

SEAFARERS LOG



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

VOL. XII

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No. 24

SUP Freezes 5 Oregon Ports

Bill Brady Dies Suddenly Aboard SS Steel Worker

Wilbert J. Brady, 47-year-old Seafarer, died suddenly aboard the SS Steel Worker in New York on December 3, the LOG has been informed. Death was attributed to an internal hemorrhage.

The popular Seafarer held book No. 6829, and had been a member of the SIU since 1941. Well-known and well-liked by all who knew him, Brady was an active and staunch Union man during his entire sea-going career. He served as a volunteer organizer during various campaigns, and as a member of innumerable rank and file committees.

At the time of his death Brady was an AB aboard the Steel Worker, which has just completed a coastwise trip.

Aboard ship, almost invariably, Brady was elected by the crew to serve as Ship's Delegate. A capable speaker and organizer, in dozens of instances he personally knitted the crew into a smooth working machine, both in their work and in shipboard Union affairs.

A very personable fellow, Brady was often sought out as a confidant by crewmembers with personal problems.

Brady was known as an industrious worker who could be counted on to give his best to any job he undertook. One of-



W. J. (Bill) BRADY

official, when given the news, said, "W. J. was a sterling example of a good Union man; he was always on hand when the Union was having tough going. We're proud he was one of us."

Brady is survived by his wife, Ruth, who is making arrangements for his funeral. In accordance with his wish, it will be a trade union service, in which eulogies will be given by Seafarers and friends from other trade unions.

In accordance with the provisions of the Seafarers Welfare Plan a \$500 death benefit has been paid.

The communist-inspired jurisdictional raid on the Sailors Union of the Pacific reached the showdown stage this week, as the SUP froze five Oregon ports in answer to Harry Bridges' latest job-grabbing move in the Coos Bay area.

The ports involved are principally lumber ports, but the freeze will affect all shipping in the area. Unless Bridges calls off his raid, activity will come to a complete standstill.

The SUP's militant stand was explained in a telegram sent to the SIU Atlantic and Gulf District by Harry Lundeborg, SUP Secretary-Treasurer.

"Commie longshoremen are again attempting to raid our jurisdiction in steamers in Coos Bay area," Lundeborg said.

"We have no alternative except to again freeze following ports in Oregon in show-down fight with commie longshoremen: Newport, Reedsport, Coos Bay, Bandon and Florence. Will you please notify operators you have contracts with to not send any of their ships into these ports.

"Your cooperation in this matter will be greatly appreciated," the telegram concluded.

A&G District Secretary-Treasurer Paul Hall immediately informed Lundeborg that the SUP could continue to count on full support from Seafarers on the East and Gulf Coasts.

"The A&G District is four-

square behind the Sailors Union in this fight against the communist-conceived job grab. Our members are already on record to give all-out support to their West Coast Brothers in meeting the commies' latest mad maneuver," Hall said.

The A&G District official added that the "SUP and SIU will see this fight through together in the same way they did back in 1946, when Bridges' first Coos Bay raid was smashed by our joint action and that of the AFL Maritime Trades Department.

'ALL WET'

"If Bridges thinks he can get away with this latest stunt, he's all wet. He's learned before that he can't get away with stabbing at the SUP. But it looks like he'll have to learn it all over again," Hall said.

Prior to instituting the "freeze" this week, the SUP had successfully fought off several attempts by Bridges' union to grab jobs that have traditionally and contractually belonged to the SUP.

For a long time the West Coast longshoremen have been hungrily eyeing the SUP jobs, the working of packaged lumber on deck in the loading and unloading operations of steamers.

Tactics similar to those employed in the ill-fated Coos Bay Beef of 1946—phony picketlines and goons squads—are being followed in the present raiding effort.

MOB RAID

Typical of the manner of the commie-led raid were last month's incidents centering around the SUP-contracted lumber schooner, C-Trader.

In Wilmington, Ore., and San Pedro, California, bands of 500 longshoremen picketed the ship without success. None of the maritime organizations recognized the lines as legitimate.

More than 300 of Bridges' men stormed the SUP Hall in Wil-

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Next A&G Meeting December 20

The next regular membership meeting of A&G Branches will be held December 20, instead of December 13, as had been scheduled. The switch in dates was adopted at the last membership meeting when it was pointed out that the following meeting would fall in the middle of Christmas week on December 27. The change will enable Seafarers who planned to be with their families or out of town to spend an uninterrupted holiday.

Inasmuch as the SEAFARERS LOG customarily is published the week following a meeting, the next issue of the LOG will be dated December 29.

End Draft Confusion, SIU Tells Draft Board

The SIU Atlantic and Gulf District this week called upon State Selective Service Boards to establish uniform procedures in handling cases of merchant seamen registrants.

In identical messages, addressed to directors of the state boards, the Union said that there is "a considerable amount of confusion and a lack of uniformity existing among the various local draft boards, particularly in regard to the status of merchant seamen."

The message attributed this situation to the absence of a regulation governing skilled workers. It suggested that seamen "should be considered in a category separate and apart from shoreside workers," because of the peculiar conditions of maritime employment.

Many seamen had been forced

to quit their jobs in order to appear before their local boards, only to learn later that they were deferred, the message pointed out.

In the interests of efficient manning of the vital merchant fleet, the Union urged adoption of a policy recognizing the needs of the industry during the present emergency.

FULL TEXT

The complete text of the Union communication follows:

We herewith present certain facts for your consideration which we regard as of extreme importance in the national interest.

In the absence of a regulation governing deferment of skilled workers, our organization has noted that a considerable amount of confusion and a lack of uniformity exists among local draft

boards, particularly in regard to the status of merchant seamen.

We strongly feel that, in view of the experience and skill required of men going to sea and because of the essential nature of their jobs in our national security program, merchant seamen should be considered in a category separate and apart from shoreside workers.

We base this stand on the following facts:

1. On the matter of experience, full Able-Bodied seamen, for example, must by law have three years' experience to qualify them to sail in their rating. It should be noted that under present regulations at least 50 percent of the deck crews must be rated as full able-bodied seamen. These men cannot be readily replaced and textbook training is no substitute for the

years of experience gained at sea.

2. It is vitally important that a large pool of skilled seamen be maintained at all times to man our merchant ships, which in addition to carrying supplies to our fighting forces is continuing to deliver arms cargoes and other military material to our allied nations under the Atlantic Pact Aid Program.

VITAL WORK

3. The role of the merchant fleet in our national defense effort is daily assuming greater proportions. A considerable number of ships have recently been taken out of the mothball fleet and have been pressed into service, and indications are that more of these reserve ships will be reactivated almost daily. Skilled seamen must be available

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Same Old Line

Someone once said that the communist party line changes with the weather. Of late the frequently changing policy is dictated by the need to maintain the party's influence, particularly in the labor movement.

The November 30 issue of The Labor Leader, semi-monthly publication of the Association of Catholic Trade Unionist, points out editorially that the communists appear to be throwing out a new line, calling for a program of "friendship with all labor groups and unity in behalf of workers' demands."

As a result, the commie leaders are calling upon their hacks to join up with the opposition wherever they can. (See story on page 3.)

The ACTU publication feels that the new party line might have some appeal to workers in light of present conditions. Here's the text of The Labor Leader's editorial:

Reports coming in from all parts of the country indicate that the new Party line in the trade union field is one of friendship with all labor groups and unity in behalf of workers' demands.

This line is of particular import where the workers are divided into non-communist and pro-communist unions as in General Electric and Westinghouse. Where non-communist union leaders object to a plea for joint action an effort is to be made to line up their memberships directly in support of the pro-communist demands. We can be sure that such demands will have plenty of popular appeal particularly if the cost of living continues to march upward.

The portions of Williamson's article dealing with UE amounts to a public reprimand of UE top officials, Matles and Emspak, although neither's name is mentioned. Hitherto they had been considered the Party's most astute and prized leaders in the union section.

Could it be that Mr. Matles and Mr. Emspak are no longer faithful followers of the Party's orders and are on the way out? It has happened with others before; the sign are pointing in that direction again.

Insofar as members of the Seafarers International Union are concerned, there appears to be little likelihood of the commies making any headway with their new program of peace with all hands.

Seafarers have experienced communist appeals—direct and indirect—for "unity" in one guise or another for the past dozen years. None of these was ever successful. In fact, the Seafarers has been a thorn in the commies' waterfront side from the day we began functioning as an organization. We have no intentions of relaxing our vigilance.

In view of the present commie angle, it would be wise for Seafarers to keep a sharp lookout for waterfront characters seeking to win converts to joint programs of "peace and plenty." Stripped of its pretty sound, the phrase is merely a rehash of the old party line that begins in the Soviet Union.



Men in the Marine Hospital

- MOBILE**
TIM BURKE
S. PINER
T. L. PITTMAN
- ***
- NEW ORLEANS**
E. J. AIBINSKI
JOHN EARRON
JAMES E. BELL
N. BOSSANYI
C. A. BROWN
B. P. BURKE
JOHN L. CALDWELL
WILLIAM O. CARA
T. A. CARROLL
BYRON F. CHAPMAN
ROGELIO CRUZ
ALBERT W. GATEWOOD
HENRY C. GERDES
G. HARDING
WILLIAM HERNANDEZ
L. A. HOLMES
D. D. KELLY
HUGH F. LAGAN
LEO LANG
M. V. MOBLEY
M. NEWMAN
K. RAANA
CHARLES SANDERSON
L. TICKLE
- ***
- FORT STANTON, N.M.**
GIDLOW WOODS
A. McDONALD
R. A. RADCLIFF
S. WALKER
H. THURMAN
W. MEEHAN
- ***
- BALTIMORE**
JOHN J. O'CONNOR
TIMOTHY SULLIVAN
JOHN WISLOFF
PAUL W. STRICKLAND
M. D. WATT
JAMES LEE
W. J. HACKETT
WESLEY YOUNG
JACK HOWARD
P. MATAN
WILLIAM J. WOLFE
FRED L. PITTMAN
VINCENT GENCO
ANTONIO A. ZELAYA
E. J. BRADLEY
FRANK NERING

- SAVANNAH**
R. C. SHEDD
WILLIAM VAUGHAN
- ***
- ELLIS ISLAND**
G. C. GAGE
M. COLLINS
B. T. KNEW
- ***
- STATEN ISLAND**
R. P. NIEVES
F. KUBEK
D. KOROLIA
J. LUCAS
J. MOLINI
B. RAMIREZ
J. HANSON
L. HOLLIDAY
R. GRESHAM
C. FIGUEROA
B. DARLEY
J. QUIMERA
H. J. MOORE
YOU TZANG
E. SPAULDING
C. HANSEN
B. JURKOWSKI
C. EZELL
A. VASQUEZ
S. GLYPTIS
D. GARDNER
R. CHRISTOPHER
- ***
- GALVESTON**
JOEL M. SHIPLEY
ISRAEL SANTOS
A. LAPEROUSE
JOHN J. EZELL
B. W. SUMSKI
PHILLIP J. SNIDER
S. H. SWINNEY
ANGELO MACIEL
- ***
- BRIGHTON**
C. F. DWYER
- ***
- BOSTON**
R. LUFLIN
CHARLES F. DWYER
- ***
- SAN FRANCISCO**
GEORGE H. NOLES
ALBERT A. HAWKINS
JAMES H. BRANDON
EDWARD L. PRITCHARD

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.)

- JAMES R. LEWIS
CARL L. SHOTTER
W. WATSON
JOSEPH SAXTON
JOHN EMORY
DONALD GELINAS
BEVERIDGE DUNLOP
EDWIN E. RITCHIE
JAMES HODO

MANHATTAN BEACH

- A. LOMAS
V. CHESNER
W. PADGETT
J. PADZIK
R. CABRERA
H. TUTTLE
V. MILAZZO
M. BRUNO
P. VORKE
J. J. DRISCOLL
J. H. ASHURST
J. SPAULDING
J. T. EDWARDS
J. LIGHTFOOT
E. FERRER
R. A. BLAKE
E. LOPEZ
S. BURGSTROM
- Bill Padgett, SIU delegate at Manhattan Beach Hospital, can be contacted from 3-4:30 PM every day on the second deck, West Side, Ward L.

SEATTLE

- JOHN HEACOX
JOHN WARD
GARTH BROAD
JOSEPH MC NULTY
MALCOLM CROSS

Cities Service Signs For 6.38, Welfare Plan

The SIU Negotiating Committee announced this week that it had reached agreement with the Cities Service Oil Company calling for the company to pay the 6.38 percent wage increase won from other contracted operators last month. At the same time the company signified agreement to the Seafarers Welfare Plan. The committee also announced that three other companies had agreed to the Welfare Plan.

DEADLINE SET

The new wage scale went into effect on Cities Service ships in foreign service on December 1; aboard the remaining ships, the effective date is the next sign-on or December 10, whichever comes first. At any rate, Cities Service will be paying the new wage rates on all ships by December 10.

Signing of Cities Service to the new wage increase brought the last major operator under the new agreement and left only a handful of smaller operators yet to be negotiated with.

THREE OTHERS

The committee announced that along with Cities Service, the three other companies to agree to the Welfare Plan are: Cabins Tankers, Inc.; Terminal Tanker Industries; and State Fuel Corporation, all tanker companies for which Mathiasen Tankers, of Philadelphia, acts as general agent. The other two SIU-contracted tanker companies under Mathiasen—Tanker Sag Harbor Corporation and Petrol Tanker Industries—are to be met with in negotiations shortly.

SUP Answers Bridges, Freezes 5 Oregon Ports

(Continued from Page 1)

Wilmington several weeks ago and smashed windows and wrecked cars in the area, but were unable to break through the barricades set up by SUP Agent and 14 other members, who held off the attackers in an all-night fray.

The longshoremen dispersed in the morning when SUP members began arriving at the Hall.

SAME DEAL

The current face-saving effort of Bridges in raiding the SUP steamships is reminiscent of the Coos Bay Beef in 1946. At that time Bridges ordered members of his union to refuse to unload cargo from the SUP-contracted SS Mello Franco, in Coos Bay, Ore. He demanded that the ship be manned by a crew representing the Committee for Maritime Unity, a group of the red-led CIO unions.

Retaliatory pressure by the AFL Maritime Trades Department on the East Coast against the CIO outfits in the CMU resulted in Bridges calling off the Coos Bay raid.

This defeat was one of the factors that led to the subsequent abandonment of the CMU.



Oja Ekeland (left), AB, and Robert Brown, OS, two of the men who were instrumental in bringing the benefits of an SIU contract to crewmembers of the Southern Trading Company vessels. (See story at right.)

'Quickie' Strike Brings Six LSTs Under Contract

The Southern Trading Company, operators of six LSTs, signed a contract with the SIU on November 21 after a quickie eight-hour strike had tied up two of the company's ships in the Philadelphia area.

The climax which led to the contract signing came about when the MV Southern Cities and the MV Southern Counties were involved in a dispute with Philly longshoremen.

The Philadelphia Maritime Trades Council, of which the

SIU is a member, was called into the situation.

When informed of the ships involved, SIU Philadelphia Agent Steve Cardullo, in conjunction with the SIU organizing staff, decided to capitalize on the situation, inasmuch as the SIU held pledge cards from a large number of Southern Trading Company seamen.

The crew of the ships were contacted and the overwhelming majority walked off, tying up the ships tight.

After hurry-up long distance telephone conversations between company officials and SIU Headquarters officials, a representative of the company flew from Wilmington, Delaware, to New York, where an interim agreement was signed.

The pact calls for recognition of the Union, payment of wages prevalent on SIU ships, and provides for the hiring of men through the Union Hiring Halls. At the same time the company agreed to the full provisions of the Seafarers Welfare Plan for the men on its ships.

Negotiations are to get under way shortly with the company to map out working rules for the special type of ships, the first LSTs to be covered by an SIU contract.

The ships involved are the MVs Southern Counties, Southern Cities, Southern Isles, Southern Towns, Southern Districts and Southern States. Each ship carries fifteen unlicensed crewmembers.

Prior to the successful strike the SIU had been quietly working in the fleet for over a year, gathering pledge cards and lining up the crews in case NLRB machinery had to be used.

The primary complaints of the crew had been frequent "field days" and the absence of overtime pay.

The ships usually run coastwise and to the Islands, hitting such ports as Jacksonville, Norfolk, Galveston and dozens of

(Continued on Page 15)

Old 'United Front' New Commie Line

The following story is reprinted from "The Labor Leader" the organ of the Association of Catholic Trade Unionists (ACTU). A copy edited by Roger K. Larkin. "The Labor Leader" is well-known in the trade union movement as an intelligent, liberal commentator on matters affecting labor, and as implacable foe of communism. Seafarers can profit from this information, because changes in the commie line cover all fields and industries, and this new line will be met on the waterfront.

