

SEAFARERS LOG



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

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No. 36

The Membership Looks Ahead

The Atlantic and Gulf District of the Seafarers International Union is hale and hearty as it approaches the tenth anniversary of its founding. It is, in fact, in sounder shape than at any other time in its history. It enjoys the distinction of being perhaps the most formidable organization of maritime workers bound together by joint purpose of any waterfront group in the nation.

For emphatic proof of this formidableness the most pointed example is the victory in recent negotiations with the operators when the SIU netted a \$12.50 across the board wage increase for all hands and \$25 for Bosuns. These increases were a win for all in maritime. They accrued shortly after to members of other maritime unions, which had been tied up in negotiations for several months and were ready to accept \$7.50 and call it "victory."

The question naturally arises as to how the Seafarers could do the job when the other outfits were banging their heads against the stone wall of operator's resistance.

Stripping everything down to its fundamentals, the answer becomes simple. The operators knew the SIU was prepared to fight for its demands and that it had the wherewithal to do it—to the tune of some \$806,000 in its Strike Fund. The operators have a profound respect for a buck and a more profound respect for 806,000 bucks, especially when it is a weapon in the hands of a militant group of seamen whom they had sorrowfully put to the test on several previous occasions. In operator's language, money talks. And undoubtedly in this case, the money in the SIU strike fund fairly screamed in their ears. The dough in the SIU strike fund told the ship owners all they wanted to know.

Our Strike Fund stands at a new high for our organization. Our financial condition, in general, is sound. We are operating solely on our income, leaving our various Funds intact. These shape up as follows:

General Fund	\$100,000
Hospital Fund	105,000
Strike Fund	806,000
Building Fund	210,000

In addition to these assets, we Seafarers

have \$305,000 in real estate and property and \$50,000 in equipment. All in all, we are doing okay. We're enjoying just about the best financial health in the maritime industry.

Okay then, some may say, why the need for the referendum on the \$10 General Fund Assessment proposed by a group of New Orleans Seafarers last week?

It is simply that the SIU must utilize the coming two years to advantage. During that period of security guaranteed by our new contracts, we cannot afford to hibernate. We must, during these two years, strengthen our organization and improve our position. We must take steps to expand. We must continually prepare for any emergency which may face us at the expiration of our current agreements. Could we look ahead two years and see the situation in maritime as it affects Seafarers, our problems would be simple indeed. There's no crystal ball, however, for the seaman. His only assurance for future security is in being prepared today.

That probably was in the minds of the members who offered the resolution to put the assessment to a referendum vote. It is interesting to note that this resolution was introduced by 37 rank and file members in the Port of New Orleans because that Branch was the first to benefit from the membership's decision to buy Halls in all Ports where needed. New Orleans now proudly boasts the finest union hall in the South. We might bear in mind, too, that it was the action of militant members in New Orleans that knocked over the Mississippi Shipping Company and thus started the landslide of companies to the new contract.

The New Orleans resolution, which was introduced in all ports and adopted by an overwhelming majority in all Branches at the last regular membership meetings, with the exception of Boston and Norfolk, demonstrates that the membership realizes the General Fund is the operating fund of the Union. They understand that all major expenditures of the union must come from

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Referendum Set On Expansion Of General Fund

A forward-looking resolution urging a ten-dollar assessment to bolster the Union's General Fund, and to permit stepped-up organizing activity, in the two years ahead, was overwhelmingly adopted by Seafarers at regular membership meetings in all ports August 25. As recommended in the resolution, which was drawn up and presented by 37 A&G members in the Port of New Orleans, the

question of the assessment will be placed on a referendum ballot to be voted on by the entire membership.

In compliance with that section of the resolution stating, "That if this resolution is carried, the Secretary-Treasurer be instructed to put in motion the necessary machinery to conduct a referendum ballot," Union Headquarters announced that balloting would begin Sept. 8. Voting will be conducted for a 30 day period, ending Oct. 8.

HEADQUARTERS ADVISED

The voting dates were set after Headquarters received results of the action taken on the resolution at Branch meetings up and down the coast. In all ports, with the exception of Boston and Norfolk, the resolution carried by large majorities.

A considerable measure of support for the assessment proposal came from oldtimers present at the meetings, who took

the floor and strongly advised the move in the interests of the membership's general welfare.

Sentiment of these speakers was that a strong and ample operating fund is essential to the continued routine operating efficiency of the organization. It was also stressed that, in view of the "breathing period" afforded by the new two-year contracts, reinforcement of the General Fund would enable the SIU to increase organizing activity and bring in more job opportunities for all hands.

Several speakers pointed out that the record wage increases just gained by the membership as a result of the Negotiating Committees' successes of the past few weeks made this a particularly favorable time for an assessment, which could be met easily out of the newly-added earnings.

SIU SET PACE

This latter viewpoint was also advanced by the 37 New Orleans Brothers who began their resolution by declaring that "the Atlantic and Gulf District of the Seafarers International Union of North America has set the pace with a new contract and a raise in wages making the seaman's wage the highest ever obtained" in the history of the industry.

In the resolution, the rank and file New Orleans Seafarers at-

(Continued on Page 14)

Registration Rules

The final report of the Committee on Uniform Registration Rules has been completed and appears on page 14 of this issue of the LOG. In making its recommendations, which will be presented to the membership for action, the Committee studied and sifted the recommendations prepared by the Port Committees which met earlier in the summer. The study of the registration rules was undertaken in response to the membership's complaints that the variation in rules from port to port was not only confusing but unfair in many cases.

SIU Again Backs SUP In New Coos Bay Beef

The Atlantic and Gulf District is prepared to reenact its familiar role in a 1948 version of the Coos Bay beef of two years ago, as once again the CIO West Coast longshore workers are spearheading a jurisdictional raid on the Sailors Union of the Pacific.

Against a background strongly reminiscent of the 1946 Coos Bay affair, the SUP has been assured of full A&G support in its current beef in the Oregon port.

Notice of the A&G's backing for its West Coast affiliate was dispatched in a telegram to SUP Secretary-Treasurer Harry Lundberg on Monday. The wire, signed by Paul Hall, Secretary-Treasurer of the A&G District, stated that the A&G District was on record "to support our SUP Brothers in whatever action may be necessary for the favorable settlement of this dispute."

The A&G stand was taken by the conference of Port Agents, now in emergency session in New York, after being advised of the situation by the Sailors Union.

The action of the Agents Conference, the telegram said, "is in keeping with the SIU policy, as demonstrated in the last Coos Bay beef and other beefs, just as the Sailors Union, in turn, has supported the A&G District in our beefs against our common enemies—the shipowners and the commies."

The SIU message of support concluded with the statement that the Seafarers wanted each SUP man to "know that the A&G District solidly supports them in their present beef, as we have always done in the past."

According to information received from the SUP, the beef

centers around the MV Rolando, owned and operated by the Irwin-Lyons Company, Coos Bay, Ore., which recently signed a contract with the SUP.

"Lumber carried by the vessel is loaded on the ship by cranes and landed by sailors", said the SUP. "The cargo is taken out by cranes and landed on the dock. The whole loading operation is approximately 10 hours. The discharging is approximately eight hours."

TROUBLE ARRIVES

When the vessel arrived at the Rolando Lumberyard in San Francisco, Aug. 24, discharging commenced immediately with two CIO longshore workers, aiding in the operation.

Two hours after the job started, a business agent from the International Longshoremen's and Warehousemen's Union, Local No. 10, CIO, instructed its

two men to quit work. He told the company he wanted nine men to handle one end of the ship.

The CIO longshore official's claim "was ridiculous, the SUP points out, "because the whole operation takes four men aboard the ship at the most, and this is strictly Sailors Union of the Pacific work."

Shortly after a picketline appeared at the dock representing the Marine Cooks and Stewards (CIO), the Marine Firemen, Oilers and Watertenders (Ind.), and the ILWU, claiming the ship belonged in their jurisdiction, despite the fact that it was under SUP contract.

That evening the ship was moved to the Shell Oil Company docks for bunkers. The three Engineers, members of the Marine Engineers Beneficial As-

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Agents Map New Drives

A sweeping new plan for a broader organizing drive, an intensified education program and closer cooperation with other AFL unions was mapped out at Headquarters this week by an Emergency Agents Conference called by Secretary-Treasurer Paul Hall.

The organizing campaign will be conducted among the non-union fleets and in other sections of the maritime industry which still lack union protection, the Conference reported.

The education program will include weekly education meetings to be held every Tuesday, the preparation of books and pamphlets detailing the Union's history and policies, and increased support for the SEAFARERS LOG.

The entire program, which was made possible by the "breathing spell" resulting from the signing of two-year contracts, will be fitted into an economy campaign to cut overall operating expenses.

The complete report of the Emergency Agents Conference appears on page three. It will be presented to the membership for action at the next Branch meetings.

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"FILL 'ER UP!"



The Membership Looks Ahead

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this fund and that if the plans for expansion and preparation are to be implemented this fund must be correspondingly strengthened.

As pointed out above, the General Fund contains \$100,000. This figure was reached as a result of the insistent program of economy laid down by the Agents Conferences. The General Fund was built to its present height in a relatively short time. When former Secretary-Treasurer John Hawk resigned in 1947, the Fund had a deficit of \$50,000. Strict economy was immediately enforced. All unnecessary expenses were lopped off. Other expenses were pared down to the minimum consistent with effective operation.

Although the Fund consequently shot out of the red and up into the black at a gratifying speed, that rate of growth is too slow to enable us to build it to a point where the SIU could boast a feeling of absolute security against shipowner and union-busting aggression; and, at the same time, possess sufficient resources to effectuate our program of Union expansion and increase the number of contracted jobs.

At the moment we are operating on our income—in fact we even are accumulating a small sum each week. But should we suddenly be confronted with an emergency, measures would have to be taken immediately to preserve our operating fund. It might be necessary to cut down on the size of the LOG or publish it less frequently, eliminate our educational work and other special services and trim union operation to a point where many conveniences and services could no longer be enjoyed.

Passage of the referendum would eliminate the threat of any such contingencies. All our services could continue without any danger to the Union's financial status.

In light of the situations in other maritime unions, this referendum represents a bold move. But very likely the difference between our successes and theirs may be traced to our boldness. The Seafarers is noted for its bold moves. It was widely held that the General Strike against the federal Wage Stabilization Board was a bold move. Many said the drive to organize Isthmian which for years had withstood unionization attempts by other maritime Unions was bold. It perhaps was bold to call for the purchase of Union Halls in all ports where needed, at a time when other Unions were refusing to make moves to increase the services and comforts for their memberships.

In every instance, these bold moves were overwhelmingly supported by the membership, which saw each of the moves pay dividends. SIU membership, which is bolder, more alert, more aggressive than any other section of waterfront workers has clearly shown its understanding of the fact that a Union without broad vision—and guts—cannot and does not continually move forward. Seafarers know from experience and observation that organizations which do not constantly prepare for all eventualities stand little chance of any success.

We now have all the qualities that an expanding, progressing organization needs—the self-assurance, the energy, the militancy, the program and spirit of cooperation. To put these all to continued good purpose we need only the certainty of financial strength.

Vote "Yes" for organizational security! Vote "Yes" for Union expansion and more jobs! Vote "Yes" on your own future! Vote "Yes" on the \$10 General Fund Assessment!



Men Now In The Marine Hospitals

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

BALTIMORE MARINE HOSP.

MANUEL PEREZ
FRANCIS R. O'BRIEN
CHARLES MURPHY
E. E. GROSS
M. J. LUCAS
J. E. UTZ
C. B. WILSON
E. C. SHAFFER
G. LIGHTFOOT
B. N. HUNT
F. L. BECKER
R. J. PURCELL
C. SIMMONS
M. C. EIMORES
WM. T. ROSS
R. KEHRLY
CHRIST B. VIKEN

SAN PEDRO HOSPITAL

L. TICKLE
T. C. KELLY
M. BYERS

STATEN ISLAND HOSPITAL

A. EWING
A. VANELZUELA
M. CASTRO
J. McNEELY
A. JENSBY

D. DeDUISEN
T. ZEMRZUSKI
W. H. NUNN
J. BOUYEA
W. HUNT
R. L. JOHNSTON
K. C. CROWE
C. OPPENHEIMER
W. H. PERRY
T. MANDICK
C. NANGLE
C. W. HALLA
P. G. DAUGHERTY

NEW ORLEANS MARINE HOSP.

J. DENNIS
EDWARD D. MILLER
E. LIPARI
OLES HOWELL
L. D. RICKETTS
WILLIAM A. MILLER
H. C. MURPHY
V. P. SALLINGS
C. GREENE
N. A. HUFF
RALPH ARMSTRONG
SAMUEL PRICE
A. PISANI
R. L. BARBER
L. KAY
K. V. PITERSON

Hospital Patients

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

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

Staten Island Hospital

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

Tuesday — 1:30 to 3:30 p.m.
(on 5th and 6th floors.)

Thursday — 1:30 to 3:30 p.m.
(on 3rd and 4th floors.)

Saturday — 1:30 to 3:30 p.m.
(on 1st and 2nd floors.)

O. Q. MOUMU
F. JACOBSEN
E. G. T. FISHER
F. B. SHEDD
A. AUGUSTIN
E. P. BADON

MOBILE MARINE HOSPITAL

J. B. BENDERROSS
MANUEL CARDANA
D. FRAZIER, JR.
A. C. McAPLIN
A. C. SIMPSON
W. WOOKEY
J. H. ASHURST
TIM BURKE
E. NICKERSON
JAMES WENTHERE
E. D. JENKINS
C. E. GLOVER
H. R. LOWMAN

SAN JUAN HOSPITAL

R. SEJO
A. SILVESTRI
I. MONTANEZ

Emergency Agents Conference Proposals

On this page appear the recommendations of the Emergency Agents Conference held this week at Headquarters.

The recommendations, which will be presented to the membership at Branch meetings for approval, include a far-reaching organizing campaign to reach into the unorganized corners of the maritime industry, an intensified education program and a plan for increased cooperation with other AFL unions, the whole to be fitted into an economy drive.

Such a set of recommendations is possible because the new two-year contracts have given the Union a "breathing spell" during which it can move in new directions.

In the course of the conference, those present analyzed the SIU's present position from every possible angle and found it the best ever.

LABOR SOLIDARITY

The Seafarers International Union has followed a broad policy of brotherhood toward the entire labor movement, and always has extended aid to unions needing help to win their economic beefs. In every case where the SIU has acted, its assistance has proved to be the decisive factor in a victory for labor.

This policy must be continued. The cause of all labor is the SIU's cause. Whenever and wherever the SIU's strength can be used to advance the economic power of organized working men and women the SIU must go into action.

However, in the past, this policy has been put into effect without any clear program upon which to base it. Although SIU strength always has been decisive, SIU strength has not always been applied in the most efficient manner possible. For this reason, the Union should embark upon a program for quick, effective action at any time in any field in support of any union which needs help.

SIU experience in a number of ports has revealed that such a program must be based on thorough knowledge and complete understanding of the labor movement at local, state and national levels.

In ports where the SIU owns its buildings and rents space to other unions, Seafarers have gained



such knowledge and understanding. As a result, the SIU has been able to render more efficient help to fellow unions by knowing their economic and technical problems intimately.

In those ports, there also has developed a stronger feeling of inter-union fraternalism between seamen and workers in other fields. This, in turn, has led to more powerful local labor movements from which the SIU benefits along with the other unions.

To lay the groundwork for such a program of inter-union brotherhood, all Port Agents are hereby directed to take the following steps:

- 1) Affiliate with, and be active in, AFL Central Trades and Labor Councils or their equivalents in all ports.
- 2) Affiliate with, and be active in, state AFL organizations.
- 3) Affiliate with, and be active in, such other AFL bodies as are formed.
- 4) Activate in all ports a policy of ever greater inter-union cooperation at all levels in support of economic beefs, organizational expansion and education in trade union principles.

Only by following such a program can the SIU's traditional policy operate with the growing effectiveness required if the labor movement is to advance in the face of the forces attempting to destroy it.

Only by following such a program can the SIU maintain its position as a powerful, progressive part of the labor movement.

Only a unified labor movement can march forward against labor's enemies.

FACING THE FUTURE

By winning a two-year agreement with the operators, the SIU scored a major strategic victory. We accomplished far more than forcing the operators to grant the highest wages and the finest conditions in the history of the maritime industry.

We placed the Union in a position where it can concentrate on stimulating its own growth and inner strength. We gained the time to survey the field and launch new drives in new directions.

The maritime industry is undergoing a postwar upheaval with which the SIU must cope unaided. Politics-minded "know-nothings" in Washington have done their best to ruin the American merchant marine, and many of the operators look backward instead of forward.

Other maritime unions have been severely weakened by internal battles between factions interested in everything except trade union progress. The SIU, and the SIU alone, is ready to move ahead. This emergency conference was called to formulate the policy, plan the strategy and initiate the action whereby forward motion can become a fact.

