

SEAFARERS LOG



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No. 32

Comments Invited On Vacations And Credit Unions

The A&G District has gone on record to throw open the pages of the SEAFARERS LOG for full discussion on the two topics which are currently being debated by the membership. They are:

1. Whether men who have spent a year aboard one ship, and are entitled to vacations, should be forced to get off the ship and take their vacations.

2. The advisability of setting up a credit union or unions within the Atlantic and Gulf District.

After both matters have been thoroughly discussed pro and con, they will go to a vote of the membership, if it so desires.

Letters on the vacation proposal have been appearing regularly in the LOG for the past few months. It is hoped that the motion for further discussion will bring comments from others not yet heard from.

On page 12 of this issue, there is a brief article on credit unions, stating what they are and how they are run. Comments are invited from the membership.

Meanwhile, any motions at the present time calling for immediate action on these two matters are out of order, until the motion for full discussion has been complied with.

Let us hear from you!

Cities Service Forcing Men Into Company Union

An unsolicited letter received this week from a Cities Service tankerman who is not a member of the SIU reveals the technique employed in building up the so-called membership of CTMA, the company-dominated "union."

"Sign up or else!" is the ultimatum delivered to CS tankermen by the company agents aboard the vessels. Thus the membership rolls of CTMA prove nothing more than the fact that so many men have signed the company's pledge cards under duress.

In a secret ballot, the company would have virtually no supporters at all anywhere in the fleet, as was proven in two NLRB elections won overwhelmingly by the SIU.

The text of the letter, which is on file in the SIU organizing department, follows below. The names of the correspondent and the tanker and the port of call have been deleted to safeguard the jobs of the entire crew.

You have probably heard my story quite a few times. I signed on the Cities Service tanker, SS....., six months ago. Since then I have learned quite a lot about Cities Service policy.

The first example of Cities Service treatment came in while loading. During the day we were loading at a dock and those of us who were not on watch, could go ashore. But late in the afternoon we moved out in the stream and tied up to a mooring buoy to load from a submarine hose.

Although we were there for twelve hours, bumboats came out to take us ashore. For some strange reason the Captain would not grant shore leave. Since then this has happened several times.

I need not go into the subject of what happens if you talk to the wrong persons about unions or against the conditions.

Back issues of the LOG will supply evidence of that.

When I first came on the CS tanker, the company union, the CTMA came into being. At first the company didn't push the issue and most of us thought it as a big joke.

But during the past few weeks there has been a kind of reign of terror on Cities Service ships: either pay six dollars and join up or "your services are no longer needed." This is certainly both un-democratic and un-American.

The childish way the company tries to tear down the SIU is really quite amusing to the crew. This is proved by the fact that everyone on the ship except two of the crew is strong for the SIU and have signed pledge cards.

CTMA FOUL-UP

A few trips ago we had a CTMA organizer on board. Boy! What a fine example he was! He went ashore in Trinidad, missed three watches and came back to the ship gassed to the gills. But was he fired? Oh, no, although quite a few of my friends have been fired just for having pro SIU ideas.

The company union has promised us vacations, a raise in pay and last—but not least—job security. Job security — what a laugh! They have kept none of their promises.

When you come to the subject of food, the grub on here is almost as bad as some of the windjammers of two centuries ago. We have some bacon on here that is over a year old.

As long as I've been on here, I have never seen anyone eat it. It is just cooked and thrown over the side.

The last fresh meat we had on board came on six months ago, and the Steward told me himself that it is the company's policy to take on meat only every six months.

You have probably heard how the company has put electric dishwashers on all its ships, therefore doing away with the Pantryman and causing the Messmen to work ten and eleven hours a day without being paid overtime.

What you probably don't know is that these dishwashers are far from being the best, and they simply don't get the dishes clean. About half of the dishes have to be washed by hand after coming out of the washer.

When you go to work for Cities Service, you might just as well put the word "overtime" out of your vocabulary. They simply laugh at you if you ask about it.