(Note by Editor of "The Labor Leader": The monthly magazine, "Political Affairs" (formerly The Communist) states in its masthead that it is "devoted to the theory and practice of Marxism-Leninism." Actually it is the party transmission belt on policy, strategy and tactics. It is regarded as the authoritative voice of the American Communist Party and is read faithfully by the Party's so-called higher echelons, the "intellectuals," the trade union functionaries, etc.

John Williamson, the Party's trade union specialist has a 22-page report on union policy in the November 1950 issue. With a little study, the Party doubletalk clarifies itself.

One section deals specifically with UE, the union which the CIO last year ousted for its pro-Communism and which still retains thousands of adherents despite the inroads of IUE, the successor union chartered by the CIO. The UE leaders Emspak and Matles have been considered tops in trade union officialdom controlled by the Party.

The Williamson article points to a decided shift in attitude on the two UE leaders and the encouragement of a new policy of friendship with non-CP unions. We are reprinting a few excerpts indicating the change. The emphasis is ours.)

"A central weakness in this

group of unions is their underestimation of, and at times resistance to, united action in the same industry or allied industries with the members of other Right-led unions. This arises firstly from an understandable bitterness against Right-wing splitters and raiders; but it is wrong to allow this to degenerate into mere factional bitterness in which the rank and file of both unions suffer. Fundamentally it also reflects a confusion by these progressive-led unions of the rank and file of such Right-led unions with the Right leaders. This attitude is wrong and must be combatted. . . ." (Progressive when translated means communist. The group of unions referred to are the expelled CIO unions.)

ON NEGOTIATIONS WITH GE

Referring to past UE negotiations with General Electric the article says: **Decisive forces in the top leadership of the union (UE) did not propose or adopt a fighting policy** in mobilizing the rank and file against the G.E. company, although there were numerous stoppages of workers in U.E. shops." (Decisive forces means Matles and Emspak—the bosses of UE.)

The top leadership resisted an approach of real united action of U.E. and I.U.E. and their members. . . . This letter (a let-both unions, whether in or outside the shops."

" . . . On both of these issues

secured support in some local unions, but this was never able to be registered consistently or adequately on a national level. . . ." (National level means Emspak and Matles.)

COOPERATION WITH CAREY

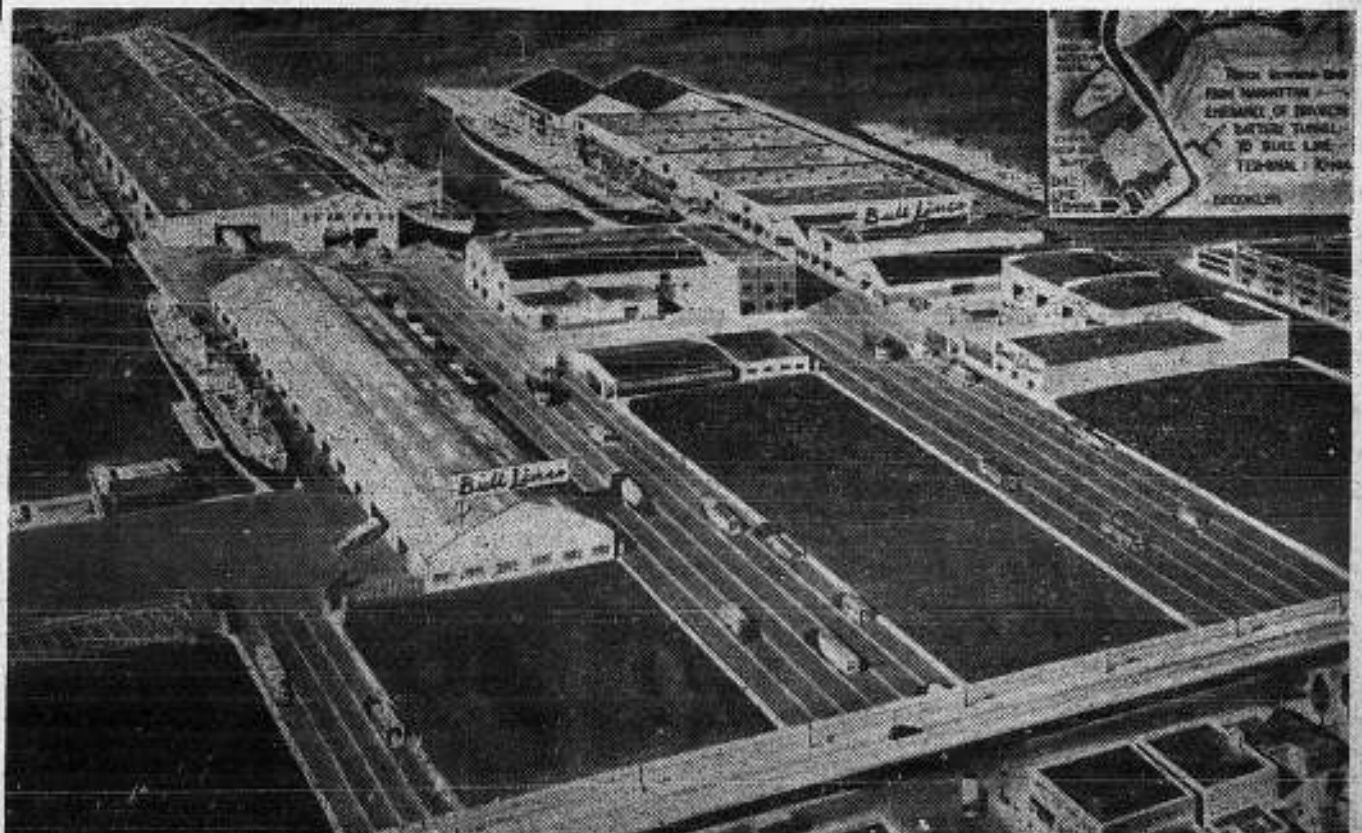
"When Carey (IUE leader), called various I.U.E. local strikes, the U.E. national leadership termed them phony, and resisted all efforts of U.E. locals to join the mon the picket line or establish other forms of joint action against the company. . . . Not to see the contrast between the motives and schemes of a Right-Wing leader like Carey and those of the thousands upon thousands of workers on strike in Lynn (refers to Lynn, Mass. IUE strike) merely demonstrates where blind factionalism can lead." (The obvious reference is to Matles' and Emspak's known distaste for any cooperation with IUE.)

WESTINGHOUSE STRATEGY

. . . In this chain (reference is to Westinghouse where contract is in negotiation) the workers should demand that U.E. should take the initiative in proposing joint struggle for a wage and contract program and in this way re-establish its influence over many Westinghouse workers who were misled by Carey.

Comment: See Editorial.

New Bull Lines Terminal Near Brooklyn Hall



Artist's sketch of new Bull Lines terminal, now under construction in Brooklyn. The new facility, which will be served by three approaches from 20th, 21st and 22nd Street, is expected to be completed early next year.

Baltimore Beach Is Full, Despite Many Sign-Ons

By WILLIAM (Curly) RENTZ

BALTIMORE — Shipping has been fair in the Port of Baltimore but there are still plenty of men on the beach. We're hoping for a pickup in activity that will give all of them a chance to ship out without too long a wait.

All of the payoffs in the past two weeks came off in good shape. The few beefs that cropped up were straightened out right aboard the vessels involved. The largest number of payoffs occurred on Ore Line ships, with the Bull Lines scows right behind.

There was a considerable number of sign-ons in light of present conditions, but since many men remained aboard, there was not the heavy number of job calls.

About a dozen ships, including two Cities Service tankers and one of the newly organized LST's of the Southern Trading Company called at this port in transit.

CLEAN UP!

A few men here and there appear to be forgetting that an SIU ship is a clean ship, and are not doing their part to keep our contracted vessels the finest afloat. Remember to clean up your room before paying off. Leave it like you'd expect to find it when you board ship.

On ships scheduled for drydock, repair lists should be made out in advance and not at the last minute. If this is attended to in the proper manner, we can see to it that the repairs are made in the drydock.

Cities Service ships are hitting this port regularly and Union representatives are boarding them as soon as their lines are made fast. These vessels are shaping up fine and the men aboard them are doing an excellent job.

We shouldn't forget the swell job done by the men who stuck on these ships when the company's anti-union policy was at its height. It was a tough fight and now that everything is working out so well, let's all do our part to observe everything to the letter, so that we can protect what we have won.

Commendation For Good Job

Current crisis in Korea reminds Steward Egbert Goulding of merchant seamen's role in last war. He's shown with War Department commendation given him for the excellent job he did aboard the troop carrier SS William Rawle, then a Bull Lines ship operating in the European Theatre of Operations.



FORE'N AFT

by Johnny Arabasz

After this free bit of plugging, "Fortune Magazine" will undoubtedly raise its monthly circulation by at least ten copies. Should I accept a commission? Seriously, the December issue of this magazine carries a factual and amazing story of what happened while the SIU was organizing in Cities Service. At one point in the article, the writer states "All things considered, the two days of testimony comprised just about the worst public relations an American corporation could have." How true. Why does one part of a large American corporation like Cities Service spend millions in ads to sell their product and build good public opinion, and let another part of the corporation spend large amounts committing acts which tear all this down?

At the last Headquarters meeting it was recommended that the standby-relief rates be made the same for all ports, with the standby rates in the contract applying. This has been needed for some time and several members have already voiced their feeling in favor of this recommendation.

The Armed Forces are giving the Headquarters-Records Clerk a bad time, and our younger members invitations. From October 1, 1950, to December 5, over 185 men have retired their books due to those "greetings," with the Clerk going ga-ga trying to keep up with the retirement requests. This covers bookmen only. . . . The 6.38 percent wage increase signed recently by Cities Service can be attributed to the clean noses the crews have been keeping since the signing of the contract. Keep up the good work.

Bob McCullough said so long for eighteen

months to mid-town New York, East Baltimore Street in that town, and all his other gin mills, when he made the Steward's job on that tanker. . . . If you can, but don't go up for Pumpman, Machinist and Electrician's endorsements—heck—the best I can say to you is "nuts." . . . During the recent storm on November 25, Ambrose Lightship was blown two miles off its station, despite the drag of its heavy mushroom anchors. Did I hear somebody say "so what."

If you have pressed charges against a member and do not appear before the Trial Committee to back them up, you yourself are liable to a fine. It is only fair that you appear with the member you have on charges, and give him a chance to a fair trial. This rule protects both the accused and the accuser, so be sure to show up. . . . The Greek Mercantile Ministry announced plans to call in Greek shipowners in New York, London, etc., to consider transfer to Greek registry some 800 Greek-owned vessels now under foreign flags. . . . According to the Liverpool Underwriters Association, October was the first month since the end of World War II during which no ship was sunk by a mine. The way things are going right now in the North Pacific, they won't be making that statement again for quite a while.

"I TAKE IT BACK DEPARTMENT": A few issues ago, this column stated that shipping on the West Coast had slowed up and advised those young men going West to slow down. I take it all back fellows. Go West, young man, go West. . . . In the meantime, I'll just go. So long. . . .

New York Shipping No Better Than Fair

By JOE ALGINA

NEW YORK—We passed a fair two-week period and came out of the full gale that hit this port with little damage. Ships hereabouts got through the blow with no trouble, though small craft around New York took a terrific beating.

The New York Hall's only storm damage was caused to the elevator, which was parked in the basement and the cables

got wet. During the past week while the elevator was useless, there were a lot of short-winded Seafarers around the 6th floor.

However, the Patrolmen got out to the ships to handle 25 payoffs and five signons. They found the majority of the ships in good shape with the beefs settled on board, with one exception. There was a beef on the SS William Carruth that was held over and the crew will be notified of the settlement.

If any ship is to be singled out for being in excellent shape, that ship would have to be the Stonewall Jackson, which the Patrolman reported as being a pleasure to payoff.

Turning from the waterfront to the merchant marine in general, it seems that everybody has his eyes on the seamen. The American Legion wants to put us under the Navy, the Coast Guard wants to put us under its wing and the Army is drafting our men. We must be popular people.

PROBABLY WSA

The probable set-up, in case of a full scale war, will be the revival of the War Shipping Administration.

While mentioning the Army drafting seamen, the undue hardship seamen are being put to doesn't seem fair. When a shore-sider is drafted he continues at his job until he is called to

leave. Seamen, on the other hand, must wait around once they have received the call, and are not allowed to take a ship. As a result a lot of seamen have to lie on the beach unemployed for three or four weeks. What are these men supposed to do—starve?

Seamen are as patriotic as any other group of workers, but we want to be paid. If we are supposed to go without money, then let the shipowners give up their profits, too. But that's different they say.

Just a reminder. A new year is almost upon us and the 1951 assessments will become due shortly. I advise everyone to take care of the assessments as soon as possible.

No Change In Sight For Mobile

By CAL TANNER

MOBILE — For the past two weeks we had a total of 10 payoffs and very few replacements were furnished to any of them. The next two weeks look like they will be even worse, with only four offshore and five coastwise ships due here for payoff: The Alcoa Runner, Alcoa Cavalier, Alcoa Clipper, the Alcoa Partner, the Mobilian, Monarch of the Sea, Morning Light and the Iberville. The Warrior will be due at Panama City, Florida, December 11 and then will come on to Mobile on the 13th for payoff.

From the rumors around the

Suggestions For Stewards Dep't

This installment concludes the suggestions for a standard routine for the Stewards department drawn up by members of the SIU to fulfill what they considered a great need. We know that it will provide a welcome guide for many, but it must be pointed out that these are only suggestions and have no official standing within the Union.

NIGHT COOK AND BAKER

The title Night Cook and Baker means that he is a Cook as well as a Baker and he is responsible to the Chief Cook. His work is scheduled to perform the major portion during the night hours doing the necessary cooking, baking bread, pies, cakes, puddings, etc., in order to take advantage of the limited facilities of the galley and to relieve the work of the day Cooks as much as possible, cook cereals, assist with breakfast and keep his working gear clean.

The Night Cook and Baker shall work along with the day Cooks in port.

PASSENGERS' UTILITY

The Passengers' Utility shall make the passengers' rooms each morning after breakfast and care for the lounge. He shall assist the Pantry Messman in the preparation for serving lunch and dinner (while the Saloon Messman is engaged in serving the officers) for the passengers. He shall serve half the amount of passengers, assist the Pantry Messman before noon in preparing mixed salads (except potato and other cooked salads) which is put in the chill box for service at dinner.

CREW PANTRY MESSMAN

The Crew Pantryman shall be responsible for the cleanliness of the crew pantry, crockery, coffee urn, percolators, making salads (except cooked salads), clean all pots or pans used by him, scrub down each day, clean after each meal, dump garbage and scrub garbage pails, work with Messman if needed, leave coffee at 10:00 AM before retiring, bring up needed supplies for crew mess and assist Crew Messman in making cold drinks.

STEWARDS UTILITY

Routine duties for the Stewards Utility, other than making officers' quarters, shall include work in storerooms, linen lockers, toilets and Stewards Department passageways and do general cleaning within his eight (8) hours as directed by the Steward.

(The recreation room used by the crew is kept clean alternately by the OS, Wiper and Stewards Utility. The last man to use the laundry cleans it.)

port, there is a good possibility that more of the ships in the laid-up fleet will be taken out of the boneyard for active service.

With still a month to go on voting for the 1951 officials, I again would like to urge the members to take an active part by voting before it is too late.

Some of the oldtimers on the beach are Richard Ulmer, Pete Morris, Donald Horn, L. O. Russell and W. C. Davis.

In the Mobile Marine Hospital are the following members: S. Piner, Tim Burke and T. L. Pittman.