The specific directives below are the fruit of the conference. Taken together they add up to a solid program by which the SIU will become a greater organization than ever during the next two years.

When the directives are accomplished, the SIU will be even more firmly established in the maritime industry than it is now. They set in motion an organizing campaign which will reach every section of the industry, an education program which will make SIU members the best informed seamen in the world, and a cooperative program which will link the SIU more closely with the rest of the labor movement and bolster the SIU's prestige in every port.

These directives have been written with the membership's interest and nothing else in mind. However, directives are only words on paper unless SIU members themselves carry out the plans their elected representatives have made. It is believed that every Seafarer will recognize the importance of his own role in the overall program and will do his utmost to make it a reality.

A&G EXPANSION

In four years the Atlantic & Gulf District of the Seafarers International Union has tripled the number of companies under contract. This growth is a vast achievement, but it cannot be allowed to stop at its present stage.

When the SIU ceases to grow, it will begin to move in the opposite direction—which is backward. For this reason the organizing campaign is the heart of the SIU, which lives by expanding. In other words, the Union's health is to a large extent in the hands of the Director of Organization and his helpers who include all Port Agents.

There can be no job security for our membership as long as there remains one unorganized ship on the seas or one unorganized job in the maritime industry ashore or afloat. The organizing campaign must be pressed with increasing vigor in all sections of the industry not included within the jurisdiction of any other AFL union.

To stimulate the SIU's growth and insure its future strength, the Director of Organization and the Port Agents are hereby directed to:

- 1) Broaden the basis of organization to include those fields in the maritime industry not claimed in the jurisdiction of any other AFL union, and to press vigorously in those fields.
- 2) Institute an intensive campaign in those sections of the maritime industry now within the jurisdiction of the affiliates of the Atlantic & Gulf District.
- 3) Continue and intensify the present campaign to bring every unorganized ship under the SIU banner.
- 4) Enlist every member to assist at all points.
- 5) Include the record of all organizing activities in weekly reports to the SEAFARERS LOG, so that the membership may at all times be fully informed of every step.

Such a far-reaching and forward-looking program will close the back doors of the maritime industry and insure the jobs, wages and conditions which the SIU has won in the last 10 years. The SIU in its short history has sprinted to the top of the industry. The membership has no intention of retreating. On the contrary, by accomplishing the above program, the SIU will reach new heights.

UNION EDUCATION

A union education program is not an end in itself. It is a step in the building of a stronger union whose members know the facts of their history, the technicalities of their contracts, the reasoning behind their policies and the more important developments in the labor movement everywhere.

An informed membership is a membership ready for anything, and the SIU must have such a membership. An education program is the only means by which this end can be attained.

An education program must be built around union literature and organized discussion of union problems. But union literature serves no purpose unless it reaches the membership. An education program must stress the distribution of union publications. Or-



ganized discussion serves no purpose unless it is keyed to union progress. An education program must stress open debate along lines which strengthen the SIU's leadership in the maritime industry.

To provide the raw material of an education program the SIU is building a library covering its own history and policies. A book covering all strike action, including the great General Strike of 1946 and the Isthmian Strike of 1947, is almost ready. A second book, analyzing the UFE Strike of 1948 and emphasizing the SIU's relation to the entire labor movement, is in preparation, as is a movie covering that beef.

These books will constitute the SIU story. They will show the SIU's unbroken record of victories, but they also will reveal where mistakes were made. By studying their contents, officials and rank-and-filers will be immeasurably aided in their planning for the future.

Meanwhile, the SEAFARERS LOG stands in the forefront of the labor press. It is respected not only in the maritime industry, but everywhere else as a reliable source of information on all aspects of maritime labor, and it gives the SIU vast prestige in the labor movement.

For the benefit of the Union, the LOG serves a threefold purpose: It is an open forum for the membership. It is a medium for SIU and general labor news. And it is a powerful organizing weapon. Obviously, it interlocks with all other SIU activities and must always be supported by the entire membership.

To inaugurate and maintain an intensive education program designed to strengthen the Union, all Port Agents are hereby directed to take the following steps immediately:

- 1) Set aside the hours from 11 a.m. to 3 p.m. on Tuesdays for education meetings in all Branches. These meetings are to be held regularly and to be



carefully planned, even if it is necessary to skip shipping calls, and records of the meetings are to be kept so that their effectiveness can be checked at any time.

2) Instruct a Patrolman to call a meeting of the crew of each outgoing ship, at which he will discuss the Union literature aboard, bringing to the attention of everybody the nature of each Union publication aboard. The Negotiating Committee has forced the owners to install book racks for Union publications, and each ship will have all books, pamphlets and papers published by the Union.

- 3) Intensify the membership's all-out support for the LOG.

HERE'S WHAT I THINK...

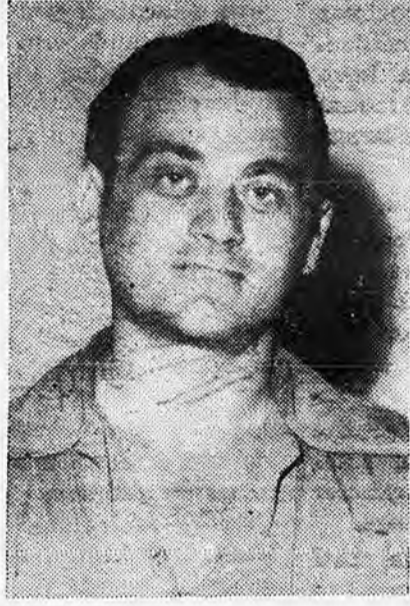


QUESTION: At the last regular meeting, the membership overwhelmingly adopted a resolution urging a referendum be held on a ten-dollar assessment for the General Fund. What are your views on this proposal?



SVEN J. NILSEN, Oiler:

I am very much in favor of it. I do think we should take it next year and make it twenty dollars — for we have already paid the Strike and Building Funds this year. The Union has to expand to secure more jobs and strength in the face of chaotic conditions in the unorganized fields. The main thing under the head of union operation is the maintaining of the present contracts, the representation afforded the membership at the time of sign ons and pay-offs, and the shoreside machinery to take care of beefs when they arise. It is to the interest of every man to support the efficient operation of the Union.



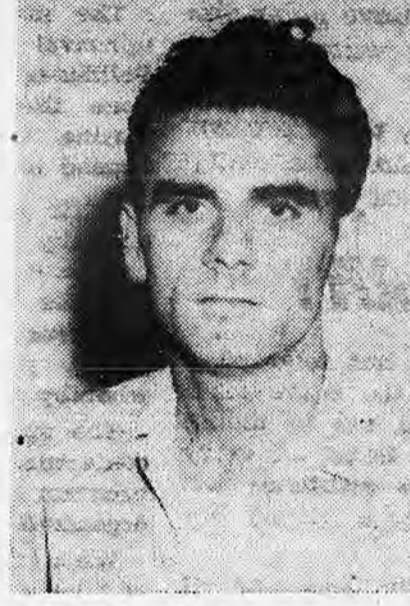
ANDY HOURILLA, Wiper:

I think it is a pretty good idea. The more money we get in the General Fund, the better it will be for the membership who depend upon the efficient operation of the Union machinery for their conditions and the enforcement of their contracts. A lot of fellows may think that it is a lot of money, but I don't think it is very much in comparison to what each member stands to get out of it in representation — it's sure a better investment than ten dollars worth of drink in a ginmill. I think the other members feel the same way as I do.



FRED HICKS, Steward:

It's good stuff, the assessment is. Maybe it seems like a lot of jack to some of the boys. But ten bucks is cheap-price to pay to keep our Union strong. The Union has to do a lot of things to get those contracts and keep them, that a guy doesn't remember when he's out at sea enjoying SIU conditions—and those things have to be paid for just like everything else. The maritime unions and the whole industry are going into a fairly tough period. It's up to us in the SIU to make sure that we can get through anything that comes.



AL SACCO, Cook:

Sure, I'm in favor of this assessment. I'm behind any move that will help the Union build itself. It means that we in turn will be helped. The increases in wages we won were not just given to us. We got them because we have a strong Union. The other two increases we got the early part of this year were won for the same reason, and so it is with every other Union gain we've made. Is there any guy foolish enough to think we could get a dime from the ship-owners unless they know we're able to stand up to them? Every investment in our Union increases our chances for better living.



WILLIAM COLEMAN, FWT:

The assessment to build our General Fund represents only a small fraction of the annual total of the wage increases our Union has just won for us. I'm sure it wouldn't hurt anybody, and I'm even more sure that it will be of great benefit to us all. As we go on from day to day, winning wage increases and better working conditions, let us not take too much for granted. We must also continue to build every section of our Union, which today finds its operating costs going up, like everything else. We must remember to keep prepared at all times.



ANTONIO TARQUINIO, Oiler:

I think it's the proper time to kick in and strengthen our organization so that we can enjoy smooth sailing in the period ahead. A few guys may gripe because they're short at the present time, but I'm certain that they, too, will realize that, by strengthening our General Fund, they'll be doing themselves good in the long run. I'm all in favor of any action by the membership that will give our Union a stronger foundation. Every time we take such action, we strengthen the means by which our own living conditions are improved.



H. LICHTENSTEIN, Cook:

The assessment would give us something to fall back on if we have a rainy day. There may be some tough times coming and we have to keep the Union running, whatever happens. We didn't build ourselves up just to go to pieces. I know that most of the fellows are thinking the same way I am. They must be if they are in touch with things on the waterfront. What good are all the contracts in the world, if we can't keep the companies in check every day? We need the assessment, and the new raise takes care of it at the first payoff.



RAYMOND DAVIS, Oiler:

This assessment is a pretty good idea. When it piles up we can keep our Strike Fund and all other funds intact, and still have the day-to-day strength we need to run the Union. I've been a Seafarer for two years, and I've seen a lot of growth and a lot of progress all along the line since the 1946 General Strike—and I want things to keep moving that way. But the merchant marine is in for a bit of a hard time, and any waterfront union will have to keep up its strength to get through a tough year or two. Ten bucks a man is a cheap price to pay for that strength.



CARL COWL, Electrician:

In the last two years or so the organization, by practicing operating economies and by developing more efficient machinery, has been able to pull the General Fund out of the red and bring it up to about 90 thousand dollars. The proposed General Fund assessment will raise it immediately by over 100 thousand dollars. This will double our operating and organizational fund immediately. The economies and efficiencies which we have successfully brought out of the hole can be maintained, while the Fund itself is doubled for more intensive organizational work.



RAYMOND PERRY, Ch. St.:

The organizational work of the Union has steadily been expanded as we've moved forward during the past couple of years. We've added about 15 new companies to our roster of contracted outfits in the past year. We must continue to go ahead and for that reason I favor the increasing of the General Fund by an assessment. A sufficient reserve must exist to meet any contingencies that may arise within the next year or two. I think the members should realize that by adding strength to our fund, we are making an investment for the betterment of our jobs, wages and conditions.

AROUND THE PORTS

General Fund Assessment Finds Favor With Seafarers In Mobile

By CAL TANNER

MOBILE — Shipping is still very slow here. If you want the proof it lies in the figures:

During the past seven days, we sent only 65 bookmen and 21 permits out to jobs.

There were six ships paying off, four signed on and two laid up. And there is no let up in sight.

In the coming week, we expect 14 ships to arrive, but eight of them will be on coastwise articles and will take only a few replacements. The two ships we lost were both Alcoas, the Hawser Eye and the John Isaacson.

The payoffs and sign ons were smooth. There were minor beefs and a few repairs to be completed, but nothing gave us a bit of trouble.

FAR VOYAGES

The ships we sent out were scheduled to cover a lot of blue water in the course of their voyages. The Claiborne headed for London, Rotterdam, Bremen and Antwerp; the Bienville for Korea and Japan; the DeSoto for Italy, Greece and Turkey; the Puritan for the bauxite ports, and the Monarch of the Seas for Puerto Rico. The Winslow Homer took the coastwise run.

The unemployment compensation situation in Alabama is looking a trifle brighter. The appeals judge here has been deciding in favor of seamen instead of the company, especially in the cases of permitmen who constitute about 95 percent of those applying for money.

The decisions follow the line of the case in New York reported in the LOG recently. The permitmen are held to be living up to the rules of their Union, which is allowable.

However, if you apply for compensation here, it may take you time to get your money. The company is appealing to the Alabama Supreme Court, and is trying to tie up almost every claim. You are apt to get several checks at once a few weeks later.

When the court hands down a

decision, we'll send the news to the LOG. Meanwhile, we make sure that somebody represents our boys at all hearings.

FOR ASSESSMENT

The excitement about the two-year contract has simmered down a little. The big topic right now is the proposed General Fund assessment. The majority of the members in Mobile are heartily in favor of it.

They know they have the best wages and conditions in the industry right now, and they want something to fall back on if we run into a really bad period.

The way they figure it, the assessment only takes the first month's wage increase that we won in the new agreement.

Here are some of the oldtimers we have on the beach: Willie Reynolds, "Poochie" Emanuel, George Saucier, Glenn Demouy, Fairhope "Bill" Johnson, Clinton Mason, O. B. D. Thompson.

Philly Shipping Slightly Better

By LLOYD (Blackie) GARDNER

PHILADELPHIA — The boys here in Quakertown had something to cheer about, at last. There was a payoff, the first one in two weeks.

Yes, quite unexpectedly, the SS Caleb Strong, a Waterman scow, drifted in from Trieste. She was a good ship and the payoff was clean. The boys received transportation, and all of them headed for home.

Needless to say, a full crew on the board looked mighty good to the lads on the beach.

In addition, shipping picked up a little in general, quite aside from the Caleb Strong. This was due, we believe, to the new shipping procedure with regard to the Districts.

The above sounds very good. But, although we are optimistic here about shipping in the im-

Gagsters Wanted

A newly added feature to the pages of the SEAFARERS LOG is the comic strip "Seafare." LOG cartoonist Eddy Smith is the man responsible for most of the humorous shipboard incidents depicted to date, with a few assists from Jim Lowney, but Brother Smith is willing to forsake his monopoly on what takes place in the panels.

Any Seafarers nursing ideas which might prove interesting and humorous to the membership can bring them to life in the LOG by submitting their ideas to Eddy Smith, SEAFARERS LOG, 51 Beaver Street, New York, N. Y.

You don't have to be a cartoonist, or even a reasonable facsimile. Just jot down the idea in sequence and send it along. Then watch the LOG for the results.

mediate future, we would not advise you to hurry to Philadelphia as we still have quite a few men around.

TEN-BUCK TALK

The boys here have a new topic for conversation, and it is being kicked around quite freely. This is the proposed ten-dollar assessment for the General Fund, of course.

From our personal observation, based on the way the boys are talking, we think the dough is as good as in the Union treasury right now.

Our men know the score. They realize the importance of a healthy General Fund. As we heard one guy put it to another:

"Listen, when I put this ten bucks in the General Fund, I'm not donating it to some hack for political purposes or merely to build up the bank account. I'm investing it in the SIU—which, sure as hell, is my future."

The labor front is fairly quiet here, but there has been an important strike at the Proctor Electric plant. This one is about to be settled, however.

Scabs here in Philly generally get the short end of the stick. In this strike, the scabs had the pickets outnumbered, but they couldn't break the picketline. The lonely cops on duty can't be blamed for not being too enthusiastic about helping the scabs get through.

On the sports scene, once more a ray of light enters our lives. Our Athletics seem determined to wind up near the top—or perhaps better. If Connie Mack's boys make it, don't say we didn't warn you. In the other league the Phillies seem headed in the direction of the cellar, sad to relate.

Frisco Shipping Almost As Good For Permits As For Bookholders

By AL BERNSTEIN and FRENCHY MICHELET

SAN FRANCISCO—If shipping were any better in this port, we'd have to call a doctor.

This is an SOS to all you rated men to come out to the gold coast and give us a hand to move these scows!

In this port permits are almost as good as books. For example, we had to use three Messmen in shifting Waterman's Typhoon the other day, because we were short of men on deck. We've been shipping crews by the busload to Portland, Wilmington and other points on the compass here on the West Coast, because there are no rated men available for the jobs in the ports where they are needed—and this goes for all three Departments.

While starting to type this report, we had to stop and shanghai two ABs with green tickets to run to London, Bremen, and Antwerp. Pete Sarkus and Clyde P. Parker are the two full-books who made the sad mistake of investigating whether the A&G Frisco Branch Office at 85 Third Street was open late Saturday afternoon.

FAST WORK

We not only had a housefull of A&G men battling the breeze, but we also shipped them out two minutes after they walked in and registered.

We crewed up the SS Gillis in Portland, Oregon, from this Branch, shipping a crew direct from last week's meeting straight to Portland and the Far East. It was a Smith and Johnson Scow.

