, you must
be in good standing.**

New Orleans Deck Patrolman

(Vote for One)

LEROY CLARKE — No. 23062: Joined the Seafarers International Union, Atlantic and Gulf District, in New Orleans in 1942, and sailed all during the war. Has served on numerous Branch committees and has been active in New Orleans Branch activities. Has served as department and ship's delegate many times. Was appointed temporary Patrolman in New Orleans several times, when increased Branch activities demanded expansion of the local staff. Has been active in all strikes in which the SIU participated, and acted as Chairman of the New Orleans Strike Committee during the General Strike of 1946.



New Orleans Engine Patrolman

(Vote for One)

C. J. (Buck) STEPHENS — No. 76: Joined the SIU in December, 1938. Was active in 1939 Isthmian Strike, 1939 Bonus Strike, 1946 General Strike and 1947 Isthmian Strike. Has served the A&G District in different capacities, ranging from Dispatcher to Agent in port of New Orleans. Shipped to all areas during the war. Co-chairman of UFE Strike Committee in New Orleans. Holds clearances for all Union strikes and actions. Elected New Orleans Engine Patrolman for 1947 and was re-elected for 1948, 1949 and 1950.



Galveston Agent

(Vote for One)

KEITH ALSOP — No. 7311: Has about fifteen years of sea service, most of it spent in Engine Department. Sailed during the war to various combat zones of the world. Has been Port Agent in Charleston and Galveston. In addition, has been Patrolman in New York, New Orleans and Norfolk. Was on the General Strike Committee for the port of Norfolk in 1946, and was chairman of the Isthmian Strike Committee for the Port of Galveston in 1947. Has been Galveston Agent since 1948.



New Orleans Stewards Patrolman

(Vote for One)

BENNIE GONZALEZ — No. 123: Joined the SIU in the port of Tampa in September, 1938. Was active in organizing the P&O Line and in the subsequent P&O Strike. Helped organize the Florida East Coast Car Ferry in 1940, and was one of those who were instrumental in forcing the company to observe the contract they had signed. Has strike clearances for all strikes in which the Union has been involved. Was Dispatcher in the port of New York in 1946 and 1947. Was Stewards Department Patrolman in New York in 1948. Elected Baltimore Stewards Patrolman for 1949.



Galveston Joint Patrolman

(Vote for One)

C. M. TANNEHILL — No. 25922: Was ship's Organizer during the Isthmian Drive, during which time he spent eighteen months on Isthmian ships. Also worked as shoreside Organizer in ports of New York, Mobile and New Orleans. Participated in many beefs, including the 1945 Longshore beef, the Coos Bay beef, 1946 General Strike and Isthmian Strike. Has assisted in contract negotiations. Was elected Boston Joint Patrolman for 1948. Was active in Cities Service organizing drive. Elected Galveston Patrolman for 1950.



FRANK (Red Sully) SULLIVAN — No. 2: Has been sailing since 1926 as AB and Bosun, and joined the SIU in 1938. During career has been in almost every beef and strike that seamen participated in. Acted as Area Commander in the Greenpoint (Brooklyn) section during the Isthmian Strike in 1947. Was Joint Patrolman in New Orleans in 1944 and again in 1945. In 1946, served as Deck Patrolman for the New Orleans Branch. Is strike clear for all strikes and beefs that the Union has participated in since its inception.



Here Is the Complete Story:

What: Election of A&G Officials for 1951
Who: All Members in Good Standing
Where: In Any A & G District Branch
When: From November 1 To December 31

Digested Minutes Of SIU Ship Meetings

DEL MUNDO, Sept. 24—Chairman, William Sink; Secretary, Vinco Sauiska. Delegates reported slight bit of disputed overtime. Motion carried to take up with Union what steps should be taken to inspect meat. Suggestion made to clean up everything on main deck and in the crew's quarters.

FAIRPORT, Aug. 27—Chairman, Paul Morris; Secretary, D. Jones. Delegates reported everything running smoothly. Motion carried that Ship's Delegate contact Captain in regard to getting fresh milk in Rotterdam.

STEEL ARTISAN, Oct. 1—Chairman, John Brady; Secretary, C. Howath. Delegates' reports accepted. Repair list made up and approved. Motion carried to swap crew quarters. Charges against Brother read and motion carried to refer to Patrolman.



STEEL ARTISAN, Aug. 25—Chairman (not given); Secretary, Messenger. Delegates reported no beefs. Crewmembers advised to lock up valuables to cut down on theft. Crewmembers warned against molesting Arabs to keep harmony between longshoremen and crew when in Near East ports.

KATHRYN, Oct. 1—Chairman, W. Lachance; Secretary, C. Claudio. Delegates reported no beefs. Motion carried that new porthole be cut in Carpenter's fore'sle. Crew rejected proposal to purchase a new washing machine.

FORT HOSKINS, Oct. 1—Chairman, Charles E. Angell; Secretary, Frank Flanagan. Delegates reported no beefs. Ship's Delegate reported \$67 in the ship's fund. Delegate suggested that the crew look into the purchase of a larger washing machine than originally contemplated. Delegate instructed to look into the requirements for obtaining a book in the SIU. Suggestion made that a new library be brought aboard in Lake Charles, if the AMMLA has facilities there.

FORT HOSKINS, Oct. 8—Chairman, Charles Angell; Secretary, Frank Flanagan. Delegates reported no beefs. Sailing board misunderstanding to be brought to attention of Patrolman in New York. Captain told crew to await Port Steward's okay before putting washing machine aboard. Ship's Delegate reported that he had been assured the slopchest would be well-supplied before the next extended foreign run.

FRENCH CREEK, Sept. 24—Chairman, Lee Arnolds; Secretary, C. Baird. Delegates reported small amounts of disputed overtime in Deck and Engine Departments. Motion carried that the Radio Operator be asked to type up war news bulletins for crew's benefit. General discussion of benefits of SIU.

