

SEAFARERS LOG



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Transfers Would Wreck US Shipping

WASHINGTON — The proposal to transfer 500 American ships to European nations under the Marshall Plan in its present form was denounced by Representative Willis W. Bradley of California as disastrous to the American Merchant Marine.

"The funeral of an adequate American Merchant Marine has been arranged by the State Department," Bradley told the House. "The mourners will all be Americans."

REASONABLE HELP

He declared that he favored "reasonable help for Europe," but he stated that he did not "comprehend as a part of that help a program that will strip us of a part of our principal defense assets and will relegate our entire shipping industry to a very inferior standing among the fleets of the world."

"Americans do not understand," he said later, "that the transfer of 500 vessels will result in elimination from trade with these European nations of some 500 vessels presently operated under United States flag and manned with American officers and crews."

"Even if the transferred vessels are taken from lay-up, their participation in the trades will result in a corresponding reduction in the United States flag tonnage which would otherwise be engaged."

ELECTIONS CERTIFIED

With completion of the ballot tallying by the General Tallying Committee, the results of the 1948 SIU elections, as announced by the committee, were forwarded to all ports for final action by the membership at last Wednesday night's regular meetings.

At these meetings, the membership voted overwhelmingly to certify the election results. Secretary-Treasurer J. P. Shuler therefore instructed all newly elected officials to assume their duties, in accordance with the membership's mandate.

Below is a breakdown of the membership's vote in all ports on the Tally Committee's report. Ports are listed geographically.

PORT	YES	NO
Boston	23	56
New York	980	0
Philadelphia	165	0
Baltimore	249	0
Norfolk	180	0
Savannah*	—	—
Tampa	43	0
Mobile	243	0
New Orleans	285	0
Galveston	220	0
Puerto Rico*	—	—

*Due to communication difficulties, these ports had not been heard from at LOG press time.

British Shipyard Activities Belie Need For US Vessels

Just why is it so necessary to transfer American ships to the British, a Seafarer or anybody else interested in the American merchant marine might well ask when he reads reports on British shipyards.

According to a dispatch from Glasgow, the 22 producing shipyards on the River Clyde broke all previous peacetime construction records in 1947 for shipbuilding, engineering, ship conversion and repair.

The Clydeside yards turned out

99 ships with a total tonnage of 374,743—some 30,000 tons more than in 1946. Of the new vessels, many were built for Dutch, Icelandic, Norwegian, Portuguese, Irish, French, Dominion and colonial customers. Biggest ship launched was the 40,000-ton Caronia for Cunard.

At present, Clydeside yards, which handle about a third of Britain's shipbuilding contracts, have commitments for about \$280 million worth of ships—including about \$85 million worth of tankers.

'48 Officers Certified; Voting Is Heaviest In Seafarers History

NEW YORK—The results of the voting for Atlantic and Gulf officials for 1948 were announced this week when the General Tallying Committee completed counting and tabulating the membership's choices in the heaviest balloting in SIU history.

Ballots were cast in all ports during a two-month period ending December 31, 1947.

The following committee's findings and report were mailed to all ports for action at regular membership meetings.

A new Secretary-Treasurer and three new Assistant Secretary-Treasurers were elected along with new Port Agents in New York, Boston, Philadelphia, Jacksonville and New Orleans. In the remaining ports, the 1947 Agents were retained. Patrolmen were elected for all ports requiring them.

Biographical sketches and pictures of all officials will be run in the LOG in the near future.

It should be noted that the

votes cast represent the membership of the Atlantic and Gulf Coast only. The other SIU districts conduct elections of their own.

The total number of votes cast was 5,204 with the heaviest balloting taking place in New York, the largest and most active port.

The members of the hardworking Tallying Committee, elected January 2, 1948, were:

Sam Luttrell (Chairman), Jimmy Stewart, Paul Parsons, J. L. (Red) Whidden, F. F. Smith, Paddy McCann, Omar L. Ames, and alternates E. F. McNeill, Pedro Peralta and Matt Fields.

The tabulated results of the election and the report submitted by the Tallying Committee appear on page 7.

Phony Unionism

One thing that all unions have learned and that all union members must keep uppermost in their minds is this:

Unions face the united efforts of ALL employers to destroy them. Moreover, when an employer or group of employers is able to weaken one union every union in the country is weakened.

A standard trick among employers is to play one group of workers against another. This maneuver fails when opposed by tactics shaped by the SIU's policy of inter-union support.

A typical case in point is the new development at the Maryland Drydock Company in Baltimore.

The workers at Maryland Drydock, as a great many Seafarers have good reason to know, belong to the Industrial Union of Marine and Shipyard Workers of America. Recently, after a long strike in which many a Seafarer walked the picketlines, the IUMSWA men went back to their jobs at Maryland Drydock under a contract providing for a wage increase and other gains.

But now the company has found a new way to drive a wedge into IUMSWA.

As a result of company conniving, a new "independent union" of "pushers" has sprung into being.

If your ship puts into Maryland Drydock for repairs make sure that you don't extend the hand of union brotherhood to the wrong guys. In our book the real union there is the IUMSWA.

And remember that all of us are going to have to keep our eyes open for we are going to see this trick tried at plenty of other places. The SIU will combat it, as usual, by supporting the legitimate beefs of legitimate unions.

SIU Begins Move For Wage Increase

NEW YORK, Jan. 15 — The Seafarers International Union took the first step yesterday in a push for higher wages.

Communications were forwarded to all contracted companies advising them of the Union's desire "to open negotiations for an increase" in wages. In a letter signed by Secretary-Treasurer J. P. Shuler, the SIU informed the operators that it was making the wage bid in accordance with the provisions incorporated in the preamble of its agreements.

This unique feature permits the Union to call for discussions on the issue of wages at any time. SIU contracts are the only

ones in the maritime industry containing such a provision.

The Union's latest wage drive stemmed from a request made of the membership by the SIU Negotiating Committee for permission to go after the increase as a means of combatting the cost of living spiral.

SITUATION "HOPELESS"

At the time the committee said it preferred cost-of-living prices to drop in place of a need for increased wages but that the situation had been rendered "hopeless" by the failure of Congress to enact price controls.

The only door left open to the Union to protect its membership's earning power was to seek higher wages, the committee said.

Besides the reasons induced by rising prices, the committee feels there is ample justification for more equitable pay for Seafarers in the high profits being realized by shipowners today.

The SIU has fought steadily and successfully right along to see that the membership's wages kept pace with the cost of living.

In the current drive no specific sum has been set by the Negotiating Committee so that it will have greater flexibility in its bargaining sessions with the operators.

On the Negotiating Committee are J. P. Shuler, Robert Matthews, Joe Algina, Lindsey Williams and Paul Hall.

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

Editorial Board

J. P. SHULER PAUL HALL
 JOE ALGINA

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George K. Novick, Editor



Regrouping Our Forces

In the heaviest balloting ever registered in an SIU election, the membership has voiced its choice of officials to serve the Union during the year 1948. The results of the vote tally, announced elsewhere in this issue, reveal a new high in total number of votes cast.

This unprecedented participation by the membership in the selection of the men they believe can lead the SIU to new heights in the coming year is noteworthy. Primarily, it is a manifestation of an increasing consciousness and a more alert interest by all hands in the conduct and welfare of their Union. They have taken advantage of their constitutionally-guaranteed privilege of having a direct say in the administration of the Union's business.

When this is the case you have a healthy state of affairs. Seafarers are mindful of their obligations—that's what the record vote implies.

And this new surge of interest in all quarters is particularly encouraging at this moment because 1948 bids to be a singularly crucial year. For all labor, but perhaps more so for members of the SIU, 1948 will be a year of decision on several paramount questions. Nice it would be if we could gaze into the crystal ball and see how much butter will be on our bread several months hence. Unfortunately, no such ball exists for the men in maritime. Instead they have to strengthen themselves for the future.

These are some of the questions that will be faced in 1948: Will our fleet be distributed among the foreign nations, leaving us the short end of the stick? Will the Taft-Hartley law make headway in destroying the American labor unions? Will the SIU's highly successful organizing push of last year continue its remarkable pace? Will we maintain and solidify our position as a growing force in the American trade union movement? Will we continue to lead the field in wages and working conditions? These are but a few; there are more, many more, to be answered in 1948.

So, the importance of the membership's interest in their Union's affairs as we swing into important 1948 is easily seen. Facing up to this problematical year, we have regrouped our forces; we have sharpened our offensive machinery and bolstered our defenses.

But the fact that we have voted for officials is not enough to discharge our responsibilities as good Union men. We must do more to make 1948 a good year for the Seafarers.

Every member must stand squarely behind the men they have placed in office. All hands must exert their best efforts to see that the combined forces of the bureaucrats and the union-busters are defeated. Seafarers must act to make certain the SIU winds up 1948 bigger, better and stronger than ever.

Despite the uncertainty and the stormy days that might be ahead, each of us can do much to influence our course. If we all pitch in and do our bit, our sailing will

"In his corner!"



Men Now In The Marine Hospitals

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

NEW ORLEANS HOSPITAL

- F. E. WHEELER
- C. MCGILBERRY
- J. E. SILKOWSKI
- A. AMUNDSEN
- E. L. EDLER
- W. WILCOXSON
- S. LeBLANC
- L. CLARKE
- G. KOCJAN
- N. LAWRENSON
- J. S. CARA
- J. F. FITZPATRICK
- T. HENDRICKS
- N. R. CARTWRIGHT
- J. WARD
- N. LONGTINE
- J. E. MAGUIRE
- J. CARROLL
- J. J. O'NEILL
- L. AL HOLMES

STATEN ISLAND

- B. H. TOLBERT
- J. McNEELY
- J. M. GARDNER
- T. MUSCOVAGE
- L. GOLEMBIEWSKI
- J. PRATS
- E. LARSON
- G. G. GAGE

- J. VATLAND
- G. T. FRESHWATER
- J. H. HOAR
- E. LACHOFF
- J. PREZELPELSKI

BUFFALO HOSPITAL

- ARTHUR LYNCH
- MICHAEL DONOVAN
- FRANK AMAGETT

BALTIMORE HOSPITAL

- J. G. BERKENKEMPER
- R. RARDIN
- J. D. BERGERIA
- J. NUUHIWA
- F. J. RICHARDSON
- J. T. ALLAN
- W. T. ROSS
- S. BUZALEWSKI
- J. A. WHITTAKER
- C. W. PAYNE
- C. CARLSON
- GEORGE BURNS
- E. FREMSTAD
- E. J. BARTEMEIR
- J. H. HAYES

BRIGHTON MARINE HOSP.

- R. LORD
- C. CREVIER

Hospital Patients

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

Staten Island Hospital

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

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

- J. SMITH
- P. CASALINUOVO
- F. O'CONNELL
- J. LEE
- E. DELLAMANO
- J. GALLOWAY
- D. STONE

GALVESTON MARINE HOSP.

- W. CANNAPAN (SUP)
- J. P. BALLERSTON
- J. B. LIGHTFOOT
- C. R. HONEYCUTT
- S. H. COOPER
- R. C. VOORRIES
- J. F. MARTIN
- C. R. HANSON (SUP)

NORFOLK

- FRITZ KRAUL
- CECIL WILLIAMS
- CHARLES LORD
- JACK WOOTON
- P. ALLGEIER
- W. A. YAHL
- SAMUEL J. STEELE

REPORT FROM HEADQUARTERS TO MEMBERSHIP

By J. P. SHULER, Secretary-Treasurer

WAGE INCREASES

Your Secretary-Treasurer, as instructed by the membership, and on behalf of the Negotiating Committee, has notified all contracted operators of our desire to open our contracts on the question of wages.

The great importance of the cooperation of the membership in this matter cannot be stressed too heavily. We must prepare ourselves so that whatever may come from this demand for more money the Union will be in a position to take whatever action necessary to support such demands.

Further reports will be made at the next meeting on this mat-

ter, as well as all details to be carried in the SEAFARERS LOG.

CALMAR AND ORE

Negotiations are practically over with these two outfits and a full report should be completed for the membership by the next meeting.

TRANSFER OF CARDULLO

In view of the increased traffic of SIU A&G contracted ships on the West Coast, as a result of signing the Isthmian contract, it is recommended that Steve Cardullo, former Marcus Hook Agent, be assigned at once to the Port of San Francisco for the purpose of servicing A&G contracted ships and the membership in that area.

In the event of any further changes in the traffic in that area other recommendations shall be made.

TALLYING REPORT

At the last general meetings, the membership voted to follow the procedure passed in 1947 insofar as counting the ballots were concerned, in order to facilitate the tallying procedure and to allow the newly elected officials to take office earlier.

In view of the fact that the

Union is about to start negotiations with our contracted companies for a general wage increase, and that it is important that the Union's affairs be running as smoothly as possible at that time, it is recommended that the elected Brothers take office immediately upon concurrence by the membership of the General Tallying Committee's report.

Not only will this allow the union to sail on even keel during a crucial negotiating period, but will give the newly elected officers a chance to become more familiar with their positions and responsibilities and the membership's problems, and allow them to participate more fully in the forthcoming Agents' Conference.

Following ordinary procedure, the present Agents will notify the Secretary-Treasurer of the actions taken by the membership in their ports on the Committee's report and the report of the Secretary-Treasurer, who will in turn, upon concurrence, notify the newly elected men to take their offices at once.

SIU Tugmen Battle Gale At Sea To Rescue Disabled Freighter

Shivering in a cold Atlantic gale and soaked to the skin by heavy seas washing over the stern, crewmembers of the Dorothy Ann Meseck rescued the Standard Fruit vessel Coastal Messenger after four days of herculean labor.

The saving of the Messenger was effected when the Dorothy Ann, after receiving the disabled ship's call for help, sped from Norfolk to where the ship wallowed in the high seas 180 miles off Cape Hatteras.

The ship's distress call was received on December 24 and the Dorothy Ann left immediately.

Christmas Eve and Christmas Day were spent in rushing to the ship. At 10 P.M. the Messenger was sighted and a towing line made ready at once.

A strong southeast wind was blowing and the heavy waters threw the tiny tug about on the seas. In short time the hawser was secured.

The Messenger, having a broken tail shaft and rudder, was unable to maintain a position, which made rescue attempts more difficult.

With the Hawser secured, the tug began its pull to New York, but it wasn't going to be over that easy. During the night the wind changed and increased in intensity.

Early the next morning after proceeding 50 miles, the hawser parted at the Messenger's bow and snapped through the air like a buggy whip.

The SIU crew turned to again on the wet, slippery decks and at risk of losing their lives, managed to once more secure the Messenger. This time a chain was used. By 1 P.M. the tow was begun again.

Throughout the rest of the day, with every wave straining and pulling at the line, the Meseck battled the seas. Late in the evening, only 12 miles closer to land, the high seas and gale proved their strength and parted the chain.

Rallying once more the crew took to the stern, but it was hopeless. Footing was insecure and the winds of hurricane force threatened to toss the men into the sea.

They did what they could to recover the towing gear and the tug stood by for the wind and seas to subside.

That night and all the next day, the situation remained the same. Finally, Sunday morning, four days after putting the first line aboard, they chanced it again. The swells were still breaking over the stern but the wind had abated somewhat.

BROUGHT HER IN

The hawser was sent aboard the Messenger and made secure once more. This time a six-strand line was used.

Three days later, New Year's Eve, the Dorothy Ann Meseck proudly put into New York with the Coastal Messenger in tow, three strands still holding the ship.

The Meseck's Skipper, Captain Bartell, in commenting on the job done said, "I can't give too much praise to these men for the job they did. They took her out on Christmas Eve and turned to under severe working conditions.

"With the decks awash and the task dangerous, they did a magnificent job though cold and soaked to the skin throughout the operation."

The crew tossed a bouquet right back at the Skipper: "He stood out on the deck throughout the whole business without a bit of sleep. If anyone deserves credit, it is he."

In spite of what was taking place on Christmas day, the Skipper did all he could do to give the men a Christmas.

PIPING HOT

Credit, too, for a fine job should go to the Steward, the crew felt. In the heaviest gale he was out there with his coffee pot and there was always plenty of hot food below.

The tough job of working on a tug in a rescue hasn't appeared to sour any of the crewmen. They're all still aboard and ready for anything that comes—as long as it doesn't come on Christmas Eve again.

On Performers

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

US Weather Bureau Revives Ocean Forecasting System

Bringing back an important pre-war safety service, the U.S. Weather Bureau will send twice-daily weather forecasts to vessels in the Atlantic to help Skippers steer clear of dangerous storms.

Already 40-odd steamship companies have agreed to cooperate with the Bureau by supplying weather observations on conditions at sea which are the raw material of weather forecasting. In return, their vessels will receive detailed non-technical forecasts.