We, the crew on the SS....., wish to thank the SIU for the splendid fight they are putting up in order to bring us into the "Brotherhood of the Sea."

We realize that this is inevitable and we will soon be able to act like free men.

Seafarers Mourns Oswald Stone

Oswald C. Stone, a Seafarer since the inception of the Union in 1938 who served for many years as a Dispatcher in the Port of New York, died of a heart ailment in Kings County Hospital, Brooklyn, on Nov. 24. He would have been 65 years old on Christmas Day.

Floral tributes were sent to Brother Stone's funeral from all SIU ports in the Atlantic and Gulf District. His body reposed at the A. Q. Martin Funeral Home in Brooklyn and was buried on November 29 at Evergreen Cemetery.

A seafaring man for most of his years, Brother Stone sailed as Steward aboard vessels that once plied regularly up and down the Atlantic coast but which disappeared with the decline of intercoastal trade. Among these were ships of the Eastern, Savannah, Old Dominion and Clyde Mallory lines.

Born in the British West Indies, on Dec. 25, 1885, Stone obtained United States citizenship in his youth.

He joined the SIU Atlantic and Gulf District in the Port of New York on Nov. 19, 1938, receiving Book No. 484.

Brother Stone was elected to serve as a Dispatcher in the



OSWALD STONE

New York Branch in March 1944, a position he held until the early part of this year.

Quiet and unassuming, Stone was well-liked by the membership and had a wide friendship throughout the Union.

A widower, Brother Stone, resided at the home of his daughter, Mrs. Olive Bennett at 491 Madison Street, Brooklyn. Two sons, Randolph B., and Knealand C., also survive.

SIU To Demand Shipowner - Paid Welfare Fund

NEW YORK, Dec. 2—The SIU Atlantic and Gulf District's plans for the establishment of a welfare fund for its membership, financed solely by the shipowners, moved ahead today when the Headquarters Negotiating Committee called for reopening of the contract on the subject of wages.

Notification of the Union's desire was sent by telegram to all contracted operators. The Negotiating Committee requested the discussions in accordance with a contract provision which permits the Union to reopen the contract on wage issues at

any time. The SIU is the only maritime union whose agreements contain this unique provision.

The text of the wire sent today by the committee follows:

"As per the preamble of our agreement, this is to notify you that we wish to open negotiations immediately for an increase in wages for all ratings in the unlicensed personnel. An early reply is requested."

The employer-financed Union welfare plan which the Negotiating Committee will present

to the operators is the outgrowth of a comprehensive study of pension and welfare funds made by the SIU this year and which appeared serially in the SEAFARERS LOG.

The exact form of the welfare fund the Union is seeking will follow the lines of the plan worked out jointly by Headquarters officials of the Atlantic and Gulf District and the Sailors Union of the Pacific at a meeting held recently under the auspices of the International.

This plan for establishment of welfare benefits for the SIU's seagoing affiliates has as its forerunner a policy adopted at this year's SIU convention, which went on record in favor of an all-out effort to secure greater economic protection for the membership.

As agreed at the joint SIU-SUP welfare discussions, the SUP was to spearhead the move, inasmuch as its contracts expired on September 30 of this year. The strategy adopted by the SIU-SUP representatives met with success this week, when the SUP successfully concluded its negotiations for a new agreement, which contains provisions for the welfare plan.

Under terms of the contract, the employers will begin contributing on January 1, 1950 the sum of 25 cents for each man for each day worked to a welfare and security fund, "to be collected, administered and applied in accordance with a Supplementary Agreement which the parties shall negotiate promptly after execution of this agreement."

SUP STRIKE VOTE

The SUP agreement with the operators was reached after negotiations had been stalemated and the union conducted a strike vote, in which 97 percent of those voting favored a walkout to win their demands.

Other provisions of the new SUP agreement include liberalized conditions on certain penalty-type cargoes, and also spells out jobs within the SUP's jurisdiction to prevent any attempts at raiding by Harry Bridges' CIO longshoremen.