Camera Highlights Of SIU Voyages



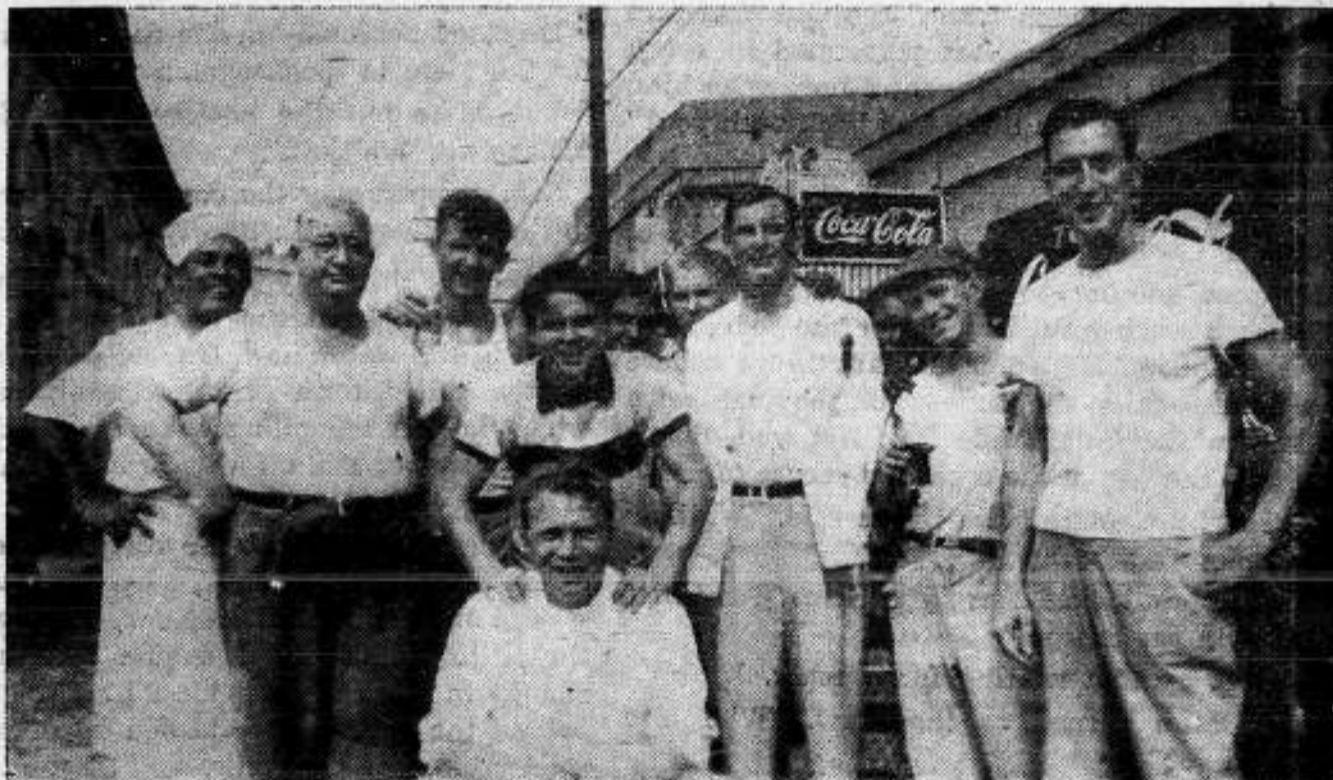
M. E. Watson, Chief Electrician aboard the tanker Trinity, writes that he took the above photo "as we all squared away for the best-cooked and served Thanksgiving dinners imaginable." The Trinity Seafarers are: left to right, front table—L. Van Evers, Wiper; Wm. Stewart, Wiper; C. Barreros, Wiper; C. Hullum, Pumpman; M. Dick, Oiler, and Smokey Simmons, FWT. Second table—E. Farrell, AB; S. Bussell, OS; D. Stilley, DM; J. Lavery, AB; Joe Bracht, OS; T. Hirsh, AB; P. Adkins, AB; A. Anderson, Bosun; C. Chandler, AB, and P. Piascik, Steward. Back of D. Stilley, DM, is B. Toner, OS. Standing—M. Lorenzo, Chief Cook; V. E. La Barrere, Utility; Joe Bidzilya, Utility, and K. Hatgimios, 2nd Cook & Baker.



Lexie (Shorty) Tate, the Trinity's "toddy taster," performed a Thanksgiving service at the "Don Q Punch Bowl," that helped build appetites.



SS Puerto Rico Black Gang men (left to right) H. Duykers, Arthur Williams and Scotty Doreland pause for photo on a San Juan street.



Just as obliging to the sameramen, as their Black Gang Brothers, these Puerto-Rico crewmen gathered up their Sunday smiles for this shot. Left to right: Pete Gonzalez, Cook; Paddy Farrell, Fireman; J. Howarth, Eng. Maint.; K. Bancroft, MM; Whitey Peterson, Eng. Maint.; P. Goodman, "Limey" Fitzsimmons, Harry Price, Fireman, and J. Longfellow (kneeling in foreground). Photographer did not submit his name, so photos cannot be properly credited.



Aboard the SS Mae at sea, Dick Brown (left), Bob Brown (right) and an unidentified shipmate go about their work in happy fashion. Brother R. V. Geiling recorded the scene with his camera.



A shipmate took over the camera to show how Geiling appears in front of the lens.



Photographer Geiling makes a point of shooting scenes of men at work. Here's how he found Leonard Balberg doing his job aboard the Mae. The Bull Lines vessel operates between Baltimore and San Juan.

SAM WHITLOW'S back hurt him from the work at the valves he had done the night before topping off the tanks, and it made the work he was doing now at the windlass that much harder. It was the Carpenter's work and was unfamiliar to him. He was a long time getting through.

When the Boson called to him from the midship house, he put down his grease gun and joining the Boson, walked aft to the messhall.

The entire deck crew was there taking coffee. Sam walked over to the coffee urn, and glanced momentarily at the clock over the shelf with the row of ketchup bottles. He filled his cup and, as he sat down next to the Boson, the Old Man appeared in the doorway.

The Boson set his cup on the table and stood up.

"Where's the Carpenter?" the Old Man asked him.

"He's not aboard, sir," said the Boson.

"You had the time of departure posted when he went ashore last night, didn't you?" The Old Man's voice was clipped.

"Yes, sir," answered the Boson. "I posted it when we started topping off."

The Captain pursed his lips. "Who went ashore with him?"

"Whitlow and I did, sir," said the Boson. "He was drinking pretty heavy when we left him. He may have been rolled." The Boson paused a moment. "Caripito is a tough town, Captain."

"I know it's a tough town," the Old Man said angrily. "But that guy has performed in every port we've hit . . . If you went ashore with him, Boats, why didn't you bring him back with you?"

The Boson was silent.

The Old Man glanced at the clock and spoke again. "I'll weigh anchor in three hours."

He was talking to everyone in the room. "There's a work train leaving for the refinery in a few minutes. If two men want to go ashore and come back on the same train, they can get a pass from the Chief Mate . . . Not you, Boats. You take the rest of the crew and secure for sea."

"All right, Captain," the Boson said. "Whitlow here knows where he is."

The Captain looked sharply at Sam. "The Chief Mate is in the Saloon."

He left without waiting for a reply.

The Boson turned to the crew. "Who else wants to go?"

Sam stood up and faced the Boson. "What are you doing, sandbagging me? Chips is no friend of mine. I've been doing his work for him every time he gets drunk because I have to, not out of friendship. If you want him, you go get him."

The Boson grinned. "Take it easy, Sam. Nobody asked you to go after him."

He spoke to the crew. "I know he's a performer, but we can't leave him here. You guys all know what this town is like."

To Sam, he said, "He owes you money, doesn't he?"

"Two bucks! He can rot in hell with my two bucks. He owes you and everyone else. Let somebody else protect their investment. I'm not interested."

The four-to-eight AB chimed in: "I wouldn't mind if it happened once or twice, Boats, but like Sam says, it's every time we dock. The ship's better off without him."

The Boson looked around resignedly. "Well, he must have some friends. Anybody wants to go, see the Mate."

Nobody moved. The four-to-eight AB said, "Look at the mad scramble."

Sam picked up his cup and carried it over to the sink. From behind him, he heard Shorty Williams, the eight-to-twelve Ordinary, say, "I'll do anything to get out of three hour's work. Let's go Sam."

Sam turned around and looked at the Boson. The Boson eyed Sam and Shorty solemnly and

The Performer

a short story

By ROBERT G. MOSSELLER

said, "All right, the rest of you—guys, fore and aft."

The men filed by Sam, putting their cups in the sink, and moved on out the door. Sam and Shorty were left alone.

Sam picked up his grimy oil-stained gloves from the chair he had been sitting in and said, "Let's go find the Mate."

The Chief Mate was sitting in the saloon, alone, drinking coffee. They walked over to him, and Sam said, "The Captain said you had the passes, Mate. He said we could go look for the Carpenter."

The Mate reached into his back pocket and got out his pad and pencil. As he made out the passes, he said, "You men his friends?"

They looked at each other, the three of them. Then Shorty said quietly, flatly, "No, Chief."

There was a short silence, and Sam and Shorty turned and walked to the door.

The Mate called to them. "You know that if you don't get back on this same train we'll have to leave all three of you here."

Sam turned around. "Yeah, Chief. We know."

He stood nervously in the doorway and waited for the Mate to speak again.

The Mate put the notebook into his pocket. "That's all, Whitlow."

Sam stepped over the coaming and walked out to the gangway, with Shorty behind him.

He made his way down the accommodation ladder, noting that the loaded tender was well down in the water now. On the dock, he walked by the coiled form of the cargo-transfer hose, which lay on the pilings like the dead body of a giant snake. The air was heavy with the odor of crude oil.

They walked toward the dirty tinroofed shed at the far end of the dock, where the work train waited on a siding. The regular, beating sound of the little train's diesel engine accentuated the silence in the jungle behind it. Three flat cars behind the engine were loaded down with black steel piping for the wells.

The Venezuelan driver waved them onto one of the flat cars. "We go now, Senores," he said.

Sam and Shorty clambered aboard and, with a blast from its air horn, the train eased up the single, narrow-gauge track into the silent green jungle.

The loud, pulsating clackety-clack of the moving train aggravated Sam's already numbing hangover. He put his hands on the greasy black pipe to steady himself and leaned forward, trying to ease his aching head by resting it on his knees. It didn't help.

He looked over at Shorty, who smiled and waved and shouted something Sam couldn't hear above the noise. Sam put his head back on his knees.

Presently the train broke out of the jungle into a wide, flat clearing. Sam looked at the huge silver oil storage tanks that bordered both sides of the track. They gleamed brightly in the morning sun. The train began to reduce speed and, ahead of them, down the track, Sam saw another long tin-roofed shed like the one they had left at the dock.

When the train pulled to a stop, Sam jumped lightly to the ground and turned to Shorty, frowning. "What a ride."

"You said it," Shorty answered. "I'm bleeding to death through the eyeballs."

The Venezuelan driver walked up to them, and touched his hat. "Cigarette, Senor?" he asked. He had a dirt-smudged notebook in his hand.

Sam raised his arm and pointed to the large red letters painted across the side of the shed.

The driver looked at the words. "Si, Senor. No fumar," he said quickly. "For later, Senor." He pushed his open notebook at Sam. "Write, please."

Sam gave the man a cigarette and took the notebook and the pencil that was attached to it with a string, and signed his name in the "OUT" column. He saw that the space beside Chip's name in the "IN" column was blank. He handed the book to Shorty.

When Shorty had signed, they walked out the gate into the heat of the morning. Sam could feel the circle of perspiration already widening on his back. The dusty brown dried-mud road that led into Caripito was hot under his feet.

He spoke to Shorty. "Where'll we try first?"

Shorty put his hand under his chin and wiped the perspiration there. "I don't know, Sam. Boats said you knew where he was."

"He told Boats and me he was going down to the river last night, that's all."

Sam paused, then spoke again, slowly. "Why are you helping me look for him, Shorty?"

Shorty grinned. "Like I said, Sam. I'll do anything to get out of three hours' work." He looked away. "Anyhow, we couldn't leave him here."

"No," Sam nodded. "I don't guess we could. Want to go down by the river and look there for him first?"

"May as well," Shorty answered. "I've never been to one of those places in the daylight. It'll be quite an experience."

"Yeah. This road's the quickest way down there, isn't it?"

"I think so."

Sam grinned.

The road they were on skirted the edge of the town, and led them to the adobe huts that lined that part of the river.

As they walked, they were stared at by solemn-faced Indians standing silently in the shade of the buildings. Sam and Shorty ignored them and walked resolutely to the first of the huts, where they thought they might find Chips.

Sam said, "In here."

They went in. The single windowless room was empty, except for a bed at the rear and a wicker chair beside the door.

They heard a shout from the river bank behind them. A woman who had been washing clothes there ran toward them speaking rapidly in Spanish, waving a wet shirt at them.

Sam stepped back out into the road and said to her, "We're looking for an American."

The woman ignored his words and continued to shout at them in Spanish.

Shorty stepped up to her. "Americano. Aqui. Last noche . . ."

Sam thought the woman was going to hit Shorty with the wet shirt. A small crowd of straw-hatted Indians began to collect around them. When the woman finally stopped shouting, one of the Indians, in a khaki army shirt, said to them in English, "There is no American here, Senor. The woman says that she does no business with Americans."

"Last night . . ." Sam began. "He came here last night. He hasn't come back to the ship."

"She says, 'no,'" the Indian in the khaki shirt said. He waved his hand to indicate the crowd. "But I will ask them."

He spoke to the crowd in Spanish and the woman began to shout again. The Indian held up his palm like a policeman directing traffic and the woman shut up. Most of the rest of the crowd were solemnly shaking their heads at them.

The Indian turned to Sam. "They say that no American was here by the river last night. Perhaps, Senor, he is in one of the places on the plaza. I can guide you . . ."

(Continued on Page 14)

Shop, Look, Question Before Buying

Since the days American trading schooners first put to sea seamen have brought back souvenirs and trinkets as tokens of far-off lands.

In their travels in those long-gone days, the seamen bore off fortune in goods and art from natives happy to be rid of the items in exchange for a handful of bright glass jewelry.

But trading conditions have changed a lot since then: today the native clutches the good old American dollar and the seaman takes the glass jewelry, a "genuine star sapphire" ring.

It's many months later when the seaman rushes to a jeweler to have his gem appraised that he learns the bad news, but there's no money back guarantee and the wily dockside merchant on the other side of the world has since turned the dollars into dozens of other "sapphires" for trading to the next batch of incoming Americans. Some men claim, however, that they can tell a genuine stone by its surface—if it's smooth, it's glass.

NOT DUMMIES

The buying of phony star sapphires is only one of the hundreds of ways American seamen are bilked in their trading around the world. To their sorrow they learn that the little guy who sold them the goods is far from being as stupid as he appears. He's canny and shrewd, like the American Indians who sell "genuine" Indian blankets—made in Brooklyn.

Take the situation in and around India—home of the "star sapphires." One Seafarer who was wise to the way of the dockside sharpies decided to get inland and find something unusual to fill his seabag for the return trip.

He inquired around and was led to an out of the way village in the Malayan straits where, he was told, some excellent native pottery could be bought.

After a grueling trip inland the guide smilingly pointed to the village's young men hard at work at their hand-driven potter's wheels. The Seafarer wasn't a simple guy and saw at once that the whole set up was a front.

The pottery they were selling could not have been turned out on the broken down wheels; instead, it had probably been turned out in a Chicago factory, though he didn't wait long enough to check.

AH, CUMSHAW!

In the market places in India are the oriental rugs. A non-expert can tell if the rugs have been weaved by hand or by machine by the regularity of the threads. But other than that the average guy can't tell if a rug is worth \$10 or a \$1,000, and it's not worth taking a chance unless accompanied by an expert.

Tiger skins are a popular lure and are in plentiful supply, costing about \$20. However, these skins are tanned locally and have a tendency to shed hair and give off an odor after awhile. The better skins are sent to England for tanning.

Of course, most seamen aren't out to make a killing in the foreign market—but, rather, are more concerned with picking up novelties and mementos for their friends back home. However, even here, a bit of caution should be exerted.

Get away from the waterfront and find a reputable shop. In

the Far East a first class shop can be found by inquiring at the English Consulate. They'll give you the address of a reputable shop; if you get clipped, let the Consul know and the merchant will be taken from the list.

Even in the best shops a purchaser can bargain. Look over the goods and then compare with prices with those of other shops. Usually the merchant will come down in his price.

From the experiences of market-wise Seafarers, a few tips can be offered in shopping around.

One veteran of innumerable trips to the Orient suggested that Seafarers would do well if they purchased items through the local shiphandler. He's the company representative in that port and would hesitate to give a bum steer. But beware the bargain, he counsels. In China, jewel cases touted as being of pure ivory are often weighted bone, polished to resemble tusks. The average jewel box, he stated, is too big to be made from ivory and is invariably made of bone.

That country's offerings of porcelain and jade are to be watched closely, too. An expert can do well, but the average Seafarer will probably buy something he can get cheaper in this country.

One Seafarer bought a wrought bronze vase in bas relief. He had his prize aboard ship before he realized that far from being carved of bronze, it was an ordinary vase with bronze braised over the exterior. Instead of the vase being chisled, it was the Seafarer.