The war, by forcing radio silence on ships at sea, meant the dissolution for several years of the Weather Bureau's Marine Division, although the Army Air Forces, the Navy, the British Admiralty and the RAF did have reasonably good daily weather maps of the North Atlantic and the Pacific through reports from reconnaissance planes and Coast Guard ships on fixed positions.

The new service is expected to be operating full blast after mid-January.

CHECK INSTRUMENTS

To build up the Weather Bureau's ocean observation and reporting system, representatives of the revived Marine Division visit ocean-going ships as they hit port to arrange with the Masters for the taking of observations at sea and the transmission of the data. The weathermen offer to check the ships' instruments, synchronize them with the Bureau's own.

Ships of companies agreeing to cooperate with the Bureau will send two or three observations a

day if they have only one radio operator, but large ships will send data every six hours.

The Bureau is soliciting U.S. ships for the most part, but is also making agreements with British, Dutch, Swedish, French, Brazilian and Argentine flag vessels.

Going out from the U.S. coast, ships will send reports to the Navy in Washington until they reach mid-ocean when they will be sent to one of the countries covered by the agreement.

The result should be greater safety at sea for ships of all flags.

Esso Tries To Stall Real Organization

The Esso Tanker Men's Association, as pointed out in the LOG last week, is a powerful ally on the side of Standard Oil Company to deprive Esso's unlicensed personnel of real representation. The ETMA has never obtained any gains for the men and, in fact, has helped to keep the men under firm company control.

Right now the company is worried over the fact that many Esso seamen are showing an interest in the program and policies of the Seafarers International Union. And when the company gets worried, the company union has to go to bat to befuddle the membership.

Last week we showed how the ETMA was attempting to convince the Esso employees that

their wages and conditions would be greatly cut down if they organized into the SIU. Now another letter from the ETMA to its members has come to the attention of the LOG, and this broadside also proves how bankrupt the company, stooges really are.

PHONY SERVICES

The leaders of the ETMA realize that they cannot gain anything in wages and conditions for the membership since the company dominates the so-called "Association." So, instead, the organization offers "services" which do not in any way improve the lot of the seamen.

Right now the ETMA is assisting its membership to apply for Merchant Marine Decorations and Medals. Of course, all a man has

BACK IN DRY CLOTHING AND HAPPY



Five of the Dorothy Ann's twenty-two man crew line up for the LOG photographer after recounting the details of their trying rescue mission during the Christmas Holidays. Left to right, seated—Joseph Bowen, AB and Ship's Delegate; F. P. Blanchard, Oiler. Standing—Grover Johnson, Steward; Joseph Bowen Jr., OS and Leon Wilber, Engine Utility.

Seafarers Swell Youtzy-Boutwell Defense Fund

Ready to testify in the defense of Ralph Youtzy and Robert Boutwell, the two Seafarers charged with manslaughter in Georgetown, British Guiana, Frank Knight, AB, arrived in the British colonial capital Christmas Eve by airplane, Knight himself relates in a letter to Joseph Volpian, Headquarters Special Services Representative.

Knight left Mobile on the Alcoa Patriot, but fearful lest he be late for the trial he transferred to the Alcoa Clipper at La Guayra, Venezuela.

GRABBED PLANE

Still worried when he reached Trinidad, the loyal Seafarer grabbed an airplane to make sure he got to Georgetown for the trial which was scheduled to open January 13 at last reports.

Another witness, Charles R. Robertson, arrived on the Cape Edmont, and paid off January 2, Knight says. A third witness, James Carter Jr., was expected to arrive in plenty of time for the trial, other dispatches from Georgetown have indicated.

The charge against Youtzy and Boutwell grew out of the accidental drowning of a Georgetown launch captain who fell overboard and drowned in an altercation early one morning last October.

Youtzy and Boutwell were charged with murder, although witnesses claimed at the time to have seen the launch captain swimming for shore.

NEW DONATIONS

The charge against Boutwell was reduced to manslaughter after a preliminary hearing early in November. Last month, the charge against Youtzy was also reduced to manslaughter. Both men were released on bail.

Meanwhile the defense fund has been increased by donations of \$23 from the Deck Department of the Alcoa Patriot, \$49 from the Stewards and Engine Departments of the Alcoa Clipper and \$54 from the Deck and Stewards Departments of the SS Colabee Knight reports.

Cuban Unionist Breaks With CP

Another sign of weakening communist strength in unions comes from Havana where Ramon Leon Renteria, head of the National Maritime Workers Federation, has broken with the communists and is organizing a campaign to cleanse them from the organization.

In his action, similar to that taken by Joe Curran a year ago, Renteria announced he now favors the democratic policy of the United States.

One of the founders of the Federation, Renteria is considered a powerful figure in Cuba and is expected to swing large numbers of maritime workers away from the communists who are fighting to maintain control.

The climax of the battle between anti-communists and communists will come this month when a new Federation congress convenes.

HERE'S WHAT I THINK...



QUESTION: The SIU will soon have copies of its agreements posted on all ships in the form of foc'sle cards. What do you think will be the practical effect of this innovation?



EDWARD BURKE, MM:

I think it is a good idea. Before coming into the SIU I sailed Army Transport. There we never knew what was going on in reference to overtime. Sometimes the same is true on our ships when no one has a copy of the Agreement. The new foc'sle card will save a lot of trouble and argument, as everyone will have a chance to read and study the good conditions of the SIU before popping off on a bum beef. By taking a good gander at the foc'sle card most beefs will dissolve before they get going and there will be better relations all around.

B. ZELENCIC, Oiler:

I believe that posting the working rules in a convenient place aboard ship is an excellent idea. Many times a beef arises over overtime or working conditions but by the time a copy of the Agreement is dug up the beef is forgotten. Another thing: These small Agreements passing from hand to hand get torn and lost. Often by the end of the trip there isn't an Agreement to be found aboard the ship. I'm sure that now there will be hundreds of beefs settled by the use of the foc'sle card that otherwise would be lost.

S. WOODRUFF, Putaman:

Now we have something with which to settle those endless beefs and arguments in the mess-room. The foc'sle card right there as final authority will settle almost every beef pronto. On my last ship we could have made good use of this card—we didn't have even one copy of the Agreement aboard. Everyone thinks the other guy will have a copy, so usually no one bothers to pick one up at the Hall. Most of us know the General Rules, they're pretty much the same in all contracts, so the foc'sle card is fine just the way it is.



W. BLANTON, Electrician:

The move is a good one, and will be of advantage to all concerned. These easily-read agreements will enable everyone to study the contract's working rules and become familiar with all provisions—especially the one affecting their particular departments. Besides the advantages to the membership, these agreements, posted where everyone can see them, will also give the Mates and the Engineers a chance to learn and understand the agreement. This step should result in elimination of a lot of unnecessary calls to the halls.



Key Men: Ship, Department Delegates

AL BERNSTEIN

When the men in your department or the men aboard ship select you as Delegate, it is the highest Union honor they can bestow upon you. It means they feel you are a "right" guy who knows what the score is.

The Skippers, Mates and Engineers represent the company aboard ship. As Delegate you represent the crew and the Union.

There are few hard and fast rules to guide you. All that the job requires, mostly, is common sense, which the crew felt you had when they elected you, and a knowledge of the contracts under which you are sailing. These contracts may be picked up at any of our union halls.

Remember two things, however; 1—The hard fought gains of the Union can be put in jeopardy by the action of the crew or even one performer. 2—The payoff is discipline; not subservience but discipline to Union rules.

Aboard SIU contracted ships there should be four Delegates. One for each department and a Ships' Delegate.

All Delegates should be full bookmembers in good standing. They should be elected as soon as possible after joining the ship.

A Department Delegate is a very important Union job. Listed below are a few suggestions to guide you. Above all, however,

use your head and study your contract.

DEPARTMENT DELEGATE

He should check each man's book or permit and see that he is in good standing, and that he has been shipped through the Hall. This is especially important in ports where there is no Hall. **Be sure that each member of the crew has a shipping card when he first comes aboard.**

Keep a dues record of all men in your department. See that O.T. is written down as soon as it is worked. It should give the date, the hours worked and the type of work done.

Department members should be instructed to keep an accurate record of their O.T. in duplicate. One for them and one for you.

See that the O.T. in the department isn't too one sided, but divided as equally as possible.

See that O.T., whether disputed or not, is turned in to the department head. There is no point in arguing with anyone aboard ship about O.T. A list should be turned over to the Patrolman at payoff—let him settle it for you.

See that living quarters are kept clean and shipshape at all times, especially at payoff. Patrolmen have been instructed by the membership not to pay off a ship if the quarters are dirty.

See that there is no performing before or during the payoff.

All Delegates should cooperate

with the ships delegate.

SHIP DELEGATE

A ship's Delegate is a most responsible assignment. Listed below are a few of the problems he will be expected to handle.

The first thing he should do, together with the department Delegates, is check stores, linen supplies, and slop chest. If anything is wrong there and the beef can't be straightened out—**Call the Hall!** Don't wait until you are at sea—it's too late then!

He should see that bound copies of the LOG and other Union literature are aboard ship. When there are no racks for this literature he should take steps to obtain them.

He should see that there is a library aboard.

He should see that meetings are held as often as possible to give everyone a chance to blow their tops if they have anything to pop off about.

He should see that Educational meetings are held aboard ship as frequently as possible to teach permits and others what the Union really stands for. Merely paying dues doesn't make a good Union member.

He should see that the contract under which he is sailing is lived up to by both sides—the crew and the company.

He should act as volunteer organizer when the occasion demands it—and can only do this through knowledge of the Union's struggles and gains.

He should handle requests for draws, liberty, etc. In foreign ports, if there is any trouble, he should act as spokesman. He should keep a record of all beefs—how they were handled and what settlement was secured.

He should have copies of the ship's minutes, which should be made in duplicate so that he can turn one over to the Patrolman.

He should prepare a list of all needed repairs and unsettled beefs.

He should see that, under no condition, the ship pays off without a Patrolman present.

He should see that there is no performing at payoff.

ON BEEFS

All beefs are divided into two kinds, beefs against the operators, such as overtime, grub, quarters, etc., and beefs against the crew themselves, which can be straightened out.

Below are listed a few beefs by the Delegates and against the Delegates. True, only a small portion of the membership are guilty of these offenses, but see if you can't avoid them and make a "happier ship" on your next trip.

Don't turn a personal beef into a Union beef.

Don't put in phony O.T.

Don't be a gear-grabber.

Don't be a performer.

Don't bother your Delegate when he is on watch.

Don't get him out of the sack

(Continued on Page 7)

Shipping Slows In Philadelphia After Christmas Week Highpoint

By E. B. TILLEY

PHILADELPHIA — Here we go again, but this time it is to a different tune when it comes to shipping.

We had only one payoff this week, but by luck it was from a long trip and, with the exception of two men, everyone got off the ship.

Besides the above ship, the Governor Kilby, Waterman, we had only a few stray jobs on ships in transit and the outlook for the coming week is none too bright—at least not as far as jobs are concerned.

We've scratched our heads all week trying to figure out where all the men have come from who now pack the Hall. It looks like all the stay-at-home holiday meri tried to make Philadelphia at the same time.

We now have the television set that was transferred from Marcus Hook paid for, installed and in operation. The boys get a big bang from watching the matinee each afternoon. The City of Brotherly Love has a television station which puts on the kind of show every day that the boys go for.

COULD BE

Just before starting this write-up we saw a funny thing happen.

We walked down into the Hall where there were 40 to 50 men around. In the middle of this bunch stood one of the crewmembers from the above-mentioned Governor Kilby.

He had a fistful of dough and was inviting the entire gang to come down stairs for a drink with him so that he could celebrate his not being home for New Year's Eve.

Lo and behold!

Not a single man accepted the offer which, we admit, floored us. Not a single man got up to make

Fall Is Fatal To Jack Rankins, Charter Member

NEW YORK — As a result of head injuries suffered in a fall down a flight of stairs in the New York Hall, Seafarer Whitney G. (Jack) Rankins died in Beekman Downtown Hospital on December 31.

Born in Henderson, North Carolina, on July 19, 1912, Jack was a charter member of the Union, having transferred from the AFL Seamen's Union in 1938.

The well-known and popular Chief Steward, whose last ship was the Kings Canyon, had an outstanding record of activity in Union affairs and strikes. During the 1946 General Strike he aided tremendously in the setting up and operation of the New York soup kitchen.

"To give Jack a true Seafarers send-off," in the words of one Seafarer, the membership of the New York Branch agreed unanimously to forward a floral spray to be laid on his grave. His funeral was January 2.

At the time of his death he was in good standing with clearances from all SIU beefs and strikes. Burial benefit will be paid by the Union. He is survived by his mother.

a move to take the proffered drink.

Judging by that, we had to conclude one of two things: Either New Year's morning brought a flock of good resolutions, or a lot of our members have joined AA.

Before we close, we would like to state that the weather report from Philadelphia is quite different from last week's. We don't think you could ask for



better weather than the City of Brotherly Love is having at this time.

Missed out on our surprise this week, but nope to be able to give it to you next week.

Shipping Slump Hits Baltimore, Beach Is Slightly Overcrowded

By WM. (CURLY) RENTZ

BALTIMORE — Things really slowed down — and suddenly — here, but from what we hear around it ought to pick up in the near future, perhaps in the week coming up. Hope so, anyway.

Only three ships paid off—the Steelore, the Chilore and the Fimore, all belonging to Calmar. But to these will be added about five scheduled to payoff next week, most of which are expected to be South Atlantic.

Sign-ons included the Thomas Cresap, Isthmian; the Hulbert, Alcoa; plus the Scalmar, the Feltore, the Steelore and the Chilore.

By and large it has been a very poor week in the Port of Baltimore, one of the worst we have experienced. With almost everybody wanting to ship out there just aren't enough ships around.

One thing about the payoffs and sign-ons we had: All the beefs were settled aboard ship to everybody's satisfaction. Everybody got what he had com-

ing to him. Nothing was lost at all.

There are plenty of men on the beach here. They are coming in from everywhere else. Consequently a little advice: Stay in your home ports. At least for the time being. In your home ports you will have somewhere to flop and eat. Don't come to Baltimore until we tell you shipping is picking up.

One thing that still keeps them talking here is the tankers. The men still want to see more tankers flying the SIU banner.

Things are running smoothly in Baltimore both at the Hall and on the labor front right through the city. Every SIU member is doing a good job. Everyone knows what everyone else has gone through to get our conditions, and everyone wants to keep our gains. Consequently, we are not bothered by gas-hounds. They stay away.

The members in the Marine Hospital here are doing fine and all of them expect to be out soon.

Slow Week In Frisco; Better Days Expected

By W. H. SIMMONS

SAN FRANCISCO — It's been slow here this week without even the weather as a consolation. There have been no payoffs, and we have been having more than our share of rain.

However, we do have a number of Calmar, Isthmian, and Waterman ships in transit. And we will payoff the SS Jean Lafitte, Waterman, sometime in the next few days—her date of arrival has not been definitely set.

In fact, we are hoping for a better time all around next week, with a great deal more activity on the waterfront.

The biggest thing that's happened was the winning of a 22-cent hourly raise by the Sea-

farers Guards and Watchmen's Union which also affiliated itself with the SIU.

This was quite a good boost for

Dan Segal Dies After Illness

SAN FRANCISCO — Brother Daniel Segal, Book No. 7049, died December 27 in the Marine Hospital here following an illness of four months. Segal, a member of the Union since 1941, sailed as Fireman-Watertender. His last ship was the SS Mayo Brothers, Waterman.

Last August he was removed from the Mayo Brothers in the Far East and hospitalized. He was later flown to San Francisco

change in the transportation rule.

This, in the main, proposes that the Atlantic and Gulf District adopt the West Coast rule calling for men to pile off a ship if it pays off and transportation money is paid.

At present, on the A&G coasts, men are permitted to take their transportation money and remain aboard the ships.

KICK IT ABOUT

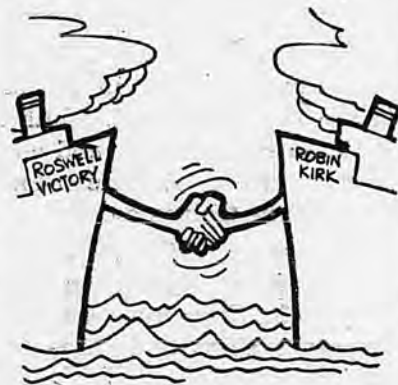
It is up to each man to decide whether or not he believes changing this rule will be for the betterment of the organization as a whole. I'm only going to suggest that the matter be kicked around a bit.