At A&G Headquarters today, Union officials pointed up the fact that "from here on in, more and more attention will be paid to the future security of seamen."

"The SIU has consistently led the way in establishing top wages and working conditions in the maritime industry. It will now push ahead to achieve the same success in setting up and broadening welfare and other security benefits for the American seamen."

SEAFARERS LOG

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Midway Mark

The democratic processes followed in the operation of our Union are clearly set forth in the SIU Constitution. One of the provisions of this important document gives every member the right to choose directly, by secret vote, the men whom he wishes to administer the affairs of the Union during the coming year.

Seafarers have the opportunity to exercise this precious right every 12 months, and every member who is interested in effectively participating in the administration of his Union should get out and vote—and vote for the candidates he thinks are the best qualified to protect our gains and to pursue a course that will provide even greater protection for the entire membership.

How a member arrives at this decision and who his favored candidates for the Union posts are are his business. It's not how he votes that we are concerned with, rather we are interested in seeing that he accepts his responsibilities as a member of a democratic organization. And, of course, one of the first of these responsibilities is that he take an active part in all Union activities, including the elections.

That more and more Seafarers are becoming duly conscious of their obligations as members of a Union of seafaring men is indicated by the large numbers of men who have already cast ballots in the current elections. It is not unlikely, on the basis of the total registered so far, that a record vote will be cast.

But the total vote should be large enough to show that every man who was physically able to get to the polling places did so and thus had his say.

Right now we've just turned the half-way mark in the balloting for next year's officials of the A&G District. The last voting day is Dec. 31, which concludes the 60-day period required by the Constitution. Those who haven't yet had their say owe it to themselves and their Brother members to vote before the deadline date.

The ballot lists all the candidates who have offered to serve the Union and who have met the constitutional requirements.

Polling places are open daily from 9 AM to 5 PM in every Atlantic and Gulf District port.

Make it a point—you men who still have not attended to this matter—to head for the nearest Branch polling place—and vote!

Now is the time! After Dec. 31, it will be too late.