PETROLITE, Oct. 1—Chairman, J. Bourgeois; Secretary, H. Rosenstiel. Ship's Delegate read

communication from New York. Discussion held on getting all beefs ironed out before the ship arrives in the States. Motion carried that remainder of ship's fund be donated to members in hospitals.

LOGANS FORT, Oct. 5—Chairman, Samuel Selliff; Secretary, William Morris. Delegates reported no beefs, reported on the number of books and permits in their departments. Education: Brief talk by Brothers Brown and Morris on the new Cities Service contract. Request made that a variety of juices be offered for meals.

ALCOA CLIPPER, Aug. 27—Chairman, Jack Lynch; Secretary, Sam McDonald. Delegates reported all okay. Suggestions made that new jackets be furnished for waiters, that no trash be put in drinking fountains and that Chief Electrician repair motion picture projector.

ALCOA CLIPPER, Sept. 17—Chairman, Reginald Roberts; Secretary, Sam McDonald. Delegates reported all okay. Motion carried that Fireman who fouled up be turned over to Patrolman. Spirited discussion held on subject of bar being closed to crew after a couple of crewmembers got drunk and fouled up. Steward asked to be more courteous toward the men in his department. Motion made to have Agent and Patrolman talk to Chief Steward concerning his conduct. Motion defeated.

BRADFORD ISLAND, Oct. 16—Chairman, S. Turner; Secretary, George Lynch. Delegates reported number of books, permits in their departments. Motion carried to make up repair list and forward it to department head. Motion carried to have awning installed on fantail. Brief talk given on shipboard conditions and SIU organization. Patrolman to be seen about fresh milk when ship hits Boston.

BENTS FORT, Sept. 30—Chairman, L. Hammond; Secretary, George Buitenkoff. Delegates reported small amounts of disputed overtime. Motion carried that everyone donate to ship's fund. Motion carried to recompensate Ship's Delegate for 2 telegrams sent SIU.



CLARKSBURG VICTORY, Oct. 8—Chairman, Frederic Carpenter; Secretary, R. Whitley. Delegates reported no beefs, number of books and permits in their departments. Discussion on keeping laundry and recreation room clean. Two minor beefs in Stewards Department settled.

STEEL VOYAGER, Oct. 2—Chairman, V. Cover; Secretary, W. Boulter. Motion carried that Port Captain and Patrolman be informed as to the back breaking gangway. Motion carried that a proper ladder be installed on stack, so men can reach top of stack without burning themselves. Suggestion made that all beefs be brought to crew's attention in shipboard meetings



and be hammered out in the presence of the entire crew. Ship's Delegate gave a talk on the rights of Union men and their responsibilities.

CATAHOULA, Oct. 5—Chairman, Adolph Capote; Secretary, L. Stephenson. Ship's Delegate reported a letter was sent to Headquarters regarding a trip-card for the Chief Cook who joined the ship in an emergency. Chief Steward reported he intended to quit if the company does not provide the ship with sufficient stores for the next trip. Delegates reported disputed overtime in their departments. Motion carried to contact Patrolman upon arrival, and inform him that the crew goes on record not to sail the ship without the proper stores. Suggestion made to transfer radio speaker to recreation room.

DEL NORTE, Oct. 1—Chairman, Bob High; Secretary, Bill Kaiser. Ship's fund stands at \$145. Suggestion made that the crew make an attempt to find a ship having a baseball team so the crew can demonstrate its ability. Motion carried to vote \$25 to Hank Memorial Fund. Crewmembers urged to write and participate in the set-up of the ship's newspaper.

BENTS FORT, Oct. 8—Chairman, H. Libby; Secretary, Leo Gallagher. Delegates reported everything okay. Motion carried for the Secretary to draw up a letter to Senator Murray thanking him for the work his committee did in exposing the Cities Service mess. Message to be posted for crewmembers to sign. Discussion held on letter issued by the Coast Guard calling for a change in papers. Motion carried to wait until Headquarters takes a stand on the matter.

VENORE, Oct. 9—Chairman, Clyde Lewelyn; Secretary, Robert Harwell. Delegates reported on number of books and permits in their departments. Repair list made up and approved. Discussion on taste of drinking water.

STEEL ADMIRAL, Oct. 7—Chairman, F. MacCambridge; Secretary, F. Freeland. Delegates reported all okay. Ship's Delegate reported that charges had been brought against one member for fouling up. OS reported not doing sanitary work properly. Bosun to inspect his work and make a report at the next meeting.



SS FELTORE, Oct. 1—Chairman, John Grimes; Secretary, E. Ables. Delegates reported number of books and permits in their departments. Discussion on Coast Guard move to issue new seamen's papers. Motion carried to concur with action taken in Baltimore meeting rejecting CG move. Motion carried to draw up an affidavit contesting log against a crewmember.

SS DEL MAR, Sept. 3—Chairman, W. Brown; Secretary, L. Nicholas. Delegates reported no beefs, except in Stewards Department. Report on collections made and expenses incurred in new ship's newspaper. Motion carried for each department to rotate cleaning of crew laundry and pressingroom.

SALEM MARITIME, Oct. 10—Chairman, Steve Deri; Secretary, William Burke. Ship's Delegate reported that his meeting with Captain was fruitful and Stewards Department men will get the overtime money coming to them. Delegates reported number of books and permits in their departments. Motion carried not to payoff until Patrolman is aboard. Motion carried to turn Galleyman's case over to Patrolman for possible reinstatement. Education: Brother Arnold talked on the inadvisability of department heads firing men indiscriminately as they face court action by the Union under the Settlement Stipulation signed by Cities Service.

LONE JACK, Oct. 1—Chairman (not given); Secretary, Charles Dominick. Delegates reported number of books and permits aboard. Ship's Delegate asked all men to refer their beefs to him and he will talk with Captain. All SIU men agreed to ignore Coast Guard request that men turn in their papers. Treasurer reported \$36 in ship's fund.