Letters to the Editor—a large number were received on the shipboard promotion issue—are the best way of reaching all Brothers with your views.

On board ship; the regular meeting is the place to sound out the opinions of your shipmates and make yourself heard.

If we exchange views on this matter it should be easy to arrive at a definite conclusion. Voting blind hurts all of us.

These matters will not become major issues until after the Agents Conference, which will probably be held in March.



After the Conference, several other matters may emerge which will require membership approval or rejection along with the matters of shipboard promotion and transportation.

Now is not too early to start

the ball rolling, so what do you say?

In this snow, sleet, rain and slush-covered city on the Hudson, activity in the Port is continuing fair. Not much better than last week and not any worse. We're holding our own.

FINAL PAYOFF

The Roswell Victory, Robin Line, made its final payoff this week and it was a good one. She went into lay-up in fine shape, and the crew went ashore with all beefs settled.

She has been replaced in the Robin Line fleet by the recon-verted C-3, Robin Kirk. (See page Six.)

Two other sweet ones for the Patrolmen were the Yaka and Azalia City, Waterman. Both paid off in good style.

The Azalia City had made a four-month trip to the Far East and the few beefs which had accumulated were cleared up in short order with the fine cooperation of the Delegates and crew.

One of the reasons for the slack period here in New York is the lay up of several Bull Line ships for lack of cargo. They aren't headed for the boneyard, they're just waiting for a load.

When the stuff starts flowing to the ships, we'll get a call for quite a few men.

Isthmian ships are arriving here quite regularly. They are always good for a few replacements after their usual long trips.

Tankers, too, have been seen hereabouts in good supply, but a lot of them are being returned to the Maritime Commission by the operators.

In spite of this, rated men have little difficulty in getting a ship if they're not too particular as to company and run.

The old bugaboo, unpaid loans, has cropped up again. Several men have come to the Hall complaining of deadbeats who have borrowed and blew.

CAN'T HELP

Sympathy is given to these complaints, but the Union cannot enter into the private dealings of its members. Loaning money is something we all do to help a guy out in a pinch.

We have to take the man at his word, and if he pulls out without repaying his debt, there is nothing we can do about it.

Usually these men borrow from everyone on the ship and at the time of payoff they're nowhere to be found. A week or so later they payoff at the Commissioner's Office.

It's an old problem but a personal one. All that can be done is to warn all Brothers to be a little more discriminate in lending money.



Boston Shipping, Weather Bad; Teamster Strike Fully Effective

By JOHN MOGAN

BOSTON—Things have been really rough in the shipping department in the Port of Boston during the past 10 days.

Jobs have been called in one or two at a time, for Isthmian, South Atlantic, Bull, American-Hawaiian, and other vessels, all in transit.

We have had Isthmians in here galore, as many as three berthed at the same time, and all with minor beefs.

However, it is notable that a brief visit with a Patrolman usually sets everything straight, and soon Isthmian will be classified as just another Union company.

The tankers have stopped completely, despite the fact that New England supplies of oil are at an all-time low point.

It is rumored that at least 10 tankers will be assigned to replenishing supplies up this way; but then anybody in this business could get rumor-happy very easily.

Cities Service vessels, however, come in regularly and are generally in good shape.

The SS Richard Yates (American Eastern) paid off in the stream here. Quite a few beefs on her, but with the help of an efficient ships delegate, everything was squared away to the satisfaction of the gang.

SHIPPING BAD

The weather up this way is like the shipping — terrible. Even the residents of Portland, Maine, are feeling sorry for the Greater Bostonians.

And well they, might, for snowstorm after snowstorm has hit this area in monotonous suc-



cession, piling up in the suburbs to a height which is the record for three and a half decades.

Then, to make it worse, it is staying cold, which means that the snow and ice will stay there until covered up by another storm.

The last regular meeting night had to be called off for the lack of a quorum.

One of the many snowstorms picked that day to visit us, and the telephones were busy all afternoon with the plaints of members who couldn't possibly get to the meeting.

A special meeting was held later to elect a Tallying Committee to count the ballots for the election of officers for 1948, at the request of Headquarters.

TEAMSTERS OUT

Right now the city is practically deserted of truck transportation. Local 25 of the Teamsters, AFL, is striking for higher

wages and the 40-hour week. The strike is 10 days old and no signs of a settlement as yet.

There has been no trouble on the highways to speak of except a few complaints of CIO truckdrivers, which of course received wide publicity detrimental to the AFL teamsters.

The governor is threatening to intervene, all kinds of suits under the Taft-Hartley bill are being instituted against Local 25, complaints are being filed by hospitals, etc., that fuel and food are being stopped by striking truckdrivers — all calculated to inflame the public against the Teamsters cause.

The feeling is strong, though, that the Teamsters should and will win their beef. After all, the figures reveal that the average wage for a truckdriver is a little less than \$50.00 a week — which is something to raise a family on.

At any rate, nothing much is going to move off the docks here until the strike is settled. With docks already congested with undelivered goods and the railroad terminals likewise, a settlement should be reached soon or the city's commerce will be completely paralyzed.

It goes without saying that Brother Nick Morrissey knows where the Seafarers stands in the Teamsters' fight.

SEAFARERS BAG GAME



Crewmembers of the SS Joseph H. Hollister scored a major success on their initial safari, when their rifles brought down an elephant in the jungle district of Urema, not far from the border of Rhodesia. Six SIU men and the vessel's skipper, Capt. C. N. Raeburn, made up the party, which had for a guide a guy named Mac. In photo above, the happy hunters group around their quarry.



In photo right, Brother Leonard G. Kretzel, one of the party, displays tusks removed from the elephant.

The Hollister, whose home port is in Gulfport, Miss., is carrying a cargo of lumber,

which the men expect to discharge in about a month, according to Kretzel.

Port Galveston Reports Fair Shipping

By KEITH ALSOP

GALVESTON — We have had three payoffs here, two on dry cargo ships and one on a tanker. We also have had two sign-ons, one dry cargo and one tanker.

The payoffs were on the Roy K. Johnson, Alcoa, in Houston; on the Daniel Willard, South Atlantic, in Port Arthur; and on the Puente Hills, American-Pacific Tankers, in Galveston.

The Daniel Willard and the Puente Hills signed on again. Meanwhile, there have been three dry cargo ships and three tankers in transit.

We had a little beef at one of the payoffs and we held up the proceedings until we got it settled.

PERSONAL MATTER

What happened was that the Master refused to pay eight hours of overtime which had been ordered by the Chief Engineer. This Skipper claimed that he didn't have to pay any overtime he didn't order personally.

Well, it took a little time, but we straightened him out all right. We just refused to allow any payoff at all until the men involved got what was coming to them.

This Master also claimed that the deck machinery was under the supervision of the Deck Department, and that the only responsibility of the Engineers was to keep the machinery in working condition.

We are getting a good many Cities Service ships in here. For the most part they come in regularly and come in on weekends.

The workers at the Pan-American Oil Company who belong

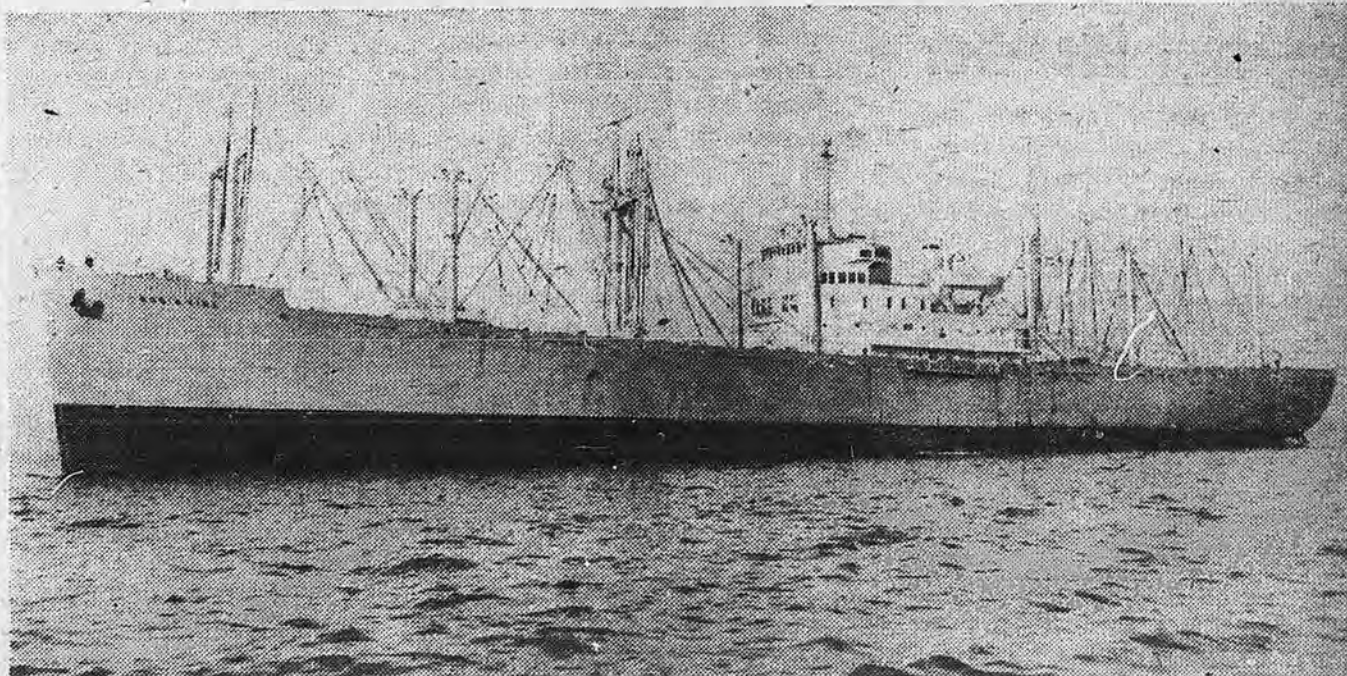
to the CIO oil workers union were on strike for 12 days and won themselves a 34-cent an hour increase. However, the SIU was never involved at all.

One thing we would like to warn the membership about. Be careful cashing checks. A guy who wrote two bum ones here is going to be mighty embarrassed when he comes back in—we're going to see to that.

When Sweeney covered the Marine Hospital Christmas Eve he came right on the heels of the NMU man. The NMU patients were bragging about how good their outfit was to them. They had an apple, an orange and a candy bar apiece. Along came Sweeney—with a ten-dollar bill and a five-dollar bill for every SIU man there.

Enough said.

ROBIN KIRK EMBARKS ON MAIDEN TRIP



This week the SS Robin Kirk embarked on her maiden voyage for Capetown and Laurence Marques carrying a full SIU crew. She is the first of three reconverted escort aircraft carriers which the Robin Line is putting on the South African run.

Her two sister ships, the Robin Trent and the Robin Mowbray, will be ready for service within the next three months, company officials disclosed.

The Kirk was built during the war in a Seattle yard as a standard C-3. Later she was converted to a "baby flat-top" and carried planes in the Battle of the Atlantic.

The hull and machinery are still those of a C-3, but the mid-ship house has been completely re-designed. There are four double and four single rooms.

The Kirk is 492 feet long, has a beam of 69½ feet and her deadweight tonnage is approximately 12,200.

Included in the ship's equipment are all the modern aids to navigation: radar, radio direction finder, echo depth sounder, radio call alarm, a smoke detecting system and a CO-2 fire-extinguishing system. The ship also has Cargocaire to insure adequate ventilation of the holds and prevent sweat damage.

Tampa Offers Much Sunshine And Some Jobs

By C. SIMMONS

TAMPA — Shipping here is right up to normal with quite a few replacements being called for.

The SS Lafayette, Waterman, is going to pay off here tomorrow and naturally there will be jobs aboard her.

A lot of oldtimers came into Tampa for Christmas, but they don't seem in any hurry to ship out. As a consequence, jobs are being filled from well down on the shipping list.

Cookie's Boarding House seems to be the favorite hangout. When we need men we have to send somebody around there to round them up. For details on this situation consult Babe Torres.

Some trouble has been experienced here with performing SUP members on our ships. Some of them have had to be pulled off. There is a big difference between being militant and performing.

Besides Tampa's inviting climate, the Hall here now has a pinball machine. Come on down, fellows, and spend your nickels while enjoying the sunshine.

Among our holiday visitors were Ray White, Bill Higgs and Harvey Jamerson.

There's no more news, and no news is good news. So will sign off.

Send 'Em In

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

Final Tally In Atlantic And Gulf Voting

The final results of the voting for 1948 Atlantic and Gulf officials as certified by the General Tally Committee appear below. Officials elected are indicated by asterisks. The balloting commenced November 1 and ended December 31, 1947.

NEW YORK	
Agent	
J. Algina, 1320	4,317*
Write-Ins, Voids, No Votes	887
	5,204
Deck Patrolmen (2)	
E. Gusczyński, 3100	1,079
L. Goffin, 4526	3,315*
J. Sheehan, 306	3,700*
Write-Ins, Voids, No Votes	2,314
	10,408
Engine Patrolmen (2)	
J. Drawdy, 28523	3,222*
J. Purcell, 27124	3,585*
C. Scofield, 21536	1,306
Write-Ins, Voids, No Votes	2,295
	10,408
Stewards Patrolmen (2)	
R. Gonzales, 174	3,298*
H. Guinier, 478	2,866*
W. Hamilton, 3400	1,114
W. Jenkins, 4041	895
Write-Ins, Voids, No Votes	2,235
	10,408
Jt. Patrolmen (2)	
C. Gibbs, 2341	3,754*
F. Stewart, 4935	3,519*
T. Viera, 21913	984
Write-Ins, Voids, No Votes	2,151
	10,408
PHILADELPHIA	
Agent	
L. Gardner, 3697	3,925*
Write-Ins, Voids, No Votes	1,279
	5,204
Jt. Patrolman	
J. Doris, 23177	844
E. Tilley, 75	3,658*
Write-Ins, Voids, No Votes	702
	5,204
BALTIMORE	
Agent	
M. Beck, 937	429
W. McKay, 8	1,046
W. Rentz, 26445	3,239*
Write-Ins, Voids, No Votes	490
	5,204
Deck Patrolman	
R. Dickey, 652	2,342*
B. Lawson, 894	2,402*
Write-Ins, Voids, No Votes	460
	5,204
Engine Patrolman	
G. Masterson, 20297	4,058*
Write-Ins, Voids, No Votes	1,146
	5,204
Stewards Patrolman	
J. Hatgimisios, 23434	3,129*
D. Heron, 5030	1,440
Write-Ins, Voids, No Votes	635
	5,204
NORFOLK	
Agent	
Ray White, 57	3,870*
Write-Ins, Voids, No Votes	1,334
	5,204
Jt. Patrolman	
E. Molina, 20456	634
B. Rees, 95	3,033*
J. Tucker, 2209	875
Write-Ins, Voids, No Votes	662
	5,204
SAVANNAH	
Agent	
C. Starling, 6920	3,873*
Write-Ins, Voids, No Votes	1,331
	5,204
JACKSONVILLE	
Agent	
C. Haymond, 98	4,048*
Write-Ins, Voids, No Votes	1,156
	5,204

MCS Partylines Union Fireman

The Marine Cooks and Stewards, CIO, gave a first-rate demonstration last week on how stupid handling of a phony beef can disrupt the waterfront and give the Taft-Hartley boys new support for anti-labor laws.

The beef—if you want to call it that—occurred aboard the SS Bunker Hill, Shepard Lines, which has an SUP Deck Gang, the Marine Firemen and Water-tenders in the Engine Room and MCS in the Stewards Department.

In a maneuver that amounted to an attempt to control the MFO, the MCS "party-liners" tied up the Bunker Hill and another Shepard ship in a beef which they invented pretty much out of thin air.

In the Engine Department was a man who once had been kicked out of the NMU for reasons unnecessary to go into now. Suffice it to say that in recent years he has a strong anti-communist record. Naturally he was a member of MFO and in no way under MCS jurisdiction.

Nevertheless, when the Bunker Hill hit New York, the MCS "party-liners" got the whole Stewards Department to pile off and, what was more, the MCS hall refused to send a new bunch aboard until this unfortunate MFO member was taken off.

In addition, the MCS tied up the Paul Revere to support the phony beef. And, in point of fact, the man had to get off.

As one Seafarer put it, "You can bet that the SIU or the SUP would never take any such capers from the MCS or anybody else."

However, the entire incident can be a lesson to all SIU-SUP men: Don't let the "party-liners" of the Marine Cooks and Stewards, or any other union, use their position in one department to say who sails or doesn't sail in another department.