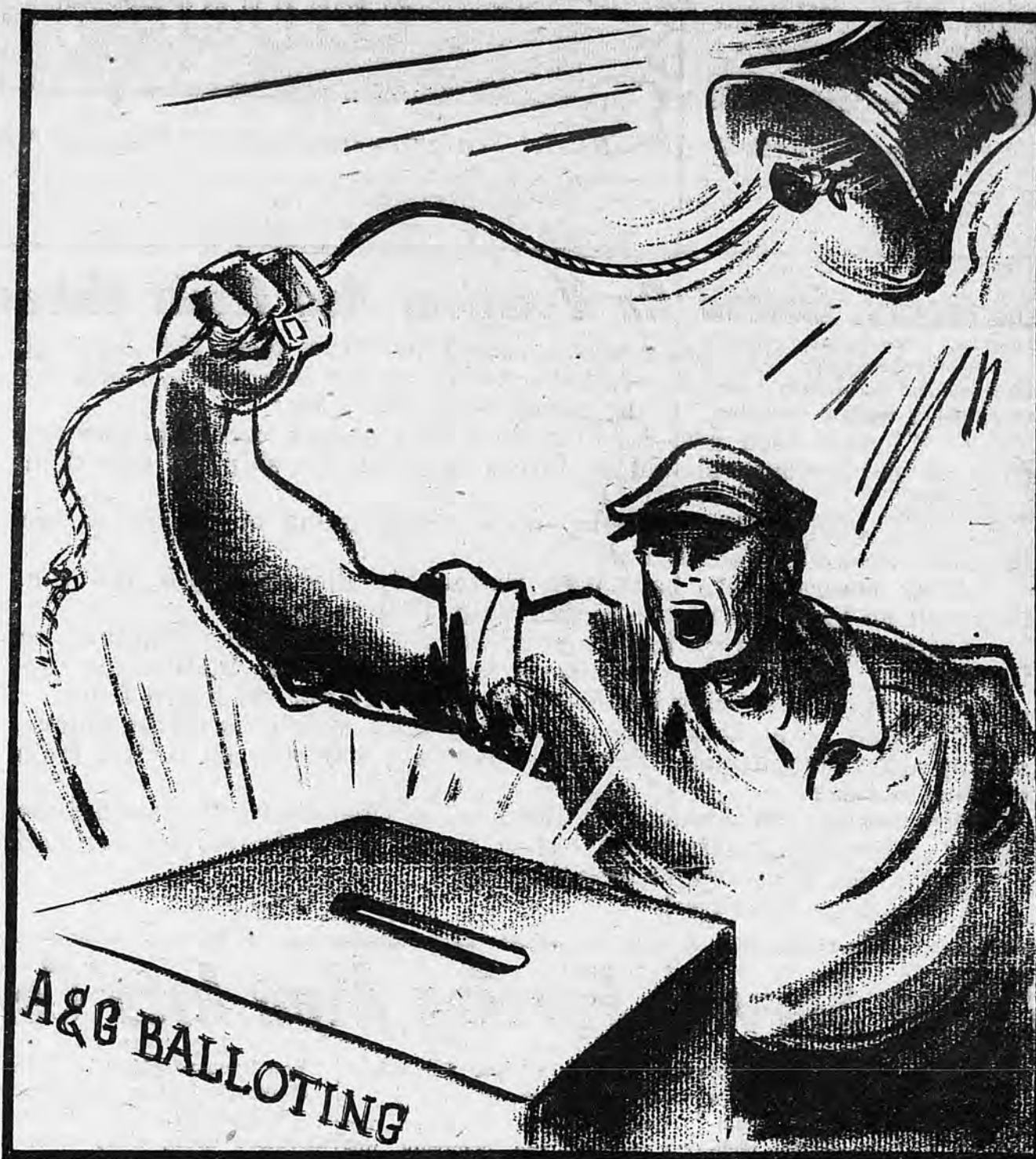
What Do You Think?

Elsewhere in this issue are invitations to the membership to participate in the discussions on two topics currently of Union-wide interest. Because we're anxious for all hands to pitch into the debate centering around the compulsory vacation question, we're again soliciting opinions, both pro and con, for publication in the LOG.

Differences of opinion have also been expressed on the advisability of setting up a credit union, the structure and operation of which is explained on page 12. Members should air their views on this subject, too.

A thorough discussion on both these topics before any definite action is taken is the best means of obtaining a thorough understanding of what's involved. Let's hear what you think about them?

"All Hands Turn To !!!"



Seafarers Members Now In The Marine Hospitals

BALTIMORE HOSPITAL

- W. H. POWELL
- W. L. AKINS
- R. B. PEARSON
- L. G. LARONDE
- L. E. HEALY
- C. TINGLE
- N. TALA
- A. L. MASTERS
- E. LYNCH
- E. WATERMAN
- F. CHRISTY
- P. M. McCORKINGDALE
- H. LANIER
- E. IDELL
- J. M. BERGERIA
- J. HARRIS
- G. D. REGAN
- D. WILSON
- E. JOHNSTON
- J. YUKNAS
- E. L. GAME
- C. W. HENNIS
- F. KORVATIN
- E. F. PAUL
- C. GOODWYN
- P. E. DARROUGH
- R. A. GRAF
- W. J. KENNELLY

NEW ORLEANS HOSPITAL

- J. DENNIS
- F. LANDRY
- H. LAGAN
- L. WILLIS
- L. LANG
- J. SMYTHE
- H. H. SCHULTZ
- P. ROBERTS
- A. MAUFFRAY
- F. CAILLOUET
- O. HOWELL
- H. REMME
- J. APPLE
- J. GRANGER
- J. TASSIN
- C. BROWN

- E. CHATTERTON
- H. PENTON
- R. REED
- SHAFFER
- J. H. McELROY
- B. EANS
- WM. ROBERTS
- A. LOPEZ
- T. DAILEY
- C. BERNARD
- T. CIESLAK

MOBILE HOSPITAL

- W. T. PRESLEY
- J. L. WEBB
- J. C. STEWART
- P. HENDERSON
- J. B. DIXON
- L. HOWARD
- R. FOSTER
- E. COLLINS
- F. SPRUILL
- TIM BURKE

SAN FRANCISCO HOSP.