Almost at the same time, the SS Irvin S. Cobb—South Atlantic—pulled into Tacoma. Regarding this ship, we want to take this opportunity of commending the Ship's Delegate, Brother L. C. Coles Jr., for holding the crew together and refusing to payoff until he had contacted the Frisco A&G Headquarters and found out what the score was, after certain outports up north brushed him off. He's a good example of a Seafarer.

CALL HALL

At this time we'd like to advise all Seafarers paying off on the West Coast not to do so unless they first contact this office. Frequently ships "sneak" in, and neither this Branch nor the local company office is aware of it.

At any rate, the above mentioned ship's payoff was held up until an SIU Patrolman was able to get there and square away all the beefs. The crew and the company were well satisfied.

We just shifted the Typhoon to Alameda—Todds Shipyard. Wonder where we'll shift her next? It's rumored that she might be the first on the shift from Frisco to the Gulf!

The Twin Falls, Isthmian, was crewed up with a bus-load of boys from this port. She has a good bunch of boys aboard. After the northern loop she is going to hit this port before going to the Persian Gulf.

Edgar Smets, the Delegate off the Hurricane, Waterman, was in to pick up some literature. Whitey, the Bosun, and Ted Popa, the Day Man, were in to say that it was the cleanest ship they ever took over. The old Bosun was an A&G man from Mobile, whose name we unfortunately haven't got at present.

Brother Rife, who just passed his Third's exam, took the Elec-

trician's job on the Monroe Victory, Isthmian. What ever happened to the former Steward there? We thought old Higgenbotham was going to homestead her—instead he piled off. Coming out this way, Higgy?—We need some good Stewards here!

WRITE HOSPITALIZED

In the local Marine Hospital we have Brother Hodo, who has been in for about 20 months, and the old Bosun, Don Galinas, who is lying in bed wondering where his old shipmates Earl Bishop and Jimmy Milligan are. Don would certainly like to hear from some of his old shipmates. He spends his spare time making belts, and Hodo spends his spare time taking pictures with a camera he got on a change for change deal.

Harold Wheeler, Junior on the Oberlin Victory, and Joe Schumsky, Oiler on the Monroe—both Isthmian—were in to look the new Hall over. Both bragged that their blackgang was the best yet—which is a healthy situation. Impartial arbitrators declared that the verbal battle was a draw and that both Departments on both ships were in good SIU style.

Spots Brighten Boston Picture

By ERNEST TILLEY

BOSTON—There's no point in talking about shipping in this port, for there isn't enough to talk about. However, there are a couple of bright spots.

For one thing, we could use some passenger-ship waiters from the Fourth Deck in New York. There are jobs on the SS Yarmouth which is going to make a series of short cruises until the end of October, at least.

For another thing, we hope there will be some potato cargoes, when they start harvesting the crop down in Maine. They will be a big help, if and when they come through.

We paid off the Bull Line's SS Mae, but it was just a technical payoff so that the ship could go under the new contract. Consequently nobody got off and there were no replacements.

The Mac is carrying coal these days, and the boys were plenty enthusiastic about the new contract even though they forfeited the coal penalty. They figured there would be more jobs.

We also paid off an SUP tanker and shipped a few replacements aboard her.

We have the summer amusement boats all straightened out now. Of course, the arrangement really applies for next year because those scows are tying up after Labor Day. They're good in the summer, though.

The resolution from New Orleans proposing the assessment for the General Fund hit this port very suddenly and as a result did not pass.

However, since then the boys have been talking it over and doing a little thinking. Chances are that they will be for it when the referendum machinery is set up. We certainly hope they will, because that sawbuck a man pays will certainly put the whole Union in a wonderful position.

Shipping Is Tops In San Juan

By SAL COLLS

SAN JUAN — Shipping here has been tops for the past two weeks. The docks have been full of vessels and we have been able to use any and all ratings.

There have been no actual payoffs, although we do expect the MV Ponce to arrive from Canada one of these days. Naturally we will be there to pay her off.

Of course, there are a good many men on the beach here. The news of good shipping has spread around the Island, and the boys from the ports on the south coast are flocking to the Hall.

One thing that helps out here is the shoregang work that keeps coming in. A lot of ships are

calling for men to paint, and we are more than glad to oblige.

The past couple of months have been pretty rainy. Now it is getting a little cooler and we expect a lot of the boys in for a bit of vacation time. They know that the sugar season is on, and that the chances are they can catch a ship fast if they go broke.

Our famous sketch artist, Brother Spurlock, grabbed the SS Angelina, but we expect him back. He is a mail hound and the mail is beginning to pile up. Already he has several letters and something in a great big envelope. Better come back, Brother Spurlock. You are always welcome.

New York Shipping Fair For Engine, Deck

By JOE ALGINA

NEW YORK—Shipping here is pretty fair for men with ratings in the Deck and Engine Departments. But Stewards still find the jobs few and far between.

There were a reasonable number of payoffs and sign-ons last week. Notable payoffs were aboard the following ships: the Pothier, Legion Victory and Cape San Diego, Isthmian; the Gadsden, American Eastern's heavy-lift ship; the Sea Trader of the Sea Trade Company; the Colabee, which brings down wood pulp from Canada for American-Hawaiian; the Hilton, the Bull vessel that runs to Europe; and the Raphael Semmes in from Waterman's European run.

What beefs we found gave little trouble, and were settled aboard ship in proper style.

On the Pothier, the Old Man had the Mate working on deck for a good many hours, but the crew collected the overtime which made it all right. On the Sea Trader, the Skipper proved to be something of a screwball. But these beefs and all the rest were squared away very easily.

SHIPS AND JOBS

When you read the list of companies owning these ships you realize how much the membership owes to the Union's Organizing Department. The whole American merchant marine is undergoing a big shake-up as it tries to adjust itself to the postwar world. There have been some pretty bad mistakes made by the big political wheels. In a situation like this, the Organizers create jobs for the membership by going after new companies.

We owe our Organizers a continuing vote of thanks. They get a big personal one from this port's officials every day.

Last week we recommended that nobody be allowed to pay-off a ship in Puerto Rico unless he has a replacement from the Union Hall in San Juan. This recommendation was approved whole-heartedly at the last meeting here in New York.

To explain again, this recommendation was not voiced to keep anybody from getting off in Puerto Rico and having a tropical vacation. The SIU is the only outfit that has a clause in the contract allowing pay-offs in Puerto Rico with 24 hours notice, and it's a good clause.

But here's the point: Too many times a guy forgets that his Union has a problem. He gets off a ship in Puerto Rico and no Union replacement can be found. The Agent down there has to send a non-Union man to the ship at a time when the Union cannot use new men. That's why nobody should get off in Puerto Rico until his replacement can be found.

Changing the subject, we've been reading a lot of vicious nonsense in the papers recently by a few of the labor-hating columnists, one in particular whom I don't need to name.

Lately, this guy has been off on a new tack. He's found out that there are some American labor officials who were born in Europe, and who came to the United States when they were very young.

Although these men are all properly elected officials of their unions, and are U.S. citizens, this

columnist likes to say they are foreign-born and, therefore, un-American. In other words, he's trying to stir up a vicious kind of trouble.

He always points the finger at one union president in particular, implying that the latter's



foreign birth makes him unworthy of his position.

Now the labor official in question—I won't mention his name, either—just happens to have been responsible for some rather fine progress in his union. He has promoted and developed housing projects, insurance plans, vacation camps and medical centers for the benefit of the mem-

bership, which is several million times as much as the columnist in question ever did for anybody but his well-fed self.

We take the space to comment on this because we want to warn Seafarers and anybody else listening against this kind of stuff. In my opinion, it's about the dirtiest way there is to attack the trade union movement, or any other decent movement.

FAST PORT

Things seem to move these days in New Orleans. It was the Mississippi Company that cracked first under SIU pressure in New Orleans, and it was from that port that the written resolution calling for a referendum vote on a 10-dollar assessment was sent out. That assessment is a good idea. If you vote for it, you can pay it out of your first month's raise.

Don't forget to register for the draft if you are under 26. Incidentally, right after the President announced that married men would not be taken, we had an unusual number of requests to be excused from meeting. It seems that all the younger Brothers were away on their honeymoons.

TONSORIAL SCENE IN ALEXANDRIA



Sketch by Norman Maffie shows father and son barber team clipping locks of crewman Chris Huebner on Santa Clara Victory.

Why Bosuns Get Gray Hair

By G. W. (Bill) CHAMPLIN

Perhaps the most dangerous pair of company stiffs I ever sailed with were the Master of Isthmian's SS Red Rover, and his Mate.

While coasting to pick up cargo for India, I discovered that the Mate's spray-gun activities had so bespattered the starboard running light that it actually showed red instead of green!

He thought nothing of it, but I promptly had both sidelights put into lawful condition.

We ran out of New York half an hour ahead of the general strike, into the teeth of half a gale, with both booms adrift and number one hold un-battened. On a C-2, which has no sheltering foc's'le head, this isn't funny. Nor is it funny at night, without lights, to try to stretch tarps. We had all we could do to keep from being blown over-board.

The Mate never believed in such a good old SIU institution as all-hands for topping booms. I have even seen him, when I was on the sick list in Calcutta, compelling the acting Bosun to work alone with him handling the jumbo gear. They got the job done, but with a terrific waste of labor.

Two days out of Haifa, he wanted the booms topped, although the ship was pitching and rolling badly, as one so often does at that time of year just west of Crete. I tried to reason with him.

"Wait," I said, "by tomorrow we'll be in the lee of Crete, and can do the job in safety and in less time."

But it was no use. And, sure enough, the next day my weather forecast proved correct, with the sea like glass.

NO QUARTERMASTER

The "Old Woman"—we never referred to the Master as the "Old Man" after we got to know him—was in full connivance with the Mate when it came to working the AB on wheel watch, any place on the ship.

I had one of the boys get a

snapshot of the Quartermaster in a bosun's-chair, soogieving the forward bulkheads of the house, while the Mate and the rest of the watch were off the bridge rigging an auxiliary antenna, and the Old Woman was below in his cabin fussing about with his private aerial.

Bad as this sounds, it's only part of the story. The gyro was out of order, and at unexpected moments would set the ship on a new course.

Also we were in the mine fields past 12 degrees west longitude, where a good lookout should have been kept. As it was, not even the lawful requirement of a licensed officer on the bridge was being lived up to, and we had already sighted one mine.

NEAR DISASTER

One evening, just about dark, the lookout, a first trip Ordinary, came running amidships to warn me to have the men abandon ship.

We were about two miles off one of the African headlands that jut out into the Mediterranean, and the gyro was heading us full-speed for it.

Somehow that boy knew that land on our starboard beam was okay, but not land dead-ahead. I don't know where he found the Mates and the rest of the watch when I promptly sent him to the bridge.

Going down the Red Sea, the Steward was taken very ill. The crew, backing a really swell Purser, demanded that the Old Woman have an SOS sent to a nearby ship. He refused till a Limey transport got by us, headed north.

Eventually he weakened, so an English tanker hove to for us. Before we could get the doctor aboard, the Steward was dead.

I laid him out and buried him; but the Mate insisted on sewing him up in the canvas burial shroud—I guess he needed

ten dollars, for he was a greedy Gus, working on deck all the time.

REFUSES HOSPITALIZATION

One night in Bombay, when a crewmember was stricken with the most terrible of all pains, renal colic, resulting from a kidney-stone, the miserable Master refused the Purser morphine, was too lazy to get out of bed to look at the patient, and refused to authorize hospitalization, saying the company doctor could see the man in the morning.

The Second Mate and the Purser took him to St. George's Hospital anyway, some one else chipping in for the victoria "gharry." These two humanitarians caught hell for doing it.

Perhaps the meanest piece of penuriousness these two were guilty of concerned dumb animals.

Besides the usual deck load of 300 Macacus Rhesus (the sacred temple monkeys of India) in 12 cages, brought to America for biological research—largely on anterior poliomyelitis (the deadly infantile paralysis)—we took on other animals in Colombo, Ceylon.

There was a cute and affectionate young leopard, and five

The two larger ones were quartered on the starboard deck just aft of the house; the other three on the port side. Old tarpaulins were rigged over them as awnings, but afforded no protection at the sides or rear.

Things went fairly well for awhile, and the elephants became great pets of the crew. They seemed to form violent likings for certain men, and loved to eat bread. If an elephant's favorite friend would pass her without an offering and some attention, tears of grief would run down her cheeks. What big babies!

When they were cold, they shivered and cried again. They seemed to appeal to their friends for help. We tried to get more canvas to give them more protection, but the Mate refused.

It was late December, and getting very cold. The monkeys and the leopard were able to keep warm, but the poor elephants were a pathetic sight. They developed really bad colds half way across the Atlantic on the way to Boston.

Two days out of the States, two of them died from quite obvious cases of pneumonia.

ELEPHANT STEAKS

The day they died it was so rough we couldn't rig a boom to heave the bodies overboard, but had to wait till next day in the shelter of Massachusetts Bay.

That night the souvenir hunters got busy with a fire-axe, and chopped out their small tusks. One of them cut off a trunk and skinned it. Some of us cut filets and broiled them. They were delicious, more delicate in flavor than spring lamb chops, but tough.

True, they died of pneumonia, but by now all our ship's meat was putrid, and some was maggoty.

I've often wondered what some brave fisherman out of Provincetown might have thought if he ever brought up a trunkless elephant on his line!



cow elephants aged from two to five years. Though the latter had their mahout, or keeper-trainer, the sheltering of these beasts was the ship's responsibility.

Minutes Of A&G Branch Meetings In Brief

TAMPA—Chairman, R. Seckinger, 307; Recording Secretary, R. L. Duke, 143; Reading Clerk, N. Ellis 16.

The Dispatcher reported 35 registered, and 23 shipped. One minute of silence for departed Brothers. Under Good and Welfare there was discussion on the difference in shipping rules in various Ports.

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NORFOLK — Chairman, Ben Rees, 95; Recording Secretary, William Aycock, 38444; Reading Clerk, Alphonse Desouza, 48512.

The Norfolk minutes of August 11; and the Norfolk financial reports of August 14, and 21 were read and accepted. The Secretary-Treasurer's financial reports for weeks ending August 7 and 14 were accepted. New Business only of Branches holding meetings were read. All were accepted. The Resolution from New Orleans dated August 23rd was non-concurred with. The Trial Committee reported that M. Gurganus, 29505, was put on six months suspension and proba-



tion with the understanding that if he came around the hall under the influence of liquor during this time he would go in the 99 year club. C. Sydney, 29713, was put in the 99 year club. And Horace Dodd, 38691, was put on the "do not ship" list until he cleared the Committee in Norfolk. The Agent reported that shipping had been slow since the last meeting and that it looked as though it would be slow for the next two weeks also. The Dispatcher reported 158 men registered and 73 shipped. Brothers William Aycock, 38444; Burl C. Kilby, 50769; Thaddeus Jackson, 38957; and Curtis Aycock, 50927, were obligated. One minute of silence for departed Brothers. Meeting adjourned at 8:15 P.M. with 158 members present.

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SAN FRANCISCO—Chairman, A. Michelet, 21184; Reading Clerk, A. S. Cardullo, 24599; Recording Secretary, Al Bernstein, 21065.

Minutes of Branches having New Business were read and accepted. The Agent reported that a Patrolman would be aboard the Twin Falls in San Pedro in the morning to check the situation and find out exactly how many jobs were available. He discussed the draft situation, and stated that, according to the



latest Washington reports, active seamen would be deferred as essential. Report accepted. The Patrolman reported that all ships in the harbor were covered and all beefs were settled satisfactorily. The Secretary-Treasurer's written report and financial report were read and accepted. A letter was read from the Secretary-Treasurer regarding NLRB forms 1080/81 that had to be filled out. Accepted. The resolu-

A&G Shipping From Aug. 10 To Aug. 24

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston	29	23	27	79	17	9	10	36
New York	166	181	163	510	146	133	133	417
Philadelphia	80	35	36	151	46	14	21	81
Baltimore	140	87	94	321	144	123	86	353
Norfolk	68	55	35	158	41	19	13	73
Savannah	38	38	21	97	18	13	17	48
Tampa	11	14	10	35	9	8	6	23
Mobile	200	250	201	651	65	68	61	194
New Orleans	132	132	136	400	192	106	150	448
Galveston	52	36	33	121	56	40	29	125
San Juan	30	22	20	72	26	14	15	55
*San Francisco	73	41	55	169	61	39	54	154
GRAND TOTAL	1,019	914	831	2,764	821	591	595	2,007

(*San Francisco figures only cover week of August 16 to August 21.)

tion from the port of New Orleans regarding a new General Fund assessment was read and discussed. The meaning of what the General Fund stood for was explained, and the consensus of opinion expressed was that there was a definite need for this type of assessment in order to build the Union's funds. The Resolution was accepted unanimously. Under New Business there was a motion by Sol Cohen, 44954, that we re-affirm our previous support of Norfolk's position regarding the opening of a New Hall in Puerto Rico; and that such action be definitely deferred until such a time as we first have Halls in all continental US ports. Amendment by John Zenco, 46437, that the opening of new Halls should be gauged by the number of men shipped and the number of men paid off, and that buildings should be bought in that order, giving preference to the port with the heaviest traffic in ships and men. Accepted. Motion by E. Ladriere, 38484, to find out from the Secretary-Treasurer what a blackgang man must have to qualify for the job of 2nd Electrician aboard A&G contracted ships. Accepted. Under



Good and Welfare there was discussion on items that should be obtained for the new San Francisco Hall, including reels of the UFE Strike when they are ready, a television set, and water fountain. An Auditing Committee was elected. One minute of silence was observed for departed Brothers. James G. Fouts, 49892, was obligated. Meeting adjourned at 8:59 PM with 121 members present.