Report Of Tallying Committee

We, the undersigned Tallying Committee, duly elected at the regular business meeting at Headquarters January 2, 1948, submit the following report and recommendations:

All used ballots from all ports were counted and the correct tally is submitted herein. An asterisk is placed beside the names of the candidates that were elected to office. The ballots used and unused in each port were checked and the correct check is submitted herein.

It is to be pointed out that this Committee on checking various ports' ballots and tally sheets found that all reports submitted by all outport's committees were correct and in nearly every case checked exactly with the New York Headquarters Committee's final tallies.

In a few isolated instances where the findings of the various committees differ, the differences were slight and made no change whatsoever in the final results of the election for any office.

The committee further points out that the 1948 elections are the first general elections in the history of the union in which a Headquarters Tally Committee has not disqualified some part of one or more ports' ballots because of improper handling of this work by local port committees. This has made for the most orderly and properly conducted election in the union's record.

DECK	ENGINE	STEWARD
Sam Luttrell, 46568	J. Stewart, 28075	P. Parsons, 27751
J. L. Whidden, 20642	F. F. Smith, 1039	P. McCann, 20273
Omar I. Ames, 5711	E. F. McNeill, 42002	P. O. Peralta, 21397
—Alternate	—Alternate	—Alternate

M. Fields, 26924—Alternate

COMMITTEE'S NOTE: It is to be noted that M. Fields acted on this committee, although not elected as alternate. The reason for this was because of the fact that the Committee had to have assistance in doing routine work and inasmuch as Fields ran at the regular meeting and was one vote behind the man elected as alternate in the Engine Department the Committee felt that they were keeping in line with the membership's decisions in instructing this man to assist them.

TAMPA	GALVESTON
Agent	
C. Simmons, 368	K. Alsop, 7311
Write-Ins, Voids, No Votes	3,933*
	1,271
	5,204
MOBILE	
Agent	
J. Tanner, 44	4,335*
Write-Ins, Voids, No Votes	869
	5,204
Deck Patrolman	
G. Bales, 230	368
W. Morris, 264	2,453*
F. Sullivan, 2	1,176
J. Walsh, 2693	466
Write-Ins, Voids, No Votes	741
	5,204
Engine Patrolman	
R. Jordan, 71	3,981*
Write-Ins, Voids, No Votes	1,223
	5,204
Stewards Patrolman	
J. Morrison, 34213	3,054*
C. Stringfellow, 125	677
F. Widgren, 19	791
Write-Ins, Voids, No Votes	682
	5,204
NEW ORLEANS	
Agent	
E. Sheppard, 203	4,348*
Write-Ins, Voids, No Votes	856
	5,204
Deck Patrolman	
A. Bourgot, 97	793
L. Johnston, 53	3,641*
Write-Ins, Voids, No Votes	770
	5,204
Engine Patrolman	
C. Stephens, 76	4,063*
Write-Ins, Voids, No Votes	1,141
	5,204
Stewards Patrolman	
H. Troxclair, 6743	3,939*
Write-Ins, Voids, No Votes	1,265
	5,204

The Key Men: Ship, Department Delegates

(Continued from Page 4) at night on some petty beef.

Don't assume the authority of the Skipper.

Don't bully the new or unrated men of the crew or make fun of their efforts. Remember you had to learn one time yourself. Many potentially good union men have been shamed into the background by these tactics.

Don't push "pro" men around and throw your weight or your book in their faces. Remember, except for the right to vote, they are entitled to the same rights, breaks, benefits and protection as any member of this Union.

If anyone wants to perform and jeopardize our contracts, let them first read our wage scale increases, the improved living and working conditions we've earned by sweat and broken skulls, by picketlines and payless days, by strikes and organizational activities, over the years.

The shipowners didn't give us these gains willingly. It was not as easy as that. We fought them bitterly at every turn.

We can maintain these gains and get much more if we realize that the only road is discipline to union rules.

Book-Holders Ready

Black leather holders in which Seafarers can keep their Union books and seaman's papers are now available at SIU Branches in all ports. Stamped in gold on the holders is a wheel, insignia of the SIU.

The holders are approximately three and a quarter inches wide by four and three-quarter inches deep. They are being sold for \$1. slightly above cost. First proceeds will be used to pay off the initial expenses borne by the Union; thereafter any profits derived will be turned over to the hospital fund.

In New York, the leather holders may be purchased in the baggage room, on the fourth floor.

AS COMMITTEE NEARED JOB'S END



Shown shortly before they completed tallying of the ballots cast in the election of officials to serve during 1948, members of the Tallying Committee pause momentarily for LOG photo.

Around the table, from left to right are Paul Parsons, Les Ames, Jimmy Stewart, J. L. (Red) Whidden, Pedro Peralta, E. F. McNeill, Matt Fields, Frank Smith, Sam Luttrell (chairman) and Paddy McCann.



SHIPS' MINUTES AND NEWS

Seatrain New Jersey Crewmen Urge Permanent Defense Fund Backed By Voluntary Donations

Stirred by the predicament of two Seafarers who are awaiting trial in Georgetown, British Guiana, in connection with the death of a launch captain last October, crewmembers of the SS Seatrain New Jersey are proposing establishment of a permanent defense fund "to insure justice" for brothers who may become similarly involved.

Capital for the defense fund would be furnished "by voluntary contributions from the membership," the Seatrain New Jersey men recommended in a resolution put forth following thorough discussion at the Jan. 4 shipboard meeting held at sea.

5-MAN COMMITTEE

Brother Ira E. Bishop prepared the resolution after he was delegated for the task at the meeting. Four other bookmen signed the resolution, which received the crew's endorsement.

Signing with Bishop were Paul T. Cassidy, W. E. Waddle, E. G. Walker and Carl Cowl.

The Georgetown incident, which precipitated the action taken by the Seatrain New Jersey crew, involves Seafarers Ralph W. Youtzy and Robert E. Boutwell, while they were members of the SS T. J. Jackson crew. They will stand trial on manslaughter charges in a Georgetown court, which has scheduled hearings for Jan. 13, with defense charging that death was accidental.

One witness who will testify in their behalf, Frank Knight, a shipmate on the Jackson, is already in Georgetown, and two others, Charles Robertson and James Carter are expected to arrive before trial commences.

Voluntary contributions totaling more than \$650 have already been received from friends and shipmates of the two Seafarers. The Jackson crew, which has termed the incident "a bum rap," started the ball rolling with a contribution of \$553.

The Seatrain New Jersey resolution specified that the proposed defense fund be administered "by a committee of five, composed of elected or appointed officials at headquarters," with the Secretary-Treasurer to serve as committee chairman.

STUDY CASES

As recommended in the resolution, the committee would

RETIRING BOOKS

Members who forward their membership books to the New York Hall for retirement are urged to mark the envelope with the notation "Attention: 6th floor," in order to insure quicker handling of the matter.

Marking of the envelope in the manner advised above will save time and will result in prompt return of the book to the sender.

study the merits of cases presented to it and would then give a detailed report of its views to a headquarters membership meeting.

"It shall be the duty of said meeting," the resolution states, "to either order the defense or not."

Stress was laid on the fact that the fund would only be used for legitimate cases, wherein those involved would be defending themselves under unfavorable conditions and where the ends of justice would be served by bringing the defense fund into play in behalf of a brother.

The defense fund is not intended to have any functions overlapping procedure already established within the Union's organizational structure. On this score, the resolution pointed out:

"...this fund shall be solely for the defense of those cases not coming within the scope of strike or organizational infractions already taken care of by the strike or general funds."

Several crewmembers of the Seatrain New Jersey stated later they were hoping the resolution would be discussed and possibly be revised and tightened up by the membership in all ports so that it could be presented in final form for action at a future date.

TEXT OF PROPOSAL

The text of the resolution follows:

"Whereas: The incident which took place recently in George-

town, British Guiana, should make us realize the need for a permanent defense fund;

"Therefore, Be It Resolved: That we establish a defense fund for the purpose of defending our brothers who may run afoul of the law, especially in foreign ports—but not to exclude similar instances in the continental United States;

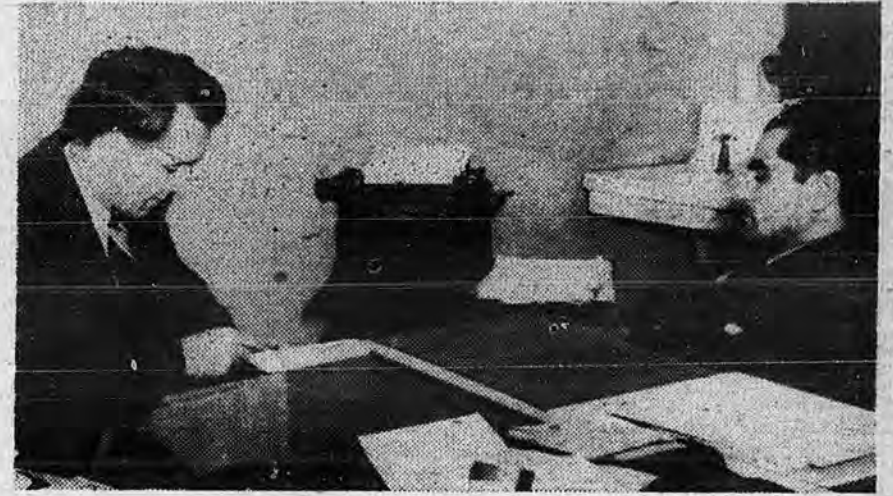
"And, Be It Further Resolved: That this fund be administered by a committee of five, composed of elected or appointed officials at Headquarters, the Secretary-Treasurer to be chairman of said committee;

"And, Be It Further Resolved: That to insure justice as to the merits of any particular case with regards to the advisability of defending any certain brother, and the facts and evidence of the case to be presented by a member to any Headquarters meeting where a quorum is in attendance, whether a regular one or a special one called for that purpose. It shall be the duty of said meeting to order the defense or not as the case may be.

"Be It Further Resolved: That the fund be established by voluntary contribution by the membership, similar to that for the LOG, and that the Patrolmen collect same and issue receipts;

"And, Be It Finally Resolved: That this fund shall be solely for the defense of those cases not coming within the scope of strike or organization infractions, already taken care of by the strike and general funds."

GETTING MATERIAL FOR BOOK



Retired Seafarer John Bunker (left) takes down story of Brother Ernesto Torres, who had two ships shot from under him in World War II.

Seafarers' War Experiences To Be Publicized In Book

With a considerable portion of his background material already tucked in his notebook, John Bunker left New York this week for Boston, where he will begin shaping up his story of the role of merchant seamen in World War II.

Bunker, a retired member of the SIU, expects his effort to be published in book form by one of the largest firms in the business, possibly in the fall of the year. The publication will be distributed nationally.

During his two weeks stay in New York, Brother Bunker accumulated much of the essential information. He interviewed several Seafarers whose harrowing experiences aboard ship and in lifeboats during attacks by enemy planes, submarines and surface craft will be forcefully retold in his book.

Among those interviewed by Bunker just before his departure for Boston, where he is a reporter for the Christian Science Monitor, were Seafarers Ernesto Torres and John Burns.

Brother Torres, who ships as

an Oiler, recounted his near-disastrous experiences to Bunker in the LOG office last week. Torres saw two of his ships go down under enemy fire.

He was aboard the ill-fated Pennmar, Calmar Steamship Corporation, which went to the bottom of the North Atlantic in September 1942 and the SS Clare, a Bull line ship, sunk in the Mediterranean in May 1942.

Al Bernstein, one of the crew of the SS Schoharie, which made a hectic voyage lasting over a year during the height of the enemy's aggression, also provided Bunker with much pertinent information.

Bunker was prompted to write the story of the contribution to the Allied victory made by the American merchant seamen because, as he puts it, "it would make a great yarn."

So far no adequate treatment of the subject has appeared in book form.

Harsh Treatment Of Stranded Seamen Hit By Moline Men

Charging steamship company and consular officials with frequent disregard for the condition of discharged hospital cases stranded abroad, the SS Moline Victory crew has urged improved medical treatment and first-class billets for disabled seamen being returned to U.S. ports.

In view of the treatment meted out to SIU-SUP men, many of whom are physically unfit for active duty aboard ship there are no alternatives but to choose "between unbearable voyages or jail," the Moline men declared in a resolution adopted at a recent shipboard meeting in the South East African port of Lourenco Marques.

Should the resolution receive favorable membership action, the Robin line crew recommended that it be placed on the ballot for a referendum vote to incorporate provisions in future agreements which will stamp out continuation of "this unfair practice."

The resolution was prepared and put before the Moline Victory shipboard meeting by a resolutions committee composed

of Bob Lindsay, SUP; Anthony Fusco, SIU; Andy Lorier, SIU; Steve Bengeria, SIU, and Johnny White, SIU.

Here's the text of their resolution:

"Whereas: Many SIU and SUP members at times find themselves stranded in foreign ports; and

"Whereas: Mostly these men are recently discharged hospital cases, unfit for active duty aboard ship; and

"Whereas: It has been the practice of foreign ports doctors, company and consular officials to ship these men back with total disregard of their physical condition; and

"Whereas: Very little or no satisfaction can be expected from company or consular officials, and in some cases men are forced to choose between unbearable

voyages or jail, leaving them no alternative;

"Therefore, be it resolved: That we, the undersigned committee, and crewmembers of the Robin Line operated Moline Victory, go on record to instruct our officials in New York and advise SUP officials in San Francisco to take immediate steps to stop this unfair practice; and

"Be it further resolved: That we believe that disabled seamen returning to U.S. ports rate first-class billets, first-class service and medical treatment—where needed; and

"Be it further resolved: That we instruct our officials to mail copies of this resolution to all branches and publish same in the LOG; and

"Be it finally resolved: That we ask our officials that if resolution is favorably acted upon



Johnny White, who was on the Moline's Resolutions Committee.

to place same on referendum before the entire membership to vote on and eventually be incorporated in new agreements."

SIU Ships' Minutes In Brief

MARION CRAWFORD, Nov. 30 — Chairman H. O. Tennant; Secretary H. A. Townsend. New Business: Motion carried that crew express appreciation to Captain, Chief Mate and Chief Engineer for their efforts to make trip more enjoyable. Motion carried that a vote of thanks be given Steward J. D. Young and his department for the commendable performance of their duties. Repair list made up and approved.

SANTA CLARA VICTORY, Oct. 12—Chairman T. Babkowski; Secretary Albert DeForest. Delegates reported on books, permits and tripcards in their departments. New Business: Motion carried to have delegates make up a list of offenses against the general welfare of the crew. Education: With literature aboard and by example to new men it is felt they will adjust themselves to the Union way of doing things. Good and Welfare: Suggested that overtime be kept as per Waterman agreement and let patrolman settle any beefs that may arise.

MONROE, Oct. 26—Chairman Carpenter; Secretary Reid. New Business: Motion carried that water cooler in crew's mess be repaired. Suggestion that Chips make gratings for all showers. Good and Welfare: Motion carried that all members wash their cups and clean the table after coffee time.

FAIRPORT, Oct. 12 — Chairman Miller; Secretary H. Braunstein. New Business: Motion carried that 2nd Cook not be allowed to sail as cook for a period of one year. Good and Welfare: Vote of thanks to Steward Department for good food and service and to Charles DuBois for his exceptionally fine baking. Vote of thanks given to delegates for fine jobs done.

HARRY L. GLUCKSMAN, Oct. 26—Chairman W. L. O'Donnell; Secretary J. A. Eagle Eye. New Business: Deck Engineer called the Steward's attention to the dirty condition of the Messhall. Motion carried that all men come into the messhall in proper attire. Motion carried that the Ship's Delegate see the Captain about cold weather gear in Honolulu. Lopez elected ship's delegate. Motion carried to hold meetings and instruct all new members in the principles of unionism.

CARLSBAD, Oct. 26 — Chairman Trigg; Secretary Kranz. Motion passed calling for imposition of fines on those delaying meeting or failing to attend. Recommendations made to Ch. Eng. about painting engine dept. head and rooms. Cooling system in bad condition. Ch. Eng. will be contacted and report made of results at next meeting. Motion made by chairman to have special meeting of engine dept. to straighten out overtime which is confused at present.



ROBIN TUXFORD, Sept. 21—Chairman Pultney; Secretary Wingo. Motion carried: that Linwood Moran, Albert Baze, Juan Rivera and Robert Hatch have their probationary period extended for one year after present period is over. Suggested additions for galley: Steamer, fan and potato peeler. Also suggested that doors on Carpenter's Bosuns and Wiper's foc'sles be turned around.