- JAMES HODO
- JAMES R. LEWIS
- WILLIE WATSON
- T. ISAKSEN
- J. KEENAN
- RAFEL SALDANA

SAVANNAH HOSPITAL

- R. W. CARROLLTON
- F. BRUGGNER

STATEN ISLAND HOSPITAL

- H. E. LOGE
- HARRY R. JOHNSON
- JOHN ULAS
- HENRY WATSON
- M. J. LUCAS
- J. F. GAMBLICH
- LARRY MOORE
- CHARLES H. HAWVER
- E. A. GREAUX
- NICKOLAS CORATTI
- JOHANN KALLASTE

- FRANK NEARING
- JOSEPH AREAS
- JOHN F. MARKEL
- T. F. ROZUM
- V. M. ESCOBAR
- M. C. GADDY
- G. P. KOSMAS
- JOSEPH P. JULIANO
- DUKE O'CONNOR
- GERALD DE MEO
- ROBERT L. CASTELIN
- JACK TURNER
- ANDREW AHLSTROM
- M. N. PETERSON
- PAUL COONE
- MOSES MORRIS

BOSTON HOSPITAL

- W. J. BLAKELY
- H. NONGEZER
- R. BOLDOC
- E. COTREAU
- J. VIERA
- F. ALASAVICH
- VIC MILAZZO

NEPONSIT HOSPITAL

- WILLIAM PADGETT
- MATTHEW BRUNO
- JOSE DE JESUS
- J. M. LANCASTER
- R. E. LUFLIN
- ESTEBAN P. LOPEZ
- CHARLES L. MOATS
- PEDRO G. ORTIZ
- R. REDDEST
- R. A. RATCLIFF
- THOMAS WADSWORTH
- R. A. BLAKE
- L. BALLESTERO
- JOHN T. EDWARDS
- E. FERRER
- I. H. FRENCH
- JOSEPH SPAULDING
- JOSEPH SILLAK
- LUIS TORRES
- L. TULL
- FRED ZESIGER

Commies, Trotskyites Put Boots To NMU

It's pretty near a sure thing that, if you let the commies and Trotskyites alone, they will eventually convict themselves as enemies of labor who are out for their own political advantage. The danger is, of course, that they will wreck the union in the process.

In the November 4th issue of the SEAFARERS LOG, we presented the story of the SUP Seattle Beef, where a handful of Trotskyites (the Socialist Workers Party) spearheaded the attempts of local malcontents, performers and expelled members to put the SUP out of business.

For a while, the membership did nothing—under a mistaken interpretation of "union democracy"—while the Trotskyites and their cohorts stepped up their disruption and anti-union activities. But when the membership did move in, it moved fast, and before long the Trotskyite "revolution" was put down.

AIDED BY CP

We mentioned then that the Trotskyites were being aided on the outside by their sworn enemies, the Stalinist commies (there are no commies in the SUP) in the form of money and propaganda.

The article proved that the Stalinist commies and the Trotskyite commies are two of a kind—no matter what they say about each other—the only difference being that the Stalinists run Russia and the communist international and the Trotskyites wish to hell that they did.

We proved that these characters will always work together against their common enemies in the trade union movement—and these "enemies" are any non-commie union officials. The article cited the present working agreement between these two "bolshevik" parties in the fight against the leadership of the National Maritime Union.