Crews of ships running to South Africa find themselves

faced by a brisk market in ebonywood carvings and objects in ivory. The figures are said to be made of ironwood or ebony, yet often they are of weighted cocconut wood painted blue, then black, to give the appearance of ebony. The natives prefer to work the soft wood and paint it because they can produce more items per work day.

BUM SMOKE

The ivory cigarette holders sold around these ports are bone and after two or three smokes crack and turn black. There is actually little ivory sold anywhere in Africa; most of the items sold as ivory are made of bone imported from Japan. Even in the reputable shops the merchandise advertised as ivory is bone.

One Seafarer found a new substitute being used. In Dar-El Salaam a suitcase toting merchant hauled his wares aboard the ship and spread them out before the collected crew. "Everything is genuine ivory, boys," he said.

A skeptical Seafarer decided to make a test: He touched a lighted match to one of the "ivory" elephants and—poof! The figure burned to a cinder immediately. The figure had been made of weighted celluloid.

In South Africa the diamond is king. If a seaman buys a stone in a reputable store it is registered and he's got to pay the duty; if he buys a "hot rock" from a guy in a side street, he's not only taking the chance of getting stung, but chances are that the seller will run to the Customs.

Oldtimers in the South African trade say that these ped-

dlers work on a 75 percent kick-back for everyone they turn in.

Seafarers running to Europe find the objects of their attention to be cameras and binoculars, especially in Germany. But the unwary can be easily stung. The cameras cost about two-thirds what they sell for in the States—but, unlike in this country, the customer often finds his camera has an ordinary piece of glass instead of a lens.

Eighty percent of the cost of a camera is in the lens, thus only an expert can tell if you have a bargain or a dud. Binoculars, too, are valued by the quality of the lenses.

German clocks are usually trucked aboard ships in good number, but from experience seamen have found that they are so delicate that in a few weeks they go on the bum. The repair cost is high. There are hundreds of these clocks in the homes of Seafarers, but only a small percentage is still working.

'BUY AMERICAN'

In buying mechanical items, one Seafarer expert noted, a good rule to follow is to buy American. American products are as good as any in the world and sell at no higher prices and usually have a money back guarantee. Art and souvenirs are something else.

In England, seamen usually get a good shake because the shops operate much on the same order as those here. The merchandise is marked in price and the stores are reputable.

In buying English china the features to look for are workmanship, strength and delicateness, each feature being of equal

importance. The prices usually show the difference in quality.

In the countries to the south of us, mahogany bowls and butterfly trays are good buys. It's hard to go wrong, because the mahogany is easily obtainable and inexpensive. The prices are reasonable, too.

'HEY, JOE!'

Of course, these items are not in the semi-precious class and, even if a dud is bought, the outlay is only a few dollars.

However, an old "rum and coke run" Seafarer pointed out that the street peddlers of San Juan who offer "hot stuff" are playing you for a sucker.

Overall, the best advice a Seafarer in a foreign port can follow is to avoid the expensive items, unless he's an expert, and to find a good, reputable store if shopping for souvenirs.

The items a seaman collects in his travels around the world are nice to keep as souvenirs of trips gone by, but if they brought a stiff price they should be genuine—and for that it takes a little shopping around.

Court Dumps Appeal Of 15 SUP Disruptors

The charge by 15 expelled disruptors that the Sailors Union of the Pacific had violated a court order setting up their trial machinery was dismissed last week by a Seattle judge.

Judge Searing of Seattle ruled in effect that the men had received fair trials and the SUP had obeyed to the letter the four requirements laid down by the court prior to their union trials.

The expulsions arose out of the beef in Seattle in June, 1949, when old time disruptor John Mahoney and a band of followers attempted to take over the Seattle Branch of the SUP by physical force.

In their attempt they received the aid of officials of communist-dominated ILWU and MCS, the MFOWW and the Trotskyite party.

LET OFF

Following the insurrection the SUP held trials and the men involved were let off with light penalties—no one was expelled. The 15 men involved in the recent court action did not bow to the mandate of the SUP membership, but went into court on January 21, 1950 and charged that the SUP had threatened to expel them and was working in concert with the ship operators to keep them from shipping. The court found no basis for the men's charges but spelled out to the SUP four specific rules the union must follow if the men were tried.

Subsequently charges were placed against the men specifying that they had violated their obligation to the union, actively participated in disruptive moves in Seattle, violated the constitution by organizing rump meetings and intimidated the members physically. As a result they were expelled.

Last week's court decision in effect told the 15 men that the SUP had followed the court's order to the letter and the contempt charges were unfounded.

Work In Progress On New HQ - New York Branch Hall



Work is proceeding smoothly on the renovation job begun last week on the SIU's new Headquarters-Port of New York building. Here workmen are shoring up the overhead preparatory to knocking down bulkhead that will enlarge first-floor area to be occupied by the cafeteria. Frenchy Michelet (extreme right), who is supervising the alteration work for the Union, looks on. When this section is completed the cafeteria will be large enough to seat more than 250 persons at one time. Located on Fourth Avenue, between 20th and 21st Streets, Brooklyn, the new Hall will give Seafarers a fully-equipped, modern structure with increased facilities for membership services.



SHIPS' MINUTES AND NEWS

'Friend' In Thief's Garb Tours Ship, Walks Off With Crew's Valuables

Crewmembers of the SS Fairland are looking for the fast-talking bar room acquaintance who wormed his way aboard the ship while she lay at a Brooklyn pier and walked off with \$231, an overcoat and papers belonging to two members of the crew.

The thief, who masqueraded as an SIU member, and had a book to "prove" it, struck up an acquaintance with a crewmember in a waterfront bar during the wee hours of the morning of November 27. After 15 minutes of shooting the breeze, the crewmember invited his new-found friend aboard the ship to look around.

While the crewmember, a fireman, went below to the engine room, the friend toured the foc'sles picking up valuables. He had easy pickings in two and was nosing into a third when the sleeping occupant woke up and told him to get out. The thief withdrew, explaining he was looking for the 12 to 4 Fireman.

Ted Lindbergh, Fairland crewmember who reported the theft to the LOG, stated that when the thief left the ship after re-joining his crewmember pal he brazenly wore the overcoat he had lifted.

HEAVY LOSS

Crewmember Paul Aubain, Lindbergh reported, lost his wallet containing \$197, plus his seamen's papers and other personal effects.

Oiler Clyde Ward lost \$34, seamen's papers, union book and overcoat.

John Taboada, the light sleeping crewmember who chased the intruder from his room, averted possible loss of his expensive stamp collection.

Lindbergh wound up his report with this note of warning:

"Don't bring anyone aboard—play safe. It's bad enough to be robbed ashore, but when you bring them on the ship to rob the crew, that's going too far.

"Now that the thief has two SIU books he's probably set to work his racket again and again in any port on the coast. And, if a stranger comes into your foc'sle looking for someone, grab him! The Fairland crew wants to talk to him."

Keep It Clean!

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

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

Del Sud Crew Gives Token Of Thanks To SIU Supporters



Crewmen of the Mississippi passenger ship pose with their gift to Union backers in Lake Charles, La. Ship's Delegate L. B. Brown holds the butterfly tray. Grouped around him are R. Subat, Steward Del.; F. Findlay, Deck Del.; McGuffey, Engine Del.; H. Spiegel, Stewards Del.; E. Mistich, DM; L. Blanchard, Engine Utility; Guidish, Bosun's Mate; Robinson, Carp.; "Scotty" Clark, Watchman; E. Herek, Chief Steward and Tex Alexander, Watchman.

A new fixture in the Men's Club, a tavern in Lake Charles, Louisiana is a Brazilian butterfly tray, presented to the proprietors this week by the crew of the SS Del Sud as a token of appreciation for the assistance they gave the SIU during the Cities Service organizing drive.

The tray bearing their names

was presented to Jessy and Thelma, the Club's owners, following completion of the ship's run to South America and back and bore the legend: "A friend in need you were indeed."

The Men's Club is located near the Cities Service tanker docks in Lake Charles, a focal point during the recent organizing drive.

The decision to purchase a memento for the Club came during the recent run of the Delta Line passenger ship to South America, when crewmembers who had received the hospitality of the Men's Club suggested that a remembrance be purchased. The crew voted that the present be purchased from the ship's fund.

The Del Sud arrived in New Orleans on November 29.

Jim Hand's Dad Dies; Ardent Union Man

Albert S. Hand, father of James Hand, oldtimer in the SIU, died November 12 in Memphis, Tenn., the LOG was informed this week. Brother Hand's father was buried in Tampa on November 16.

Brother Hand learned of his father's death while he was aboard the Alcoa Polaris, but was unable to leave the ship

until November 24 in Montreal, where he paid off to enter the hospital for a minor operation.

Hand reported that his father had been a strong union man and had held a union card as a carpenter all of his working years. It was his father, Hand said, who first sold him on the benefits of unionism while he assisted his father in carpentry.

Since the days when Jim belonged to his father's union he

has held cards with the boiler-makers, teamsters and, of course, the SIU.

Surviving, besides Jim and his mother, are three sons and four daughters.

Brother Jim Hand joined the SIU's Atlantic and Gulf District in New York, where he was issued Book No. 49332. He has been sailing as an Electrician for more than five years.

Will Broadway Be Their Next Stop?



The fading line of mammy singers got a shot in the arm, or somewhere, when Bill Gannon (left), teamed up with his shipmate Norman Paschkoff on the SS Puerto Rico. The shoutin' Seafarers, who are Second Electrician and Stewards Utility, respectively, really tear into a song, our scout reports.

Lone Seafarer Is Robbed, Beaten By Four Soldiers

It'll be a long time before Seafarer Robert F. Nielson goes touring taverns with strangers again.

The day following his payoff from the SS Bethore in

Baltimore Nielson was found wandering in a dazed condition by the city police. The 37-year-old Seafarer told the police that he had met four soldiers in a bar and the group decided to drive to another bar in a car belonging to one of the soldiers. On the way Nielson says he was beaten and robbed.

Now recovered from his ordeal Nielson is spending his spare hours in his home in New

York while waiting for another ship.

Forgetting his harrowing experience for a moment, Nielson told the LOG that while on the Bethore, he found the food to be excellent and the Stewards Department to be first rate.

He added that his trip on the Bethore convinced him that the Ore Line ship's reputations as feeders is not accurate down the line.

Digested Minutes Of SIU Ship Meetings

MONROE, Oct. 29—Chairman, Alberto Galza; Secretary, John Flynn. Ship's Delegate reported three hours in disputed overtime; other delegates reported all in order. Motion carried to elect new delegates after every second trip. Talk given on fulfilling of one's job on ship. Men urged to be back aboard the ship at least an hour before sailing time. Deck Delegate to see the AMMLA about a new library.

DEL MONTE, Oct. 29—Chairman, J. McClarence; Secretary, J. Shaughnessy. Vote of thanks given to Henry Gerdes, the Steward, who is leaving the ship. Delegates reported some disputed overtime. Vote of thanks given galley crew for fine chow even when the department was short-handed. Charges against two men referred to Patrolman.

SEA THUNDER, Nov. 11—Chairman, W. Ridley; Secretary, Norman Petterson. Captain asked crew's cooperation with Argentine customs so there will be no fines placed against the ship. Discussion on the Chief Electrician who was busted down to Wiper by the Chief Engineer.

FRENCH CREEK, Nov. 22—Chairman, E. Harris; Secretary, J. Baxter. Ship's Delegate reported \$55 in ship's fund. Delegates reported no beefs. Suggestion made that Ship's Delegate see Captain about more accurate sailing board readings. Suggestion made that Ship's Delegate obtain movie projector from Captain.

STEEL FLYER, Nov. 12—Chairman, J. Flannery; Secretary, P. Brandon. Delegates reported no beefs. Each crewmember to donate \$1 toward purchase of a washing machine. Crewmembers urged to take care of library and alleys, keeping them clean. Three departments to rotate cleaning recreation room and laundry.



STEEL WORKER, Nov. 19—Chairman, W. Brady; Secretary, H. Murranka. Delegates reported no beefs, except Deck Delegate, who reported beef on Bosun's overtime. Motion carried that each crewmember donate \$1 toward repairs on washing machine. Vote of thanks given Stewards Department for serving good meals. Thanks given to the LOG for issues received in Port Said, Ras Tanura and Basrah.

BESSEMER VICTORY, Nov. 19—Chairman, John Nordstrom; Secretary, T. Sahynick. Delegates' reports accepted. Captain to be seen about having recreation room soogeed.

WACOSTA (date not given)—Chairman, John Burke; Secretary, J. Classereau. Motion carried to have regular ship meeting every two weeks. Crew quarters to be left in better condition than found when crew signed on.

JOHN HANSON, Oct. 22—Chairman, W. Smith; Secretary, Robert G. Varnon. Delegates reports accepted. Letter to Senafor Murray thanking him for his committee's work in the Cities

SEAFARER SAYS

Going for your rating? Write the Organizers, 51 Beaver St., New York 4, N.Y., for questions

and answers for electrician's test, or for questions for the following: Fireman, oiler, watertender, deck engineer, and reefer engineer.

Service investigation. Suggestion made that four Delegates in company with the Captain inspect the rooms, passageways, etc. to see about painting and repairs. An understanding was reached that card players and night hawks use the recreation room for their activities.

ARCHERS HOPE, Nov. 17—Chairman, R. O'Rourke; Secretary, Sidney Lipschitz. Ship's Delegate reported fans will be installed in recreation room. Delegates reported several hours of disputed overtime to be taken up at payoff. Treasurer reported \$18 in ship's fund.

LONE JACK, Nov. 11—Chairman, G. DeLuca; Secretary, C. Chaffin. Delegates reports accepted. New Delegates elected for all departments. Short talk on the Coast Guard order that all seamen must have validated papers. Decision made to await Headquarters decision on the matter. Delegates asked to take steps to insure greater variety of fresh vegetables.

STEEL FABRICATOR, Oct. 15—Chairman, MacCranie; Secretary, C. Greenwood. Delegates reported small amount of overtime in their departments. Motion carried that repair list be placed in the messhall so everyone can add to it. Steward promised that there would be no running out of food at meal time from now on.



COUER D'ALENE VICTORY, Nov. 12—Chairman, Reese Oliver; Secretary, R. Nankivil. Suggestion made that each crewmember donate \$1 to ship's fund. Steward instructed to order four-slice toaster.

STEEL FABRICATOR, Nov. 5—Chairman, Stanley Jandora; Secretary, H. Higginbotham. Delegates reported everything okay. Suggestion made that

members getting off should turn in their keys to the Delegate. Suggestion made that each member throw in a buck toward buying a washing machine motor and baseball equipment. Vote of thanks given Stewards Department for good service. Suggestion made that sturdier cots be furnished by the company.

DEL CAMPO, Nov. 11—Chairman, Ramsey; Secretary, Snodgrass. Delegates reported on number of books and permits in their departments. Ship's Delegate reelected by acclamation. Discussion on fruit juices in the morning and steaks to order at dinner.

PENNMAR, Nov. 5—Chairman, John Marshall; Secretary, Charles Scott. Delegates reported number of books and permits in their departments. Each crewmember to donate \$1 for ship's fund.



LOGANS FORT, Nov. 18—Chairman, Albert Weaver; Secretary, William Morris. Delegates reported no beefs. Comment on too many bars of soap left in shower. Crew told to read instructions on washing machine before using.

ALCOA PEGASUS, Nov. 11—Chairman, Virgil Harding; Secretary, H. Hockersmith. Delegates' reports accepted. Suggestion made that all porthole dogs be freed up. Discussion on bad meat that is to be taken off in Montreal.

JEAN, Nov. 19—Chairman, J. Touart; Secretary, J. Drukin. Delegates reported everything in good order. Oiler to talk to Engineer about soogeeing room. Radio not to be turned on in port after 10 PM.

VENORE, Nov. 10—Chairman, Clyde Lewelyn; Secretary, Rhodabarger. Reports of Delegates ac-

cepted. Steward asked to open messrooms so night watch could use the toasters. Discussion on feeding procedure for Panama Canal gangs and restricting use of the lounge while transiting the Canal. Discussion on sleeping watch standers in foc'sles according to their tour of work.

FRANCES, Nov. 19—Chairman, Red Campbell; Secretary, H. Ricci. Delegates reported no beefs. Ship's Delegate reported \$12 had been donated to the Library Association. Suggestion made that messhall be painted; matter to be taken up with Patrolman.

GREELEY VICTORY, Nov. 13—Chairman, Barney Kinter; Secretary, B. Slade. Delegates reported no beefs. Delegates to make up lists of clothing needed by their men not in slopchest, and the Captain is to handle the securing of these items ashore. Decision made to refer matter of inadequate linen to Patrolman at payoff.