SWEETWATER, Oct. 10—Chairman, M. Lipkin; Secretary, W. Kekrwieder. Delegates reported small amount of disputed overtime in their departments. Telegram to be sent to SIU to determine whether or not company has signed war risk bonus. Motion carried to have crew meeting every other Sunday. Overseas LOG posted on bulletin board so entire crew could read it.

GATEWAY CITY, Oct. 8—Chairman, James Kelly; Secretary, E. Killigren. Delegates reported on the standing of their departments. Delegates asked to keep closer watch on Permitmen aboard as many are shipping over their allotted time. Motion carried to send Senate Labor Subcommittee a vote of thanks for the work done in the Cities Service investigation. Request made for more cold drinks and more fresh vegetables. Beef raised on which department should do the cleaning and chipping work on the galley stove. Discussion on rusty water.

STEEL RECORDER, Oct. 6—Chairman, W. Thompson; Secretary, D. Harmon. Each member to donate \$1 for repair fund for washing machine. Delegates reported disputed overtime in Deck and Engine Departments. Crew asked to cooperate in keeping ship clean.

FAIRLAND, Oct. 8—Chairman, Paul Pokmir; Secretary, L. Pepper. A letter of thanks drawn up to be sent in behalf of crew to Senator Murray for his committee's fine work in investigating the Cities Service law-breaking. Collection to be taken up for purchase of washing machine motor. Ship's Delegate reported that the Captain refused to make draws while ship is at sea.



FRENCH CREEK, Oct. 15—Chairman, John Kozar; Secretary, Daniel Robinson. Ship's Delegate reported Captain stalling about fantail awning, claims he has no canvas. Captain asked crew where they want to pay-off, New Orleans or Houston. Crew to await reply from SIU New Orleans Branch. Union men aboard to reimburse Ship's Delegate 50 cents apiece for telegrams sent on Union business. Crew voted congratulations to SIU negotiators and organizers for securing a contract with Cities Service.

JOHN STAGG, Sept. 28—Chairman, W. Carney; Secretary, J. Stephens. Delegates reported no beefs. New library to be picked up at first US port. Bosun thanked the Steward and Cooks for big improvement in the food over the last trip.

THE MEMBERSHIP SPEAKS



Member Says Super-Patriots Put Democracy In Jeopardy

To the Editor:

The editorial in the LOG of September 15 hit the mark.

It took the political bureaucrats in Washington 15 years to wake up to the communist influence in American life. The merchant seamen have been fighting these red rats since 1935 and even before then.

From 1941 until the end of the war, it was considered good taste to be known as parlor-pink intellectual. Now that the fad has ended all those who mingled with the commies don't wish to be reminded of their former playmates.

Were a person to look back in the records, just think of the many high-powered officials, both in political and labor circles, he would find who were known commie sympathizers. We don't hear of many of these people being put on the public frying pan.

We cannot boast of democracy in America and deny its very principles. When you suppress free thoughts and expression you're headed down the trail of Stalin and his stooges.

I believe in stopping the minority who would take freedom from the majority, but I'll be damned if I can see any sense in denying freedom to all, turning the name of liberty to a witch hunt as seems to be the policy of many politicians today.

That phony move of the Coast Guard to pick up your seaman's papers and reissue a temporary set, stamped with their approval, is a stinking move.

Let us suppose a beef came along that required direct action by the SIU. The Coast Guard then steps in, claiming that those involved are commies. A slick idea, if that's what they contemplate, but one that would never get by the seamen. We all know the angles these people have been working throughout the years.

With militarism the new fad,

started among the political bureaucrats in Washington, we must keep a closer watch on our freedom, or we will find ourselves losing the very principles upon which this government was founded.

More of those editorials, Brother. They make good reading and help to open the eyes of those who fail to realize the danger of losing our democratic ideals.

Joe Buckley
SS Fairhope

Take Yer Choice, 'Scotty' Tells Uniform-Advocate

To the Editor:

In regard to the bull being thrown around about whether we seamen of the US merchant marine should wear uniforms, I should like to direct this letter to "Ex-Hawsepiper," trusting that he is still "ex," and to all who feel as he does in advocating uniform-wearing seamen.

I think that all who feel as "Ex-Hawsepiper" does should have uniforms. And at the present time, while we are fighting in Korea, there is a crying need for uniforms.

PLENTY OF OPPORTUNITY

But perhaps "Ex-Hawsepiper" is unaware of the fact that the government has made ample provision to supply all "Ex-Hawsepipers" with uniforms. In fact, you can choose your own—Army, Navy, Marine Corps or Validated Coast Guard.

Perhaps many Brothers feel as I do about the uniform business and that is: A paid-up Union membership and an SIU or SUP button is uniform enough.

"Scotty" (SUP)
SS Steel Scientist

P.S.: If he doesn't care for the above selection, he can always sail with the Army Transport Service.

Seafarer Puts His L.I. House Up For Sale

To the Editor:

Through the LOG I should like to direct the attention of the membership to the following information for the benefit of anyone interested in buying a house on Long Island, in the vicinity of Huntington.

First off, the house is located near transportation and is approximately an hour's ride to New York City.

The house is located on property consisting of seven lots measuring 100 feet in depth and 150 feet in width. On the first floor there are a living room, with an open fireplace; two bedrooms, a bathroom and kitchen.

There is a very large room and a bath upstairs. This room can be partitioned to suit anyone's needs. One of the first-floor bedrooms has French doors leading out to a patio, over which an awning can be placed.

There is a fire-place outside the house, too. And, of course, there is a garage adjoining the house. Furniture is available, if desired. Huntington, by the way, is the



Bob Breitweg seeks a buyer for this 3-bedroom, 2-bath home on a plot 100 feet deep with 150-foot frontage in Huntington, L. I.

biggest town on Long Island's north shore and has all shopping facilities.