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SAN JUAN — There were not enough members to form a quorum. The following Brothers volunteered to audit the books and bills: J. Rivera, 20628; I. Gonzalez, 1642; I. Perez, 2768. They were discharged with the usual vote of thanks. 72 men were registered, and 55 men shipped.

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GALVESTON — Chairman, Keith Alsop, 7311; Recording Secretary, R. Wilburn, 37739; Reading Clerk, Val James, 7803.

Galveston minutes and financial report dated August 14, and 21 were read and accepted. The Secretary-Treasurer's financial report dated August 14 and 21

was read and accepted. The Headquarters' report to the membership of August 11 was accepted. The New Business of all Branches holding meetings



was read and accepted. The resolution from New Orleans for a ten-dollar General Fund assessment was read and carried by a hand vote of 156 for, and 0 against. The auditor's report for period ending December 28, 1947 was accepted. The Agent, Brother Alsop, took the floor to explain why the penalty on coal and coke was dropped, and pointed out that it would help the SIU in securing more jobs, since companies contracted to other Unions, which did not have a penalty clause, were able to out-bid our companies. The Dispatcher reported 121 registered, and 125 shipped. A communication from the National Headquarters of Selective Service was read regarding draft exemption for merchant seamen. Meeting adjourned at 8:00 PM with 156 members present.

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BALTIMORE — Chairman, Lindsey Williams, 21550; Recording Secretary, Al Stansbury, 4683; Reading Clerk, P. M. Robertson, 30148.

W. R. Sieburt, 50688; D. L. Pittman, 50833; H. W. Willett, 49537; M. Kalkis, 44111, A. Brindley, 38372; J. N. Berger, 50837; A. J. O'Neill, 50849, and C. A. Iannali, 100979 were obligated. Motion accepted to accept Trial Committee's report. Baltimore minutes for August 11, and Baltimore financial report for August 11 were read and accepted. The Secretary-Treasurer's weekly financial report for August 11 was read and accepted. New Business of Branches holding meetings was read and accepted. West Coast and Great Lakes minutes were filed. Motion to forward ships' minutes to the LOG. The Resolution from New Orleans for a ten-dollar assessment for the General Fund was read and carried unanimously. The Agent's and Patrolman's reports were accepted. The Dispatcher, Al Stansbury, reported 321 registered, and 353 shipped. Under New Business, a motion carried to accept the Negotiating Committee's report in its entirety. The meeting stood in silence for one minute in memory of departed Brothers. Meeting ad-

joined at 8:30 PM with 322 members present.

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NEW ORLEANS — Chairman, Earl (Bull) Sheppard, 203; Recording Secretary, Herman Troclair, 6743; Reading Clerk, Buck Stephens, 76.

Motion carried to notify all ports that charges are pending against a Messman. New Orleans financial reports for August 14 and 21 were read and accepted. The Secretary-Treasurer's financial report for August 7 and 14 were accepted. New Business of other Branches was read. All were accepted. The Agent, Brother Sheppard, reported that business and shipping in the port were fair. There were ten payoffs and seven signons since the last meeting. Four Alcoa ship and one Isthmian laid up in the past two weeks, and another Isthmian and four more Alcoa were due before the next meeting and were also headed for the bonyard. Twelve scheduled pay-offs are due in the next fortnight. The Agent's report was accepted. Dispatcher reported 400 registered, and 448 shipped. A communication was accepted



from the crew of the SS Del Norte, giving a vote of thanks to the New Orleans membership and negotiating committee for a job well done in getting Mississippi Shipping Co. to sign the contract. A resolution calling for a new \$10.00 General Fund assessment signed by 37 full bookmembers was read and carried unanimously. The Negotiating Committee's report was read and accepted unanimously. The meeting concurred in Committee report on five members: that Joseph Paul Ruiz, P3-13172, be allowed to ship and pay up his permit after a trip, as he was in the hospital in China; that Benny Coleman, P3-9927, be put into the 99 year club; and that Leonardo Munna, 25065, Ethen L. Cooke, 44601, B. Provenzano, 49026, be allowed to become re-active. The following Brothers were obligated: Robert A. Lowry, 47363, Robert Berryman, 34672; J. B. Stokes, 50262; Heino Ekkers, 50838; Clinton W. Smith, 47972; K. A. Kasemets, 50839; Joseph T. Ravino, 38336; John R. Clement, 48493; and Benito A. Cuenca, 102409. The meeting stood in silence in memory of our departed Brothers. Motion

carried under New Business to send a wire and wreath of sympathy to Brother James Tucker's family. Meeting adjourned at 8:35 with 390 members present.

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PHILADELPHIA — Chairman, L. A. Gardner, 3697; Reading Clerk, D. C. Hall, 43372; Recording Secretary, G. H. Seeburger, 6932.

All Branch Minutes were accepted. The minutes of special meetings held in New York, Baltimore, Norfolk, San Francisco, and Puerto Rico were accepted. Great Lakes Minutes were posted. The Agent reported that shipping was very bad, but looked a little brighter for the coming week. All ships in transit were visited, with all beefs squared away. The New Orleans Resolution for a \$10. General Fund Assessment was discussed on the floor. A motion was made by V. Sorensen, 42379, and seconded by F. Dowd, 43112, to concur in this resolution. Carried unanimously. The Secretary-Treasurer's financial reports dated August 7 and 14 were ac-



cepted. The Secretary-Treasurer's report to the membership dated August 14 was accepted with a vote of thanks to the New Orleans Negotiating Committee and the New York Negotiating Committee for a job well done. The Patrolman reported that what few beefs had come up were squared away and that everything is in good form. T. Emery, J. Di Santo, and E. McClain were Obligated. One minutes silence for departed Brothers.

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SAVANNAH — Chairman, Charles Starling, 6920; Recording Secretary, S. J. Colcock, 38407; Reading Clerk, C. Kreiss, 46672.

New Business only of all Branches holding meetings were read and accepted. Great Lakes and West Coast Minutes were posted. Agent Charles Starling reported that shipping has picked up a little and that shipping was expected to boom for the next two weeks in comparison with what it was the past two weeks. He reported that the SS Cape Nome, South Atlantic, paid off in Charleston with no outstanding beefs. While there he visited the SS Rosario, and the SS Rosa Rio. The Rosario was also visited when it came to Savannah. The SS Cabins, Mathieson Tankers, paid off some men in Savannah and



took replacements from the Hall. The Secretary-Treasurer's report was accepted. The Secretary-Treasurer's financial report for week ending August 11 was accepted. One minute of silence was observed for departed Brothers. The Dispatcher reported 97 registered, and 48 shipped. Under Good and Welfare several men hit the deck to say how pleased they were to

(Continued on Page 14)



SHIPS' MINUTES AND NEWS

Cape San Diego Ends First Voyage Under Contract—Not Like Old Days

(Ed. Note: The following account of the first voyage of Isthmian's Cape San Diego under SIU contract was submitted to the LOG by Henry Clemens, Deck Delegate; Leo Bresnen, Engine Delegate, and Chuck Allen, Ship's Delegate.)

A fine crew, a good bunch of officers, and everything running SIU style on the SS Cape San Diego, Isthmian C-1 which has just completed her first trip under Union contract.

The Skipper put out the limit in draws and okayed plenty of cigarettes — though the Purser took it upon himself to cut down. He probably had his own reasons for this, as a number of cases mysteriously disappeared.

Although there were no days off in port, the Chief Mate knocked the men off at three in the afternoon and the crew did their part to show what an SIU ship should be. In the 25 or more ports hit, no man failed to make the sailing, and all did their job with the exception of one permit man, who was taken care of by the crew.

Chuck Allen was Ship's Delegate, H. W. Clemens was Deck Delegate (reported all full books on deck), and Leo Bresnen was Engine Delegate.

SKIPPER COOPERATES

The overtime, though, didn't stack up so well. Deck Department averaged 250 hours for five months. The Captain insisted on seeing everything in black and white in the agreement. However, he did cooperate with the Delegates and accepted the fact that he now had a Union ship and was working under a contract.

The Cape San Diego was not the first Union ship for many of the officers. Chief Mate L. Fish, and Second Mate Kline are both old SUP men who participated in all the West Coast Strikes of the thirties. The Third Mate is a paid-up SIU man,

Chief Engineer Lanny Lyons held Book No. 15 in the SIU, and Third Assistant Dombromski, is thinking of taking his SIU book out of retirement to sail as Electrician.

After leaving the states, the Cape San Diego stopped off in Halifax and sailed for Jeddah, the first port on the other side; and thence to some 25 ports on the Malay Peninsula, the East Indies, and China, including Penang, Singapore, Batavia, Soerabaja, Bangnara (Siam), Hong Kong. She returned by way of Honolulu, Panama, and the Gulf Ports to New York.

ACTION

There was plenty of diversion the first time the ship hit Penang. Most of the crew was in the City Lights Cabaret when an English seaman, one of two English crews also celebrating in the place, walked up to a Cape San Diego man and asked if he was a Yank, and then socked him.

That started a free-for-all. The Cape San Diego boys, including the Chief Mate, and the Chief Engineer, cleared out the joint. A mixup with the police on the street outside followed when someone tried to arrest Bresnen, the Engine Delegate. Six men were finally taken to jail, and later released with the exception of Rex Coote, an Australian Brother who took a Sikh's club away from him.

Coote was left in the Penang jail on a two months sentence, and faced deportation to Australia after getting out.

When the ship returned to Penang later, Allen added, there were more uniformed and plainclothes police in the City Lights

than customers, all detailed to watch the wild Yankees.

Between a small port in Sumatra and Batavia, the jumbo boom was laid down on deck and completely overhauled. When the ship got to Batavia the longshore boss told the Skipper it was the first American ship he had seen where the jumbo worked right. The Captain sent down to the crew quarters a note of thanks for the gang.

BEST PORT

All agreed that the best port on the entire run was Bangnara, Siam, which had just been opened up for the export of tin. Previously all tin had been sent to Singapore for marketing and shipment. A communist revolution was brewing in this area and many government officials were in town.

A high ranking member of the Ministry of the Interior, Sanil-Chudarop—one of the richest men in Siam—got acquainted with a number of the boys in the local cabaret where he bought drinks around.

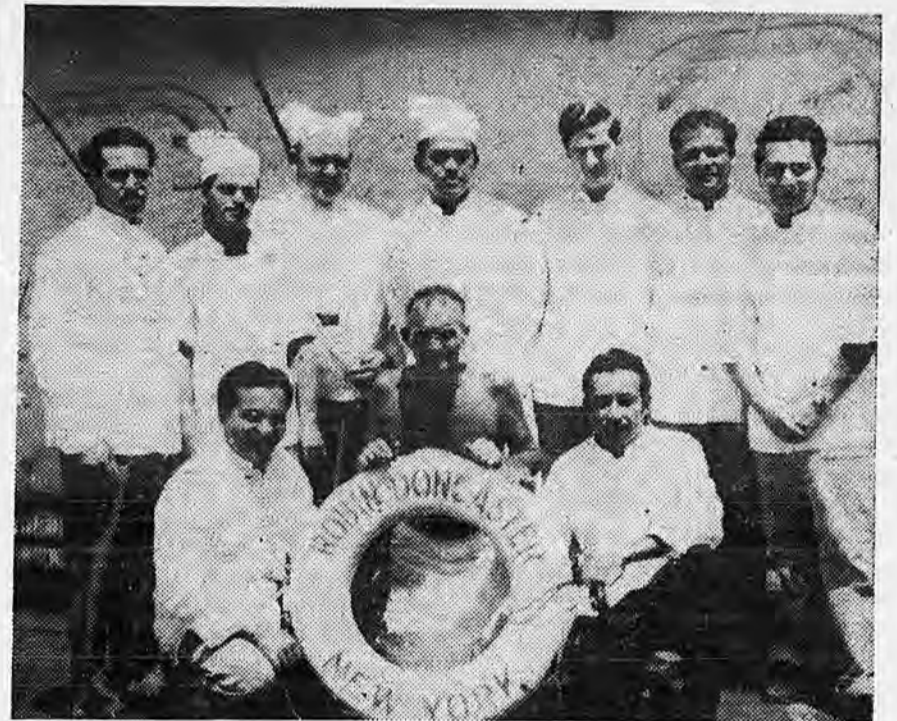
The Cape San Diego crewed up in Baltimore, and later took five men from New York.

In the opinion of the Delegates, the present contract with Isthmian is damn good, considering that it is the first agreement with the company. It is such an improvement over the preceding conditions that all acquainted with Isthmian are mighty pleased.

Allen sailed Isthmian ships prior to 1931—this one being the first since then. What a difference now, he says. In those days they would have you chipping by cluster light. You worked all hours and got no overtime for it.

All departments worked together, the food was good, and a clean SIU payoff followed.

THE DONCASTER'S MEN IN WHITE



This snappy group of Stewards Department men of the Robin Doncaster was too much for Chris Bobbe to pass up with his camera. According to Brother Bobbe, the Department, wasn't just putting up a flashy front, the boys could really put out the feed. Left to right, front row—Johnny Villafane, Chief Steward; Pop Lauler, Utility; Juan Ruiz, Passenger Messman. Back row—Armando Vidal, Passenger Utility; Luis Pinilla, Night Cook-Baker; Jeff Bigham, Chief Cook; Arcadio Selmar, 2nd Cook; Chadburn Williams, Saloon Messman; Frank Solis, PO Messman, and Luis Zampetti, Crew Messman.

Museum KOs Arizpa Men's Shark 'Find'



Pop Lauler, the Doncaster's Utilityman, strikes a belligerent pose. Pop says he'll defend the quality of the grub served on the Doncaster with his dukes. Looks like he means it.

There will be no shark named after SS Arizpa. The possibility of a sharkus marinus arizpus was held forth when the LOG printed a report (LOG, June 25) from Luis Ramirez, crewmember of the Arizpa, that the crew had caught a new species of shark off the coast of Colon, Panama Canal Zone. They based their claim on the fact that Panamanian fisherman said it was a new shark, rarely seen in those waters.

This week the LOG received a report of the American Museum of Natural History, to whom the pictures taken by the Arizpa men had been forwarded for study. The Museum reported that the shark is a Southern Ground Shark (Carcharhinus commersonii), and is not a rare species nor alien to the waters around Colon.

The Associate Curator of the Museum's Department of Fishes and aquatic biology filled in with some background on the Arizpa's catch. She stated that the shark is one of the largest in its species, but is not considered too dangerous, meaning that it is not strictly a man-eating shark. She further pointed out that one of its habits is to frequent waters around slaughter houses, where it eats the meat scraps thrown in the water. The slaughter house loiterers, she pointed out, being used to red meat, sometimes become ferocious and take a bite out of persons swimming in the water nearby. This is rare, however.

The Curator concluded her report by saying that the museum is always interested in stories such as that told by the Arizpa crew, and is always glad to hear of any claims made by crewmen.