GOVERNMENT CAMP, Nov. 19—Chairman, H. Hechan; Secretary, J. Lupton. Delegates' reports accepted. Treasurer reported \$54 in ship's fund. Method of increasing fund adopted by crew. Dart board and popular magazines to be purchased from ship's fund.



SEATRAN HAVANA, Nov. 19—Chairman, Seay; Secretary, W. Cahill. Delegates reported number of books and permits in their departments. Chief Engineer to be seen about more wash buckets; Steward to be seen about cotton line for dumb-waiter.

ROBIN WENTLEY, Nov. 12—Chairman, V. Warfield; Secretary, J. Stringer. Treasurer reported \$138 in ship's fund. Delegates reported no beefs. Motion carried that men hospitalized in foreign ports be given \$6.15 per day, instead of what agents offer them. Crew goes on record that action be taken by the Union in this matter. Motion carried that money in ship's fund be used to buy a new washing machine. Vote of thanks given Electricians for showing movies. Stewards Department voted thanks for a job well done.

SOUTHSTAR, Nov. 4—Chairman, Joseph Malazinsky; Secretary, C. West. Delegates reported all in order. Motion carried not to sign on until ship is fumigated and proper stores put aboard.



SEATRAN NEW YORK, Nov. 12—Chairman, N. Sweeney; Secretary, John Monast. Delegates reported no beefs. Motion carried to turn ship's fund of \$33 over to Hank's Fund. Motion carried that SIU members not ride in the United Cab Company hack driven by Beulah, as she had a Brother arrested for taking members from the SS Seatrains Ha-

vana to Galveston. Delegates urged to turn in repair lists to head of departments. Steward to see about having another brand of coffee put aboard.

OLYMPIC GAMES, Nov. 1—Chairman, Frank Pinkowski; Secretary, Al DeForest. Delegates reported that crew lounge had been emptied of Stewards Department gear and was ready for use. Suggestion made that officers stop using the crew mess as a passageway. Ship's Delegate reported that Super Cargo, who has been attending meetings, be told that anything he hears is strictly confidential.



TOPA TOPA, Nov. 14—Chairman, Jose Melendez; Secretary, E. Nottingham. Delegates' reports accepted. Motion carried to change Bosun's room to daymen's quarters and move Daymen into hospital. Discussion on delayed sailing overtime beef.

CAMAS MEADOWS, Nov. 11—Chairman, C. Szakacs; Secretary, E. Hansen. Delegates reported ship will have some disputed overtime when it hits port. Steward reported he appreciated cooperation received from crew. Suggestion made that all tanks be cleaned before taking on fresh water.

ROBIN KETTERING, Nov. 5—Chairman, John Tilley; Secretary, William Pepper. Treasurer reported washing machine fund stood at \$26. Delegates reported all running smoothly. Tilley gave talk on the coming Congress and the Hiring Hall. Retiring Ship's Delegate given a vote of thanks.

FAIRHOPE, Oct. 28—Chairman, E. Lewis; Secretary, J. Harris. Delegates reported number of books and permits in their departments. Motion carried to send a letter of thanks to Senator Murray for his committee's fine work. Motion carried that anti-tetanus serum be carried in medicine chest.



WINTER HILL, Nov. 14—Chairman, G. Irvine; Secretary, R. Perry. Delegates reported no disputes. Motion carried to start a ship's fund. Initial contribution to be 50 cents. Steward asked to show more interest in service and preparation of food.

FORT HOSKINS, Nov. 12—Chairman, Howard Miller; Secretary, Frank Flanagan. Ship's Delegate reported that outgoing mail should be given to the Ship's Delegate, who will give it to the Captain for mailing in Port Said. Delegates reported smooth sailing. Suggestion made that officers and crew exchange reading material.

CALMAR, Nov. 1—Chairman, B. Kilby; Secretary, James Archie. Repair list to be checked by the Delegates. New York Patrolman to be brought to ship to check why repairs have not been made as well as overtime under dispute.

THE MEMBERSHIP SPEAKS



Beware Rio Sharpies, Seafarer-Victim Warns

To the Editor:

I thought I would give you a little information on a racket they have here in Rio so you can pass the word along to other Seafarers.

I was on the SS Del Mar at the time this incident occurred. It was the night the ship was to sail and we were all in the Florida Bar topping off a few

beers, as this was our last stop going north to New Orleans.

Well, I started back to the ship and had just gotten outside the door when I was approached by two Brazilians. They inquired if I had cigarettes or merchandise for sale. I told them I didn't. They must have figured I had more to drink than I really had because the fellow on my left reached under the flex band of my wrist watch. I guess his idea was to snatch it and run but I jerked my arm away and the band broke. There was a fight and a lot of people gathered around. When the police came the two Brazilians melted into the crowd and got away; I wasn't so lucky.

MISSED SHIP

The police took me to the local bastille. In the meantime the ship sailed. Since then I have been on the beach here and have learned that I wasn't the only person to get involved in one of these frame-ups.

While here I have been staying at the British Seamen's Mission and I would like to praise Mrs. Pollard for everything she has done for the men here. We have good clean beds and three good meals a day. We have the use of pool tables and ping pong. On Saturday and Tuesday nights we have dances. There are a lot of British girls who come to the dances from the Embassy.

INTERNATIONAL

At the moment there are six Englishmen, two Americans, 1 Dutchman and 1 Swede here. Buckley, the other American, and I have been telling them all about our Union and the British boys have been asking a lot of questions. They told us of their unsuccessful strike for better conditions in 1947. They say they wish they had a Union as good as ours.

Well, I will close this now as I don't want to make it too long. It would be a good idea if the LOG were sent here as there are always Seafarers in and out of the mission.

Remember, Brothers. Look out for the sharpies when leaving a bar in Rio.

Douglas (Smiley) Claussen

Here Are Topics For Coffee Time Bull Sessions

To the Editor:

I might be off the beam on this stuff, but maybe some of the Brothers could put me straight. Here are a couple of topics for coffee time discussion:

On Social Security—Don't you think that the flat age limit of 65 on social security payments would be more fair if the ages for collecting were based on the average death rate of persons in each type of industry?

RATED RISKS

In certain cases, insurance companies charge a higher premium rate depending upon the risk in a man's profession. So, I believe that if the death rate of seamen or coal miners is higher than that of druggists or dentists, the time at which a seaman or coal miner becomes eligible for social security benefits should come earlier than that of the others.

What do you think?

On seamen's legislation—when a reporter digs up an old law from the record books, as being ridiculous, legislation is immediately begun to amend or revise it, but not so in the case of the laws affecting seamen.

DATED LAWS

Government agencies and branches are brought up to the present standards of living by mere recommendations or signatures of high government officials, but, we as government wards have been overlooked to the extent that the latest favorable seamen's legislation dates back 15 years or more.

One look at your Forecastle Card should show you what I'm driving at, as far as food allowances are concerned. Our SIU contract brings us up to date, but in a crisis our Union would have to fight a tough battle to hold what we have. So to avoid a tougher struggle, we there should be legislation setting minimum standards along this line now.

I have in mind an agency that could make a step in the right direction, but can you imagine 'em validating an SIU contract.

M. J. Olson

Ship's Delegate
SS De Soto

Just Like In Old Mejico



Here's how a group of the younger set of Seafarers aboard the Anniston City spent some of their time during recent stopover in San Diego. Photographer's props lend a south-of-the-border air to Brothers (left to right) C. Coleman, Wiper; Iverson, BR; G. Hinnant, OS; and Junior Hurtt, Utility, while W. McIntyre, MM, remains in mufti.

'Heavy' Hinnant Breaks The Ice — Pens His First Letter To Log

To the Editor:

As the old Anniston City goes huffin' n' puffin' it's way to the Panama Canal from Long Beach, I thought I would try my skill at penmanship to the LOG for the first time.

First of all, I would like to give credit where credit is due and that is to Chief Steward Alexander Anopol and Chief Cook Fritz W. Brandenburg, who have proved their ability on here and they are tops in my book. So if any of the boys on the beach in Baltimore have any wrinkles in their guts, don't pass the Anniston City by, because they will really throw the chow at you.

The only trouble with the ship is that the Captain thinks he is sailing 25 or 30 years ago. The other day I spilled seven-tenths of a cent's worth of paint on the deck and I thought the Captain was going to scream mutiny.

Also you have to have a Chief Engineer's license to operate the showers on here. When you want a drink of water you walk from aft to midship, as we only have a thermos aft and it seems as if Isthmian forgot to sign on a water boy.

To mention some of the crew, we have John (Shoot-the-Bull) Fisher, who is trying to sell ex-shoe shine boy Junior Hurtt a

blind horse; Wayne (Whitey) McIntyre, who is running for President on the Republican ticket in the next election, and Snuffy (Lightning) Brown.

Because myself and Iverson, the BR, eat five or six steaks each week we are called the "Sirloin Kids."

All the guys are anxious to get to the East Coast so they can play five-cent juke boxes and eat 10-cent hot dogs and get a shoe shine for less than 50 cents.

We have an Oiler called Chico, who can be quoted as saying, "Que vida." Louis (Lookout) Brain has been trying to get a Stetson and a pair of Floor-shines ever since leaving New York, but seems as if the Bar shoe store doesn't keep very well stocked. Louis says he's been saying this is his last trip for some 40 years now. Oh yeah!

If anybody around Baltimore sees Red Gibbs, tell him he sure missed a trip that could be classified as a humdinger. It seems some guy named Dickerson on here called a cop just because some joint in Long Beach wanted to charge him somewhere in the neighborhood of \$1.75 for a sandwich and a beer. I'd say it was pretty reasonable, wouldn't you?

As for the Chief Officer, I

think the entire Deck Department will agree he is a gentleman and a square shooter and it has been a pleasure sailing with him. One more thing, it seems as if an Oiler on a previous trip was asked by the First Assistant how the steering engine was doing, and the Oiler replied, "Fine, but will you tell me where the hell it's at?"

I will sign off, but if you guys see any fog up north in the next two weeks, send us a cablegram, so we can blow the whistle a little beforehand.

So, until we see Hoggie and Leon Johnson walk aboard, I'll say so long and may the entire membership have a Merry Christmas and a shipping New Year.

George (Heavy) Hinnant, J.,
SS Anniston City

HICKS SAYS HE'LL SOON BE HEADING BACK TO SEA

To the Editor:

I would love to have the LOG mailed to my home. I have been on land for awhile and I'll be on my way back to sea as soon as I make some arrangements.

Had a little fun out here in the mountain. Got a 38 threw on my stomach and the trigger pulled. Had 10 holes in my guts. I'm now back on my feet and wondering if the light of love still shines on in the eyes of the girl in San Juan.

I wonder if Bull Lines still has the Coastal Mariner on the Puerto Rico run. I made the first nine trips to sea. I wonder what happened to my shipmates. Give them all my regards and best wishes and tell them I hope to see them in the near future.

The last trip I made was to Savonna, Italy. I have some good pictures of Gibraltar that I intend to send to the LOG in the near future.

John Harrison Hicks
Coal Mountain, Va.

Performers Likened To Ringtailed Possum

To the Editor:

These few lines are in reply to Brother C. C. Cornell's letter asking for names for shipboard foul-ups (LOG, Nov. 10).

Being from the backwoods I can only think of branding such performers as ringtailed opossums. Now there is no such critter afoot, especially back in Arkansas.

I'll be hasty with my words so you may soon see my point. An opossum will s'ill (play dead) when the going gets rough. He'll

even peep at you out of one eye to see if you are still tharabouts. A lot of foul-ups and performers sull when heavy work is going on, but they do their sulling with excuses and errands.

CAGEY CUSS

Now an ole coon is mighty shy. He'll ease up close to you while you are working. He'll make faces at you, grin and blow. All the while he will be pecking the corn or eggs out of the nests. He'll keep both eyes

on you and pile his loot up under him with the paw that's hid from you. Then they will just sit and look at you as if he had done nothing. Just you look off for a minute and Mr. Raccoon and goods will be gone.

The term ringtailed possum may be too general, so I'll make another suggestion. Call them weak-enders. Every day seems to be a week-end with them. Ah, there are possibilities with such terminology. Any week-enders aboard?

Donald Baruner

Gray Report Scored As Unrealistic

To the Editor:

With the sky in the East getting darker day by day and the political barometer low and falling, the American seamen are in for a hard blow. They will have to "keep them sailing again" with the ship blacked out, while standing watch serious and attentive at night, carrying loads of material for war.

Meantime a landlubber who is supposed to be "economic adviser" to the President, is still at it, trying hard to cut down on the number of ships flying the Stars and Stripes. He wants to "help his friends abroad," claims he. But who are his friends — the Russians? Let's see.

Here is the information which, recently received and considered reliable, reads as follows: "Shortly before the communist invasion of South Korea a shift of Soviet military formations took place in the Baltics. A group of Soviet naval officers, headed by rear admiral Dubrovin, visited Klaipeda Memel, the large base for Soviet schnorkel submarines. On this occasion a mysterious "Dubrotin" device, marked by code letters DO and V, was installed in newly constructed submarines, completed in the Baltic shipyards. Submarines were tested, and 18 to 20 of them were sent, via Byelomorsky canal, to Murmansk in order to operate, when the time comes, from Lafoten fiords, based on Narvik, the ideal hide-out for schnorkel submarines.

Taking all this into consideration one cannot help but ask himself the question: "Who is this landlubber that so ill advises the President to cut down on American ships? Is he our friend or foe?"

R. J. Peterson

(Ed. note: The author of the above letter is referring to the report recently submitted to President Truman by Gordon Gray, in which he recommended ways and means of aiding the recovery of European nations. Among these was a suggestion, which, if adopted, would seriously damage the US merchant marine.)

One Of Pritchard's Memories



Seafarer Edward Pritchard is confined to San Francisco's Marine Hospital. Of course, he's pining for happier surroundings—like that in the photo above, taken during a trip to India last year. No longer kittens, the felines are, left to right, "Chips," "Gertrude," and "Josephine." With Pritchard (right) are Phillip Eldemire (left) and Whitey. Pritchard asks that his friends write to him at the hospital.

Whitmer Whips Up Gossip Of Ship, Shoreside Doings

To the Editor:

Flash! I quit the Marymar. Why? I was hungry. Shipped on the Rosario, Bull, the other day, after a month of Schenley's and hot dogs, a la Baltimore. Stores came aboard today for a month's trip and it looked like six months stores for a Calmar ship. At least I'll get back those 70 pounds I lost. From all angles, the Rosario promises to be a fine scow.

Learned quite a few interesting items while on the beach. First I must congratulate Brother Otto Schumacher, who found himself a lovely little Dutch wife in Rotterdam. Her name was Rita Ummels and they were married in Rotterdam. Otto showed me a picture of her and, Brothers, she is nice.

Bill Sharp, Fred Walker and Bill Mackin still on the Arlyn. The pet names—"Bedbug," "Cucaracha," whatever they are... It's a law in Baltimore that if a joint doesn't have entertainment or food it cannot stay open on Sunday. Why Beulah's is closed on Sunday, I'll never know. Maybe it's because Heavy McVey is so tired from carrying

home all the quarters he wins by matching.

Robie and Michie of the famous Club Victoria are rather disappointed that you didn't mention their barmaid, "Steamboat" Peggy Holmes... Madeleine is waiting for her Dutchy... Everytime the orchestra in the Vic starts playing, someone goes over and plays a hillbilly record. I won't mention why.

Al Seidman's Ringside Bar is a nice place to fight your favorite bottle. Funny though, I seem to lose most of the time. Can't understand it—the bottles have no arms or legs. I heard that the bouncer is "Rusty." Could be! (Tip: Don't take him on!)

On the beach: Hank Shepta, after 16 months on Captain "Blood" Wells' Robin Tuxford. He ranks with "Red Lead" Anderson and Morgan Hiles. Also on the beach is Ralph Ingle, very much in love after a Far East trip.

I have received very sad news. Esquire magazine sent me a rejection slip for my story. Sooo, don't buy Esquire, picket the joint. Remember Brothers, there's strength in unity. I'll never send them another story so don't buy that rag.

Sorry about not sending pictures of the Marymar. I was trying to get a shot of a seagull taking a bath, but my camera fell in the bathtub. The film was ruined.

By tomorrow I expect to have a brand new typewriter so all will be well. I'll use it mostly to write to my true love, Eve Ettore of Philadelphia. I'm writing this on the midnight to eight gangway. There's not a soul around, save the Night Mate, myself and the sanitary pump, so all's quiet.

Oh yes, Jimmy Meehan is behaving himself on a ship somewhere. You know, Brothers, the LOG is a fine publication. Support it as it backs you.