Anyone interested in seeing the house can contact me at the Union Hall in 51 Beaver Street any day, or drop me a note, care of the Hall, saying on what day you'll be down.

The house is priced at \$14,000, but we will sell for \$12,700 to a Seafarer. If you would like to call me at home some night, call Huntington 1907-R.

Bob Breitweg

P.S.: Accompanying photo was taken during winter, which is reason for lack of foliage.

War Hawk Men Seek Heap Big Pow-Wow To End Scalping Of OT By Topsiside Chiefs

To the Editor:

Well, in a few days the old War-Hawk rounds out another trip to the Far East and so back to the good old East. As usual, she has set herself a record—a bell-to-bell ship.

Not a day has been given off. All hands got stranded in Yokohama during a typhoon scare one night and had to stay ashore until one o'clock the following day.

A special boat chartered by the Skipper brought them back to the old grind. The big bull of the woods, and Woods is the name, was on hand to deliver greetings to "Go get it and now."

SOME CHOICE

Well everybody did and everything went off fairly well until

the Delegate brought up the overtime sheets and then did the big bull bellow. He threatened everyone who missed the half day with a log. And, of course, everyone just smiled when he told the four to eight Oiler that if they put in overtime they would be logged.

Upon arriving at Honolulu, ye Delegate went up and asked the boy from Mississippi, who is First Assistant on here, if the Oilers and the rest of the gang couldn't have a day off, and of course, he asked the Delegate if the agreement had anything in it about guys getting a day off. There is none, of course, but there is a term sometimes used known as principle, about which

the First knows nothing and indulges in less.

He said WASCO had just fired three or four Firsts and he did not intend to be the next for giving time off. The Chief is just as bad. We want to warn anyone who contemplates shipping aboard the SS War Hawk to check the statements made herein, and if possible, let's straighten this First and Chief out.

If the Steward should start to feed bad, then it would really be bad. But we congratulate him on the fine way he has carried on this trip.

Jack Granger
Eng. Del.
SS War Hawk
Honolulu, T. H.

Question Of Limited Shipboard Service Reopened By Cousins

To the Editor:

Due to the fact that I have noticed a gradual lessening of pro and con arguments in the LOG concerning the "homesteading" of ships contracted to our Union, I should now like to venture my opinion for what it is worth. It consists of the following suggestion:

That we limit the stay on each vessel to one year for a book man, and to six months for a permit man. In this way vacations may be had.

This would cause a nice, steady turnover of jobs and would almost guarantee any man a job at any given time, without the long wait on the beach which he finds necessary to sweat out at times.

It has been shown time and again that when a man is on a ship over six months at a stretch, he tends to think of the ship as his own and he loses the impersonal, businesslike, militant attitude of the progressive Union man. He begins to know the Mates too well and in some cases to cater to their whims in a subservient manner.

This would also be a step toward breaking up the cliques who impose their demands upon their shipmates by force of numbers. And any man with a tolerant, democratic "live and let live" view of rank and file life, progressive, militant, orderly Union knows that if the organization as a whole is to survive, cliques, as well as gashounds, performers, hopheads and agitators must go.

C. L. Bud Cousins
SS Andrew Jackson

UNPERTURBED AND STARTLED



When the cameraman busted in on this serene scene, aboard the SS Del Norte neither the contestants nor the observers even turned their heads from the checker game. Left to right: Butcher, Cooper, Machon and Worrell. The lensman was Dick Martinez.



Charles Muscarella, Del Norte BR who hails from Niagara Falls, N. Y., evidently wasn't expecting to be "mugged," from that "hey-what's-going-on-here" look on his face.

A Steward's Dream

Submitted by Carl David Jones, AB, SS Fairport

He ship's thru the Hall the same as you,
His job to do he tries,
Sometimes he's wrong, but wants to be right,
At times, he even lies.

A real "Good Stew" doesn't say: "No more",
He has his stores on hand,
He'll do his best, so don't get sore,
Or he'll growl to beat the band.

They call him early and they call him late,
Other names, I dare not say,
He catches hell from all and the mate,
He's the guy that has to pay.

Your call of the wild: "My towel is gone,
"My blanket is dirty as hell,
"The stew is thin and no corn pone,
"The coffee is cold," you yell.

"Where's the Steward," is the cry of all,
"I need both this and that,"
Yet let him try a bit to stall,
And you'll sock him with a bat.

When all the stores are put aboard,
And no delegates there to check,
Get short at sea, and voices roared,
We want that Steward's neck.

He'll try to please on every beef,
The Union, the company and all,
So take him off that treacherous reef,
And then he'll answer your call.

He pays his dues, is proud of his book,
He does just all he can,
So when things get tough, just take a look,
At a Brother Union Man.

So long "Old Stew," it was the best,
Most food is good, we trust,
We'll join right in with all the rest,
Smooth sailing to you from us.

Whitmer Submits Yarn To Slick Magazine Plans To Picket If Publisher Is 'Unfair'

To the Editor:

Tis I, Honest Al, writing to tell you guys what you're missing by not being on the good ship Marymar. Ha! The weather is fine. We are trying to keep ahead of a hurricane so we can get into Boston safely. As I write, the wind is blowing in the little round window of my office. We are going to miss all warm sunshine that has prevailed for the last two-and-a-half months.

No one can complain though, for we on the Marymar enjoy the finest cuisine of any ship afloat. For instance, here is the supper menu for today: Spanish Frankfurters (chopped up hot

dogs with sauce), hamburgers and onions (some kind of ground meat and onions, cooked?), peas and carrots (orange and green ones), pan-fried potatoes (spuds fried in a pan), baked squash (?), canned plums and hard-tack, O sorry, I meant to say cake.