Since then, things have been happening in the NMU, which once again prove the dangers of having anti-union power groups within a union.

Curran and his gang, having eliminated from most of the top offices of the NMU his once upon a time buddies, undertook to complete the job and suspended the New York Agent and 13 Patrolmen and brought charges against them. Seeing the handwriting on the wall, the commies and Trotskyites went into action.

MOB TAKES OVER

On Wednesday, November 16, the commies and Trotskyites led a mob of about 400 and in good old commie style took over the NMU Hall.

(Incidentally, not all these men are commies or Trotskyites by a long shot. Many of them are honest men who, because of the low ratio of jobs to membership in the NMU, are taking out their resentment on the only ones they know whom to blame: the officials. Others have been taken into the anti-administration camp by racist and nationalistic propaganda of the two political groups. The commies, both Stalinist and Trotskyites, have never hesitated to set one race against another, or national group against national group. "Divide and rule" is their slogan as much as it was Hitler's.)

But to return to the "revolution": the commie-Trotskyite mob took over the building and



The above cartoon from the "West Coast Sailors" is the SUP's nose-thumbing answer to the most recent of the commie-like attempts at character assassination. At the present trial of Harry Bridges for perjury, Vincent Hallinan (Bridges' attorney) asked a prospective juror the following question:

"If it can be shown that witnesses who will testify here do so at the guidance and direction of Harry Lundeberg and Dave Beck (of the West Coast Teamsters), and if we show that Harry Lundeberg has so sought the destruction of Harry Bridges that he has literally hired murderers to kill him, would that influence your opinion?"

Federal Judge George B. Harris quickly put an end to that type of vicious questioning. Lundeberg immediately branded the personal attack upon himself as "psychopathic lies," and challenged Hallinan to call him as a witness, "so I can answer these charges."

Sly insinuations of attempted murder are, of course, among the mildest of commie attacks. When the going gets tougher for them—and it is, every day—their personal attacks will get nastier and more vicious. It is a good thing that the American workingman has more sense than the commies give him credit for, because he has never fallen for their manufactured lies and slander. But some day will be Judgment Day for the commies, and when it comes....!

instituted a reign of terror. They threatened to beat up the 12 girls in the accounting office, and to throw the chief bookkeeper out of the window. They refused to allow the elected officials to leave the building in the normal pursuit of union business. They dumped Adrian Duffy, a vice-president and Joseph Moutal, a patrolman, sending them to the hospital, and several other rank and file seamen.

The other side, of course, retaliated, and soon the red blood of the commies and Trotskyites mingled in the street with the not-so-red gore of the Curran group.

Meanwhile, of course, the NMU was at a standstill. It could not perform even the most routine of union business. The ordinary

rank and file member, who was not part of either side, was getting it in the neck as usual.

SEE-SAW BATTLE

At the present writing, the pro-administration gang is once more in control of the building, but the dumpings still go on. The commies and Trotskyites rushed into the "capitalist" courts and have applied for injunctions which would tie up the union funds and bring the machinery of the union to a complete standstill. There is no doubt that Curran and his men will win eventually, but it's a sure thing that the membership will lose.

The NMU situation is a perfect example of what will inevitably happen to an organization which permits conspiratorial political groups like the com-

mies and Trotskyites—or those miserable hate groups that build up racist and nationalist prejudices for their own personal gain—to remain in an organization and disrupt.

It is important that the membership of a union maintains the greatest vigilance against these threats to the security of their union, and at the first sign of anti-union activity bring these characters before the judgment of the membership.

Fortunately, the SIU is little bothered by these forces. There are some malcontents, as in any organization, but the membership has little respect for them. The secret of this is not hard to find. These malcontents thrive on hard times, on lack of jobs and poor conditions. The A&G District several years ago limited

the books of the Union to the number of jobs available to the membership and today a bookman in the A&G District does not have to wait long for a job.