CARLSBAD, Sept. 9 — Chairman Trigg; Secretary Armstrong. Overtime disputes reported by Ship's Delegate and Deck Delegate. New members of crew to be instructed on Union procedure. Following suggestions were made for good and welfare of ship: Ship be fumigated, fans put in working order, shower heads overhauled and engine department foc'sles painted.



WARRIOR, Oct. 29 — Chairman Lipari; Secretary Ridge. Motion by Brother Myers that all permit men who can show 18 months on permit be recommended for pro books on arrival in N. Y. The following men were recommended for pro books: Calvin James, Douglas Mack, Curtis Ridge, Joseph Gurge. Motion by Coziar that Steward explain to Patrolman why he had not issued clean white coats to messmen.

MIDWAY HILLS, Oct. 29—Chairman Gallagher; Secretary Sharpe. Delegates gave their reports. Credit was given crew for cooperation in keeping messroom clean. Robert Lambert and J. Morin to act as committee to pick up all old books in library and have them replaced with new reading material. All Delegates to pick up books and tripcards, which are to be given to Patrolman.

WILD RANGER Oct. 11—Chairman Martin; Secretary Barron. Motion by Steward that future meetings be held at 7:30 p.m. Moved by Jack Hartley that committee of five men be appointed to set up rule and fines to control conduct of crewmembers on board. Motion passed with following men elected to committee: Hartley, Rodriguez, Mayo, Martin and Ellis. Motion passed that monies collected to be turned over to Marine TB hospital. Brother Smith requested that Deck Delegate ask Chief Mate to have quarters, toilets and showers painted.

MONARCH OF THE SEAS, Nov. 1 — Chairman Widgren; Secretary Troxclair. Reports of the delegates read and accepted. Motions carried to contact Patrolman in New Orleans and Mobile to have porthole fans installed; that engine department give recommendation to W. James, if found fit for membership and that he pay whatever dues and assessments are necessary; to have electric socket in crew's pantry to operate on 110 volt. Suggested that men on sanitary work be informed to see head of department to get matches each week; that excess linen be turned in so same will be sent to laundry.

WARRIOR, Oct. 13—Chairman Myers; Secretary Ridge. New Business: Motion by Lepari that if Steward and Chief Cook do not improve the food situation they should not be allowed to ship out on SIU ships. Motion carried. Discussion on Steward's referring beefs directly to Captain and ignoring the Delegates. Steward claimed he merely wanted authorization from Master. One minute of silence for Brothers lost at sea.



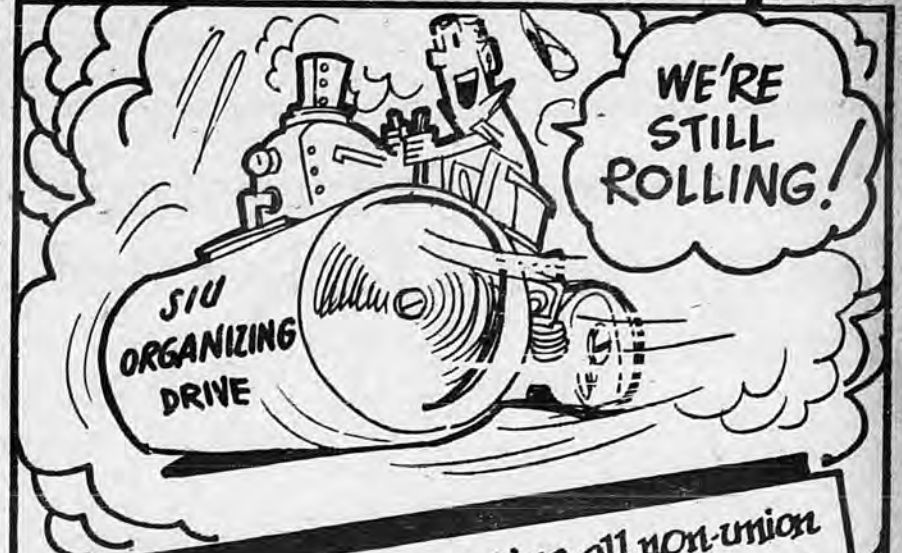
CALEB STRONG, Oct. 19 — Chairman Tommy Thompson; Secretary Wilbur Cribb. Election held for ship's delegate, Blackie Sheffield elected. New Business Motion carried for Captain to be asked to hold fire and boat drills at more convenient times that 4 P.M. due to heavy duty in Stewards Department at this hour. Motion carried to make up list of fines, money from which will go to Brothers in TB Marine Hospitals. Motion carried that all repair lists be turned into department delegates so a complete list can be made up for Patrolman.

LASALLE, Oct. 19 — Chairman Archie D. Sandy; Secretary Edmund F. Paul. Discussion on watch foc'sle. Captain reported foc'sle needed for cargo checkers, lounge needed for passengers. Discussion on clothes wringer iron and washboard. Steward informed men that he had items on requisition. Good and Welfare: R. Turner suggested that Steward allow crew to see his requisitions. One minute of silence for Brothers lost at sea.



ALCOA CORSAIR, Sept. 25—Chairman Rocky Benson; Secretary Joe Seaver. Delegates reports accepted. New Business: Motion carried that any man failing to show up for meeting after date is posted on bulletin board be fined 50c and money forwarded to SEAFARERS LOG. Motion carried that ship's delegate appoint a Master-At-Arms. Educational meeting announced for 6 P. M. Brother Eddie Sanders took pictures of meeting for LOG. One minute of silence for Brothers lost at sea.

Seafarer Sam Says:



The drive to organize all non-union companies is a continuing one until every non-union outfit is under the Seafarers Banner. Protect your future by helping in this drive. See the organizer for suggestions as to how you can do your share!

CUT and RUN

By HANK

While shipping is slow and the membership is catching up on all the reading of magazines and books and back numbers of LOGS here's this week's news... Brother Mike Rossi, the best-dressed Smiling Bosun in town, and the boys, send their best regards to Brother Joe Tassin down there in Beaumont, Texas... Brother Michael Mikulas writes in that he'll be seeing the boys in New York soon... We've just been flashed the news that Brother Duke Himler, of the SUP, down in Mobile, celebrated his 35th birthday on December 23rd and boasts he's still in fine shape for the New Year at 180 pounds... Brother Frank Waller and his wife, Tina, have sent their best regards to us. We naturally send them best wishes in everything, too, retroactive to Christmas.

Brother Gaetano Passaretti writes in that he's enjoying getting the LOG home every week to keep up with his shipmates. Brother, you hit your head right on the nail... Brother Alf M. Tolentino, Gulf oldtimer, will soon be getting the LOG. How's New Orleans, Alf... Brother Fred Johnson, the oldtimer of a Deck Engineer, will soon be collecting those weekly unemployment payments while shipping is tough. Meanwhile, while reading the LOG last week, Fred noticed money due from one of the companies. Checking on it to see if his name was on the next alphabetical list to be printed, he received good luck. Now he's as happy as the seagulls when the garbage is thrown over the side.

Here are some oldtimers who may still be anchored in town: J. Noonan, R. Rodriguez, J. Leon, J. Masonsong, R. Butler, V. Aviles, G. Bryan, G. Fensom, F. Devlin, E. C. Brundage, J. Bigwood, J. Murphy, N. Soloman, J. De Abreu, J. Meeks, A. Daines, R. Teets, J. Grangaard, N. Muse, E. Belpre, B. Zelencic, J. Bellard, K. Johamesson, E. Flowers, E. Hewitt, J. Ally, S. Magyar, A. Arnella, J. Hopkins, Gulfer F. Fromm, Gulfer A. Smith, E. Kopha, E. Sato, K. Kain, S. Kliderman, R. Espinosa, V. Silva, P. Erazo, A. Ibrain, J. Kouvardas and L. Lopez... Oldtimer Tex G. Suit is probably still in town. How's everything, Tex?... Here's a Washington news item which will make our demand for a wage increase easily legitimate: "American labor has just completed a year of full employment, but with little gain in real wages or in living standards, Ewan Clague, Commissioner of Labor Statistics, said in a summary of 1947 developments."

Good SIU News Items: The Robin Kirk made her first trip this week in the South and East Africa service. Two more vessels are expected for service, the Robin Trent in February and the Robin Mowbray in April... Marcel E. Wagner, president of the American Eastern Corporation, disclosed that the first of several T-2 tankers has been formally acquired to be placed immediately into world service. Acquisition of other tankers will be completed during the next six months. The company will also acquire more heavy-lift cargo ships, such as the motorship Gadsden, designed to load locomotives, Pullman cars, etc.

The Arnold Bernstein Line announced it will resume its round-trip service to Europe with the departure of the 10,005 ton vessel, Continental (formerly the Tidewater), from New York on April 10, to the ports of Antwerp, Plymouth and Rotterdam. The ship will carry 350 passengers... Albany News Item: Governor Dewey made public last week a State Food Commission report warning that food prices would remain at their present high levels for some time to come... Well, Brothers, we'll sure need more wages for some time to come, too.

THE MEMBERSHIP SPEAKS



Asks Catwalks On Seatrain Decks; Present Risks Cited

To the Editor:

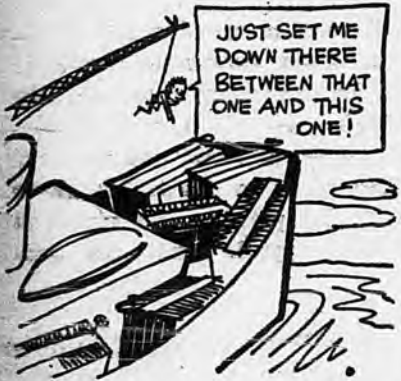
While acting as recording secretary aboard the Seatrain Line vessel, Seatrain New Jersey, I was given the duty of writing to the LOG on a matter of great importance to us, namely our safety.

Aboard the Seatrains, we have to crawl between freight, tank and flat railroad cars on our routine traveling about the ship daily—and many times each day. To anyone having sailed these vessels, the danger will not be difficult to point out, and we the crew feel that the Patrolmen coming aboard surely have sensed the same feeling of danger. For this reason, perhaps they will help endeavor to sell our idea to the company.

As yet, neither the writer nor the rest of the crew has any knowledge of any one's actually being injured. However, I must declare myself a very bewildered person, bewildered because many accidents have not happened. At this writing, I am waiting to hear of one at any time. And as soon as one happens there are going to be more.

DANGEROUS

In my duties as Deck Engineer, I must travel fore and aft frequently and each journey is a dangerous adventure. It takes



plenty of agility, particularly in the dark or in rainy or snowy weather, and especially when negotiating my way with my hands full of tools.

Having to cover territory at any time aboard any ship is a hazard particularly while loading or unloading cargo. And on the Seatrains it is even more dangerous at sea when you have railroad cars covering the boat deck with their big supporting jacks protruding into all paths. Also, there are guy stays to "shin-break" a man.

It is our intent to draw the attention of the membership to these hazards in our effort to have satisfactory cat-walks installed on this company's vessels.

We may possibly hear in reply: "The expense. . . . It cannot be done." And so on, as usual.

But I say in answer beforehand, that it can be done and that catwalks will in no way interfere with cargo handling. In fact, the costs eventually will be off-set by the avoidance of costly lawsuits growing out of accidents.

For I predict that if a man

gets hurt on one of these ships, the company is going to have a number of them in a row. Moreover, a shoemaker could take his case into a court and stand a 99 to 1 chance to win his claim.

We plan to take pictures of this dangerous situation to be shown to the company and run in the LOG to further our testimony.

To my knowledge, none of our crew is working for an steel manufacturer or any steel erection firm, but the bigger majority by far are merely concerned with saving their necks and their lives. And so we are asking co-operation from all hands on the project.

Book No. 4526

(Ed. Note: The member's name is withheld at his request. When the pictures of the conditions aboard the Seatrains are sent in they will be published in the LOG.)

NILES FREDRICKSON PLEASE NOTE: YOUR HELP IS NEEDED

To the Editor:

Would like you to try and get in contact with one of the seamen I have been trying to find for two years since the last time I sailed with him.

I have a case with my lawyer at 220 Broadway, New York, by name of Frederick R. Graves. I happened to get hurt on the SS Alexander H. Stephens, the ship's name, which this Brother has sailed. And would like it very much if you would publish this in the LOG telling him to get in touch with my lawyer.

It is very important. He happens to be my main witness, having seen me get hurt.

And I only know his name. I do not know his book number. His name is Niles Fredrickson.

Would sure thank you very kindly for your service.

Frank Radzvil

WITH THE SS DEL ALBA IN THE ARGENTINE



Here some of the men of the Mississippi Steamship Company vessel pause for dockside refreshments with stevedores in Buenos Aires. Although no identification accompanied the photo, it would appear that those sporting berets are the Argentines.

Hollister Crew Found They Toted Nitrate — But Not Until They Hit The Panama Canal

To the Editor:

If you think it would be worthy, we would like you to print this letter at your convenience.

Our ship is a Waterman Liberty, the SS Joseph H. Hollister—yes, just another Liberty.

We signed on at that thriving little village Gulfport, Miss., on July 12, where we loaded that much discussed product, ammonium nitrate, for Japan.

But it was not until we reached the Panama Canal that most of us realized just what we had under our hatches. There the officials after reading the manifest, gave several screeches and beat it for the hills, leaving orders to proceed immediately without interference to Balboa with a red flag displayed.

There were some strenuous objections, some of the boys stating that we were not bolsies, and that we didn't have any commies aboard. But the red flag stayed up just the same.

Arriving at Balboa, we were handled with kid gloves until we had our quota of fuel, then we were rushed to an anchor-



age miles from anywhere. Good bye to our Cuba Librarian dreams!

After formalities were completed, we proceeded on our voyage to Japan. Arriving at Nagoya after an uneventful trip of 32 days, we were glad to see

land again. There had been no smoking on deck all the way.

After unloading, we proceeded to Yokohama for more fuel and headed home—my mistake, they rang a double on us. We headed to Canada to load lumber for Portuguese East Africa. Now ain't that nice!

Soooo—taking another hitch in our pants, we sailed from Port Alberni, British Columbia, on October 11.

So far, we have had two casualties on board, both with the same complaint, namely suspected appendicitis, Brother Snow being put ashore at Trinidad, Brother Roberts at Recife, Brazil.

Our Captain is one of the very best—by name of Charles Raeburn. Any Brother sailing with him is sure of a square deal and a happy voyage.

CHIEF BUCKO

It is too bad that we could not endorse the late Chief Engineer who was nicknamed "Sonny." Of all the evil old men, he was tops. So if any Brother has the misfortune to get on a ship with same, our advice is to back your grips and beat it for the tall timber.

Not satisfied with sending his own department haywire, he tried to run the other departments as well. He even tried to control the amount of soap one used taking a shower, to say nothing about the water, which is a sore point with most Chiefs.

Anyway, we left him on the dock and there was no sign of tears anywhere.

Guess we have said enough for now—"and how," I can hear you saying. Our future voyaging is unknown so far, but we hope it is the U.S.A.

John P. Probst, Dk. Del.
D. M. McDowell, En. Del.
Seymour Heinfing

Log-A-Rhythms

I've ridden freight trains through Texas,
And tasted a Georgia peach;
I've climbed mountains in Colorado,
And bathed at a Florida beach.

I've hoisted beers in Melbourne pubs,
And in Paris I drank champagne;
I've wined and dined on Waikiki,
And enjoyed its tropical rain.

I rode rickshaws out in China,
And dogsleds out of Nome;
I've walked in the sands of old Iran,
And danced in the streets of Rome.

What else can I do, where next shall I go?
My answer came in a dream—
A small white house, 'neath shady trees,
—How beautiful it all did seem.

There were blue shutters on the windows,
And blue was trimmed on the door,

A Sailor's Dream

By DON D. BROWN

I was lying down on the soft green grass,
And asking for nothing more.

Around the yard was a pretty white fence,
With a musical rickity gate;



I was happily admiring the flowers,
And thinking what a wonderful fate.

But suddenly I awoke and felt very sad,
I was really, terribly let down—
For there I was on a ship far at sea,
And the ship, South Africa bound.

Wife Missing Mysteriously, Brother Appeals For Help

To the Editor:

I would like to ask a favor of the membership and the LOG. As you probably remember I spent six months of last year in the Chicago Marine hospital. When I was discharged I was flat broke and my wife was expecting and not in too good health.

I had to grab the first ship I could get, which was the SS Dominican Victory, India Steamship Company, as Chief Cook on April 12, 1947. The last letter I received from my wife was in Bombay, India. She was in the best of spirits and health and was supposed to meet me in Frisco on Aug. 1.

When we arrived in Frisco, she could not be found. So I flew to Chicago. Her people said she had left for California as planned but they had not heard from her.