Now where else could you find a meal like that? Please tell me where, for it's there I long to be. I forgot to mention, we have a choice of coffee, tea, and water with every meal, not to forget bread. I sprained my wrist when I picked up a piece of bread the other day, and another guy broke a cleaver trying to cut a piece off a loaf. It takes two men to get the bread out of the oven. Something like working in the mint. Heavy like gold you know. We really live on here.

MAH WHIP, SUH

Somebody swiped the Mate's whip and he told the Deck Department that if it wasn't back by the time we got in, he's going to let them make another trip. I don't know what the poor guy will do without it. I shudder when I think of what he might decide to use. Sometimes he can't be blamed for getting mad though. Especially with Ohannisian, the four to eight AB, who keeps trying to coil the lubber's line counter clock-wise around the compass, instead of clockwise the way line is supposed to be coiled.

Several of the men are going to reenlist in the service soon. They say it is too monotonous sailing around the world. That's

Royal Oak Crewmen Speak Well of Jesse's

To the Editor:

We, the Seafarers aboard the Cities Service tanker Royal Oak, wish to extend our sincere thanks to Jesse, the proprietor of the Men's Club in Maplewood, La.

Jesse's place always welcomes seamen and insures them of fair and square treatment. So the next time your ship is in the port of Lake Charles, La., drop in and say hello to a real, swell guy.

SS Royal Oak Crewmen

the spirit boys! Me, I'm too young to join the Army or Navy and when I get off here I doubt if I'll be able to pass the rigid physical.

BY-LINE AL

Sent a short story into Esquire magazine. Hope they publish it. Told the editor that if he bought the story, my Union paper, the LOG, would make the fact known, and approximately 15,000 seamen would buy a copy of Esquire for the sole purpose of reading an article written by a fellow seaman. You know they need the business!

If they do not publish my article I am taking applications for volunteer pickets to help in my crusade against unfair publishers. Simply send your applications to the Editor of the paper you are reading, stating in 25 words or less, "Why I would like to assist Honest Al in his crusade against unfair publishers." You may be one of the lucky ones chosen. Hurry! Don't delay, remember all applications must be in before it's too late.

Another voyage on the Marymar is drawing to a close. Soon I will be up in the land of remembered vacations, Maine. Only for a weekend though, for I must return to the Marymar. Remember I am leaving in January so there will be an AB job open for some lucky guy. Yes I said lucky. Should have some money left out of my payoff to donate to the support of the paper that prints this idle prattle of mine. It looks like the LOG is the publication that has the only fair publisher, our Union. Will say "au revoir" for now. Hi Mom!

Honest Al Whitmer

Send 'Em In

Don't hold your pictures and stories of shipboard activities. Mail them to the Seafarers Log, 51 Beaver St., New York 4, N. Y. If you haven't the time or don't feel in the mood, just forward details. We'll do the rest. Pictures will be returned if you wish.

Suggests Listing Of Ships Open To Aliens

To the Editor:

There has been quite a little misunderstanding about the new Government rules for alien seamen sailing American ships. It is a little difficult for an individual to know whether a ship is owned by a company, whether it is chartered, or what.

I think it would be a good idea, if possible, to publish a list in the SEAFARERS LOG showing all the ships we have and the companies to which they belong, along with the information as to which of these ships aliens may sail on.

I would also like to have a

copy of the sample questions for the Plumber-Machinist examinations prepared by the SIU.

William J. Blanco
Mobile, Ala.

(Ed. Note: In calling out jobs, the procedure is for the Dispatcher to signify whether the particular job may be filled by a citizen or an alien. The list suggested by Brother Blanco would be impractical because more than chartered ships are involved. There is also the question of operating and construction subsidies that are to be considered. With the constant turnover of vessels, and the consequent changes in their status insofar as the number of aliens permitted to sail on them is concerned, the proposed list would become obsolete in hardly any time at all. If the Dispatcher should fail to indicate whether an alien is eligible for a particular job, he will give that information to anyone making the inquiry at the time of the call.

(Headquarters is temporarily out of the question and answer Plumber-Machinist test. As soon as new ones are printed, a copy will be forwarded to Brother Blanco.)

SIU Men In S. I. Hospital Give Top Praise To Staff

To the Editor:

In view of the fact that there are so many Seafarers like myself in the Staten Island Marine Hospital, it is surprising that most of the men are happy, despite the terrible and unfortunate nature of some of the illnesses.

The reason for the pleasant feeling among these hospitalized members lies in the excellent treatment and sincere interest they receive from each and everyone of the hospital staff, the doctors, nurses, attendants and the volunteer workers.

All of these people have successfully worked to create an atmosphere that is especially important in making the patients well again and keeping them

content during their convalescence.

There are many of us SIU members who are very anxious to convey in some little way our appreciation for the splendid efforts of the doctors and nurses in our behalf, and we believe the LOG is the best way to make our feelings known.

The people in the social welfare department of the hospital also rate a vote of thanks. You never know until you're a patient here how grand it is to see the Gray Ladies enter the ward, wheeling in the wagons with cigarettes, magazines and other sought-after items. Our thanks to these gracious ladies, too.

We're sorry we can't offer the hospital staff any more than our thanks. But no expression of appreciation was ever more sincere.

Joseph P. Farrell

PROUD OF THEIR SHOP



These contented-looking Seafarers are John T. Eddins, Deck Delegate, and Lonnie Lonski, as they appeared to the cameraman recently aboard the Bull Lines' SS Arlyn. Photo was taken in carpenter's shop, which the lads say is one of the best afloat.

The Log Bows To A Happy Crew: Meet The SS Seawind Seafarers



In the past few issues the LOG has been sounding the call for action on the part of shipboard photographers. Lots of ships have been heeding the call, among the most recent being the SS Seawind.

The photos on this page were submitted by the crew to Lloyd (Blackie) Gardner, the A&G District's West Coast Representative in San Francisco. Gardner sent them post-haste to the LOG and here they are.