Cornelia Rammed At Anchor

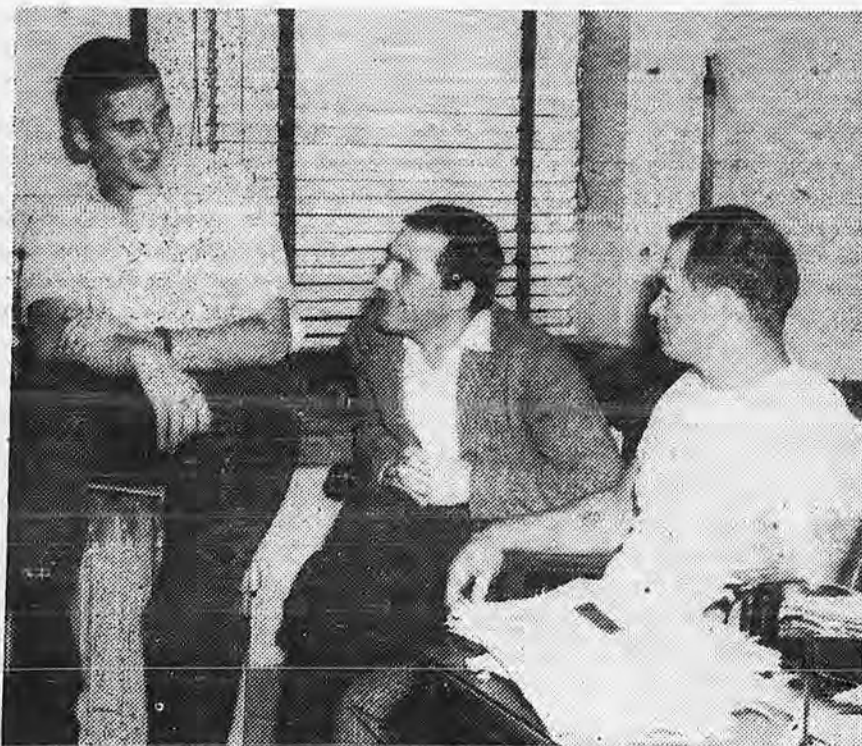
The SS Cornelia was rammed by a Canadian freighter in broad daylight recently while lying at anchor in Puerto Plata, Dominican Republic, according to crewmember Peter Davies. The bizarre accident took place around noon when the SS Canadian Conqueror, which had been anchored in-shore from the Cornelia taking on longshoremen and Pilot en-route down the coast to a small banana port, attempted to maneuver against the wind and tide.

According to Davies, the Captain and the Mate of the Cornelia were ashore at the time, and the crews of both ships lined the rails watching the approaching accident. With engines full speed ahead and the wheel hard over, the Canadian Conqueror gained speed but failed to respond to the rudder in time to

avoid a collision. The big Canadian ship reversed her engines at the last moment and eased the impact, but struck the Cornelia at a 45 degree angle at the forward well-deck, then drifted along side.

Little damage was done, according to Davies. The Cornelia suffering nothing more than badly dented deck stanchions and dented hull-plates. The Cornelia is an old SIU standby and will continue her run to the West Indies and Virgin Islands.

The trip was described as a good one with plenty of overtime, liberal draws, and very friendly senioritas. It was reported that the 2nd and 3rd Mates were ex-SIU men, the Steward and Bosun Volpi, oldtimers, and the Deck Department had a full compliment of book members.



Talking over first trip of Cape San Diego under SIU contract brings up several amusing incidents for these crewmen. From left to right: Henry Clemens, AB; Leo Bresnen, Oiler, and Chuck Allen, Deck Maintenance.

Digested Minutes Of SIU Ship Meetings

TRINIDAD HEAD, May 24— Chairman Laskowski; Recording Secretary James Hunsucker. Motion carried under New Business to contact the hall and straighten out some misunderstandings on the duties and working rules for Electricians and Oilers. Under Good and Welfare the Delegates were asked to contact the Merchant Marine Library in the first port and have the ship's library renewed. The Bosun was asked to build new book-racks.



CAHABA, June 27 — Chairman C. A. Fletcher; Recording Secretary R. M. Hawkins. Brother Kearny was elected Ship's Delegate. The Delegates reported 28 full books. No beefs. Motion carried under New Business to have water cooler installed below for the crew's use. There followed several motions pertaining to painting quarters, cleaning recreation room, and repairing locks. Under Good and Welfare the membership was asked to take care of the cots that were issued so that they would be in good shape when passed on to the next crew.



JOHN W. BURGESS, June 11 — Chairman John Buzelewski; Recording Secretary W. Dalton. Minutes of previous meeting were read and accepted. Disputed overtime was reported by the Deck Delegate, and the Engine Delegate put to the membership the case of a man who was being brought on charges. A motion was made by Lloyd Macdonnell and seconded by Floyd Dominski to have the charges brought up before the Patrolman upon arrival. Carried. Under New Business, a motion was made by Warren and seconded by Adeline Fruge to have the repairs made before signing on the ship again. A repair list was read from each Department under Good and Welfare. There was discussion on taking care of Brother Paul Brady's gear. It was decided that his Union Book and overtime sheet would be turned over to the Patrolman along with his gear which will be sent to his next of kin. One minute of silence for Brothers lost at sea.



TELFAIR STOCKTON, April 15—Secretary C. Oyer. This meeting was called in the Norfolk Hall at 12:50 P.M. for the purpose of electing delegates: Deck Department, Brother Bell; Engine Department, J. Igebeck; Stewards Department, Andrew R. Jonon; Ship's Delegate, Victorio D. India. A brief talk on Unionism was given by Ben Reese. Members were warned that anyone who failed to do his part, and brought discredit to the Union would be brought up on charges.

JOHN W. BURGESS, June 6— Chairman John A. Buzelewski; Recording Secretary W. T. Dalton. Engine Delegate reported that one Fireman had been demoted. Stewards Delegate reported that the Captain was neither marking the over-

time okay nor disputing it when the Steward took it up to him. The Delegate was instructed to take the overtime to the Captain himself. Under Good and Welfare it was decided that the Wiper and Ordinary on sanitary work would change the linen except for the 12-4 watch, who would change their own when they got up. The Steward was asked to put out more night lunch. The Ship's Delegate stated that he thought he would be able to exchange the library in Italy. One minute of silence for Brothers lost at sea.

TELFAIR STOCKTON, May 2 —Secretary C. Oyer. Delegates reported no beefs. There was a motion under New Business to rotate the cleaning of the recreation room between the three departments. Motion carried to fine performers \$25 who cause trouble on the ship. Under Good and Welfare the Steward warned the crew that if the linen were not taken care of, he would issue it piece by piece according to the contract. It was decided to ask Captain to dispose of condemned stores. Two seats were set aside in the messroom for the watch so that they would be sure to get served first. The membership was warned that anyone violating the Union rules and not living up to the agreement would be brought up on charges.



TELFAIR STOCKTON, May 30 —Secretary C. Oyer. The Engine Delegate reported overtime beefs that would be turned over to Patrolman. The Deck Delegate reported disputed overtime for working stowaway, and for work done in Germany. Under New Business a motion was made to fine anyone drunk at payoff, \$50 dollars. A vote of thanks was given the Steward Department for good food and service. One minute of silence for Brothers lost at sea.

BEATRICE, July 11 — Chairman P. Zorres; Recording Secretary Brother Reid. The Delegates reported that several new men had come aboard in San Juan, and that all Departments were in order. One of the new men had come through the Company Agent, due to shortage of ABs in the Hall. Motion under New Business to request that foc'sles and messhall be sougeed. Motion to obtain foc'sle keys. Motion carried that the messroom and foc'sles be painted before sailing the ship from New York. One minute of silence for Brothers lost at sea.

KATHRYN, June 19 — Chairman M. Santiago; Recording Secretary L. Evins. Brother Oquendo made a motion, seconded by Clairdio, that all crew

members be kept out of the pantry during regular meal hours except the messmen and dishwasher. Motion by Santiago, seconded by Oquindo, to fine each crew member 25 cents who leaves dirty cups, spoons, etc. on table during coffee-time, or who throws cigarettes on the messhall deck. Carried. Several motions carried regarding repair list, painting showers, cleaning laundry, etc. One minute of silence for departed Brothers.

SOUTHLAND, May 22—Chairman Robert Kennedy; Recording Secretary Lloyd Johnston. New Business: Lloyd Johnston was elected Ship's Delegate. Motion carried to have Ship's Delegate turn in list of needed articles for the slopchest to the Captain before end of voyage. Motion to fine members misusing or destroying ship's linen five dollars, and to turn the money into the General funds. Under Good and Welfare it was decided to rotate the cleaning of laundry among the three Departments.



RAPHAEL SEMMES, Aug. 1— Chairman M. Norris; Recording Secretary Dutchy Moore. A motion was made under New Business to go on record as opposed to changing the shipping rules in the port of New York to require a man to register in only one rating. Amendment: to write a letter to this effect, signed by the entire crew, and air-mail from the next port to the Secretary-Treasurer. Carried unanimously. Under Education there was discussion of the shipping rules. Rotation of gangway watch and equalization of overtime was explained by Dan Alvin. The Bosun, M. Norris reported that the Patrolmen do not approve of men turning down overtime, and that men who do so have no kick coming if they are not turned to thereafter. Under Good and Welfare it was decided to make up a repair list for action at next meeting. The Steward stated that the watch would be allowed to use the stove to cook eggs if it did not interfere with the Baker.



RAPHEL SEMMES, Aug. 22— Chairman Cy Kean; Recording Secretary Dutchy Moore. The letter to the Secretary-Treasurer was read and accepted unanimously. No beefs reported by Delegates. Motion to elect committee to accept donations for washing machine. E. Schultz, Dutchy Moore, and Raymond Carlson elected. Thanks extended to Carlson, 3rd Assistant (who is paid-up SIU man), for volunteering use of car and splendid cooperation with crew. Under Education, Brother Norris spoke on the importance of participation in both ship, and shore meetings, and the necessity of thorough discussion of motions before voting on them. Under Good and Welfare it was decided to turn over delayed sailing beef, and case of man who refused to attend meeting to patrolman. One minute of silence for departed Brothers.

SEAFARER SAM SAYS



BY AN OVERWHELMING MAJORITY THE COASTWISE MEMBERSHIP VOTED TO SUBMIT TO REFERENDUM BALLOT A \$10 ASSESSMENT FOR THE GENERAL FUND — THE MOST IMPORTANT, THE WORKING FUND OF THE UNION. IF PASSED, IT WILL MAKE THE A&G DISTRICT THE MOST SECURE AND THE BEST PREPARED OF ANY MARITIME UNION. WE CAN MAKE THE COMING TWO YEARS OF CONTRACTUAL PEACE THE GREATEST PERIOD IN OUR HISTORY — VOTE YES, AND LET'S GO!

CUT and RUN

By HANK

Well, no matter how it's sliced—it's still a lot of smorgasbord. And smorgasbord just isn't smorgasbord if all of the many different dishes aren't on the table. Brother Arne Larsen, who sails as Carpenter and was a bicycle racer in his youthful Danish days, says there are 56 dishes in a genuine smorgasbord. In our possibly humorous opinion it is—for a hungry man—three big meals in one, without gravy and no waiters to tip. Incidentally, although we naturally believe it is strictly a course for landlubbers, we have never seen or heard of at least a small-sized smorgasbord served aboard an SIU ship. Are there any Cooks or Stewards who can say we're wrong? Anyway, we're sure of one thing. It would take us about two months to "turn to" eating 56 dishes of smorgasbord—if we have a gallon of bicarbonate and a nurse standing by.

Brother Thomas "Pops" Foster, the Steward, says he isn't growing anything on his Texas farm—just making pastureland out of it. By the hoof, he's doing a good thing. Most Texas farmers, however, are growing peaches and collecting five dollars a bushel. This makes us wonder what the farmers in Georgia (the famous peach state) are getting for their peaches. Brother Foster seems to believe in doing things the right way. He carries a menu book with him—which may be a rare habit among average Stewards. For the last three months he's been logging menus in that book. When he meets another belly-robbor, after they have chewed the seafaring fat—if the other Steward is big-hearted, Brother Foster will go into a "change-for-change" of choice menus. In this manner, the best Stewards are able to keep the appetites of SIU crews in harmony, health and home-cooking.

Brother Ed Eaton, the Steward, has sailed many years to Hamburg, Germany—before the war, during the war and now in peacetime. And he says you can't find a better and cleaner port for seamen than Hamburg. Well, Brothers, what are your experiences and opinions? What ports are tops in everything? How are the hospitals, the bars, the danger zones, clip-artists, the prices of souvenirs and expert tattooing, and the places where the LOG can be picked up easily enough? . . . Brother Woody Roland was in town about four weeks ago. Looks like he never did open that inland restaurant and start doing some landlubbing cooking. Brother Joe Pendleton writes that he's on the beach again in Japan and having a few beers... He sends his regards to Baltimore Brothers.

Bosun Edwin Christian and his mustache are in town right now. Bosun Christian did a fine job of sailing Isthmian ships and organizing this fleet in to the SIU . . . Brother Johnny Wauchek, another volunteer Isthmian organizer sailed last week . . . James "Blackie" Saliba writes from Frisco. He's deck maintenance on the Isthmian ship. Meredith Victory, hitting plenty of good ports on the intercoastal run. Blackie says the Cooks, Steward and especially the Baker are tops in dishing out the cooking . . . Bosun Robert Hillman is doing the best he can with the tools he has (including the familiar cigar) aboard the SS Calmar . . . It's good to see Brother Dusan dei Duisan, "Old Chile" to his shipmates, out of the hospital with his mustache.

THE MEMBERSHIP SPEAKS



Steel Worker Scout's Good Deed Wins Shipmates Leave In Jeddah

To the Editor:

We have just completed a two-and-a-half month trip on the SS Steel Worker — Isthmian C-3— and here are some of the highlights of the voyage:

Our first stop was Port Said. The city is under martial law because of the war, so there was no shore leave for the crew. However, this didn't stop the Skipper from taking one of the female passengers ashore for a look-see at the town. This Skipper, incidentally, is the same Captain Sundberg who has been written up a few times before in the LOG for his high-handed activities.

We took on water here, and the Engineers fouled up the detail. The salt-water content was so high that it was almost impossible to drink; but after a few days of coaxing, the Chief Engineer finally decided that he'd better get the evaporators working. After that, the water still wasn't good, but at least it was drinkable.

Jeddah, Arabia, was our first port of discharge, and there was an incident here that was good for a laugh. A couple of the boys decided to go ashore, but when they got off the launch, the Arabian Customs started giving them a hard time, trying to send them back to the ship.

"EAGLE PATROL, SIR"

It just so happened, however, that the BR, who was with them, is very prominent in the Boy Scouts. His left breast was weighed down with Boy Scout medals and merit badges. When



the Chief of the Customs got a look at those—not knowing what they were, of course—his eyes almost popped out of his head. He did everything but give him the keys to the city. When the BR told him that he would be responsible for the crewmembers while they were ashore, they were permitted to proceed into the city.

Bahrein, in the Persian Gulf, was our next port. No shore leave again. But more water was taken on. This is probably the foulest water in the world. Drinking it is an experience that no Seafarer should be forced to go through. Even the coolies who were working the ships had to make a wry face when drinking it—and I can't say I blame them. In the intense heat of the Persian Gulf in the summertime, good water is an absolute necessity. If you can't have it, it just makes a

CENTER OF ATTRACTION



Flanked by two pert samples of Rotterdam's pulchritude, Seafarer W. O. Stiles finds it easy to smile for this photo taken by a shipmate of the Raphael Semmes. Trip ended with payoff in New York on July 16.

miserable trip that much more so.

Much has been written about Ras Tanura, but not quite enough! This was our next port. There is a nice portable air-conditioned building on the beach that is supposed to be a Seamen's Club. This place is closed tighter than a shipowner's pocketbook, and any questions put forth as to just when it will be available are skillfully evaded by the Agents and ARAMCO officials. However, we got it from the best sources that the big-shots of the oil company use it once in a while to entertain members of the fair sex of the ARAMCO colony.

We guess if they open it up to seamen, they'll lose that privilege.

PROTESTED TO CONSUL

While here, the three Department Delegates were finally forced by the deplorable quality of the drinking water to go to the American Consul. This was the same water that was taken aboard in Bahrein, and it was causing a great deal of sickness among the crew.

One of the Agent's stooges was to drive the delegates, and for this little chore he put in a bill for \$45 an hour for nine hours, which the crew was expected to pay. If this was paid at all, you can be sure it wasn't by the crew.

To get back to the seaman's club—There is one here but it is certainly not open. There's no telling when it will be, if ever. As far as shore leave is concerned in Ras Tanura—Brother there ain't none!

W. Lowther
Deck Delegate

(Ed. Note: Bill Dorann of the Anniston City reports the club as being in full operation. His letter was of August 9, so it is possible the club has opened since the departure of the Steel Worker.)

Freeloaders Rate Boot, Brother Says

To the Editor:

Here's a practice that needs more attention than you might think: There are some guys who use this Hall just for a place to pass the time of day. Some of them are permits who have not paid dues for over a year.

Only the other day a guy was talking to a buddy of mine and we asked him when the intended to ship out. He just replied, "I don't know." When he sat down, his permit fell out of his pocket, and I picked it up and glanced at it before returning it. He was over a year in arrears. And still he hangs around, always with money in his pocket. If he can hang around like that, he can pay dues and make an effort to ship out.

There really is no excuse for a member to be over a year in arrears unless he has been sick, or in real trouble.

This Hall is for members use in connection with shipping, and a place to relax between trips. It is no place for loitering. There are lots more like this guy, who come in and hang around with no intention of shipping, and who are many months in arrears, that just use their permit to enter the Hall.

Such characters who don't want to ship, and don't pay their dues, have no place in the Union.

Fred R. Hicks

ATTENTION!