Since that time I have spent every dime I made on the India trip as well as the money I made on the Moran tug Farralton, looking for her.

I just came back from Chicago today, where I promised her people I would ask the LOG to print a picture of my wife and help to find her, as she had spent four years doing Red Cross work in the Chicago Marine Hospital.

I am sure some of the Lakes brothers or salt water men might be able to give me some information. Also, I would like to ask the two Lakes seamen who were present at our marriage on Jan. 7, 1947, Lakeshore Hotel, Chicago, to please get in touch with me or my wife's father.

My wife's name is Florence Roubas Maupin, formerly of 5333 North Clark St., Chicago, Ill. She's five feet, five inches tall, weighs 118 pounds, has dark complexion, brown eyes and black hair.

If you can't publish this I will understand and not feel bad about it as I don't want any Unio brother to feel that I want to use the LOG space for personal business.

Robert H. Maupin
506 7th St., S. W.
Washington, D. C.

Seafarers Black Gang Men Tops, Stewart's Engine Officer Declares

To the Editor:

I feel in the mood to throw a few very sincere bouquets to the SIU and this seems to be the best way to do it.

As a member of the Marine Engineers Beneficial Association, I have sailed vessels manned by the several unlicensed unions—our contracts are not always with the same companies—and I want to say that the caliber of men furnished by the SIU is always far superior to any other.

They are men who take pride in their union and their ability to do a job. They are men an

Engineer works with and not reluctantly for, if you get what I mean.

When one gets out line his union disciplines him and that makes for respect all around.

Certain other people of a union I will not name come aboard with the conviction that the ship's officers are out to rook them some way. They shirk their work, beef unreasonably and continually make for dissention.

BATTLED, TOO

They forget that most of us still wear knots on our heads from 1934 and other years of struggle; that we all had to scrub paintwork and floorplates at one time or other.

Your paper, the SEAFARERS LOG, is intelligently written—championing the cause of unionism fairly and honestly. It's a pleasure to read it.

In that connection, if there is some way I can enter a subscription to it for the benefit and education of my wife and family, I'd like to do so. Bill me for any charge.

A compliment now and then makes everybody feel good and takes no more effort than a beef. The foregoing is mine to a sound Brotherhood of seamen.

C. H. Sparks
MEBA Local 12
SS Lyman Stewart

(Ed. Note: Your words of praise will be appreciated by all Seafarers in the Engine Room and out. You should begin receiving the LOG at your home shortly.)

STEWART FEELS CONSERVING FOOD NOT APPRECIATED

To the Editor:

In past issues of the LOG I have noticed articles pertaining to the reluctance of Stewards and Bosuns to take jobs in their ratings, and asking reasons for their doing so.

I had an experience today that would give any Steward a headache and might aid in answering the above question. The crew seems to have the idea that they can bring anyone aboard and the Stewards Department will feed them without the Captain's approval.

Today I refused this service and now have the bad feelings of the crew for thanks.

FOLLOWS AGREEMENT

I believe I have followed the agreement to the letter and feel the Union should give me some support in this matter. On the last trip to France there were fifteen to twenty women aboard the ship while it was in port.

Stowing away three meals a day apiece, all charged to the Stewards Department, their eating didn't improve matters any. It only made it more difficult for a Steward trying to give the crew plenty of everything.

Next time the Steward turns you down, put yourself in his place. Let's see if we can't square away this matter once and for all.

H. A. Manchester
SS John W. Mackay

Sought by Seafarer



Mrs. Florence Roubas Maupin, wife of Robert H. Maupin, has been missing since August 1947, when she left the home of her parents in Chicago to meet him in Frisco as planned. With no word of her since that date, her husband and parents are keeping up their frantic search. Brother Maupin has sent an appeal to the LOG in the hopes that members can aid him.

Cyrus Fields Gets Member's Vote As 'First-Class Ship'

To the Editors:

I thought I'd drop you a few lines to tell you about the piece of pig-iron I'm on: the Cyrus W. Fields, owned by South Atlantic.

You hear a lot about the bad scows, so let's hear from a good one for once. The Old Man on here, Captain Burke, is a real seafaring man. He is a prince. That goes for the Chief Mate, too.

Overtime is no problem—she's swamped with it for everyone. As far as draws go, as long as you can locate the Old Man you will get the money. The Old Man is a good skate, maybe because he came all the way from the main deck up topside with the best of them: the SIU.

He has sailed with lots of the oldtimers, Bull Sheppard for one.

CREW INCREASED

Well, getting back to the ship, which is supposed to be the fastest Liberty built, the dishwasher picked up a beautiful mongrel in Newport News before we left the States for Antwerp. Just as we were to start back it came to almost everyone's attention that there would be an addition to the Fields' seagoing family.

She preferred the Captain's room to the foc'sles down below, like any smart dog would.

The ship did okay until about four days out of Norfolk when suddenly the Old Man's room turned into a maternity ward. The crew list increased by nine white, black and brown creatures. Now the question is: what will we do with them?

This morning we went to the Captain's cabin to take another count. It's been suggested that we name them after the States but no vote has been taken yet.

This goes to prove that not even a Liberty ship is fast enough to compete with Nature.

If any of you boys see this scow on the board, don't hesitate to throw in for it. You will really come to know what I mean when I say she is one for Ripley.

HAPPY BOYS

We have a couple of home-steaders aboard. They have been aboard for 12 or 14 trips and show no sign of tiring.

She's a good ship all around and by the time we get in she will be decorated like a castle. We will sure throw the paint around and make her shipshape for the payoff.

We don't expect any difficulty with the payoff. There is no disputed overtime aboard and with the cooperation we have had from the Skipper so far, there is no reason for us to expect anything but the smoothest of sign-offs.

I'm sorry I have no pictures to send now, but I'll have some on the next trip.

Clifton Coates, Deck Del.
SS Cyrus W. Fields

SIU Hospitalized Voice Thanks for Xmas Gifts

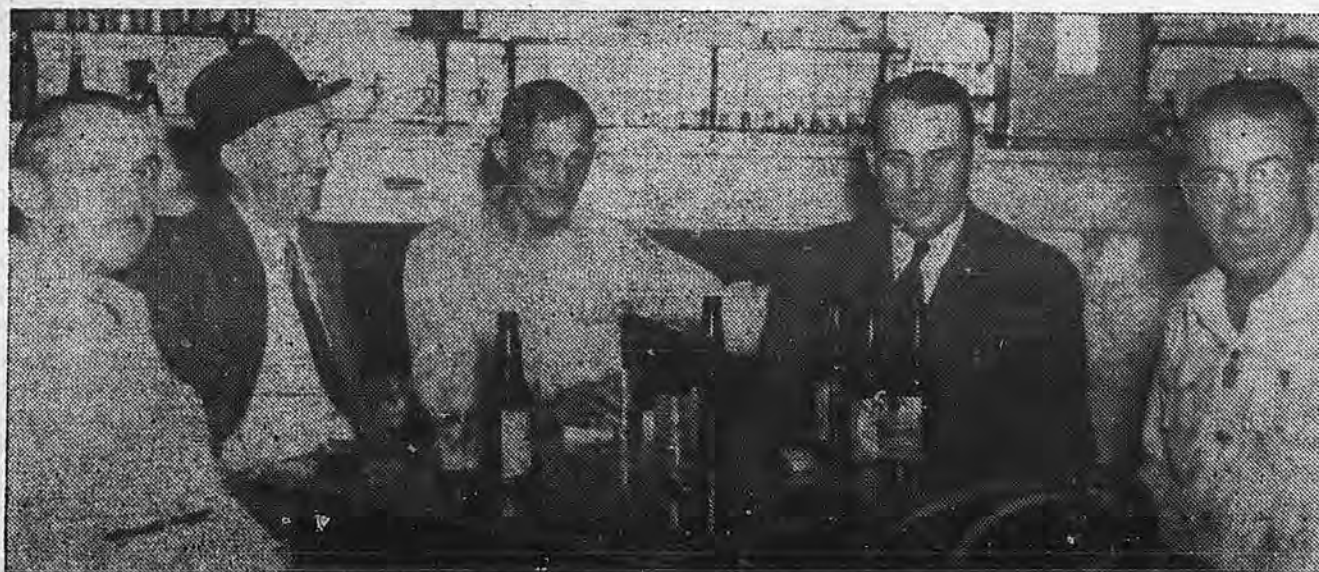
To the Editor:

We the undersigned members of the Seafarers International Union hereby express our sincere thanks to the officials and members of the SIU for the kindness they have shown us here in the Staten Island Marine hospital.

It was a real sight to see Joe Volpian and Patrolman Jimmy Sheehan going from ward to ward with a cartfull of Christmas packages for our Brothers. Many thanks to all of you.

Jimmy McNeely
Leonard Galembiewski
Frank Nering
Eddie G. Caravona
W. Vaughn
Earl Larson
Matt Fields

ATTENTION: GEORGE TICHOK



Man at the left is George Tichok whose brother-in-law, Peter Eskrich, would like to hear from him. Eskrich, whose address is 214 North Chapel St., Baltimore, Md., sent in the picture which was snapped in a bar on Canal St., New Orleans.

Calls For Adequate Stores Aboard Ships Europe-Bound

To the Editor:

The SS Moina Michael, chartered to the Chamberlain Steamship Company of San Francisco, Calif., sailed from Philadelphia, bound for the United Kingdom on a six weeks voyage. On board we had supplies for approximately eight weeks. Having discharged our cargo in Belfast we went to Swansea, Wales, into drydock.

Having picked up a few stores in Ireland and a small amount in Wales—and if anyone knows the United Kingdom, they know the stores were damned few—we were told the ship was going to Argentina.

Three days out of Argentina, the store rooms were as empty as the holds.

BEEF A'PLENTY

Thanks to the crew for a liberal amount of beefing under the

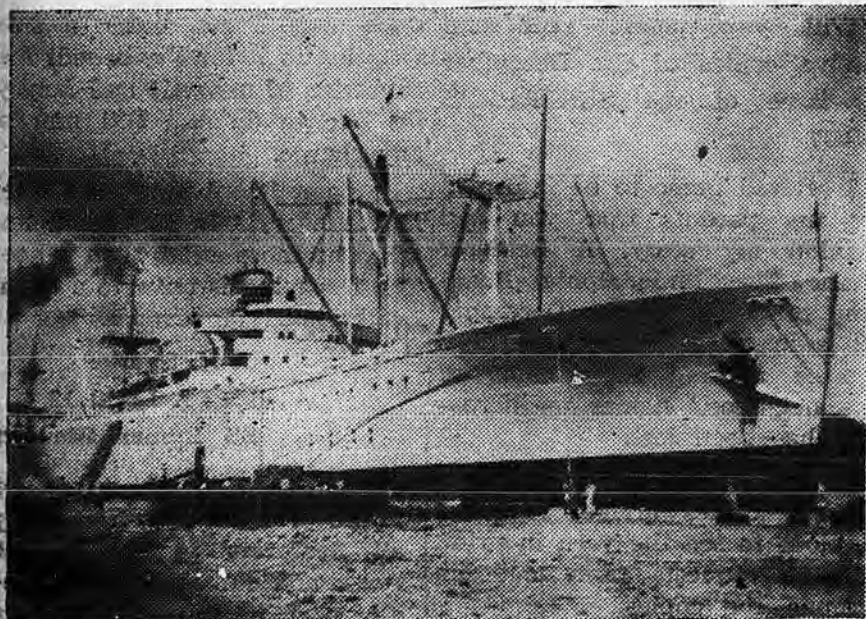
circumstances. At a meeting a motion was made and seconded to send a letter to the Union to forewarn future crews of these six week's trips with eight weeks stores.

These trips run anywhere from two months to the duration of the articles. Any ship not on a regular run, should be required to carrying at least four month's stores. It's pretty tough to get any stores in a European port these days.

All ships entering the port of Swansea should be warned to beef to the American Consul should the British customs attempt to tax them for their second issue of cigarettes. It took us a few days but with the aid of the consul, we received all our smokes tax-free. The consul really did his best for us.

H. P. Horn
Deck Delegate

DOWN WHERE THE SUN IS SHINING



Making a stop in its Caribbean itinerary, the Alcoa Cavalier ties up at St. Lucia in the Lesser Antilles. Photo was taken by Jim Goldner, waiter aboard the Cavalier.

SOUTHWIND'S BLACK GANG AND BAILEY



With the arrow on "finished with engines," the Southwind's black gang lines up in front of the Bailey Board for Pete Karvelas' camera. Left to right—George Taylor, Oiler; "Bulldog" Platt, FWT; Al Miller, Wiper; Clint Gregory, Oiler and Engine Delegate and E. B. (Mac) McAuley, Oiler and Ship's Delegate.

The South Atlantic vessel at the time of the picture, was on a trip to Liverpool and other European ports.

Brother Meters Wheezes Of Happy Algonquin Clan

To the Editor:

The Algonquin Victory, better known as the "Norfolk Coal Express," sends regards and salutations to all of the Seafarers International Union.

Here's a little data of some of the Brothers who comprise this motley crew: Pat Riley, the marcelled boy from the land of kangaroos and now a full fledged American citizen, says:

"The last ship I was on as Oiler ran out of fuel and made it necessary for us to use the wheat cargo instead. Every time the safety valve popped off a devil's food cake jumped out of the stack and hit the Captain on the head in the wheel house." Anybody want to bet they can top that?

Johnny (Red) Davis, ex-tankerman and Pumpman, shipped on this tub as Bedroom Steward with Casey Jones as Bellyrobber. After the first 48 hours, Red was heard to mutter: "That confound Jones is the first stop-watch Steward that I have ever known."

CAN'T HELP HIMSELF

Ah, well, Johnny, you must take into consideration that Casey is an old alligator catcher and when the sun shines alligators become very lazy. No reflection Red.

"Pile-driver" Harrell, the Plumber-machinist, made a pier-had jump to this "Victory Express." The deck gang now claims penalty hours for hauling him aboard in a cargo net. My, my, Pile-driver, but you did' look funny with your 237 pounds lying in that net.

The Gold Dust twins are with us. Eddie (Revere Beach) Dacey and Robert (Sweet Pea) Maserole are crew Messman and Pantryman respectfully. It is a pretty fair combination, but they both have the same theme song: "Shut up and come out fighting like a man."

The Skipper, Captain Dentzler, gave the Steward \$20 to buy some wine and accessories for Christmas and New Year's Dinners. He emphatically told him to buy three gallons of rare wine. Now don't get angry, Jonesie, but you state you lost that money. Isn't the abbreviation of

gallons g-a-l-s. Better luck next time, Skipper. Lay the blame on Mame.

CHUCKLE REGISTER

Brother Editor, would recommend that our Secretary-Treasurer furnish this tub with laugh meter? The reason: From 6 P.M. to the wee hours, nearly all hands gather in the messroom and really tell some tall blabbers. A few of them are bragging that they are the best laugh getters on this scow—a laugh meter should tell the story.

Before putting this dispatch ashore for mailing, here's a vote of thanks to the picards in the Port of Norfolk for their wa (certainly the SIU way) of settling the beefs on this scow when she paid off on that fair city on the 3rd of December. A job well done and to the satisfaction of all concerned.

Must cease the chatter now and say so long from the crew.

George Everett
Ship's Delegate
Algonquin Victory

Tally Committeeman Hails Members' Voting Response

To the Editor:

With the voting for Union officials for 1948 all over, and with the votes counted and computed, I, as a member of the Ballot Tallying Committee, wish to thank everyone of the men who cooperated with each other so efficiently and so unbiasedly to a pick and successful conclusion of the tally.

Such a splendid job means that the Union can go forward into other urgent business with a clear field, the officials new and old thoroughly familiar with Union aims and policies for future undertakings.

There were more votes cast in this last election than in any previous one, showing that the members believe in exerting their democratic rights as they should. Whenever this is done, there need be no fear that the will of the majority of members can be denied.

NO USE CRYING

Whenever a Patrolman, an Agent or anybody else in the Union does well or badly, he does not have to ask anybody. The membership will tell him the

truth on secret ballots—as they have just done.

Whenever a man loses an official job there is no use whatsoever in his finding a crying post or a beefing pillow. The die has been cast. Instead of blowing his top, it is better for a man to count his blessings, look in the mirror, count his errors and promise to do better.

Let him grab a ship and get back to work. Better luck to him next time.

There is no use crying over spilled milk, bucking the inevitable or paddling against the tide. It makes a wreck out of you. I know.

What the hell! Everybody have a drink and come up next with as good an election as we had this year.

We are all Brothers regardless of our posts, and no one is any better than another. If we remember this form day to day without being biased about any port or man, we will advance in the future as we have in the past.