The LOG wants more shipboard shots, but requests full identification of all subjects and the name of the photographer, of course. The Seawind material didn't give the name of their hardworking lensman.



Chuck Allen got off to a smiling start. This shot was taken before he boarded the train in New York for Baltimore. Caption accompanying the photo says "Chuck" was never happier than he appears here.



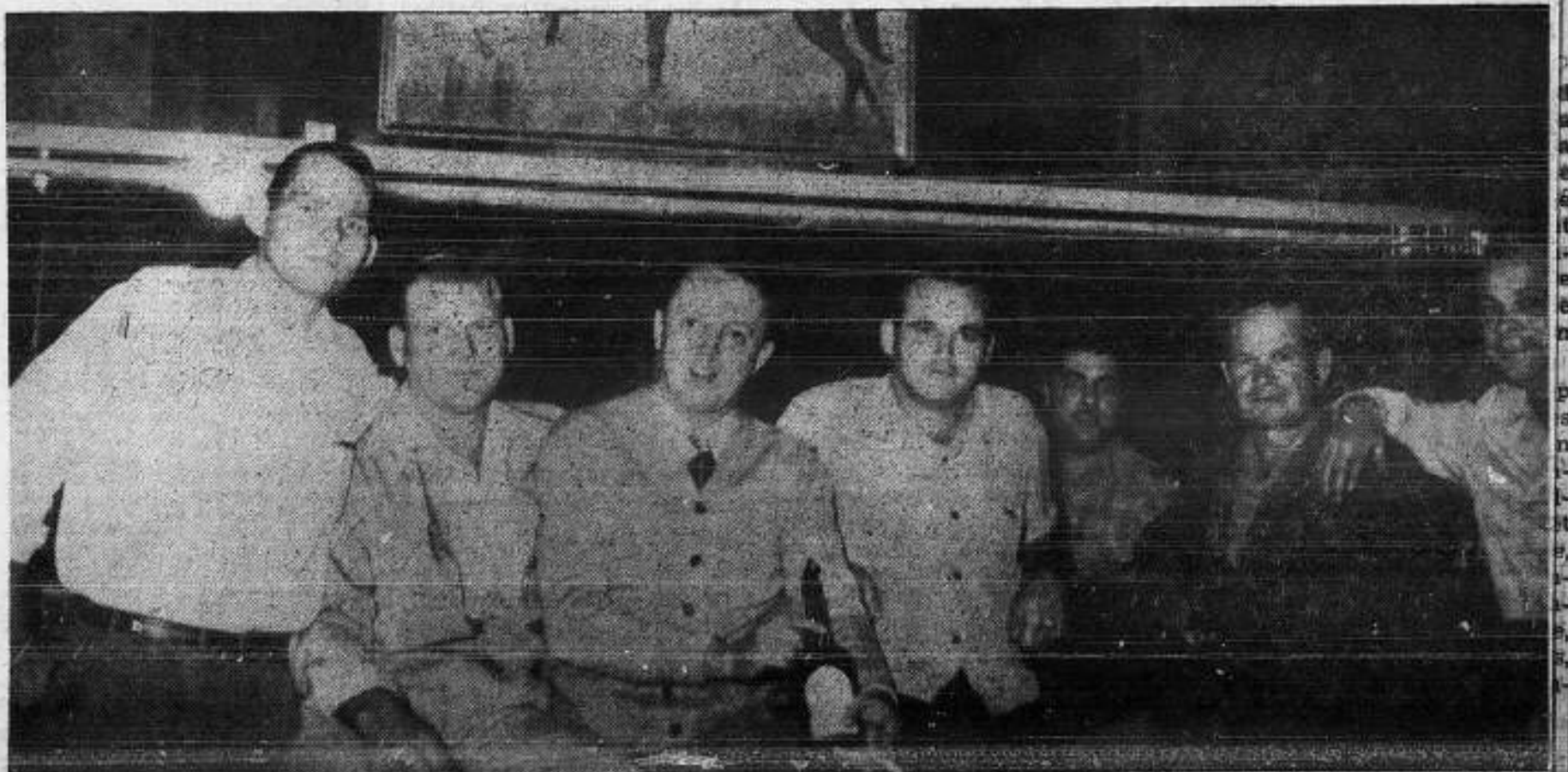
This photo was taken at sea during coffee time and shows Chuck Allen, John Risbeck, Ralph Groseclose and Mike Dembrowski on their feet, while Jimmie Corcoran peers over the life ring.



Here's a dockside shot of some of the Seawind lads and some local friends. Left to right, standing: Bankhead, OS; Miss Grette; Larsen, AB; John Risbeck, AB. Kneeling: Chuck Allen, "Junior" and Sonwald, AB.

Besides a good crew, the SS Seawind had an alert photographer on its last trip, and he kept the men smiling for the lens. Here, from left to right, he lines up the Second Cook, Third Cook, Messman Pepper, Chief Cook and Steward Abe Goldschmidt. "Scotty" looks over the life ring.

Crewmembers of the Seawind not only worked well together, but they also proved to be good shipmates ashore. In photo at right is a group of the lads photographed in the Jockey Club in somewhere on San Francisco's waterfront. No names accompanied this shot. Only one we recognize is Chuck Allen, who seems to get around.



Minutes Of A&G Branch Meetings In Brief

SAN FRANCISCO—Chairman, M. Burnstine, 2257; Recording Secretary, A. Gowder, 36884; Reading Clerk, A. Mitchell, 2756.

Motions carried to accept the minutes of past meetings in other Branches. Trial Committee elected to hear charges against three Brothers. Agent Gardner reported on shipping activity, which he defined as so-so. Under Good and Welfare, members spoke on the



coming Union elections and the new wage increases. Meeting adjourned with 96 members present.

MOBILE—Chairman, O. Stevens, 115; Recording Secretary, J. Carroll, 14; Reading Clerk, L. Neira, 26393.