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

Log-A-Rhythms

Memo For The Lawmakers

By BILL GILSTRAP

Now the long windy sessions are over and
the nation's relaxed with a sigh,
The laws that were passed a reminder of
the vetoed ones left to die.

As Congress moves north for the summer,
as the judges retire to the sea,
They beg for the public's forgiveness,
and count on the votes to agree.

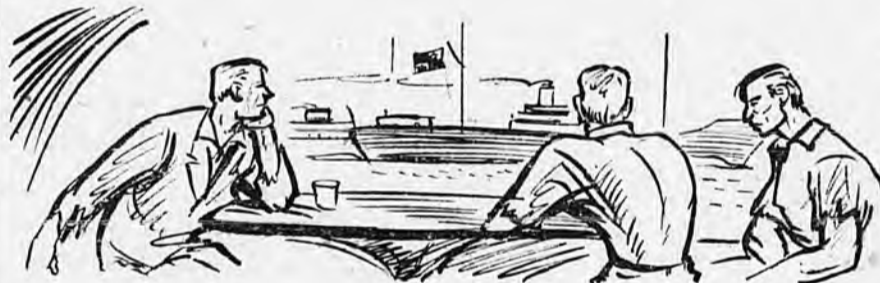
No doubt but that you are the chosen,
no doubt but that you are the law,
Now we call on the people to witness,
to find in your planning the flaw.

To the ships lying dead in the roadsteads,
to the hulls rusting out in the yard,
Must our navy be only for battle,
will it have no commerce to guard?

'Twas known full well by the ancients,
respect for their seamen and ships,
'Tis asked by us now low and humble,
does it seem that these facts could be slips?

The masters that find no hire for their knowledge,
the mates that line up for the dole,
The seamen who loaf in the barrooms,
till their credit is tattered and cold.

While the owners are stifled with taxes,
foreign trade moves in with its rate,
With ships built in Seattle and Philly—
tell me, Sirs, is it fate?



Is it fate coastal rivers are crowded,
with ships seaworthy and clean,
While in our great harbor cities,
miles of bare docks can be seen?

Sure as hope is tied high to the masthead
of life, so our faith must be tied,
To you who must act as our envoys in
a world meant for peace yet untried.

And no doubt that you are the chosen,
we know your thoughts are the law,
And we know that you in your knowledge
of worldly omens you saw—

That long as our export is money
and our greatest surplus is men,
Which we make into armies and guardsmen
til the world asks the question: what then?

What then, when the nations flex muscles,
and forget the text learned in Japan—
Will the shipyards once more start producing
and mariners find "good shipping" again?

To you who can read the world symbols,
it's not big—but to us it's immense,
A way of life not a living, a thing
learned and loved in the tense
Sharp times of a world shaken by thunders
of madness when reason has slipped.

We have looked, we have heard, and we ask it
for seamen—the sea and a ship.

Redhead Fights Windmills, Women On Waterman Run

To the Editor:

For the past few years I've been riding these Waterman scows so much that I feel slightly tainted with company stiffness. Even now, each day at sundown I find myself bowing down to 19 Rector Street. This time I'm on the LaSalle. Necessity made me do it. At the time I took the job I was down to three changes of underwear, which was: leave on, take off, and go without.

Our ports of call were Antwerp, Rotterdam, Bremen and Hamburg. On the way over the Chief Cook taught me how to clean a chicken. In Antwerp a chicken cleaned me. She was so skinny she wore suspenders on her girdle. If she ever jumps out of a plane she'll go up.

RED GOES NATIVE

While in Rotterdam I bought myself a pair of wooden shoes. Now I have athlete's foot—with splinters. Things in Germany are really looking very prosperous. In any ash tray you can see



cigarette butts with the naked eye. The girls are getting choosy too. They won't go out with anyone who has two heads.

The feature of the trip on the way over was Blackie Connors' cat-walk. One end of it was so high, and close to the bradled booms, that only a flat-footed midget could get through without scalp abrasions. In crossing after dark you would bear left for a short distance. If you suddenly felt a bit damp, you

would know that you were in the drink.

JOB QUALIFICATION

Having made countless trips in the dark, with all the grace and agility of a rheumatic St. Bernard, and with no more loss than four pounds of shin flesh, I believe myself qualified to hire out as a seeing-eye man for blind dogs. The plans for this great construction job are being sought after by Erector-Sets Inc., and Tinker Toys. Offers are also coming in from several foreign agents who want to use it as a next war's booby-trap!

"Blackie" is also a beard-raiser. This trip it grew so thick that one of the Day Men had to move out of the foc'sle to make room. At present, Blackie is breathing via a Chinese opium pipe. The big shave will come soon, and Greater New York barbers are sending in sealed bids daily.

IN MOTHBALL FLEET

Waterman sure does go in for innovations these days. This time we brought back a small load of naphthaline. Imagine mothballing a ship till it hits New York!

I find things back here not so hot—no more five-cent beers, hot-dogs, or subways. The only thing that remains a nickel is the pay toilet.

I'm undecided as to staying on for another trip. "Bing" Crosby offered me a job with the Pirates—but who wants to sell peanuts in Forbes Field?

"Red" Campbell

Liked Texas' Chow



To Seafarer William Zarkas, Deck Maintenance, the bill of fare offered by Steward William E. Pepper on the Seatrain Texas was out of this world. Brother Zarkas recommends the Texas to brothers anxious to add a few pounds around the middle.

ASKS OFFICERS TO REMEMBER DAYS SPENT IN FOC'SLE

To the Editor:

I am writing in regards to certain characters (call them officers if you want) that act like gods, and do their best to shake up the crew and make the trip as miserable as they possibly can.

These characters sailed in the foc'sle at one time, and to think that they would turn against their own fellow shipmates is a mystery to me. And then again you wonder if they did sail in the foc'sle. I understand an officer has his responsibilities, but why persist in finding fault?

My conception of a seaman is this: When he signs on a ship, he will do his utmost to cooperate with his shipmates, abide by the agreement, and try to make the trip as pleasant as possible. If this is done, you can bet the trip will be one of the finest.

James J. McLinden

Upping General Fund Seen As Investment In Tomorrow

To the Editor:

After the first cheering was over, I stopped to think just what the signing of the new contracts meant to me—two years security, the Union Hiring Hall, and the raise. And as I thought about it, it hit me right between the eyes that, not counting the cost of a month or two on the beach walking the picket lines (which the negotiating committee avoided by its really masterful handling of the present situation), I must have gained right here, in dollars alone, under the terms of this new agreement, a good part of the total money I have paid into the Union, in assessments and dues since I joined in 1939.

So I asked Eddie Bender on the sixth floor to help me figure it out. Here's what we found: Counting my initiation fee, I have put only 363 bucks into the Union up to the present time.

PAYS OFF

Nearly ten years of sailing out of a Union Hiring Hall, under SIU conditions, with representation at every pay-off (there alone I must have gained \$500 every year of the ten in disputed overtime made good by the Patrolman, to say nothing of broken logs) and the total cost to me has been \$36 per year.

I can't even estimate what this money has won for me in dollars and cents alone, but I am sure if a Wall Street Banker could see interest on his investment like that he would think he was in heaven. But I can tell you one thing: The difference in sailing an SIU ship today as against what it was before the SIU, and what it would be tomorrow if the SIU wasn't here, is damned well worth the total \$363 for just one trip!

Then when I went to the meeting last Wednesday and saw a few—thank God, a very few—men raise their Union books in their hands to vote against a ten dollar assessment for the Union's General Fund, I felt pretty disgusted, I can tell you.

We have voted overwhelmingly up and down the coasts to put the Strike Fund and the Building Fund into a sound condition.

Now, when a resolution goes on the floor to bring the general

fund into line, it is beyond my comprehension how any man who has made one trip on an SIU ship could vote against it. After all, out of this fund are paid all operating expenses. Through this the representation on ship and ashore is insured. Through this we were able to carry out the organizing which



has brought 16 tanker companies and 10 freight companies, including Isthmian, into the SIU Hiring Hall in the past two years.

I guess I'm as money-hungry as the next one when it comes to making a buck. I'm glad to make what I can. But I can tell you I like to think I use a little sense when I spend it—and I can't think of a better place I, as a member of the SIU, can put a saw-buck right now, than into the General Fund of the Seafarers International Union!

James Roach

Get A Receipt

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

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

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

WHERE THE MEALS ARE MADE ON THE WINSLOW HOMER



Steve Laszlow, ever on the alert for a good picture, snapped this one of the Winslow Homer's Stewards Department men preparing the evening meal for the hungry crew. Steve didn't get their names, but, left to right, they are: Chief Steward, Chief Cook, Crew Messman and Night Cook-Baker. According to the crew, the Homer had plenty of good food, and being on a coastwise run, there was fresh milk and vegetables in good supply all the time.

Likes Pittsburgh Hospital; Found Pal, Pretty Nurses

To the Editor:

Just a line to let the LOG know what is going on in the Pittsburgh Marine Hospital. I never dreamed when I entered that I would meet a Union Brother whom I hadn't seen for a long time.

Well, that's what happened. Seeing this guy has made me think of the old saying about the penny turning up. I'm speaking of Barney McNally who has been in here about three weeks and isn't sure when he will get out. Neither am I, as a matter of fact.

I saw B. J. the last time on a tanker in Southampton. Before that I met him in Bremen, Germany in 1946. We are from the same town, and are going to sail together as soon as we get out of here.

They are going to operate on Barney for an ear infection, and

I'm due to see the man with the knife for tonsils. Most of the other fellows are from the River and from the Coast Guard unit stationed here. There are some NMU fellows, too—but I won't write about them.

You can guess at my surprise when I saw Brother McNally sprawled out in a bed all nice and fresh, reading a book in a ward where the nurse is one good looking eye-ful. No more of the hospitals on the coast for me from now on!

HAS IT MADE

Free butts and candy once a week, with ground privileges up to nine at night, and free movies on the second floor in McNally's ward. He has it made, as his Doctor is on vacation and won't be back until September.

Ed Collins

Girls And Gripes Highlight Steel Rover's Far East Run

To the Editor:

You have asked for stories and photos for the LOG, so I'm going to give you as much detail as I can to go with this picture of our trip to India aboard the Steel Rover.

We left New York with a swell bunch of SIU men. Nearly the entire crew had full-books with plenty of experience, so when we secured ship, everything went along smoothly — even got a compliment from the Chief Mate on a job well done. It sure looked like a good start for a trip.

When we got to Port Said there was martial law ashore, and everyone was required to remain aboard. But as usual, the bum-boats came along side with their watered whiskey.

Our next stop was Karachi, India, where those of us who were looking forward to going ashore for a nice cool drink were badly disappointed. We found stench and filth and unpleasant conditions all around. I might add a warning to SIU men hitting this port—stay away from the native Indian Town. We have one crew member in bad shape now because he wandered in there.

CHANGES CAME

We dropped anchor in Bombay next, and the Mate changed his attitude. Things were run bell to bell, so we changed the name of the ship to the SS Steel Slavery. When we finally tied up after a week, all hell broke loose. Our famous Captain, "Schooner guy" Barnhard, started throwing logs at us till it got as hot as the Chicago fire. But the crew kept up the SIU spirit by seeing to it that the ship remained in good shape.

Bombay had its pleasant side for us too—let's talk about that. There were wine, women, and song. And I mean good wine. An Italian ship tied up alongside, so I and a wiper, who understands the lingo, went aboard and traded cigarettes for that swell dago-red. All went smoothly until the utility man got gassed up till he felt like superman—someone then laid him out

on the deck for a nice long sleep.

Then we have a character whom we call Flash Gordon—you'll hear more about him when the ship hits New York. This phony claims he has been going to sea for twenty years, but he still doesn't know the bow from the stern. To top it off, he is the Mate's boy and a great reporter — if you know what I mean. He plays pirate on lookout and imagines he sees submarines. He would swear on a stack of bibles that the rock of Gibraltar is in the Indian Ocean, and he thinks there is a rabbit aboard ship. So stand by with a straight jacket when we get back.

The DM fell in love with a sweet looking Anglo-Indian gal, who stood on the pier crying her eyes out as we pulled out. We had a tough time holding Don

from jumping overboard after her. Love leaves sweet sorrows.

The crew's pantryman from the Bronx probably rates the title of the ship's great lover. He can't resist the temptation of beautiful women. He caught a nice cold.

Well I guess I have covered most everything, but you will hear from me with more news from Calcutta, for I hear all the girls are moving from Bombay to Calcutta to meet the boys of the Steel Rover. I'm going to rig a lantern at the gangway later on.

Please excuse the writing for I know there will be a lot of corrections made, but I'm doing my best for I have not had much sleep.

Please forward the photos to my home after you are finished with them.

Bart Misuraca



Three husky Rovers pose on the deck of their Isthmian ship for the cameraman. Left to right, the boys are—J. Mitchel, AB; Bart Misuraca, Deck Delegate, and J. Roden, OS. Misuraca penned the tale of the Rover's trip to the Far East and gives a few pointers for SIU men headed to that area.

Kyska's Delegate



Ship's Delegate aboard the Kyska, which recently completed a three months trip to the Far East, Richard Niedermeyer expressed the crew's feelings in the August 20 LOG concerning the absence of a Patrolman when their ship readied to leave for the Far East. Brother Neidermeyer offered a possible solution to the problem.

International Family Needs Two LOGS

To the Editor:

For a long time I've wanted the LOG sent to my home, but never got around to asking. When I pay off and go home, I always take a copy or two, and the folks enjoy them very much.

But here is the catch: I've got two homes—my mother's and my wife's. Would it be possible to have the LOG sent to each? My wife lives in Canada, and my mother in Florida.

This voyage of the Sea Trader is coming along okay. We are in Palestine now. We're not getting much overtime, but there are no serious beefs. We have good Delegates, a fine SIU gang, and 90 percent full-book men aboard. Will send in a complete set of ship's minutes upon our return.

Clifford P. Thompson

(Ed. Note: Your wife and mother will both be receiving the LOG shortly. Glad to hear they enjoy reading it.)

It Just Ain't Smorgasbord, Brother Says

To the Editor:

In Hank's column in the last issue of the LOG, there was a question asking if some Seafarer would contribute a humorous story on smorgasbord to the LOG.

I will not attempt to supply the readers with a laugh. (I have to admit we do need a few laughs in these depressing times and conditions), but I can give you a clear picture why a smorgasbord is not really a smorgasbord.

Take the word "smorgasbord" for an example. It actually is three words, smor, gas, and bord. Smor, translated into English, means butter; gas, means goose; and bord, means table. Put them together and you have "butter-goosetable."

You see it is not related to smorgasbord at all. It is but a word invented by the American restaurant owner. Just like chop suey and chow mein are not Chinese, but dishes created for the tourists visiting Chinatown here at home.

In the Scandinavian countries, they do have the style of using cold dishes for all meals but dinner, and the multitude of selections in cold meats and salads, pickled herring, spiced fish, and and so forth, might have been herb-cured hams and sheeplegs, the originator of the present American smorgasbord.

WASH IT DOWN

So go ahead, Brothers. If you are hungry and do not mind a big meal, try a smorgasbord. But remember that I warned you that your stomach will be satisfied long before your eyes, and you have simply got to drink a liter of good Scandinavian corn brew along with the meal to make it the real thing.

But don't worry, they have excellent stomach-pumps in most hospitals. So-long fellows. See you after you have recuperated. Good appetite!

John Wunderlich, Jr.

Dutch Sky Pilot Seeks Log Lauding His Seamen's Club

To the Editor:

I understand that in one of your editions of the SEAFARERS LOG an article appeared by a Mr. Charles Hartman, Chief Steward of the SS Gateway City. Although as a rule your papers arrive regularly at the Seaman's Home, this one appears to have gone astray.

I think the title of the article was, "Mr. Charles Hartman Praises The Dutch Club," and I should be interested to read it.

Would you be kind enough to send me one or more copies of the article in question? I heard the article mentioned on board one of the ships and immediately went carefully through all the old copies of the LOG, but was unable to find it. I think it must have appeared in one of the June issues.

Pater P. Koevoets
Rotterdam

(Ed. Note: A copy of the June 18, issue of the LOG is being forwarded to Mr. Koevoets.)

Hey, Gagwriters!

Frustrated gag writers can now give vent to their puns, witticisms and bright sayings through Seafare, the new comic strip in the SEAFARERS LOG.

Seafare, which has been appearing in the LOG for the past several weeks, is an attempt to show shipboard incidents and events in a humorous light. It is put forth in the hope that the Brothers can get a laugh out of the otherwise humdrum life aboard ship.

All you Brothers who want to get into the act and put into picture form the gags in your repertoire can do so by sending them to LOG Cartoonist Eddy Smith, SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y. You don't have to be a cartoonist, just give Eddie the idea and he'll take it from there.

Says Bosun No Ogre, Urges Cooperation

To the Editor:

Just a few lines about the woes, trials and tribulations that make a Bosun grey headed before his time.