Paul Parsons



REQUESTS RACKS FOR WEARING APPAREL

The chairs in the recreation room of the New York Hall are cluttered up with wearing apparel. Sometimes good overcoats and hats get burned by careless handling of cigars and cigarettes. How about racks of coathangers?

W. E. Carr
Book No. 45944

The problem has been submitted to Brother Michelet in charge of the 3rd Deck. If the problem of where to put them can be solved, they will be installed in short order.

City Of Alma Deck Men Say They Can't Forget Voyage

A cruise around the world aboard the SS City of Alma is, in the Deck Gang's experience, just another trip to try to forget.

But how can we forget?

Here is why we can't:

The very day we left New York things became tough. Watches were set at noon. The 12-4 watch worked to 11:30 A.M., and overtime was allowed just for their dinner hour.

The Bosun said they couldn't put in for overtime since he gave them their dinner hour from Noon until One P.M.

The agreement was read to him, but he said he didn't care what it read. He was the Bosun, he declared, and he could vary the meal hour one hour either way. If the Deck Gang still put in for overtime he was going to make it tough on them.

MADE IT TOUGH

And so he did—for the whole Deck Gang, one by one. He would start trouble and give hell with a day or so in between. And he would run to the Chief Mate with his own troubles.

We topped 16 booms in an hour and 45 minutes, but that was too slow for the Bosun's satisfaction. Hell broke loose again—on the whole gang.

He yelled at the top of his lungs something like the following: "The whole damned bunch of you is no good! You don't know nothing! The last crew topped all the booms in an hour and 35 minutes!"

A pleasant man to work for?

The Bosun also told two ABs to get off this ship when she got back to New York. He didn't want them on another trip and they were accordingly fired, he said.

FOR "OWN GOOD"

The awning aft was put up and taken down six times. For this work all hands were called upon to lend a hand without payment of overtime since the Bosun said it was for our own good. Anyone who refused got a part of his mouthpiece.

Never once during the trip has

this man shown himself as a Union man. Therefore, we are inclined to believe that if he ever took the oath of the Union, he doesn't take his obligations very seriously. He certainly has been on this ship too long for his own good and acts as if he were part owner.

We do not wish to bring charges against this man, but we recommend that he re-ship through the Hall on another vessel.

The nutshell cracked when an AB was told by the Third Mate to sweep water off the bridge between two A.M. and three A.M. after a big rain squall, and one hour overtime was put in. The Chief Mate pointed this out to the Third Mate: The AB was just on lookout on a sunny Sunday



afternoon in the Indian Ocean from Noon until 2:40 P.M. as he then took over his turn at the wheel.

Little by little, we're to be trained to work overtime for charity and not for U. S. currency.

This is only part of what happened. We wish we could convey our disgusted feelings to all of you. Then you would understand the entire story.

- Carmine Tufaro
- Kristian Staalsen
- John Tobin
- G. Andreassen
- Joseph Bucher
- C. Varrin
- A. Renigar, Jr. (SUP)
- Glen Benefield
- A. E. Jansson
- C. Fernandez

Log Available In Bound Volume

Seafarers who wish a chronological record of their Union activities can get the LOG very easily. There are available a number of volumes of the SEAFARERS LOG at nominal prices. They are to be disposed of on a first-come, first-served basis.

Prices, which are to the Union, are: the January-April edition; \$2.50 for the December 1946 volume; \$2.50 for the January 1947 edition. Bindings are sturdy buckram and lettered in gold.

All those who wish to purchase a permanent file should order a minimum of five copies. Orders should be sent to the Seafarers Log, 51 St. New York. Checks or money orders for the amount of order should be made out to the International Union address to which you are to be sent and then mailed pre-paid immediately.

These bound editions also be purchased at the 4th floor, baggage room of the New York Hotel. Be sure you get your copy acting now.

Roll Out The Log SIU Couple Request

To the Editor:

I really do enjoy the LOG and my husband and I like to have it sent to us when he is away on a trip. We stopped at the Hall in the neighborhood now and like to be put on the list so we can be supplied with a copy.

Mrs. Fran

(Ed. Note: The Log is ready rolling on its way to loyal readers Frank and Waller.)

Xmas Made Merry For Brothers Ill In New Orleans

To the Editor:

Well, Christmas has come and gone and for most of us in the good old U.S.A. and it was a merry one. For a great many of us it would have been only Christmas, but for the thoughtfulness of someone else the Merry was added.

I speak for myself and take the privilege of speaking for all of the hospitalized Brothers of the SIU, especially those here in the New Orleans Marine Hospital.

First, I must give praise and thanks to all of the Brothers from various ships that hit this port during the year for their donations to hospitalized seafarers. These donations were distributed by Brother Moon Koons during his weekly visits. They were of great help to us.

A VOTE OF THANKS

Then, let's thank the entire Atlantic and Gulf District for the \$10 voted to us as a Christmas gift. Thanks, too, to Paul Hall, Lindsey Williams and Joe Algine for their Season's Greetings sent to us.

And, to top it off, I'll say "hats off" to the local gang at the Council Bar for the visit by the Brothers who presented us with a greeting card with \$2 attached. All of this was in time to be put to good use for Christmas.

We of the SIU are proud that we shut-ins were not forgotten by our Brothers so I'll say a Happy New Year to all.

J. W. Dennis

P. S. Praise is also due the Editors of the SEAFARERS LOG for the good work in putting out the paper. I call it the "big-little paper" with lots to read and worth reading." J. W. D.



Tobin's Last Trip Was Hectic; Retirement

To the Editor:

I recently paid off the Waterman ship City of Alma after a trip of four months. It was quite a trip, indeed.

While we were on the coast loading we had a most enjoyable time. I don't think there ever was a ship like this one. We didn't do a day's work. It's not that we screwed off anywhere, it's just that there wasn't anything to do.

The Mate would sit on the fantail with the gang and shoot the breeze all day. But like all good things it had an end. Came the day of reckoning: the day of signing on. From this day on it was bell to bell. Well, that was okay. We got paid from 8 to 5 anyway.

FANCY DRESSER

One day while we were up forward working, the Bosun told two of the ABs they were to be fired when we arrived in New York. He also told them he was going to make it hard for them to get their citizenship.

He told the Mate that some of the guys in the Deck gang were crazy. Of course, he was as sane as the mad hatter. We had a character for the Second Mate. He used to wear sport clothes when docking and undocking the ship. He must have thought we were a liner because we carried 12 passengers.

We always had from four to six lines on the stern. While in Port Said, Egypt, we used five lines and the ship was tied up only one-half hour. He had an OS run the warping winch because he didn't think an AB was competent.

Nearly all the way across the Pacific we had rusty water for washing and drinking. This was due to rust in the tanks, or so they said. While in Shanghai, the Captain was giving cigarettes to all his friends ashore. The crew was told to buy theirs ashore if they wanted them.

"The slopchest and cigarettes are Waterman property and I can do anything I want with them," so the Captain said.

The medical care for sick boys who ran into shore ran as high as the ship's supply of penicillin very low.

Then the food. I can tell you'll find a better Dutch, but he must have been pretty disgusted at the weevils. All hands had to candle their bread for

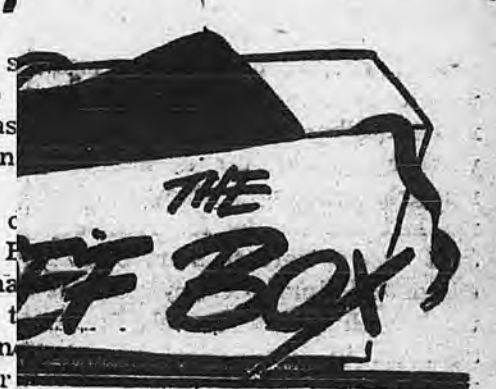
RUSTY AGAIN

Again, while returning to Penang, we had our usual amount of rusty water. The tank aft broke and we had cold water—rusty at that.

The Chief Engineer told us that we used too much water. We had better cut down our consumption. This caused the water reductions.

While in Penang we had the sacrifice of water. We had eggs rationed one day since leaving Port

Two days before our arrival in New York we completed our supply of eggs. We also re-



WANTS THE AGREEMENT POSTED

I think it a very good idea to have the contract posted in some convenient place where all SIU Brothers will have a chance to study it and become more familiar with all provisions. This would make it more convenient for the oncoming crew.

Paul Provo

The answer to this request is the agreement made up as a foc'sle card. This has been done and the cards are now in the process of being placed aboard all SIU ships in a frame made expressly for this purpose.

A Native Who's Hep Gives Some Hints On Rotterdam

(Ed. Note: The following letter was written by a native of Rotterdam who has many acquaintances among Seafarers and is an ardent reader of the LOG. Some of his tips for getting around Rotterdam may be of use to Seafarers hitting that port.)

To the Editor:

In the early period of 1947 I made the acquaintance of the Seafarers who crewed the James Smith out of Texas City. Seafarers, I beg you to know, I had a jolly good time with Bosun Robert Jeales and some other members of the crew. We visited several places and did not spend much money.

Since that time, although I am a former American Steel Erection foreman, I have been an ardent reader of the LOG and, generally speaking, it is the best



union paper I have ever laid my eyes on.

From now on, Seafarers who find themselves in Rotterdam can obtain the LOG at two places: At Carey's Pacific Bar, 23 Jumateaqeg, Katerdaecht, and at the office of the Dutch Transport Workers Union, 78 Wertzeedyl.

CITY DIRECTIONS

However, I wish the Editor and Seafarers to know that the LOG is also to be had in the Cafe The Ship, Hillelaan 85, between Maar and Gyrharben, Thore Fo 381. Many an American seaman will remember John Van Ouvterhaut, its owner, from before the war.

If your ship is docked at the Lellaver on Meawehaven, Rotterdam, West, walk to the Marconi Plain and take a no. 4 street car. Buy a transfer ticket, get off at Hof Plain and take an A. Burr to Hillelaan. If you wish to go to Katendaecht, stay on the Burr to the last stop.

From any other harbor around Rotterdam, our Port Ambassador, to foreign seamen, the Spido, takes you also to the Katendaecht.

Chinatown on Katendaecht is a district of Rotterdam where most seamen spend their shore-leave.

Recently much comment was made about this spot. Some inhabitants of Katendaecht had written a report with reference to the immorality of the seamen and girls. The matter was also discussed by the City Council.

According to our Mayor, Mr. Old, and to several insiders, Katendaecht, with respect to immorality, is a much better place than any other spot in the world for a seaman who seeks recreation.

There are no shacks and all the barkeepers are plain dealers. The police officers are not like those of Tampa, Florida.

PART OF RESISTANCE

Most of the policemen have been in the krock-gangs, the gangs who worked with machine guns and took men from prison who had been arrested by the Jerries during the occupation. I would rather eat with them than fight them.

Most of them speak English and they know how to get along with seamen.

Our big Dutch port is the hub of Western Europe. No port on the continent can claim such records as ours in unloading ships. Although Rotterdam was very badly damaged during the war, the reconstruction of our port is being carried out at full speed.

Let it be known: "La LOG est fon Miroir." To all SIU men I wish a Happy New Year.

L. Pleysier
Rotterdam

LOG, Requests

reading the and would home while p. I always each week I'm out of and would the mailing ure of our k Waller OG is al- s way to and Tina.

ng Brother Recalls SIU Friends

ome of the difficulties \$72. The icillin was don't think Baker than ve become imes with ds used to worms.

ning from usual ration hot water e had just hat. r told us water and n our own ame after

ve took, I rubber at and fuel. very other Said. arrival in yly ran out an out of

canned milk and butter long before that. The butter stank—it was more like sharp cheese.

At the beginning of the trip we had an unfortunate experience with our Chief Steward. He was in an accident making it necessary for us to get another Steward at the last minute. I don't hold him responsible for the short stores. It was just one of those unforeseen occurrences.

Getting back to the Bosun, he had soap powder in the forepeak which he refused to give to the crew. He wanted it for soogee powder. Instead of giving out a box a week, he gave one box to each watch and one to the Dayman. Big hearted, wasn't he?

SUGGESTED A WALK

When in Honolulu, he brought soap bars on board, but we wanted soap powder, so he said the Delegate should have ordered powder instead of soap. Since when does the Deck Delegates order stores for the Deck Department? It is the Bosun's job to inform the Mate as to what is needed, not the Delegate.

Every guy in the Deck gang had a run-in with the Bosun and upon arrival in New York, we told the Patrolman our story. He agreed that the Bosun should get another ship. He had made three or four trips on the Alma and we didn't want to bring him up on charges.

All in all, I think that is a trip none of us will forget.

As for myself, I've decided to quit the sea. I've already retired my book and at present I'm lying around at home putting on weight. I'd like to take this opportunity to say so long to all my old shipmates and friends.

I'll long remember fellows like Gus Andreasen, Kris Staalsen, Charlie Tufaro, Charlie Murello, Jack Martin, Red Schwendan, Charlie (Blackie) Walsh, Bill Champlin (Selma Victory), Herb Udelburg, Red Liedmann and all the other guys I've sailed with.

I guess it's time to wrap up, so I'll close and wish all the members a belated Happy Christmas and New Year.

John Tobin

American Eastern Is After Heavy Lift Ships, Tankers

New tonnage similar to its present MV Gadsden will be added by the American Eastern Corporation, the company announced this week.

In addition, American Eastern, which recently bought a tanker from the Maritime Commission, disclosed that it would try to acquire more T-2s and enter the oil carrying business on a large scale.

The Gadsden, as those Seafarers who have sailed her know, is a highly specialized vessel designed to take heavy-lift freight as complete cargo.

She is equipped with a heavy-lift gear tested up to 137½ tons and can load locomotives, Pullman cars, generators, and steam turbines, as well as machinery for oil refineries, cement plants and steel mills.

The Gadsden recently paid off in New York after nine months out shuttling locomotives between England and continental Europe.

BIG TANKERS COMING

Apparently American Eastern plans to bid for a lot of oil business.

"Before spring," the announcement declared, "the company expects to complete plans for the construction of larger and faster oil tankers in American ship-

yards. Capacities as high as 25,000 tons and speeds up to 20 knots are being considered. The vessels will be Diesel-powered.

"American Eastern is also preparing to operate tankers under contract from non-operating owners. This service is designed for such owners as wish to take advantage of the company offices in the principal ports of every oil-producing country in the Near East and agencies in other parts of the world."

Get A Receipt

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

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

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

NOW HE IS A SAILOR



Life seems fairly complete for the lad being "needled" by the tattoo artist (drawn by Homer (Red) Spurlock). "He has an AB ticket, a girl and he is 21," says Woody Lockwood who sent in this sketch.

The Patrolmen Say—

Saltwater Blues

NEW YORK — It'll be a long time before the crew of the Knox Victory, Waterman, forgets the Big Snow of '47. Their memories will be of snow, empty stomachs and salt water.

It was New Year's Eve when the Shipping Commissioner, the company doctor and I started out for Clairmont, New Jersey, to handle the sign-on. After two hours of digging we got the car started, made the Jersey ferry crossing and found our way to the ship.

What a sad bunch we found on the Knox! The galley range was out of order and the men had had no breakfast. They were four miles from nowhere and snowbound.

To add to their troubles the fresh water line at the dock was frozen solid. They had attempted to use the evaporator but someone had primed it, so instead of getting fresh water, they got salt water in the water fountains and galley.

NON-ESSENTIAL

We hadn't thought to bring groceries along to help the guys out, and they really put up a howl when they found out that the police had stopped the truck carrying a new stove to the ship—non-essential driving, the truckman had been told. To the crew this sounded like a death sentence.

They were quieted down, however, when a repairman arrived and patched up the old stove. I never saw a happier bunch when the old broken-down galley range came to life.

We took care of the sign-on all right, and after the all-day job headed back to civilization. The last thing I saw as I left the ship was the First Assistant running up and down along the dock applying a blow torch to the frozen line. For all I know, he's still at it.

Jimmy Drawdy



PHILADELPHIA

M. Blum, \$1.00.

NEW YORK

INDIVIDUAL DONATIONS

F. A. Kays, \$5.00; E. J. Jeffas, \$1.00; A. Sankovidt, \$1.00; H. J. Moore, \$3.00; S. Wallace, \$3.00; J. Kazmierski, \$4.00; R. O. Antoine, \$1.00; F. P. Megue, \$4.00; R. R. Gianfagione, \$10.00; E. Schiwiek, \$2.00; D. C. T. Pople, \$10.00; W. Gordon, \$4.00; Crew of MV Gadsden, \$58.00.