Minutes read and accepted from the other Branches. Agent reported that shipping has been fairly good over the past two weeks, though there was no telling if the tempo would continue. Agent Tanner reported that he had met with the State selective service officials and all Seafarers were urged to comply fully

A & G Shipping From Oct. 4 To Oct. 18

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston	15	14	9	38	17	21	10	48
New York	113	95	115	323	97	89	104	290
Philadelphia	28	26	17	71	17	26	19	62
Baltimore	74	67	67	208	72	75	55	202
Norfolk	/ (FIGURES NOT AVAILABLE)							
Savannah	(FIGURES NOT AVAILABLE)							
Tampa	12	11	9	32	11	12	12	35
Mobile	34	41	32	107	58	51	48	157
New Orleans	32	41	56	129	34	51	59	144
Galveston	22	12	22	56	18	14	11	43
West Coast	36	19	21	76	33	20	26	79
GRAND TOTAL	366	326	348	1,040	357	359	344	1,060

with the draft regulations as they now stand, as they would be better off in the long run if they cooperated. Motion carried that in the future all Trial and Excuse committees go strictly by the by-laws and constitution of the Union when making their recommendations to the membership. Motion carried to donate \$25 to the Knights of Columbus for underprivileged children. Meeting adjourned with 215 members present.

TAMPA—Special meeting called by Patrolman R. Hall to inform the members that, inasmuch

as a hurricane was due at any moment, it was felt inadvisable to hold a meeting. Dispatcher's report and financial report read. Motion carried to dispense with regular meeting so members could go home and batten down for the storm.

SAVANNAH—No meeting held because of a lack of quorum. Special meeting held to check the registration cards of those members present.

NEW ORLEANS—Chairman, Lindsey Williams, 21550; Recording Secretary, Herman Troxclair, 6743; Reading Clerk, 76.

Charges against one member read and referred to a Trial and Excuse committee. Minutes from meetings held in other Branches read and accepted. Agent Williams reported that shipping had fallen off greatly, partly due to a lack of ships scheduled for the port, and also because of bad weather which held up those destined for New Orleans. Williams reported on the slaying of an SIU member in Lake Charles by a Cities Service company man.



Motion carried to give witness to slaying priority on standby jobs as they will be unable to ship out until situation has been cleared up. Committee recommended that three men be allowed to come out of retirement

and become active. Three men given the SIU Oath of Obligation. Meeting adjourned with 291 members present.

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

Minutes of meetings held in other Branches read and approved. Motion carried to forward all ship's minutes to the LOG for publication. Trial Committee reported its recommendations on two members. Communications from men asking to be excused were referred to Dispatcher. Agent Rentz' report accepted. Meeting adjourned at 7:50 with 288 members present.

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

Minutes of meetings held in other Branches read and accepted. Agent's report accepted. One minute of silence observed for Brothers lost at sea. Meeting adjourned at 7:20.

BOSTON—Chairman, Ben Lawson, 894; Recording Secretary, R. Lee, 47958; Reading Clerk, R. Murphy, 39427.

Minutes of meetings held in other Branches read and accepted, except that part of New Orleans New Business which is contrary to shipping rules. Ag-

ent Lawson's report accepted. Headquarters report and Secretary-Treasurer's financial report read and accepted. Meeting adjourned with 80 members present.

NEW YORK—Chairman, Earl Sheppard, 203; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Al Kerr, 29314.

Minutes of meetings held in other ports read and accepted. Agent Algina reported on port's shipping activity and blasted the American Legion for taking a stand calling for merchant sea-



men to be put in uniform and paid soldiers' wages. Secretary-Treasurer Paul Hall reported on New York City elections, the new 6.38 wage increase, the SIU's legislative program, the new building, Union elections and the Coast Guard "validated papers." Motion carried to refer all communications for excuses to Dispatcher. Motion carried to elect a committee to examine and report on the credentials submitted by candidates for election to Union office. Under Good and Welfare, there was extensive discussion on the American Legion's attitude to the American merchant marine. Meeting adjourned with 1035 members present.

PHILADELPHIA—Chairman, A. Cardullo, 24599; Recording Secretary, D. Hall, 43372; Reading Clerk, J. Hauser, 34747.

Minutes of meetings held on other Branches read and accepted. Agent's report read and accepted. Charges against two members read and referred to a Trial Committee. Meeting adjourned with 140 members present.

NORFOLK—No regular meeting was held because of a lack of a quorum. A special meeting was called for the purpose of checking the shipping cards. Meeting adjourned with 23 members present.

Personals



LAWRENCE A. HOLBROOK
Get in touch with your wife at once. She wants to hear from you.

ROBERT B. FELCH
Communicate with your mother. She is anxious to hear from you.

CARLETON J. AMUNDSON
Write your sister, Mrs. Herbert Nelson, 5836 Wentworth Avenue South, Minneapolis, Minnesota.

WILLIAM E. THOMPSON
Write your mother at 760 South Newton Avenue, St. Petersburg, Florida.

HAKON I. ROSLAND
Get in touch with Mrs. Shirley Wessel, Supervisor, 25 South Street, New York City.

DAVID WILSON BURTON
Mrs. Shirley Wessel, 25 South Street, New York City, has an important message for you.

JAMES FLANNIGAN
Contact William Oswinkle, SIU Hall, 14 North Gay Street, Baltimore, Maryland.

B. B. DARLEY
This Brother is in the Staten Island (New York) Marine Hospital, and would appreciate visits from his friends.

HAROLD R. BONNE
Communicate with Frederick R. Graves on your claim against SS Marymar. Very important.

JOHN McLAUGHLIN
Notify your draft board of your whereabouts at once.

CHARLES MacDONALD
Get in touch with L. C. Nelson, Claims Adjustment, Orion Steamship Company, 80 Broad Street, New York City.