One of the reasons that we are strong today is the fact that beefs can and should be brought into the open and ironed out completely either on board during meetings or at the end of the trip by the Patrolman. It makes it bad when you come aboard a ship and find beefs that have been carried over from the previous trip.

I like to see a ship sail with a clean record and an opportunity to show the white collars that the boys from the Hall can do a good job. Such a job we have done on the Thomas Cresap. When the ship first sailed we were called everything under the sun, but everything has shaped up much better since.

Of course the big reason for this is because they know that the Union will be coming aboard

when we reach the States and then things will have to be straightened out.

A ship's crew is all from the rank and file of the same Union Hall. In the Hall that is one thing. But on the ship we have different ratings according to our sea time and our ability. But suppose one of the Brothers is a little green and does not know how to do his job the way the Union wants him to do it.

CAN'T BE RIGHT

A lot of times — too many times, in fact—after you show him how he laughs in your face. Even the men who should know better will at times flake off where it cannot help but be noticed. Then the Bosun has to jump them. Then the Bosun is the one who is wrong—in their opinion.

But I have put in a lot of time and fought hard for the Union, and Union ways, and with a wife and three boys a Bosun's

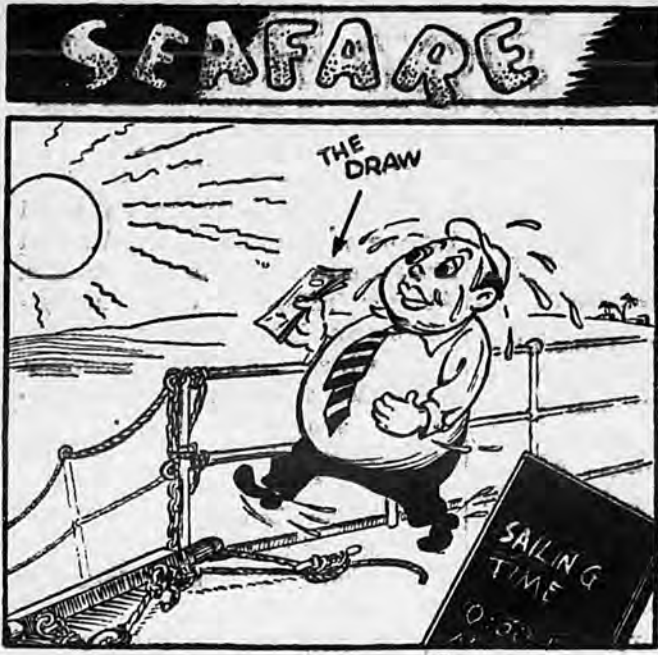
pay means a lot. I hope the day will soon come when the fact that we come from the same Hall does not mean that a Bosun should not do the job for which he is being paid, without being considered and called a lot of things that no old Union man would even think of.

Duke Himler
SUP

Send Those Minutes

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

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



Japan-Bound Miller Crew Recalls Gay Hamburg Days

To the Editor:

The writing of this letter finds us aboard the Governor Miller enroute to Japan, via Panama and Pedro, from Hamburg, Germany. What started out to be a forty-five day grind from Galveston to Germany and back, has turned into quite a jaunt. We discharged our grain and reloaded in Germany.

Hamburg! The name itself tempts me to write this letter—although that is not the real

reason. This port is truly a paradise. It really isn't safe for an American to go near the Heckel Bar, The Metropole, or the Lilliput alone. You couldn't defend yourself at such odds. My first time ashore found me walking away from two frauleins fighting to see whom I was going with.

The honest truth is that I've never seen so many women compared to the small amount of man power. We spent nine days and nights there, and every one sailed with the ship, though other ships weren't so fortunate. All hands may have been aboard at sailing time, but I'm afraid we left a few hearts in Hamburg.

The gloomy side of the trip was in having to leave old Tom Cissna in the hospital there. You oldtimers should remember Tom. He was on the Robert E. Lee when she was sunk at the Delta. The last we heard of Tom, he was very sick but we all hope he is back on the shipping list again.

HOT PLACE

The Comrats—the Russians—have created what could literally be called a war-scare in Hamburg. The population is not in an uproar, but is aware of the menace of the Reds. Tom's replacement says he was about to build a raft and go down the Elbe on it, if he hadn't gotten away from Hamburg soon.

Rumor has it that they stopped 800 tons of our cargo up the river, which would have given us another night in Hamburg. We all wish the best of luck to the downfall of Russia and her satellites, and the best of luck to the Marshall Plan.

Before relating the main reason for writing this, there is one other subject that I would like to discuss—the Taft-Hartley Bill. It appears to me that if labor unions would unite, this bill would be rendered useless.

Of course, this is only my individual opinion. Perhaps I'm wrong. At any rate Labor can continue to let the bigwigs of Capital Town know our position and how we feel about Taft and Hartley's brain storm. So here's down the drain with the open shop and the rest of this knife-in-the-back to the working stiff! Should I say, Amen?

WANTS LOGS

Now I'm closing and I want to request that you send us a stack of LOGS to Japan. I hope you will send them pronto, as I consider this a very important matter.

So as a finale, let's say that coming negotiations with Mr. Shipowner are favorable, and that should strike action be aimed at him, it will be won 100 per cent. Keep'er steady!

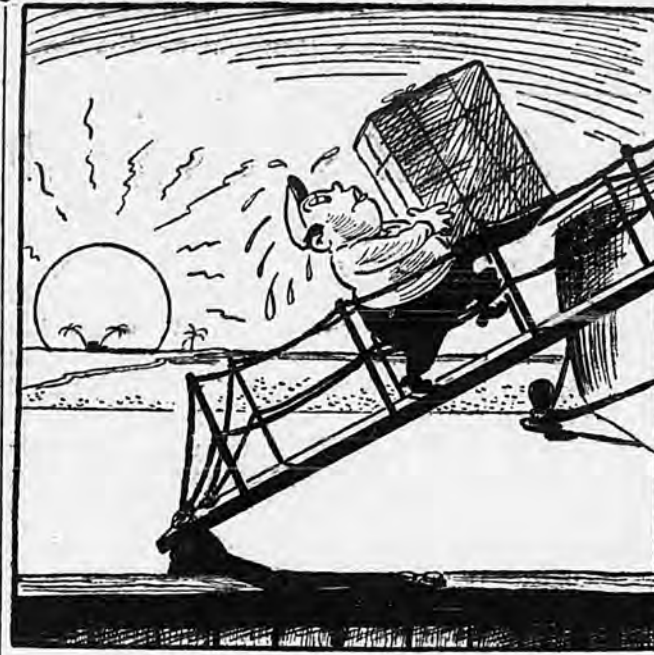
Thomas D. Walker, Jr.

(Ed. Note: LOGs go out every week (75 of them) in care of the United Seaman's Service, Port Command Building, Yokohama — so you can pick up your copies there.)

On The Coast

If you have a beef or a problem when you're on the West Coast, contact the new A&G Hall, 85 Third Street. The telephone number is DOuglas 2-5475. Drop in between ships, and get acquainted.

EDDY SMITH



Del Norte Crew Thanks Officials For Pact Work

To the Editor:

As Ship's Delegate of the SS Del Norte, I would like to let you know that the port officials of New Orleans deserve a big vote of thanks for the fine negotiating job they did with the Mississippi SS Co. It was tops!

The crew of this ship has sent a vote of thanks to them; but the entire membership should realize that the Gulf officials have really been on the ball.

I also want to say that the crew of this ship did an excellent job of cooperating with the officials—thanks to the unity of the SIU.

Please have this letter put in the LOG so that all may know how we feel.

"Red" Hancock
Ship's Delegate
SS Del Norte

(Ed. Note: The Secretary-Treasurer has sent a letter of thanks to the crew of the Del Norte for its excellent cooperation all along the line.)

Seafarer Shows Landlubbers Thing Or Two

To the Editor:

When people say to you, "It must be tiresome out there at sea with the same grind day and night," they should see some of the things that really happen.

For instance, take the trip of the SS James A. Butts in 1945:

We left New Orleans after loading ammunition, and headed for the Philippines. We got to the Panama Canal without any-

thing out of the ordinary happening, but from then on you didn't know what to expect next.

It rained for several days when we got into the Pacific. After it stopped an Ordinary Seaman was sent into the lifeboats to take the plugs out and let the water drain. Like all war-built ships, this one had its faults. The main being the tripping gear for the falls of number two lifeboat. It seemed that

everytime anyone pulled the plug, the falls would trip.

The Ordinary climbed in and pulled the plug. Sure enough, the falls tripped and the lifeboat, with the Ordinary in it, dropped into the water. Neither one was hurt, so we picked them up. After a couple of drinks the Ordinary was straightened out.

Then there was Charlie Cummings, our Deck Engineer and official fisherman, who is the only man in the Atlantic and Gulf that has credit for catching two King Mackerel and a man on the same hook. Yep, it really happened, believe it or not.

It happened this way, a few days after the first Ordinary went over the side: It was still hot as hell and raining most of the time—one of those grey Pacific days you often hit on the long grind to the Philippines.

Charlie had just pulled in some big ones, and after the usual rain it was again somebody's job to drain the lifeboats. Another Ordinary seaman was automatically elected for the job.

You guessed it! He went over the side with a splash—and the boat splashed too, ripping a big hole in her side as she went. This guy was bruised plenty, but managed somehow to hang on to the boat.

HAUL ABOARD

He wasn't too fortunate though, for as he passed the fishhook Charlie had out, it grabbed his arm. Luckily the weight of the number two boat hit the line and broke it.

After quite some time in the water, he was finally picked up with a fouled up arm, and hospitalized on board ship. I guess Charlie has been telling that story ever since. And I'll bet the Skipper (Log Book Staley) is still having nightmares about it!

Ira C. Brown
SS Elizabeth

Seeks Clarification Of Stewards Agreement

To the Editor:

I would like to bring to the attention of the Negotiating Committee, as well as the membership, my opinions concerning the recent contract signed with the Mississippi SS Co., in the hope that certain changes can be made in that formula before signing with the rest of the operators.

It seems to me that the Deck and Engine Departments have a

very good deal, but the Stewards Department has not done nearly so well. I have been sailing in the Stewards Department for three years, and acted as Delegate many times, so I have a pretty good understanding of conditions aboard ship.

In the first place, when the Utility Man on passenger ships is required to sougee passengers' quarters he certainly should be paid overtime. Although he has received a \$12.50 raise, he stands

to loose at least \$6 in overtime—so his gain is no more than \$6.50.

BOOSTS STEWARD

Then in the case of the Steward. He is entitled to the raise accorded the Bosun, for his responsibilities are as great or greater than the Bosun's. Where the Bosun takes his orders from the Mate, the Steward has to run his department by himself.

I hope these suggestions will be taken under consideration before signing contracts with other companies.

Edmund Eriksen

(Ed. Note: As was pointed out at the last meeting in the Negotiating Committee's Report to the membership in regard to sougeeing by the Utility Man on passenger ships, the company does not necessarily have to carry this man at all. There was considerable pressure to eliminate the job altogether. Therefore, this concession was felt justified in order to keep the job in the manning scale of these ships.

As for as the \$12.50 raise obtained for the Bosun above the Steward's scale, it is pointed out that this was granted the Bosun in lieu of week-end overtime. The Steward is assured week-end overtime both at sea and in port, which puts him well ahead of the Bosun.)

Stewards Department And Paint

The LOG has received several letters recently, asking for a clarification on Stewards Department men painting. The answer is: NO! THEY DON'T!

The Stewards Department has plenty to do to take care of their own work without taking on a job entirely alien to their normal duties. This matter was clearly discussed on page four of the LOG for March 26 by New York Patrolman, Freddie Stewart; but just for the record the LOG has again checked with the Headquarters office and here is the dope:

The Union has fought to free the Stewards Department from the responsibility of painting in addition to their regular duties. At the same time the Union has obtained many improvements in the working conditions within the Stewards Department which allows for a fair proportion of overtime. So, to protect your working conditions and your contract do your own work, and let the other departments do theirs—which includes all of the painting!

Report On Uniform A&G Registration Rules

NEW YORK — Recommendations for uniform registration rules have been submitted by the Headquarters Committee on registration. Based upon a study of the recommendations sent in by rank and file Registration Committees elected in the Atlantic and Gulf Ports, this report will be submitted to the membership at the next regular meetings, and if approved, will be put to a referendum vote in all ports.

The Union's requirements for men shipping in each rating will continue under the present port rulings until standard requirements are worked out.

The Committee's recommendation follow:

Recommendations for the Deck Department

The Registration Committee recommends the following registration procedure for the Deck Department:

Members shall register in three groups. A man can throw in for any job in the group in which he is registered, if he has the Union's required qualifications. When men are not available in one group, qualified men registered in the next lower group may throw in for the job.

GROUP I—DAY WORKERS

Each man must be qualified for the job he throws in for and have necessary endorsements. At registration time his qualifications shall be checked.

Ordinary Seamen who cannot obtain AB tickets because of physical defects—such as color-blindness, etc.—may, upon proving that they have sailed three

years as Ordinary out of SIU Halls, register in this group.

Bosun
Bosun's Mate
Carpenter
Deck Maintenance
Watchman—Day Work
Storekeeper

GROUP II—RATED WATCH STANDERS

Quartermaster
Able Seaman
Car Deckman
Watchman — Standing Watches

GROUP III—ONLY ORDINARIES ON WATCH

Recommendations for the Engine Department

The Registration Committee recommends the following registration procedure for the Engine Department: Members shall register in three groups. A man can throw in for any job in the group in which he is registered if he has the Union's required qualifications. When men are not available in one group, qualified men registered in the next lower group may throw in for the job.

GROUP I

Each man must be qualified for the job he throws in for and have the necessary endorsements. At registration time his qualifications shall be checked.

Chief Electrician
Second Electrician
Unlicensed Jr. Engineer—Day Work
Unlicensed Jr. Engineer—Watch
Plumber-Machinist

Chief Refrigeration Engineer

First, Second, and Third Refrigeration Engineer
Chief Storekeeper
Evaporator Maintenance Man
Pumpman, 1 and 2
Engine Maintenance

GROUP II

Deck Engineer
Engine Utility
Oiler—Diesel
Oiler—Steam
Watertender
Fireman—Watertender
Fireman

GROUP III

Wiper

Recommendations for the Stewards Department

The Registration Committee recommends the following registration procedure for the Stewards Department: Members shall register in two groups. A man can throw in for any job in the group in which he is registered, if he has the Union's required qualifications. When men are not available in one group, qualified men registered in the next lower group may throw in for the job.

GROUP I—RATED MEN

Each man must be qualified for the job he throws in for and have the necessary endorsements. At registration time his qualifications shall be checked.

Chief Steward—Passenger
Second Steward — Passenger
Steward
Chef
Chief Cook
Second Cook
Night Cook and Baker
Third Cook

GROUP II—MESSMEN

Utility Messman
Messman.

Seamen Get Idle Pay In New York

NEW YORK—Seamen's unemployment insurance claims are going through in the State of New York with little hitch, stated Mr. A. B. Shavelson, Insurance Manager of the Board's Office at Canal and Broadway, which handles all seamen's applications in New York City.

In a recent interview with Joe Volpian, Special Services Representative of the A&G District, he pointed out that of 2,500 original claims and 900 repeat claims (for a total of 3,400 applications) made by seamen at his office for the month of July, 1948, only 300 were finally rejected.

This is a marked improvement over several months ago when a number of steamship companies, who pay into the New York Insurance fund, were contesting many claims on the basis that

the men left their employment voluntarily at the end of voyages.

This practice was stopped, Shavelson pointed out, when his office proceeded to investigate each case which the operators had contested, requiring affidavits from the Department heads involved on the ships and, if necessary, requiring them to appear along with the seamen involved at a hearing before a referee.

COMPANIES WITHDREW

Companies, thus forced to investigate their own refusals, soon found that seamen's claims for benefits were by-and-large justified, and in most cases withdrew their objections without forcing them to a hearing.

Although the administrative costs of unemployment insurance are born by the National Government out of its share (three-tenths of one percent) of the three percent tax the company pays on wages to the Unemployment Insurance Fund, the boards in the various states operate under entirely different laws and procedures from each other.

Companies stand to gain by keeping the number of employees applying for benefits to a minimum, for those whose tax for one year is not used up in unemployment benefits are allowed a credit for the succeeding year, which often reduces their tax to half of the maximum three percent.

In the case of Waterman, whose home office is in Mobile, and which pays into the Alabama State fund, a seaman applying in New York for unemployment benefits based upon wages earned on Waterman ships will find that the New York insurance office only acts as an agent for the seaman, forwarding his claim to the Alabama officials. If they refuse to grant the claim, it is entirely out of the hands of the New York officials.