Next time I'll tell you all about Puerto Rico and all the lovely little Senoritas down there. Will get the info from my shipmates when they return from shore leave, as I'm going to stay aboard.

Goodnight Irene and Hi mom.

Honest Al Whitmer

Buckley Says 'Emancipators' Commit Sins They Condemn

To the Editor:

Tiring of the childish prattle constantly poured into my ears by members of the IWW's Marine Transport Workers, I thought it about time I asked these questions to quiet this prattling:

1. Do the members of that organization know they have been signing contracts for the past ten years? Would such actions make them violators of their own principles and ideals by putting monetary gain before moral principles?

2. Do these "emancipators" know they have one of the top-ranking former commies with their ranks today? You may change the names of institutions, but you can't change the nature of men.

3. Do these people realize they have members within their ranks capable of stealing their funds? Be careful when you condemn the actions of trade unionists and think back when you had identical sins committed within your own ranks.

4. These IWW people say trade union officials have been in office and on the beach too long. Think of the numerous members of your own Marine Transport Workers who haven't touched foot aboard ship for years and it hasn't been because they can't, rather they find easier living preying on unsuspecting seamen shrilling out their childish prattle of exploitation.

5. Any worker who might have fallen by the wayside in 1934 should cease worrying. Production evidence of 1936-37 and you too, may become an "emancipator," for with the stroke of a pen and a little red card all is forgiven.

6. Do you know you have members within the Marine Transport Workers who are not seamen, yet help to lay down the rules you obey? I was under the impression that only workers working in the same industry could be members.

The next time some of you "emancipators" of the IWW wish to sell your wares be sure you have cleaned the dust that has gathered on the contents before attempting to cloud the atmosphere with tales of trade union action.

7. Has your paper (the Indus-

trial Worker) ever published the story of the trouble you folks have been having with that international union that has violated your code of principles in signing contracts with the employing class? I'd rather think that such signatures put them in opposition to your preamble.

8. Do nine-tenths of your members know what your preamble means or are they seekers of a reputation, hoping to gain such by screaming to all within hearing that they are "Wobblies."

9. The next time you folks scream about trade union contracts being the tool of the capitalist class to enslave the workers, be sure your own dirt has been swept out.

Would you folks dare to say I have not told the truth in making such statements? Good men must learn to associate, else they will find themselves sacrificed one by one by the actions of evil men.

Joseph S. Buckley,

(Ed. Note: The writer of the above letter can speak with authority on his subject, having been associated with the Wobblies during the days when it was a good force in the American labor movement.)

(The SIU recognizes that the IWW was once a healthy influence in labor. Unfortunately, the Wobblies have deteriorated over the years and now operate in dual opposition to legitimate trade unions—and, consequently to the interests of their memberships.)

(As a result, the IWW has been marked as dual and hostile by the SIU membership.)

CS Victory Held Biggest Union Gain

To the Editor:

I want to agree with the Brother who stated in the "Here's What I Think" feature of the previous issue of the LOG that he regarded the victory over the Cities Service fleet as the biggest gain made by our Union.

True, we have more jobs in other organizing victories and we have won other things that from a dollar and cents standpoint seemed like a bigger gain, but the number of jobs involved aren't the real yardstick.

The Cities Service victory must be measured in terms of the seemingly overwhelming forces working against us throughout the four years of that struggle. Don't let anyone try to fool or kid you into thinking that the forces against us were anything but terrific and almost unbeatable.

I've spoken to guys in all parts of the world about this Cities Service victory and those who know the score said that the most amazing thing about the bitter fight was the fact that not only was the SIU able to hold fast against the flood of obstacles in our path, but we were able to push through to final victory.

After reading over some of the things that were pulled against us in that battle, I wonder how we ever did manage to win. I guess the answer just lies in the fact that we've got what it takes. Francis (Blackie) Itvos

Hospitalized



Johnnie Ward, who had just completed a voyage aboard the SS Arizpa, is in the Seattle Marine Hospital with a broken leg. His wife, Helen, says John would appreciate letters from his friends. He'll be there a while longer, so get that note off today.

Log-A-Rhythms

Sweet Highway Sixteen

by Ray Lichon

Plates of steel slapped together and called a ship,
One on which I've made many a trip,
An old LST for which the Navy had no use,
A drive-in afloat, we called her a boat,
Though God only knows what kept her afloat,
A veteran of Pacific wars—how did she survive?
For here on the Lakes she took many a dive;
Nothing but hull from stem to stern,
We often wondered if she'd ever return.
From Muskegon Bay she sailed every day,
That mass of steel that was painted gray,
With her cargo of cars Wisconsin-bound,
Then back to Muskegon for another round,
She'd howl and pound at her doubled-heads,
And the screw would rattle to make the revs;
In battering winds, the Skipper yelled for steam,
The she'd act like she was splitting her seam;
She kicked and screamed like a crippled gull
And gradually crept out of her drunken crawl.
A highway link from coast to coast
She had her skipper looking like a ghost.
As for me, I'm through with boats,
I'll take the highway—the highway to the coast.

Ponce De Leon Men At Yokohama Fountain



Drinking a toast with the colas, at the USS club, in Yokohama, these shipmates on the Waterman vessel Ponce de Leon had the scene recorded for the LOG. Front row, left to right: E. Malstrom, Oiler; S. Paris, Oiler; Lou Canavino, AB; and "Sparks." Rear row: "Spud" Furtado, AB; Art Gomez, MM, and C. Danzy, 3rd Mate.

Hoskins Men Sport Beards As The Long Voyage Looms

To the Editor:

Here's a report on the SS Fort Hoskins, now on one of those don't-know-how-long Persian Gulf trips.

On October 18, Mrs. Kostin, the mother of our Second Cook, died in Boston, Mass. Brother Kostin tried to make arrangements to fly home from Carapito, but couldn't do so in time for the funeral, so he remained aboard.

The operators of the USS club in Carapito threw a party for all hands. There were plenty of free sandwiches and Tom Collins and a very good time was had by all. Our thanks to the nice ladies and lovely misses for the swell evening.

Somehow we're getting the short end on the slopchest business. Heavy gear, rain gear, rubber boots, candy, after-shave lotion, writing paper, playing cards—none at all. And get this. They have plenty of briar and corn cob pipes, pipe cleaners, pipe tobacco—Niels, ain't that something?

COLD COMING

It's going to be rough on the Deck Gang in the North sea without gear, and this is not our fault. Last trip Brother Aschon, last trip's Ship's Delegate, sent a list to the company and HQ reminding them what we needed for a trip like this. But we never got the stuff. So now we dress and smoke baloney. Brother Angel is doing okay on agreement interpretations.

Our DM trio, Jim, Frank, and Harry are a great Union team and fine shipmates. Some of the gang are growing full Neptune whiskers. Too bad Figaro is not around.

Brother Ay Gregory got hooked on October 13 and sailed on the 14th. Brothers, heroes are everywhere. We wish Brother Al and his bride a pleasant, belated honeymoon. The ship's cameramen, Brothers Flanagan and Bob Lamarr, promise some good shots for the LOG soon.

The gang is prepared for a great time in Hamburg, the next port of arrival before we take off on that 7,000-mile short cut to Pasha's Paradise, another 7,000 from there to somewhere in the North.

We have some steak triplers and night lunch doublers, but the Cooks don't mind the joke. Well, up to now, all is fine. Let you know more in the next report.

Frank Gasper
SS Fort Hoskins

P.S.: Niels is Dutch for nothing; Figaro is from the Barber of Seville, and Pasha's Paradise means Persia.

Nears Second Marker



Just in case Daddy is looking at these pages, here's 23-month-old Robert E. Lee, son of Seafarer and Mrs. Carlos Lee, Jr., of Morristown, Ohio. Pop, who is aboard the SS Yorkmar probably will miss young Bob's second birthday, but maybe he'll be home for Christmas.

Make Worker's Birthday Day Off, He Says

To the Editor:

I am a retired bookmember of the SIU, now working ashore as a member of the International Brotherhood of Electrical Workers Union, which, like the SIU, is an AFL affiliate.

One of our members, Brother Luther Mays, has come forward with a unique idea in furthering the cause of unionism. Brother Mays, a combination welder-machinist in the power plant, is a very active union member.

Mays drafted a resolution calling for a day off for each man on his birthday, and is trying to get the power company (Southwestern Gas and Electric Company) to go for it as part of our new contract. The company hasn't said yes or no as yet.

The resolution may seem to be just a bit of humor, but after thinking it over a person can realize the serious thought intended. Most workers in industry celebrate Lincoln's birthday, Washington's birthday, along

with various other holidays. Why shouldn't a man celebrate his own birthday?

A holiday on a man's birthday

is one more step forward for the laboring man.

Robert E. Horn
Shreveport, La.

White Marks Time In Army, Keeps Dreaming Of New Hall

To the Editor:

It's been quite a while since you've heard from me. But as you can see by the address I have been kind of busy. It seems that the Seafarers and its members are always busy fighting the commies in one way or another.

I hope that it won't be long before I can get back to New York. Boy, what I wouldn't give to be back on a ship. I am so tired of walking, climbing and digging holes.

I have dug so many holes I should get a book with John L. Lewis' union.

When I got out of the hospital I had a furlough and I was

walking down the street in -----, and I met Johnny Ward. He was on the Arizpa. I told him to tell the boys I was asking for them.

I suppose by now you have moved to the new Hall. I can't wait until I get back to see it. You know I was supposed to get out this month. But all this started so I don't know when I will get out now.

Would you please put my name and address in the LOG and ask some of the boys to drop me a line. I hope to see you all soon.

PFC. Leon (Chink) White
Co. I, 5th Inf. Regt.,
APO 301, c/o Postmaster
San Francisco, Calif.

Paoli Crewmen Begin Better Life On First Trip Under SIU Contract

To the Editor:

Here, set down at random, are some thoughts in the minds of Brothers sailing this ship on its first Cities Service contract voyage.

If it can be said that a ship has a life of its own (and what sailor doubts it!) then this vessel is undergoing its change of life here and now. This is the point of new departure.

And if, in some sense, a struggle for labor organization can be said to be like a war—then this is the first fruit of the victory.

So what now? The foremost thing in our minds must be the knowledge that, though we have won a war, we can still lose the peace. Right now—very easily—we can still screw-up the works and sacrifice the victory hardly won. We can do it, if we are not 100 percent on the ball, by failing to live up to the letter and the spirit of our contract.

For, like every other organized activity, a labor movement cannot remain static. It must always progress and go forward. It must do this or else be pushed back on its fanny—and hard! The new contract alone—by

itself—must be regarded by us now not as an end, but as a beginning. It is a foundation on which to build. Just that.

We know—we have learned the hard way—that to accomplish these things discipline will be necessary. But now, at long last, it can be a self-discipline. It can be discipline firmly rooted in the expressed will of the majority. A discipline fairly administered by freely and democratically elected representatives. It need no longer be the ancient, phony rule of fear and favor. It need no longer be that blind rule, imposed from above, so well beloved through the years by Cities Service top brass!

UNION WAY

And that, Brothers, we take to be the forward-looking, progressive Union way. It is the democratic way. And it is the American way.

Of this voyage itself, now one month old, there is little of more than passing interest to report. It is by way of being a tramp tanker voyage with accent on the tramp!

We are under one year articles, and it still remains possible that she may stay out that long. But the truth is that from one

port to the next it's anybody's guess where she goes.

Of course the scuttle-butt hums and the galley-wireless buzzes with a succession of the very latest red-hot info. And the wind blew—and the bull flew—far, far into the night!

Fortunately, the Old Man, Captain H. W. Stevens, is considerate enough to post on the bulletin board any real dope he gets about destination, mail address, etc. About this, and other things, he is considered by most to be A-1. Taken all in all, co-operation, and even mutual liking and respect, has been the good word here between officers and crew.

As for back-aft navigation over the Wild Blue Yonder—such vitally important points as which light is where, and thither is yon, and how the hell far it is, anyway, from "Cape Fly-a-Way" to point "Once over—Lightly"—why it's a cinch on this scow with its distinguished crew! Have we not expert shaft-alley navigators on each and every watch? And—when it comes to a pinch in dangerous waters, Brother Bill Lowe, 2nd Cook and Ships Delegate, just picks up a trusty ham bone and

takes a simultaneous shot of the moon, a planet, and several assorted stars, for line of position! And that's that!

So far, signing on at Fall River, Mass., we have made Aruba, to Santos, and back to Aruba to load for Three Rivers and Quebec in the St. Lawrence, which is the last destination we are sure of. From there it's a toss-up. The Persian Gulf is still a possibility, French or Limey ports, maybe. A return to Aruba and a continued shuttle to S.A. is another bet. And it is possible that she may return stateside.

SANE ASHORE

In Santos, which is very much a good liberty town, and proverbially a playground for performers, we are happy to be able to say that not one man missed a watch or any part of it. That's SIU style and very much as it should be. We are going to keep it that way—100 percent for the voyage.

Old South American hands will be interested to know that Santos is booming, with the harbor chock-a-block full of shipping—all kinds—an international pee-rade. Rust buckets with Honduran or Panamanian

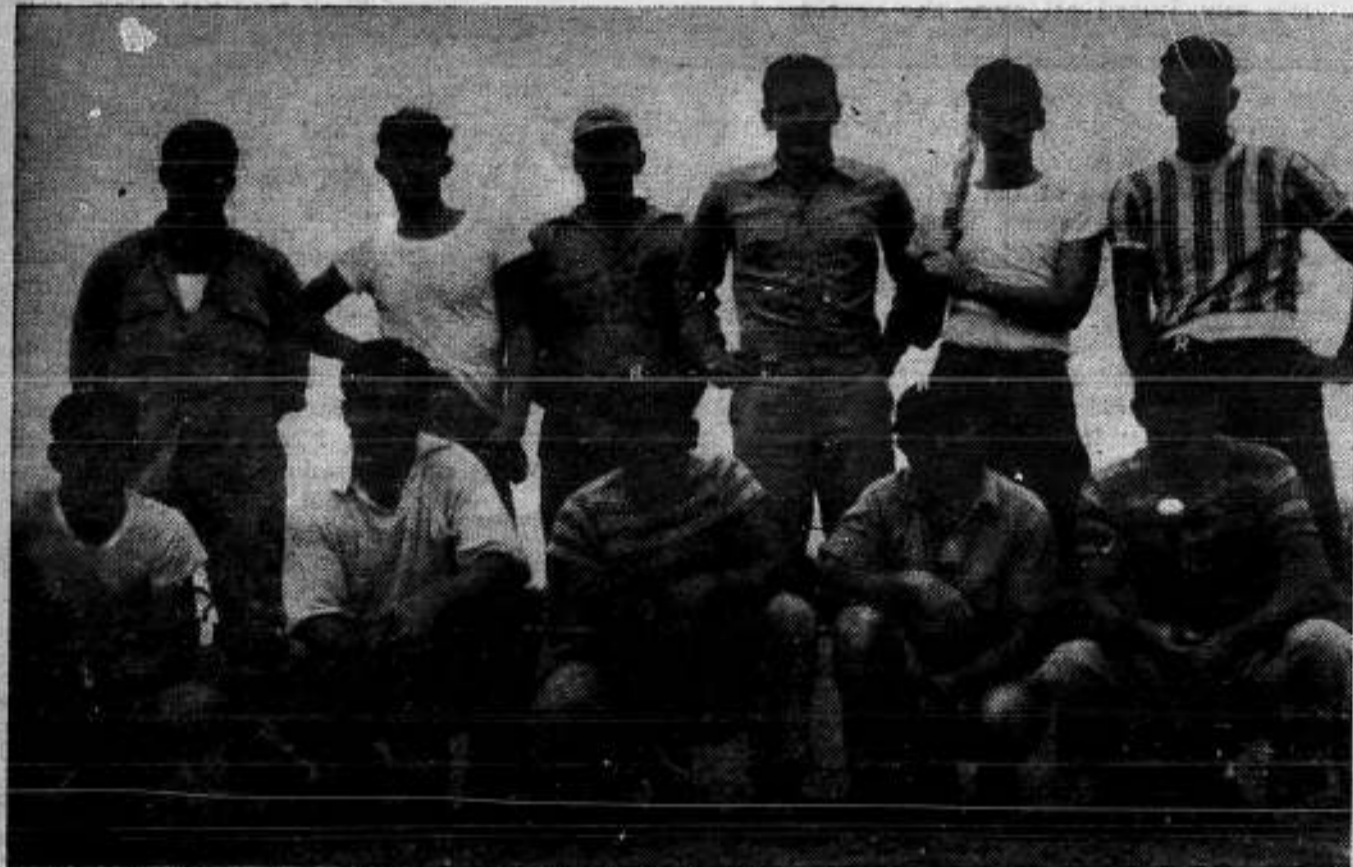
flags at the staff—sleek, cream-buff colored Swedes and Norwegians—a large limejuicer passenger ship—Greeks, Belgians, Danes—a couple of Hollanders. But we can honestly say—without undue favoritism of opinion—that the sweetest, most shipshape craft in the harbor was our own—the Del Santos, no less! She lay at anchor as we passed her close by, as clean-limbed and handsome as the lady she is. She looked damned good to us on the Paoli. It was good to know that now we, too, stood on an SIU deck, with SIU traditions to live up to.