SS MADAKET

F. A. Vigeant, \$2.00; E. J. Gaylor, \$2.00; G. A. Burke, \$1.00; A. Douglas, \$3.00; W. Jenkins, \$2.00; P. Liseth, \$3.00; H. N. Peterson, \$1.00; A. Cotel, \$1.00; A. Helju, \$1.00; T. W. Hammond, \$1.00; M. Trotman, \$1.00; H. Put, \$3.00; S. W. Lesley, \$1.00; J. S. Cardeal, \$2.00.

SS CHOCTAW

T. Snow, \$1.00; W. P. Doherty, \$1.00; A. Skrzypski, \$1.00; C. J. Huebner, \$1.00; D. H. Buckley, \$3.00; W. Lowther, \$1.00; W. T. Dalton, \$1.00; D. P. Stafford, \$3.00; F. E. Donaldson, \$1.00.

SS YAKA

N. J. Wuchina, \$1.00; W. Rozalski, \$1.00; H. J. Swarties, \$1.00; W. F. Manthey, \$1.00; L. A. Rice, \$2.00; H. Piva, \$3.00; C. Pong, \$1.00; J. McCarthy, \$5.00; A. Larsen, \$1.00; G. E. Walton, \$1.00; J. W. Barnes, \$1.00; G. Fellman, \$2.00; F. Panette, \$1.00; R. W. Kluge, \$1.00; H. A. Orlando, \$1.00.

SS GERVAIS

H. Beckman, Crew of SS Gervais, \$12.00.

SS ROSWELL VICTORY

T. D. Sullivan, \$2.00; W. Meehan, \$2.00; J. E. Eschinger, \$2.00; G. E. Young, \$2.00; J. H. Fussell, \$3.00; N. Taylor, \$2.00; M. Laas, \$1.00; T. West, \$1.00; Soi Ho, \$3.00; E. C. Glod, \$3.00; J. F. Stephenson, \$2.00; J. J. Quigley, \$3.00; R. W. Clark, \$1.00; J. F. Nolde, \$2.00; F. C. Bona, \$2.00; J. I. Kolodziejski, \$5.00.

ISTHMIAN STRIKE DONATIONS

H. P. Stapel, \$20.00; R. Olivera, \$5.00; L. L. Anderson, \$10.00; A. S. Thorne, \$10.00; J. Ciardina, \$10.00; H. Kwiazan, \$10.00; J. McCarthy, \$10.00.

How 'Filthy' Became 'Clean Willy'

By LOUIS GOFFIN

As the governor of North Carolina said to the Governor of South Carolina, "It's a long time between drinks," so this bit of writing is a long time since my last one.

There are a million and one things a guy would write about but due to the limited space allowed by the editors of the LOG, this one will have to be as brief as possible. (Ed. note: On the contrary Lou, let'er go for all she's worth.)

Humor being my topic at the moment, let me dwell on an amusing character, a guy whom I was unfortunate enough to be shipmates with a number of years ago.

For reasons which you'll soon learn, we called this guy "Filthy McNasty." It wasn't his real name, of course, but this descriptive handle fitted him to a "T". That is, on him it looked good.

OLD DAYS

Now in the old days when all the Deck Gang flopped in one foc'sle, cleanliness was a very important item. In fact, it stood right smack next to godliness.

But this bird, and he was a bird all right even though he didn't sport fine feathers, didn't believe in the old adage. When he knocked off, a dab of soap and water around his kisser was the extent of his ablutions, presuming, of course, that the temperature didn't drop below the 70 degree perch.

This state of affairs went on for some time until the stink became intolerable. The men's eyes would water no sooner than they stepped in the foc'sle.

The atmosphere began to hang

like a couple of sashweights. By comparison, an animal house would smell like a hot house of American beauties.

Finally, there was only one thing left to do. So—one night, while our friend was in his sack (also called filthy, which it really was) a few of the boys slipped into the foc'sle and pounced on him.

CHANGES MADE

Let it be said he put up quite a battle. But it didn't do him any good. He was dragged—odor and all—right into the washroom for a sanitation job better known as the sand and canvas treatment.

His mattress and linen was



heaved over the side by a squad of rugged volunteers. I might say at this point that reports received later from ships travelling in the opposite direction mentioned seeing thousands of dead fish floating on the ocean's surface.

When the gang was finished with "Filthy," he looked like a brand new billiard ball and twice as shiny. And he wisely heeded a word of warning to keep clean. He followed the warning to the letter from that time on. In fact, he underwent a complete transformation.

He became a great believer in the old saying that "Cleanliness is next to godliness."

We even changed his name to "Clean Willy."

Now, of course, the situation is entirely different. Our members are 99 44/100 clean seafaring men. Their quarters are neat, in keeping with our well-known slogan that "a SIU ship is a clean ship."

But we should not forget the story of "Filthy McNasty" and the sand and canvas treatment. Cleanliness is a virtue that's easy to practice.

PERSONALS

JOHN J. MERKEL

Contact your father, John A. Merkel, 411 Webster Ave., Willow Grove, Pa.

HILARIO BULQUERIN

Mrs. H. Bulquerin would like to hear from you. Her address: c/o Margaret Renner, P. O. Box 1013, Wilmington, Calif.

EDWARD MERLE MOYLAND

Get in touch with Mrs. Lorna L. Mathes, 15½ South Dubuque St., Iowa City, Iowa.

EDMOND SURMEIAN

The firm of Kirshenbaum & Kirshenbaum, 86 Weybosset St., Providence, R. I., asks that you contact them.

EDWARD E. CASEY

Your brother, J. E. Casey would like to hear from you. You can reach him: c/o Security Steel Service, 758 North Ogden Ave., Chicago, Ill.

NILES FREDERICKSON

Your friend, Frank Radzivila, asks that you get in touch with

his attorney, Frederick Graves. This is in connection with Radzivila's claim for an injury sustained aboard the SS Alexander H. Stephens.

ROBERT D. TOMPKINS

Your family is anxious to hear from you. Their address: 637 Bigelow St., Pittsburgh 7, Pa.

RAUL VAZQUEZ

Please contact your mother, Mrs. Juana Vazquez, Sal Street 258, San Juan, P. R.

NATHANIEL JAMES NEWSOM

Your Brother Waibur asks you to write him at the SUP Hall, 105 Broad Street, San Francisco.

JOHN DOUGLAS

Contact your sister, Mrs. Belle Spillane, 1210 Sea Street, Quincy 69, Mass.

EDDIE TYSON

Bob Hillman suggests you get in touch with Mrs. R. L. Gallier, 706 Stanton St., Beaumont, Texas. She has news for you.



Unclaimed Wages

Mississippi Steamship Company

501 HIBERNIA BLDG., NEW ORLEANS, LA.

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

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

Jablonski, John P.	7.45
Jack, Ford M.	.25
Jacker, James	25.67
Jackson, Billy	2.72
Jackson, C.	2.88
Jackson, Clyde Franklin	14.03
Jackson, Edward	27.99
Jackson, E. W.	2.77
Jackson, Eidon P.	19.26
Jackson, Harry	5.14
Jackson, Isaac N.	24.73
Jackson, James Wm.	7.64
Jackson, John A.	5.69
Jackson, Justin L.	3.36
Jackson, Lemuel F.	7.09
Jackson, Leslie M.	3.23
Jackson, Mark E.	5.00
Jackson, Michael A.	13.81
Jackson, Richard Arthur	7.27
Jackson, Robert	7.90
Jackson, Sidney	16.15
Jackson, William L.	4.20
Jackus, Edw.	5.56
Jacobowitz, Monroe	24.02
Jacobs, Arthur	1.50
Jacobsen, Andrew Olai	2.94
Jacobsen, John Heine	4.03
Jacobsen, Marcus P.	5.64
Jacobson, Donald R.	8.39
Jacobson, M.	5.46
Jacobson, Oscar C.	7.33
Jacoby, Richard	32.66
Jacomella, Eugene Isadore	7.52
Jakeway, Avery J.	2.32
James, Basil	.89
James, Charles A., Jr.	60.00
James, E. D.	.27
James, Fred L.	60.00
James, Harold W.	8.10
James, Howard Jesse	4.84
James, J.	9.31
James, Marvel P.	27.92
James, Thomas S.	3.16
Jameson, Stewart T.	3.17

Jandora, Stanley J.	8.39
Jankowsky, Harry	2.13
Jansen, Carl F.	1.29
Janson, Hakan H.	1.54
Jansson, Sven E.	18.67
Jaquish, Alan	7.18
Jareck, Eugene P.	2.65
Jaronstead, Hilmar H.	1.78
Jarosewski, Ted	.52
Jarvie, John	32.50
Jarvis, Lowell E.	7.08
Jaurigui, Mat	21.46
Jaycox, Edward N.	8.72
Jean, Alfred N.	15.34
Jedrey, Ralph J.	.59
Jefferies, Clarence	2.94
Jefferies, John J.	.59
Jeffers, Jack	17.82
Jefferson, Norman A.	1.98
Jeffreys, Floyd	3.02
Jeffreys, Floyd L.	1.98
Jenkins, Charles W.	3.20
Jenkins, Floyd	9.48
Jenkins, Harrian T.	5.12
Jenkins, Roy W.	3.32
Jennings, Dave H.	12.46
Jennings, E. S.	5.70
Jennings, William Bryan	1.00
Jenings, Wm. E.	3.92
Jensen, Aage	9.36
Jensen, August	7.03
Jensen, Bjorn W.	37.71
Jensen, C.	3.17
Jensen, Gordon	5.46
Jensen, Jens O.	1.18
Jensen, Jens P.	4.13
Jensen, Rasmus K.	9.05
Jensen, Robert Peter	.45
Jensen, Rby Phil	20.11
Jenson, Robert	54.96
Jepson, Arnold F.	.29
Jergensen, Viggor	13.02
Jernigan, Albert L.	5.14
Jernigan, Clanton D.	1.12
Jernigan, George	.60
Jersiad, Ludwig A. C.	8.26
Jimenez, Norberto	49.43
Joao, Manuel L.	1.44
Jobe, Harold E.	8.26
Johannesmann, Jos. A.	30.79
Johansen, F.	1.04
Johansen, Harold	4.47
Johansen, Henry	12.43
Johansen, Thomas B.	39.84
Johns, Robert H.	3.41
Johnson, Albert W.	.99
Johnson, Albin	15.56
Johnson, Alexander L.	.79
Johnson, Alfred J.	8.67
Johnson, Alton	6.24
Johnson, Andrew	35.92
Johnson, Art Fred	2.13
Johnson, Bryce N.	93.16
Johnson, C.	.23
Johnson, Chas. R.	44.06
Johnson, D.	9.66
Johnson, Dan	5.08
Johnson, David J.	2.97
Johnson, DeWitt	6.60
Johnson, Donald W.	3.98
Johnson, Earl G.	20.38
Johnson, Edward C.	24.31
Johnson, Edw. E.	.05

Johnson, Ernest W.	10.23
Johnson, Fred	18.93
Johnson, Fred	.35
Johnson, Geo.	153.64
Johnson, George J.	10.72
Johnson, H.	.01
Johnson, Haily S.	4.58
Johnson, Harold	3.46
Johnson, Harold B.	.04
Johnson, Harold K.	1.79
Johnson, Harry	1.40
Johnson, Harry B.	3.44
Johnson, Horace	2.68
Johnson, Jack M.	5.94
Johnson, Jack R.	10.56
Johnson, James A.	2.06
Johnson, James C.	19.28
Johnson, J. K.	.71
Johnson, Joel C.	6.99
Johnson, John E.	24.02
Johnson, Kenneth E.	22.90
Johnson, Kenneth R.	47.69
Johnson, Lloyd S.	.99
Johnson, McDonnel L.	5.60
Johnson, P. A.	2.83
Johnson, Paul C.	1.40
Johnson, Peter L.	23.10
Johnson, Phillip R.	28.27
Johnson, Ralph O.	1.72
Johnson, Richard A.	23.83
Johnson, Richard R.	3.96
Johnson, Robert P.	.69
Johnson, Roy E.	6.20
Johnson, Rufus	5.67
Johnson, Stanley B.	40.43
Johnson, Sylvester	2.00
Johnson, Theodore F.	4.20
Johnson, Thomas J.	2.13
Johnson, Walter	8.08
Johnson, Walter	3.60
Johnson, Walter A.	5.70
Johnson, Walter Leo	7.52
Johnson, William	.79
Johnson, William	1.31
Johnston, Archibald F.	53.70
Johnston, Dgar A.	13.72
Johnston, James A.	.89
Johnston, Lloyd S.	1.78
Johnston, Robert J.	7.38
Johnston, Robert L.	17.55
Johnston, William F.	.83
Johonsen, Theodore	15.40
Joiner, J.	1.46
Joiner, Virgil	14.68
Joines, James F.	22.35
Joki, Alex	20.59
Jollimore, Melvin G.	2.13
Jolly, Edward E.	27.06
Jolly, James A.	3.73
Jolly, Raymond	15.40
Jonas, Sam	15.66
Jones, Antrony F.	1.40
Jones, Arlen A.	.82
Jones, Bobby A.	4.20
Jones, Buford C.	3.57
Jones, Byron E.	3.31
Jones, C.	5.67
Jones, Capas	12.60
Jones, Cecil M.	13.68
Jones, Charlie H.	2.23
Jones, Claude O.	1.19
Jones, Donald N.	31.72
Jones, Edgar F.	37.34

Jordan, Robert Arlen	12.14
Jordan, William H.	11.57
Jordon, C.	1.58
Jordon, J. O.	1.58
Jordon, Jesse	.94
Jorgensen, Carl	12.37
Joseph, Joseph	3.17
Joseph, Samuel	15.79
Joswicki, Alphonse P.	10.26
Jourdain, Lougille P.	4.42
Jourdain, P.	10.69
Joy, Jesse A.	2.23
Joyner, Leslie S.	14.59
Joyner, Milton L.	10.81
Joynes, Densell H.	1.19
Judge, Carville A.	.73
Judge, Edward M.	1.42
Judice, C. O.	2.10
Julian, Charles I.	28.00
Jump, Terry D.	2.60
June, John A.	13.86
Juneau, S.	4.41
Jurewicz, Casmir	133.25
Jurgensen, H.	13.92
Jusciur, John	.74
Justice, Jesse V.	6.41
Kabello, Jack	9.34
Kachaylo, Nickolis	19.28
Kachikis, Ernest D.	6.13
Kader, Abel	28.15
Kadisola, Stefan	.94
Kaiser, John William	2.79
Kaiser, Paul	.92
Kaiser, William P.	20.82
Kakaroviannis, George A.	38.78
Kakta, Stanley D.	5.69
Kala, Andrew B.	1.95
Kalani, William K.	.45
Kale, Robert L.	2.92
Kalitzki, Hane	5.19
Kallweil, Alfred	11.85
Kalmbach, Charles R.	8.53
Kaluza, Richard B.	1.42
Kaminski, Hendrick	15.17
Kamp, Allen E.	1.44
Kampbell, Harry	13.01
Kampel, Sidney	3.46
Kappelman, Nathan	16.34
Kane, Leon	31.48
Kania, Czeslaw	.89
Kanouse, Richard S.	7.93
Karel, Arthur	4.82
Karfakis, Jerry	7.77
Karfs, Carl B.	1.32
Kargen, H.	.94
Karlsen, Harold M.	3.68
Karroll, Robert	1.91
Karpowich, Adam	27.59
Karr, Robert P.	6.94
Karrman, P. H.	10.69
Kartsonis, Charles	5.51

SIU HALLS

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BOSTON	276 State St. Bowdoin 4455
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CLEVELAND	1014 E. St. Clair Ave. Main 0147
DETROIT	1038 Third St. Cadillac 6857
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GALVESTON	308 1/2 - 23rd St. Phone 2-8448
HONOLULU	16 Merchant St. Phone 58777
JACKSONVILLE	920 Main St. Phone 5-5919
MOBILE	1 South Lawrence St. Phone 2-1754
MIAMI	10 NW 11th St.
NEW ORLEANS	339 Chartres St. Magnolia 6112-6113
NEW YORK	51 Beaver St. HANover 2-2784
NORFOLK	127-129 Bank St. Phone 4-1083
PHILADELPHIA	9 South 7th St. LOmbard 3-7651
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Notice To All SIU Members

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

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

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We stand on this!



The International Union of Marine and Shipbuilding Workers of America (CIO) has just won a long and bitterly-fought strike — throughout which the Seafarers International Union gave its whole-hearted co-operation and support. As in the past, the Seafarers will

at anytime support the IUMSWA in winning its legitimate beefs. The Seafarers recognizes the IUMSWA as the only legitimate bargaining agent for the shipbuilders of the Maryland Drydock Company and the other yards where the IUMSWA has contracts.

Seafarers International Union of N.A.
AFL