CHECKED BY STATE

Fortunately, however, a petition filed in New York is considered as a New York claim first; and the files are checked in Albany for New York income, and in the Social Security files in Baltimore for War Shipping employment (which, as Federal income, also applies as New York State income) to ascertain whether the applicant is entitled to New York benefits, before the claim is transferred to other states.

Thus a seaman, whose principal employment has been with out-of-state companies, but who

made as much as \$586 in one quarter, and a total of \$780 in the base year on a New York company ship, would draw the maximum \$26 per week for any 26 weeks of a benefit year.

Mr. Shavelson added that, as only about 40 out of the average 850 claims per week made in his office revert back to another state, it is not a serious problem to seamen on the beach in this port.

ELIGIBILITY PROBED

All claims are considered first on the basis of eligibility, according to the amount of earnings in the base year preceding the application; and, second, on the basis of the validity of a claim as bona-fide unemployment that is not the fault of the applicant.

In the case of the New York office, considerable leeway is given seamen. For instance, men who have left a ship after a long trip in order to rejoin their families, or who have quit on account of oppressive or unsatisfactory working conditions, are usually held to have quit with just cause, and are allowed unemployment benefits.

Seamen applying in Alabama or other states for unemployment insurance, or men whose claims are forwarded to other states, are advised to press their claims as far as possible. In this way, by forcing the chiselling companies to investigate each case carefully and produce affidavits in behalf of their protests, they may be forced into line as the New York companies have been—even in states where the law is less liberal than in New York.

Membership To Vote On General Fund

(Continued from Page 1)

tributed the Union's ability to wrest the industry's top wages from the shipowners to the combined resources of membership solidarity and sound finances, two factors which they referred to as "the life blood of any organization."

Asserting that the SIU membership will definitely face a struggle in future negotiations, the drafters of the resolution declared:

"...Now that we enjoy these high wages we should do our utmost to build our funds so we will be better respected by the shipowners and in a better position to fight them."

(The full text of the resolution and the signatures of the drafters appear on page 16.)

Minutes Of A&G Branch Meetings In Brief

(Continued from Page 7)

be moving into the New Hall by next meeting. The Resolution from New Orleans for a \$10.00 assessment for the General Fund was accepted by a vote of 98 to 0. Meeting adjourned at 7:40 P.M. with 98 members present.

~ ~ ~

BOSTON — Chairman, J. Greenbaume, 281; Reading Clerk, P. Brownfield, 5497; Recording Secretary, William Prince, 30612.

Motion carried to read only New Business of other Branch Minutes. All were accepted, except that part of Galveston Minutes relating to the use of coca cola money. The Agent reported that shipping was slow with three payoffs in two weeks. The SS Mae, Bull Line, paid off and signed on but took no replacements. The SS Liberty Bell paid off in Plymouth and a check has to be made to see that deadheads pay up or get off. The SS Trinity, John M. Carras, Inc., paid off and signed on with ten replacements. This ship was covered by Patrolman Johnson. The Agent spoke on the SIU A&G Negotiating Committee's Report on the new contract won, and requested all hands to read up on the changes in the new contract. Accepted. The Dispatcher reported 79 registered, and 36 shipped. There was a communication read from the Aleppo Temple Shrine Activities, Inc., and a motion carried to leave it up to the Agent to purchase a book of tickets at \$12.00 and give it to some orphanage. The SIU A&G Negotiating Committee's Report was read and ac-

cepted. The Secretary-Treasurer's Financial Report for week ending August 7 and 14 was accepted. The SIU auditing report for period from September 29 to December 28, 1947, was accepted. The Headquarters' report to the membership was accepted as read. Motion to nonconcur with the Resolution from New Orleans was carried. One minute of silence was observed for departed Brothers. Meeting adjourned at 7:50 P.M. with 65 bookmen present.

~ ~ ~

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

New Business of Branches holding meetings was read and accepted. Resolution from New Orleans was read concerning a ten-dollar General Fund assessment. Motion made that we accept and concur in the resolution as submitted by our Brothers from New Orleans. There was general discussion with members talking pro and con. Discussion was closed and a book vote taken. The resolution carried by 398 to 86. The Dispatcher reported 510 registered, and 417 shipped. The Agent's and Secretary-Treasurer's reports were made and accepted. Under New Business a motion was made that as soon as possible the Union should put the working rules of the Stewards Department into a pamphlet form for distribution among Stewards Department members to avoid confusion. Carried. One minute of

silence was observed for departed Brothers. Meeting adjourned at 8:30 P.M. with 1,123 present.

~ ~ ~

MOBILE—Chairman, O. Stevens, 115; Recording Secretary, J. Morrison 34213; Reading Clerk, H. J. Fischer 59.

New Business of Branch minutes was read. All were accepted. West Coast and Lakes minutes were posted. The Resolution from New Orleans calling for a \$10.00 assessment for the General Fund was read. A motion was made to concur. There was lengthy discussion by the membership, after which the motion to concur with the resolution was carried by a vote of 156 for, and 28 against. Patrolmen Morris, Morrison, and Jordan made their reports and were accepted. Agent Cal Tanner made his verbal report. Accepted. The Dispatcher reported 651 registered, and 194 shipped. Under New Business a motion carried for Headquarters to appoint a census committee as soon as possible to ascertain the personnel required to man the vessels we have under contract now, and to estimate the number of jobs that can be figured on in normal times, so that the membership can be governed accordingly. (Ed. Note: Headquarters now has an up-to-the-minute record of the number of jobs and the standing of the membership. The SIU is the only Union in the industry with approximately as many jobs as members.) One minute of silence was observed for departed Brother. Meeting adjourned at 8:50 P.M. with 263 members present.



SIU Backs SUP In New Coos Bay Raid

(Continued from Page 1)
society, CIO, were ordered off the ship by Randolph Meriwether, an MEBA Business Agent, on the grounds that the ship had been declared hot by the CIO because the company signed an AFL agreement, the SUP statement reveals.

The Sailors' statement continues: "Meanwhile, the MEBA refused to furnish Engineers. The Marine Engineers had no agreement with the company and had no dispute in regard to wages, working conditions or hours. It was strictly jurisdictional recognition of a picketline."

The SUP says it then furnished Engineers for the vessel, making it a 100 per cent AFL job, and she departed from San Francisco for Coos Bay.

COMMIE MANEUVER

"This is an out and out attempt by CIO communist stooges on the waterfront to drive bonafide AFL crews off the ship. It is strictly jurisdictional and has nothing to do with economic conditions of the workers," the SUP said.

The current Coos Bay beef recalls the similar incident in 1946, when the commie-led union of the Committee for Maritime Unity froze SUP ships in that port as part of a raiding attempt.

Immediately the SIU jumped to the aid of its West Coast affiliate, and the raiding tactics of the commie group were quickly smashed.

HANGING JUDGE, by Bruce Hamilton, Harpers, 250 Pages. \$2.50.

A detective story with an unusual slant, well-written and guaranteed to hold your interest to the end. Justice Sir Francis Brittain, the famous "hanging judge", who has sentenced many men to be executed, is himself accused of murder and finds circumstantial evidence piling up against him. The ending is a bit obvious, but it won't detract from your enjoyment of this worthwhile story.



CHRIST STOPPED AT EBOLI, By Carlo Levi; Bantam Books, 187 pages, 25 cents.

For his writings against the Italian Fascist government, Carlo Levi was exiled to a small Calabrian village near Eboli in southern Italy. There he wrote of the lives of the simple peasants; lives full of poverty super-

stition, distrust and complete indifference to the government's attempts to make them zealous adherents to Fascism.

The people, living in a world apart, summed up their plight by saying, "Christ stopped at Eboli, he didn't reach our land."

The author, much like another Italian, Ignazio Silone, has captured the earthy qualities of the people. He writes of a people living without hope; but, almost admirable, a people spared the maelstrom of war which has engulfed their country.

A captivating story which is sure to make the reader eagerly await the next book by this most gifted writer.



WRITINGS AND SPEECHES OF EUGENE V. DEBS, Introduction by Arthur M. Schlesinger, Hermitage Press, 486 pages, \$4.

The first collection of the most important speeches and writings of Gene Debs, best-known and best-beloved of American labor spokesmen, including his famous speech at Canton, Ohio—which resulted in Debs' conviction in 1918, under the Espionage Act for opposing US entry into World War I. Every one interested in the American labor movement should find it revealing and inspiring.

SIU HALLS SIU, A&G District

- BALTIMORE14 North Gay St. William Rentz, Agent Calvert 4539
 - BOSTON276 State St. E. B. Tilley, Agent Bowdoin 4455
 - GALVESTON308 1/2-23rd St. Keith Alsop, Agent Phone 2-8448
 - MOBILE1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
 - NEW ORLEANS523 Bienville St. E. Sheppard, Agent Magnolia 6112-6113
 - NEW YORK51 Beaver St. Joe Algina, Agent HANover 2-2784
 - NORFOLK127-129 Bank St. Ben Rees, Agent Phone 4-1083
 - PHILADELPHIA614-16 No. 13th St. Lloyd Gardner, Agent Poplar 5-1217
 - SAN FRANCISCO85 Third St. Steve Cardullo, Agent Douglas 2-5475
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 - SAVANNAH220 East Bay St. Charles Starling, Agent Phone 3-1728
 - TAMPA1809-1811 N. Franklin St. R. H. Hall, Agent Phone M-1323
 - HEADQUARTERS. .51 Beaver St., N.Y.C. HANover 2-2784
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Paul Hall
- DIRECTOR OF ORGANIZATION
Lindsey Williams
- ASSIST. SECRETARY-TREASURERS
Robert Matthews J. P. Shuler
Joseph Volpian

SUP

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- PORTLAND111 W. Burnside St. Beacon 4336
- RICHMOND, Calif.257 5th St. Phone 2599
- SAN FRANCISCO59 Clay St. Douglas 2-5475
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- WILMINGTON440 Avalon Blvd. Terminal 4-3131

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- CHICAGO, Ill.3261 East 92nd St. Phone: Essex 2410
- CLEVELAND2602 Carroll St. Main 0147
- DETROIT1038 Third St. Cadillac 6857
- DULUTH531 W. Michigan St. Melrose 4110
- TOLEDO615 Summit St. Garfield 2112

Canadian District

- MONTREAL1227 Phillips Square
- VICTORIA, B.C.602 Boughton St. Empire 4531
- VANCOUVER565 Hamilton St. Pacific 7824

PERSONALS

PAUL H. MOFFIOLI
Your sister, Elsie Schilliry, 250 W. Kellogg Blvd., St. Paul 2, Minn., has been ill, and wants very much to hear from you and get your present address.

SAM MITCHELL
Mrs. C. E. Culbreath, 511 E. Giddens, Tampa 3, Florida would like to hear from you or from anyone knowing of your whereabouts.

ESNEST H. BURRES
Clifton "Gray" Eaton would

like to hear from you or any of his old shipmates. He is planning to sail again if he gets in touch with you. Address Chattanooga, West Virginia.

EDWARD & FRANK BLOOM
Your father, Michael Bloom, 48 Monument Walk, Apartment 3D, Brooklyn 1, New York, asks you to write him, and your sister Lee, and to call on your aunt Ella.

GEORGE M. SCHEMM
Please get in touch with your mother at once: Mrs. Charles E. Schemm, R-1, Federalsburg, Maryland.

GEORGE ABBOTT
Your sister, Ella Colegrove, West Portsmouth, Ohio, is seriously ill, and requests you to return home. Get in touch with Mrs. Ollie Abbott Fain, Route 2, Wheelersburg, Ohio. Phone Porter 3014.

W. H. HOFFMAN
Get in touch with your mother.

ALEX DeMEO
A letter from your brother is being held for you in the baggage room of the New York Hall.

BERNARD MACE
Please call your wife, Eileen, at BUckminster 7-8184 in New York, on a matter of importance.

CLARENCE LOHNE
Contact your home immediately. Important.

NOTICE!

VALENTIN NEYALA
Get in touch with your lawyer in Newark.

OBERT MORGAN
Who failed to join the Seamar at Long Beach in April, please contact the San Francisco A&G Hall regarding your gear and salary.

JAMES H. SEEDS
Who missed the Portmar in June, may contact the San Francisco A&G Hall about salary due.

CHARLIE G. SNODGRASS
Permit P3-6604—Your Z-Paper (Z226770D2) is on file on the sixth deck in the New York Hall.

The crew of the SS Tono, who are suing the Pacific Tankers SS Co., have been advised to get in touch with their lawyer on or before October 15, 1948.



NEW YORK

INDIVIDUAL DONATIONS

- A. Florinda, \$5.00; Max Olson, \$5.00; S. F. Prusinski, \$25.00; D. D. Molter, \$1.00; J. E. Murphy, \$1.00; A. Quinones, \$1.00; Walter Mueller, \$4.00; J. E. Duffy, \$1.00; Frederick E. Walker, \$5.00; F. J. Connor, \$25.00; A. Ortiz, \$1.00; Harry W. Porter, \$5.00; Johannes Roos, \$5.00; Roque Marcaral, \$4.00; Herman C. Kemp, \$5.00; Raul Alvarez, \$1.00; Wm. Kozubski, \$2.00; T. L. Arbrough, \$5.00; Donald E. Morris, \$5.00; Vincent Dominguez, \$5.00; J. J. Reilly, \$2.00; Paul Gordon, \$1.00; M. Courtney, \$1.00; Robert T. Woodford, \$3.00; Warren Neilson, \$5.00; Esko Makilo, \$1.00; R. J. Sullivan, \$1.00; T. R. Tobiasen, \$5.00; Ray Mandgoc, \$1.00; Anthony F. Martinez, \$5.00; Wm. L. York, \$5.00; Billie Ray Hartzog, \$5.00; Ruben G. Ruttkay, \$5.00; Joseph J. Occhinerio, \$5.00.

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- Crew of SS J. Turner, \$40.00.

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- A. R. Brunelle, \$1.00.

SS BEATRICE

- H. Morey, \$1.00.

Notice To All SIU Members

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

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

PLEASE PRINT INFORMATION

To the Editor:

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

Name

Street Address

City State

Signed

Book No.

BUILD THE A&G GENERAL FUND!

New Orleans Resolution For \$10 General Fund Assessment..

WHEREAS: The A&G District of the Seafarers International Union of North America has set the pace with a new contract and raise in wages, making the seaman's wage the highest ever obtained or imagined, and

WHEREAS: Through job action and solidarity of the SIU membership and officials, we were able to make the shipowners come in line and sign this contract, and

WHEREAS: The life blood of any organization is its solidarity and finances, and this definitely helped us with our negotiations with the shipowners, and

WHEREAS: All our funds are definitely established for certain purposes, such as Buildings, Strike, etc., and our General Fund is our working fund, and

WHEREAS: We will definitely have a struggle in future negotiations, and now that we enjoy these high wages we should do our utmost to build our funds so we will be better respected by the shipowners, and in a better position to fight them, so therefore be it

RESOLVED: That we go on record assessing ourselves \$10.00, to be a General Fund assessment, and be it further

RESOLVED: That copies of this Resolution be sent to all ports to be acted on at the next regular meeting August 25th, 1948, and they in turn wire the Secretary-Treasurer of their action, and be it finally

RESOLVED: That if this Resolution is carried that the Secretary-Treasurer be instructed to put in motion the necessary machinery to conduct a referendum ballot.

NAILING IT DOWN!

VOTE "YES" FOR A&G SECURITY

VOTE "YES" FOR A&G EXPANSION

VOTE "YES" FOR JOB INSURANCE



Signed by the following members in the Port of New Orleans

- Joseph Barron, 142
- Otto Callahan, 5655
- Thomas Pradat, 97
- Jos. B. Compan, 50242
- Michael Liuzza, 7190
- J. W. Malcolm, 202
- E. Joffrion, 44556
- Dennis G. Saunders, 2254
- Jack Lewerency, 24349
- M. Rodriguez, 44662
- C. W. Crosland, 86
- Tony Pisani, 48785
- C. A. Bradley, 381
- Louis L. Arena, 6908
- Joseph Fussell, 47532
- Dauil Cervet, 8081
- S. J. Pierson, 39414
- A. J. Dugas, 113
- G. C. Foley, 25391
- J. E. Kennedy, 88
- Edward E. Kinchick, 102318
- Homer Nichols, 357
- M. C. Gaddy, 37053
- T. M. Griffiths, 115
- A. C. Reed, 24091
- O. S. Brooks, 50202
- Jas. P. Shaughnessy, 38469
- Joseph Anderton, 45404
- Robert Reynolds, 38245
- A. E. Swenson, 8
- R. Marion, 42180
- D. Flockhart, 40137
- Harold A. Tauman, 37850
- Harold E. Cumbie, 49841
- Demitrio G. Zerrudo, 25085
- Chadbourne Galf, 47163
- J. A. Snoddy, 21140

VOTE "YES" FOR YOUR FUTURE