No report of any ship can be complete without some mention of the all-important pork-chops division. On that score we sit back and smile with well-fed satisfaction. For she's a feeder. Like a yacht, Brother—like a first class yacht! Our congratulations to Tony Francis, Steward, and Brothers Coil, Graham and Bill Lowe, Chief and Second Cooks, and to the rest of the Chow-Down department.

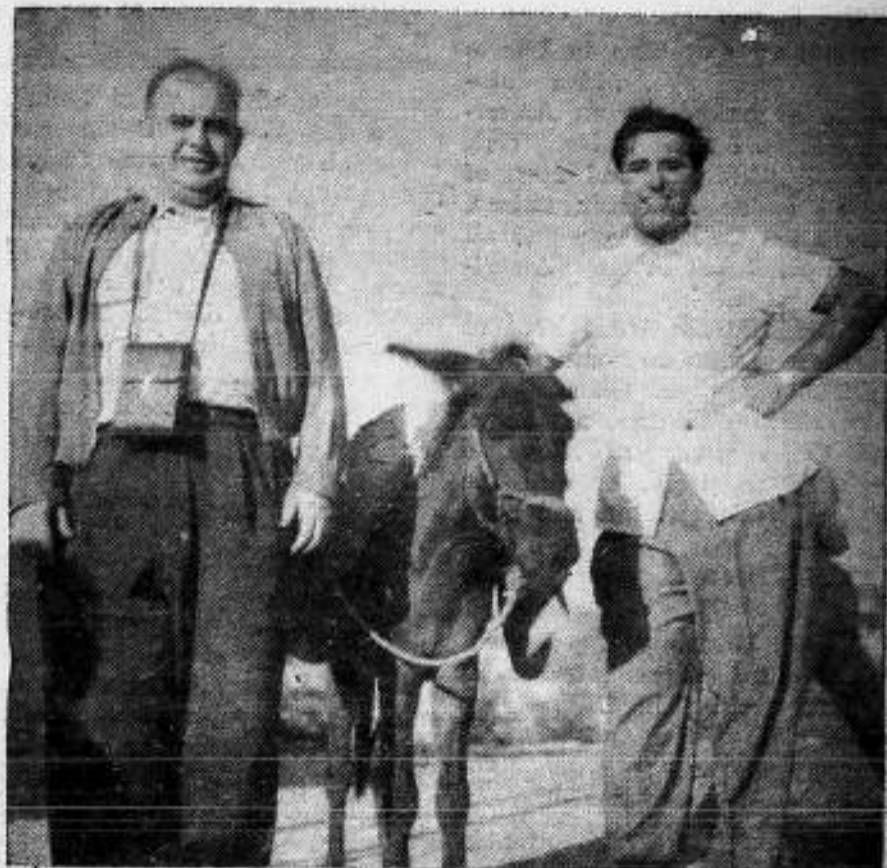
On this happy theme of hot cakes and sausages and three-over-easy we will call it a day and close this informal report.

Crew of SS Paoli

Pic Reports From SIU Cameramen On Ships Throughout The World



Undefeated on the previous voyage to South Africa, the Robin Wentley softball squad suffered two defeats, in Mombasa and Dar-es-Salaam, on the current trip. "We'll get 'em next time," they said.



The Irenestar's 33-day stay in Haifa, Israel, gave Michael Michalik, a chance to use his camera. Borrowing a mule for a prop, Mike (left) poses with shipmate N. Smykowski.



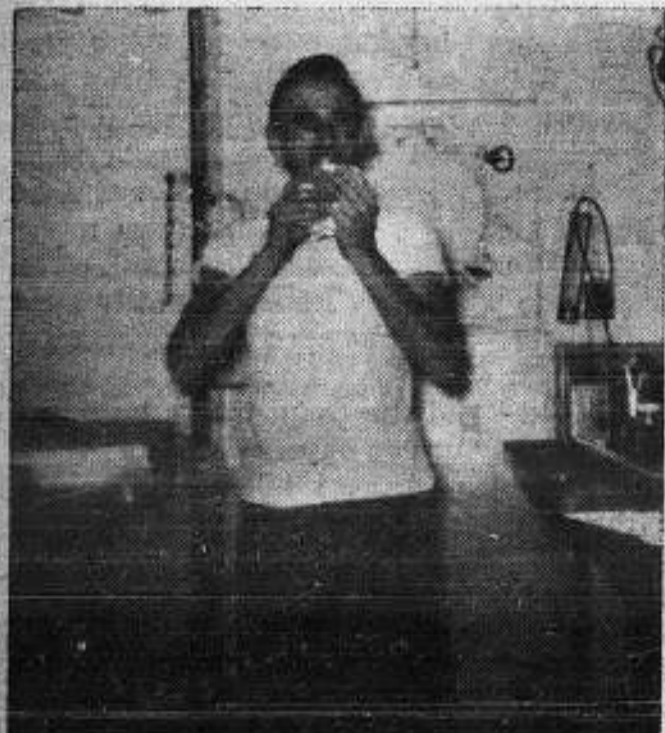
"Whitey," the Oiler aboard the Irenestar, shows what the well-dressed camel rider is wearing this season in the Holy Land. Even the camel mugged for Michalik.

The response to the LOG's recent appeal for shipboard cameramen to submit their photos appears to have caught on. More and more Seafarers are dusting off their photographic gear and coming up with some mighty good results. On this page are shots taken recently by men aboard the Robin Wentley, the Irenestar and the Del Valle.

Credits for these shots belong to Fred Shaia of the Del Valle, and Michael Michalik of the Irenestar. The Robin Wentley's photographer didn't give his name.



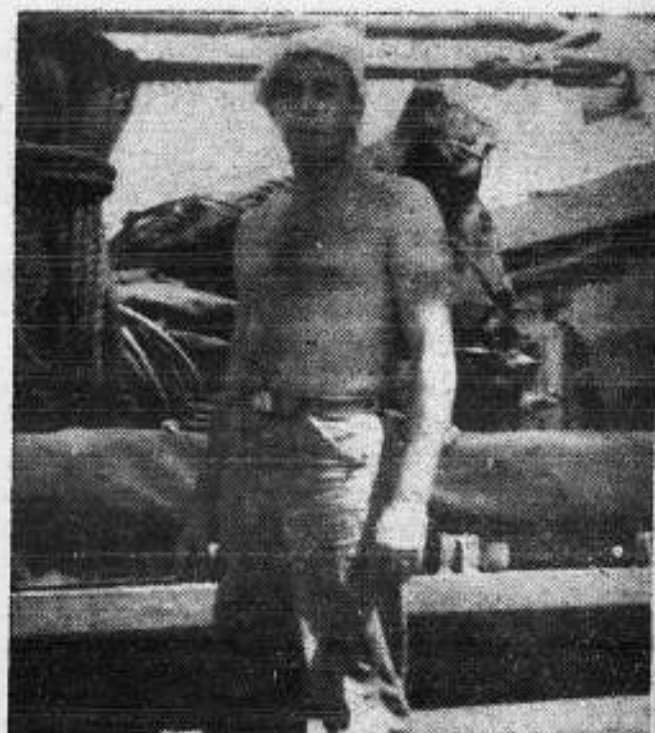
"Whitey" (left at table) shows copy of SEAFARERS LOG to Ali Maher and Abu Hussar at latter's restaurant. Others in photo are professional guides, Michalik said.



Ship's Delegate Fred Shaia of the Del Valle, kept his promise to show his shipmates at work and at rest. Here he catches G. A. Pellerin munching a snack.



An SIU ship is a clean ship, and so are its crewmembers. Joe Savoca shows how it's done, as he puts his washed gear through wringer in Del Valle laundry.



Wearing the traditional white cap by which Seafarers are often identified, Brother R. Prehet, a Del Valle AB, pauses for photo as he comes off lookout.

Seafarer Tells Reds Story Of Free Labor

FLEISCHMAN: This is Harry Fleischman. In the studio with me today is Rafael Ortiz, an American seaman, who will tell us how he makes his living. Rafael, were you born in the United States?

ORTIZ: I was born in Puerto Rico 37 years ago, which automatically makes me an American citizen. I came to New York City 22 years ago, and now, of course, as an American citizen, I have the right to vote and all other privileges of any American.

FLEISCHMAN: What kind of work do you do on board ship?

ORTIZ: I'm an Oiler. On a ship, the big engines are open, and the moving parts have to be oiled regularly, or else the engines would get hot and burn up.

FLEISCHMAN: Are you a union member?

ORTIZ: Certainly. I'm a member of the Seafarers International Union, AFL. The Union takes in all nationalities and races.

FLEISCHMAN: Have you been a Union member long?

ORTIZ: I joined the union in 1942. During the second World War, I sailed the Atlantic, the Mediterranean and the Indian Ocean.

FLEISCHMAN: What were your wages in those days?

ORTIZ: My basic pay then was \$95 a month. Before the Union was organized, Oilers got as low as \$50 a month. In addition, before we had a Union, many companies made the men work as much as four hours a day extra without overtime pay. Now we only work eight hours a day. If we work on Saturdays or Sundays or do special duty, we get time and a half pay for overtime.

FLEISCHMAN: And what wages do you get today?

ORTIZ: Our basic pay is \$248.41 a month for an Oiler, five times as much as in the days before the Union was organized, and two and a half

Rafael Ortiz, Oiler, a Seafarer for 8 years, helped bring the message of democracy to the workingmen behind The Iron Curtain, in a recent broadcast over the "Voice of America." The interview, which is printed in its entirety below, was recorded in both English and Spanish by Brother Ortiz and then translated into many other languages. It is safe to say that Ortiz was heard all over the world.

times as much as when I first joined the Union. We also get a war bonus on certain trips. For example, in July I shipped out on the SS Robin Hood, bound for Korea with an army cargo. We were paid a war bonus of \$2.50 a day for 22 days, and for the 8 days in August that we were actually in Pusan, we got a 100 percent bonus. That added up to about \$110 extra on top of our regular wages, or a total of about \$360 a month.

FLEISCHMAN: So you were in Korea! What was the situation like when you were there?

ORTIZ: It was pretty tough. The communist invaders were only about 30 miles from Pusan, and the United Nations defenders had a grim struggle to keep them from pushing us into the sea.

FLEISCHMAN: How did the soldiers and the Korean natives treat you?

ORTIZ: They treated us fine. The soldiers would give us rides from the port to the city, and the Koreans were anxious to serve as interpreters and guides to show us around.

FLEISCHMAN: By the way, are you married?

ORTIZ: Yes, and I have four children, two boys and two girls.

FLEISCHMAN: Where do you live when you're on the beach?

ORTIZ: We're moving into a public housing project in Manhattan in a couple of days. We will have five nice rooms and the rent will be \$35 a month, including gas and electricity.

FLEISCHMAN: When you want to ship out again, what do you do?

ORTIZ: I go down to the Union Hiring Hall and register.

As soon as my number comes up, I am offered a job. If I don't want to take it, I don't have to, and I remain on top of the list until a job comes along that looks good to me. It is all done in strict rotation with no favoritism.

FLEISCHMAN: Your conditions seem to differ a great deal from those of Soviet seamen.

ORTIZ: I know it, and that's why I'm glad to be an American

seaman. In my Union paper, the SEAFARERS LOG, I read a story the other day about Enno Kustin, an Estonian who deserted from the Tosno, a Soviet ship. As an ordinary seaman, he got \$37.20 a month, compared to my \$248.41 a month. A quarter of his income was paid out for income tax, childlessness tax, state loan and union deductions. Overtime for Soviet seamen is paid at the regular rate while

I get time and a half.

FLEISCHMAN: How about shore leave?

ORTIZ: Naturally, I get shore leave anytime. Soviet sailors need special permission for shore leave. They may not drink, visit restaurants or write letters ashore. Only under special circumstances may they visit a movie, and then only with a ship's officer. They must enter in a book all purchases made, and they are told what they may or may not buy. A political boss is aboard each ship, watching the men in foreign ports, giving them political instructions and distributing communist literature in port. At union meetings on Soviet ships there are no discussions of working conditions, but just talk about fulfilling work quotas. On American ships our Union meetings deal with all our beefs, our grievances, and we take steps to correct them.

FLEISCHMAN: Then why do Soviet sailors go to sea?

ORTIZ: Because Soviet sailors, while their conditions are much worse than ours, are paid far higher wages than factory workers in Soviet countries. That is, why competition for jobs on ships there is keen. In order to get one, it is necessary first to enroll in a seamen's school, with written recommendations from three communist party members, a testimonial from one's last employer, and a certificate from the local communist police chief. The applicant must give full information about his relatives. Preference is given to those who have no relatives abroad, and whose parents and family live in the Soviet Union. That is to try to prevent seamen from deserting from Soviet ships to live in the free world.

FLEISCHMAN: Thank you very much, Rafael Ortiz, for telling us about life as a seaman. Your comparison of the life of Soviet and American sailors proves once again that freedom pays in many ways.



Brother Rafael Ortiz speaking into the "Voice of America" microphone, on behalf of free labor.

(Continued from Page 6)

"No, thanks," Sam interrupted. He turned to Shorty. "Let's get out of here."

The khaki-shirted Indian held up his hand, his first two fingers making a V. "Have you a cigarette, Senor?"

Sam gave the man a cigarette, and Shorty said, "Where to now, Sam?"

Sam wiped the perspiration from his forehead onto his shirt. "Let's go into Caripito and check the bar we were in last night."

Shorty grinned. "I'm thirsty, too."

"We can walk the same way he must have come from there to here last night," Sam said. "We may catch some sign of him up the road. We haven't much more time."

The road into the town curved up a hill between one-story adobe buildings that shone in the sun. The sun was high in the sky now, and the shade from the buildings on their left came out into the street a few feet, but they were both too tall for it to afford them any protection.

They walked in silence for a time, until Shorty saw the form, sitting in the road, leaning against one of the buildings ahead of them.

Shorty said, "They take their siestas early in this town, don't they, Sam?"

Sam narrowed his eyes and looked up the road. "That's not an Indian."

He took a stride as if to quicken his pace, then slowed. Still looking ahead, he spoke softly. "That's the Carpenter. But it's too hot to walk any faster."

The Performer

"It's him, sure as hell," Shorty said, walking beside Sam. "I hope he can walk."

The Carpenter was sitting in the gutter, his mouth half open. His face was cut, and badly bruised. The mud, from the rain the night before, had dried and was caked on his clothes. The smell of alcohol and filth filled the air around him. Several Caripitanos stood in adjacent doorways and eyed them apathetically. Chips was alive, breathing, and had obviously been there some time. Sam shook him.

Chips made an unintelligible sound and opened his eyes. Sam grasped him by the front of his shirt and with an effort stood him against the wall. He was not fully conscious. Sam slapped him hard. His head rolled limply from side to side. He would not awaken.

"We'll have to carry him," Sam said. "God, he stinks!"

Shorty held Chips upright, while Sam bent over to let him fall across his shoulders. They started back down the road, Shorty walking ahead.

Shorty spoke. "Well, that was easy." Sam was silent. Shorty went on. "Your two dollars is safe now."

"I'll break your leg if you don't shut up. This guy is heavy," Sam said.

"I'll take him at the gate," responded Shorty.

"I hope that train is still there. I'd hate to get tossed in the clink in this town, which is what they'll do sure as hell if we miss the ship."

Sam shifted Chip's weight on his back. "I said shut up, Shorty."

They walked in silence to the gate.

The entire back and left shoulder of Sam's shirt were wet with perspiration when he let Chips fall to the ground.

Shorty leaned over and put his hands on his knees. "Alley-oop," he said.

They got Chips secure on Shorty's back and started across the wide, flat loading area for the train, which was still waiting, empty, in front of the shed. Sam's head hurt him so badly he could hardly see.

The same Venezuelan driver Sam had given the cigarette to when they left came out to meet them. His report book was open in his hand.

Shorty did not slacken his pace, but continued toward the shed and the train. Chip's head and arms hung loosely upside down on Shorty's back.