RICHARD G. MARTINEZ
Get in touch with Louis A. Reimmuth, Marquette Casualty Company, 206 Strand Building, New Orleans 12, Louisiana.

PEDRO ARTEAGA
Your mother has passed away. Contact your brother.

MICHAEL PAUL MASEK
Get in touch with your mother at once on an important matter. You forgot to enclose your return address last time.

JUAN O. OTERO
Notify your draft board of your whereabouts at once.

MARCEL JENDRYS
The father of this Brother, who was drowned in Montreal on August 24, would like to hear from his shipmates. Write Mr. Paul M. Jendrys, 31 Springvale Avenue, Chelsea, Massachusetts.

DONALD WAGNER
Your wife is anxious to hear from you.

JOSEPH JOHN BERNARD
Write or wire your Draft Board.

New Tanker Wage Scales

DEPARTMENT	Old Scale	Increase	New Scale
DECK DEPARTMENT			
Bosun	\$302.50	\$19.30	\$321.80
Carpenter	302.50	19.30	321.80
Quartermaster	239.00	15.25	254.25
Able Seaman	233.00	14.87	247.87
AB Maintenance	251.00	16.01	267.01
Ordinary Seaman	203.50	12.98	216.48
OS Maintenance	227.50	14.51	242.01
ENGINE DEPARTMENT			
Chief Electrician	\$368.50	\$23.51	\$392.01
Chief Pumpman	313.00	19.97	332.97
Eng. Maint.-2nd Pumpman	313.00	19.97	332.97
Second Pumpman	277.00	17.67	294.67
Engine Utility	251.00	16.01	267.01
Oiler	233.00	14.87	247.87
FWT	233.00	14.87	247.87
Wiper	227.50	14.51	242.01
STEWARDS DEPARTMENT			
Chief Steward	\$303.50	\$19.36	\$322.86
Chief Cook	274.50	17.51	292.01
2nd Cook and Baker	245.00	15.63	260.63
Galleyman	203.50	12.98	216.48
Messman	197.50	12.60	210.10
Utilityman	197.50	12.60	210.10

Official A & G District Ballot

No. 10065
AMPLE BALLOT
SECTION OF OFFICERS
November 1st through December 31, 1950

SAMPLE BALLOT

Official Ballot For Election Of 1951 Officers

Seafarers International Union of North America
ATLANTIC & GULF DISTRICT

1950 ELECTION OF OFFICERS FOR 1951

VOTING PERIOD NOVEMBER 1st THROUGH DECEMBER 31, 1950

INSTRUCTIONS TO VOTERS—In order to vote for a candidate, mark a cross (X) in voting square to the left of name. If you vote for more candidates for office than specified herein your vote for such office will be invalid.

YOU MAY WRITE THE NAME OF ANY MEMBER WHOSE NAME DOES NOT APPEAR ON THE BALLOT IN THE BLANK SPACE PROVIDED FOR THAT PURPOSE UNDER EACH OFFICE.

Do not use a lead pencil in marking the ballot. Ballots marked with lead pencil will not be counted.

MARK YOUR BALLOT WITH PEN AND INK OR INDELIBLE PENCIL.

SECRETARY-TREASURER

Vote for One

Paul Hall, No. 190



ASSISTANT SECRETARY-TREASURER

Vote for One

Earl (Bull) Sheppard, No. 203



HEADQUARTERS REPRESENTATIVES

Vote for Three

Joseph Algina, No. 1320

Robert Matthews, No. 154

Joseph Volpian, No. 56



BOSTON AGENT

Vote for One

Ben Lawson, No. 894



NEW YORK DECK PATROLMAN

Vote for Two

Louis Goffin, No. 4526

George (Frenchy) Ruf, No. 23724



NEW YORK ENGINE PATROLMAN

Vote for Two

Teddy Babkowski, No. 7391

Victorio D'India, No. 20875

Eddie (Deck) Eriksen, No. 50495

Pete Salvo, No. 24342

Charles Scofield, No. 21536

Claude (Sonny) Simmons, No. 368



NEW YORK STEWARDS PATROLMAN

Vote for Two

Frank E. Gardner, No. 21057

Howard Guinier, No. 478

Freddie Stewart, No. 4935



PHILADELPHIA AGENT

Vote for One

Steve (Blackie) Cardullo, No. 24599



BALTIMORE AGENT

Vote for One

W. (Curly) Rentz, No. 26445



BALTIMORE DECK PATROLMAN

Vote for One

L. (Blondie) Johnson, No. 108



BALTIMORE ENGINE PATROLMAN

Vote for One

Al Stansbury, No. 4683



BALTIMORE STEWARDS PATROLMAN

Vote for One

John Hoggie, No. 23434



NORFOLK AGENT

Vote for One

Ben Rees, No. 95

Walter Boyeler, No. 25919



SAVANNAH AGENT

Vote for One

A. W. (Andy) Gowder, No. 36884

Ernest Tilley, No. 75

James L. Tucker, No. 2209



TAMPA AGENT

Vote for One

Ray White, No. 57



MOBILE AGENT

Vote for One

Cal Tanner, No. 44



MOBILE JOINT PATROLMAN

Vote for Two

Robert Jordan, No. 71

Wm. (Red) Morris, No. 264



NEW ORLEANS AGENT

Vote for One

Lindsey J. Williams, No. 21550



NEW ORLEANS DECK PATROLMAN

Vote for One

LeRoy Clarke, No. 23062

Frank (Red Sully) Sullivan, No. 2



NEW ORLEANS ENGINE PATROLMAN

Vote for One

C. J. (Buck) Stephens, No. 76



NEW ORLEANS STEWARDS PATROLMAN

Vote for One

Benny Gonzales, No. 125



GALVESTON AGENT

Vote for One

Keith Alsop, No. 7311



GALVESTON JOINT PATROLMAN

Vote for One

C. M. Tannahill, No. 25922



Candidates' Pictures and Records on Pages 7-10