The Venezuelan driver, following quickly, thrust the open report book into Chips' bruised lacerated face. "Senor," the driver said to him, "no es verdad?" Pointing to Chip's name in the book—"You are—he?"

"Yeah," Sam, following behind them, said bitterly. "That's he."

They got Chips onto one of the empty flat cars, and when the train started, the breeze felt good to Sam. His head eased, and he was suddenly elated. He couldn't understand it.

Minutes Of A&G Branch Meetings In Brief

GALVESTON — Chairman, Keith Alsop, 7311; Secretary, C. Tannehill, 25922; Reading Clerk, R. Wilburn, 37729.

Minutes of other Branches read and accepted. Headquarters and Secretary-Treasurer's financial reports accepted. Agent reported pretty good shipping for the port, that three times the number of men registered were shipped, though there was a considerable backlog of men to take the jobs. Meeting adjourned at 7:30.

NEW ORLEANS — Chairman, LeRoy Clarke, 23062; Recording Secretary, Herman Troxclair, 6743; Reading Clerk, Buck Stephens, 76.

New Orleans previous minutes and financial reports read and accepted. Headquarters and Sec-



retary-Treasurer's reports read and filed. Agent Lindsey Williams reported shipping as not being too good, with but three payoffs handled during the past two weeks and only three scheduled for the two-week period to come. Williams also reported on the work that is being done by the Senate Labor Sub-committee investigating the East Coast tanker industry. Williams read his farewell report as Director of Organization, a post he is resigning to work full time as New Orleans Agent. Charges against a member read and the Trial Committee's report accepted. Balloting Committee reported 707 ballots had been used to date. Six members took the Union Oath of Obligation. Motion carried to grant extensions up to 30 days and the men getting the extensions are to take the first jobs in their rating available. Motion carried that anyone requesting an extension to do so before the membership at the regular membership meeting. Under Good and Welfare, there was discussion on possibility of getting the Electricians a tool allowance. Meeting adjourned at 8:35 with 309 members present.

SAVANNAH — Chairman, E. Tilley, 75; Recording Secretary, E. Bryant, 25806; Reading Clerk, A. Smith, 36970.

Previous Savannah and other Branch minutes read and accepted. Headquarters report read and accepted. Director of Organization Lindsey Williams' retiring



report read and accepted. Agent's report read and accepted. Discussion on the progress of the Yellow Cab strike in Savannah and the appeal to members not to ride these cabs. Meeting adjourned at 7:55 with 35 members present.

BALTIMORE — Chairman, Al Stansbury, 4693; Recording Secretary, Leon Johnson, 108; Reading Clerk, W. Kehrwieler, 46182.

Three men were give the Union Oath of Obligation. Previous Baltimore minutes and minutes of other Branches read and accepted. Requests for excuses from meeting were referred to the Dispatcher. Agent's report accepted. Hospital Committee's report accepted. One minute of silence for members lost at sea. Meeting adjourned at 7:35 with 180 members present.

BOSTON—Chairman, B. Lawson, 894; Recording Secretary, J. Sweeney, 1580; Reading Clerk, E. Thibeault, 984.

Secretary-Treasurer's financial reports for November 4 and 11 read and accepted. Previous Boston minutes and those of other Branches read and accepted. Agent reported on storm damage to Hall: 6 windows blown out, the SIU sign blown away and 2 inches of water in the basement. Dispatcher's report accepted. Motion carried to change



the meeting hour from 7 PM to 2 PM during the winter because of the poor transportation facilities in New England. The 7 PM meeting hour has caused many members to have to stay overnight. Meeting adjourned at 7:30 with 75 members present.

MOBILE—Chairman, P. Morris, 44484; Recording Secretary, J. Carroll, 14; Reading Clerk, Cal Tanner, 71.

Minutes of Mobile and other Branches read and accepted. Secretary-Treasurer's financial reports accepted. Agent Tanner reported on prospects for the coming two weeks, and voiced the hope that more ships will be taken from the boneyard. He concluded his report by reading a communication from the West Coast regarding the shipping

there. Balloting Committee reported that 309 ballots had been cast to date. Two members received the Union Oath of Obligation. Excuses were referred to the Dispatcher. Meeting adjourned at 7:40 with 255 members present.

NEW YORK — Chairman, E. Sheppard, 203; Recording Secretary, F. Stewart, 4935; Reading Clerk, A. Kerr, 29314.

Minutes of other Branches read and accepted. Agent Algina reported shipping had been fair during the past two weeks. Motion carried to non-concur with that part of Baltimore New Business relating to the Ore ships. Requests for excuses were referred to the Dispatcher. Charges against three members read and referred to Trial Committee. Sixteen members received the Union Oath of Obligation. Secretary-Treasurer report-



ed that the Union had won a contract with the Southern Trading Company, which operates a fleet of LSTs between the East Coast and the Islands. He recommended that the Union adopt the modifications won by the SIU in the new Coast Guard program, which will call for identity cards, instead of exchanging papers for validated papers. He reported that the contractor has begun to knock out inside walls in the Brooklyn building, and urged members to drop in and watch the progress of the work. Secretary-Treasurer reported that Headquarters had issued a clarification on stand-by pay. He also recommended that a quarterly finance committee be elected. A change in the meeting night was announced, as well as the fact that the Union was going to attempt to wrap up remaining operators who have not signed the 6.38 increase, war bonus or welfare plan, by economic action, if necessary.

SAN FRANCISCO—No official meeting because of a lack of a quorum.

Agent Gardner reported on the shipping prospects for the coming two weeks and urged members who have not voted to do so as soon as possible.

NORFOLK—Because of a lack of a quorum no regular meeting was held.

Agent Ben Rees held the meeting open until 7:30 to check all shipping cards and to give the Dispatcher's report.

Personals

RED CAMPBELL
Eddie Burns said, "Hello." Drop him a line at 504 George Street, Mobile, Alabama.

GEORGE E. MURPHY
Wire or cable your draft board immediately.

JOE DODGE
Your gear is in fourth floor baggage room of the New York Hall.

HENRY ED. DICKERMAN
Contact your local draft board.

Only Seamen Meet 'Wild Challenge' Mullins Writes

To the Editor:

Some time ago I mailed the LOG a bit of poetry. Since then I have looked for it to appear, but so far I haven't seen it. It is possible I missed it in some issue while at sea; then again it could be that you didn't have space for it.

At any rate, I am enclosing it again, this time under a different title, but practically the same wording: The title is "The Challenge."

The mountainous waves were turbulent in their realm amidst the maddening sea, where the swept ravines wined like canyons in all their wild glory.

The swish smack that knocked the hull about made the crew quake in fear of their flimsiness and shudder in reproach against the mightiness of the sea.

Even though there is still doubt in minds of some who haven't as yet experienced the wild challenge offered by the sea, but be they reproached by God.

The daring day in a lifetime that only these men of steel could endure will live forever as a hope and inspiration to the lesser man ashore.

I trust you can see fit to use this piece of material. Also I wish you would mail the LOG to my mother.

D. C. Mullins

LST Company Signs With SIU

(Continued from Page 3)
small stop-off spots in between. The ships carry bulk cargoes, such as fertilizer.

In announcing the victory over Southern Trading Company, Headquarters Negotiating Committee also revealed that a contract had been signed with Colonial Steamship Company, owners of four Liberty-tankers.

The ships are the Sea Comet, Sea Thunder, Sea Magic and Sea Brave, the last being the former Mostank, of Federal Motorships, an SIU-contracted company.

SIU Demands Nation-Wide Draft Policy

(Continued from Page 1)
able to man these vessels immediately.

4. Present procedures in most local draft boards have created unwarranted confusion and difficulties for seamen faced with the dual problem of staying on their jobs and at the same time observing the rules of their local boards. For example, many members of this union have been told by the chief clerks of their local draft boards that they must obtain permission from the draft board before they can leave the country, the fact that seamen must leave the country to work notwithstanding.

Most of these men are employed on vessels that are in port only one or two days. Since most boards meet every two weeks to handle cases of this sort, these men are obliged to quit their jobs in order to appear before the boards.

Such a procedure, requiring the registrants to quit their jobs and replacements found in a hurry, is obviously unfair to the men involved and creates an unnecessary hardship within the maritime industry, particularly when the registrant, after appearing before the board, may find himself in a deferred status anyway.

In view of the foregoing, it is the sincere, considered belief of this organization that a policy of deferment for merchant seamen should be set up for the local boards in your jurisdiction to follow. Such a policy would ensure an adequate pool of skilled men being available for the fleet's needs and would be in the best interests of our national defense effort.

We trust that you will take action recognizing the needs of our merchant marine and the role of the seamen who are responsible for the efficient manning of this important segment of our defense in the present emergency.

Says Wage Hike Proves SIU Best

To the Editor:

I am sending Brother Robert L. Miller's book to be retired. He has gone into the Army. I'm also sending his address so it can be published in the LOG. I'm sure he'd enjoy hearing from his old shipmates.

I also want to congratulate the SIU Negotiating Committee on its negotiation of a wage increase. It's been proven again that the SIU is the best.

FOLLOWS SIU NEWS

I am now working on the beach, driving a truck. I paid off the SS Fairisle in New York last August after spending seven months on her. I still keep up with SIU news through the LOG, which I receive regularly.

I only live 50 miles from Baltimore, so I'll be able to cast my vote in the Union elections. I want to say hello to all my former shipmates of the Fairisle. Please send Brother Miller's retirement card to me. I'll see that he gets it when he comes home on leave.

Charles J. Dillon
Biglerville, Pa.

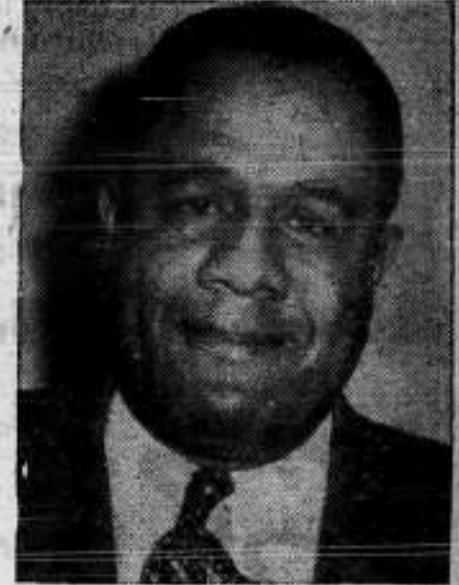
A&G Shipping From Nov. 15 To Nov. 29

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	20	13	13	46	12	5	3	20
New York.....	139	109	103	351	83	92	58	233
Philadelphia.....	20	12	24	56	17	16	14	47
Baltimore.....	83	80	55	218	116	92	72	280
Norfolk.....	10	9	5	24	4	3	4	11
Savannah.....	15	9	3	27	6	22	5	33
Tampa.....	14	12	13	39	3	1	10	14
Mobile.....	23	22	26	71	19	18	28	65
New Orleans.....	41	41	65	147	44	45	61	150
Galveston.....	10	13	8	31	15	18	18	51
West Coast.....	44	38	26	108	36	41	30	107
GRAND TOTAL.....	419	358	341	1,118	355	353	303	1,011

HERE'S WHAT I THINK...



QUESTION: What are some of the facilities you would like to see available in the new Headquarters-Port of New York building?



GEORGE E. MURPHY, Messman:

I'd like to see the building equipped with some showers so that men coming off the ships can clean up right when they report to the Hall to check their gear and register. For recreation, I'd like to see some ping-pong tables and similar equipment. It would be good to have a combination bar and grill where the men can pass the time and eat their meals. And a new television set that works well. If there is enough space in the building, lockers could be rented to the men where they could hang their clothing neatly and safely while they are in port. All these things would be a good deal.

FRANK NAKLICKI, Steward:

Perhaps a pool table among other recreational gear would be possible. I think one facility that would have great value for the members would be a place within the building where they could get their clothes cleaned and pressed. And maybe locker space where they could store their clothes during their stay ashore. I consider these facilities important because our members are always shipping from place to place and are therefore unfamiliar with many towns. They should have a place to get these services attended to reliably — and the Union is the answer to this problem.

EDDIE PARR, Bosun:

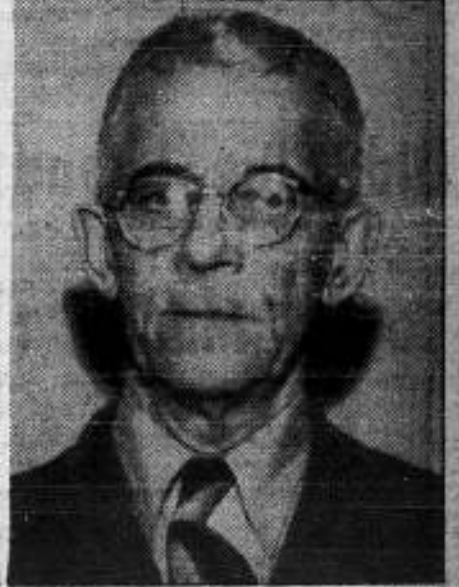
I think the facilities should include a laundry and dry-cleaning establishment, where men coming off the ships can get their gear cleaned up without having to run all over town. As much as possible, the members should be able to have services like these attended to under one roof. A restaurant would be important. One run by the Union would enable the guys to get substantial meals at prices within reason. In the recreation room, there should be games and books around so the guys waiting to ship can spend their time pleasantly and comfortably. Lastly, maybe some day we can get a hotel where the men can stay.

C. HOSPEDALES, Steward:

Most of all, I would like to see a restaurant and a barber shop. The restaurant would be a great convenience for the men waiting to ship. And most men need haircuts when they get off ships and having a barber available at the Hall would be helpful. I'd especially like to have dances held once or twice a week in the building. The members could bring their wives and girl friends and be assured that they'd spend a pleasant evening. I'd also like to see movies shown at the Hall. Maybe it might be a good idea for a bunch of the guys with talent to get up weekly amateur shows.

DAN BUTTS, Bosun:

I'm in favor of setting up an upgrading school for all three shipboard departments. Every man in the Union, whether he works in the galley, engine or deck gangs could benefit by such an arrangement. In addition, I think that the school should be equipped with a complete library of technical books to be used by men wishing to read more about their jobs. Another thing I'd like to see is the thing we've all been dreaming and talking about for so long, and that is a Union-run bar and eating place. Having a place in the building to eat at would be great.



CHARLES MORRISON, Steward:

I'd like to see a lot of services that would be of tremendous help to the membership. Getting some or all of them in one building would cut down on a lot of energy now wasted by members who have to run all over town to get them done. For example, we could well use a laundry and dry-cleaning set-up that would give fast service, a bar and restaurant run by the Union in the membership's interest, showers, lockers and the like. Another convenience I'd like to see is some kind of a stand where we could buy newspapers, magazine, cigars, cigarettes, soft drinks and candies.

ALVIN (Salty) SEE, Oiler:

There are a number of things that would be a good break for the membership if it were possible to install them in the new Hall. Among these are a reading and writing room run like a public library—quiet. A Union-run cafeteria and bar is probably what every member would want to see. I'd think that amusement vending machines, in which guys could see prize fights, musicals, comedies and similar films, would go over big with a lot of the fellows. In connection with the recreation room, we might have regular moving picture shows, too.

PAUL WILKINSON, AB:

I think an agency for selling traveller's checks would be a big help. This would save the guys from having to race all over town to purchase these convenient checks. By having them available in the Hall, a man could get the amount of checks he wanted even if he had but a short time left before shipping out. I'm for a Union-run bar and restaurant right on the premises. It would not only be convenient for the men, it would also be a better place to drink and eat than many of those that are within the reach of the membership.

W. KIRBY, AB:

That's pretty hard to answer, because I know some guys would want a particular thing and another group wouldn't think so much of the idea. However, one of the things I think the Union might be able to do in the Hall is rig a little loft and have experienced Bosuns hold classes in splicing and advanced seamanship. This would help deck men to get to become real skilled in their jobs aboard ship. With such instruction a man would be able to step aboard ship feeling he was in the right place, without worrying about being green. If possible, I'd like to see a Union-operated cafeteria.

WILLIAM F. LYNAUGH, FWT:

Among other things I'd like to see a neat, well-equipped writing and reading room. A place where a guy can concentrate has a lot of advantages, and is especially conducive to doing things like writing that letter to a friend or shipmate, or sitting down to do a little reading. A big help, I think, would be an office or spot where an up-to-date, dependable list of conveniently-located rooms is available to members who have just gotten off a ship and are looking for a place to stay. A service like this would certainly simplify matters for most of the membership.

NOTE: Headquarters is anxious to hear from as many of the members as possible on this question. If you have any suggestions, send them to the Building Committee, 51 Beaver Street, New York 4, New York.