His contracts are the best in the industry, giving him the best conditions and the highest wages on the waterfront. He is assured of representation at sign-ons and payoffs, to take care of his beefs and to see that the shipowners live up to all provisions of the contract.

NO FRONT FUNDS

His Union's money is not squandered on the many hundreds of commie organizations and fronts. He knows that the Union will go down the line for him, and that is why he goes down the line for the Union.

In an atmosphere like that it is understandable why there are no political groupings in the SIU. And why when they dare raise their head from the outside and try to inject themselves into SIU affairs, the membership gives them a fast brush off.

The SIU is now in a position which insures it relative easy sailing through the stormy seas now raging about the maritime industry.

The solid backing and endorsement of Union policy by the SIU membership guarantees the Union a future dedicated to advancing the cause of the men aboard the ships.

SIU DEMOCRACY

Dissension within an organization serves to advance no one except the enemies of labor. The SIU method of thrashing out problems at membership meetings or through the ballot box is democracy in action. And no one can question the democracy of the SIU.

However, once the will of the organization is shown, the Union's course is set. Bickering, haranging, power groups and splinter factions are not part of the SIU's make-up. Democracy is wonderful, but giving away to mob rule is death. It's suicide to put a gun in your enemy's hand. This the National Maritime Union has done.

Hiring Hall Inquiry Begins

A fact-finding survey covering union hiring halls for unlicensed seagoing personnel is being conducted by a staff of a Senate sub-committee on Labor-Management Relations in preparation for the reconvening of Congress early next year, it became known recently.

Bills specifically exempting the maritime industry from the Taft-Hartley ban on hiring halls were introduced in both houses at the last session by Representative John Lesinski of Michigan and Senator Warren G. Magnuson of Washington, Democrats, and are still in committee.

Others in the subcommittee—Senators Claude Pepper of Florida, Matthew M. Neely of West Virginia and Hubert H. Humphrey of Minnesota, Democrats, and Robert A. Taft of Ohio, H. Alexander Smith of New Jersey and Irving M. Ives of New York, Republicans—have indicated a willingness to take up the problem when they return to Washington.

PR, Coastwise Runs Help Keep Mobile Going

By CAL TANNER

MOBILE—Since our last report, shipping has been practically at a standstill here, with almost all the jobs confined to vessels on the Puerto Rican and coastwise runs.

Ships paying off were the Antinous, Malden Victory, Wild Ranger, Monarch of the Sea, James W. Cullen, William Gillis, all of Waterman, and the Polaris and Cavalier of Alcoa. Of the ships paying off, three headed for the lay-up fleet. These were the Malden Victory, William Gillis and the James W. Cullen.

SIGN-ONS

The sign-ons took place aboard the Antinous, Wild Ranger, Monarch of the Sea, all of which are on continuous articles; the Alcoa Polaris, which headed down to the bauxite run, and the Mobilian, bound for Japan and Korea.

Two Alcoa ships, the Pilgrim and the Roamer, called in-transit to wind up shipping activity for the two week period.

LAST TOUCHES

The major alterations on our building here have been completed and all that remains is the cleaning up and minor touches here and there, such as tiling the deck and getting the recreation gear up to the second deck. Then the Hall will be in first-class shape.

The membership in the Port of Mobile is urged to register so they will be eligible to vote in the local elections next year. The deadline date for registration is Feb. 1.

If any of the men want information on this score they can contact anyone in the Hall, where the procedure for registration for eligibility in the city, county and state elections will be explained gladly.

The time has come when the vote of labor will play an important part in the coming elections and it is very important to yourself and the Union that you register and vote.

Shipping, Weather Are Boston Headaches

By BEN LAWSON

BOSTON—We haven't been able to crack the ice up here. Several vessels came into port during the past two weeks, but almost all were in-transit.

The lone payoff was the Ann Marie, Bull. There were some overtime beefs in the Deck Department and a few instances of shipping rule violations. The overtime beefs were settled okay, and the violations resulted in some charges being placed against the offenders.

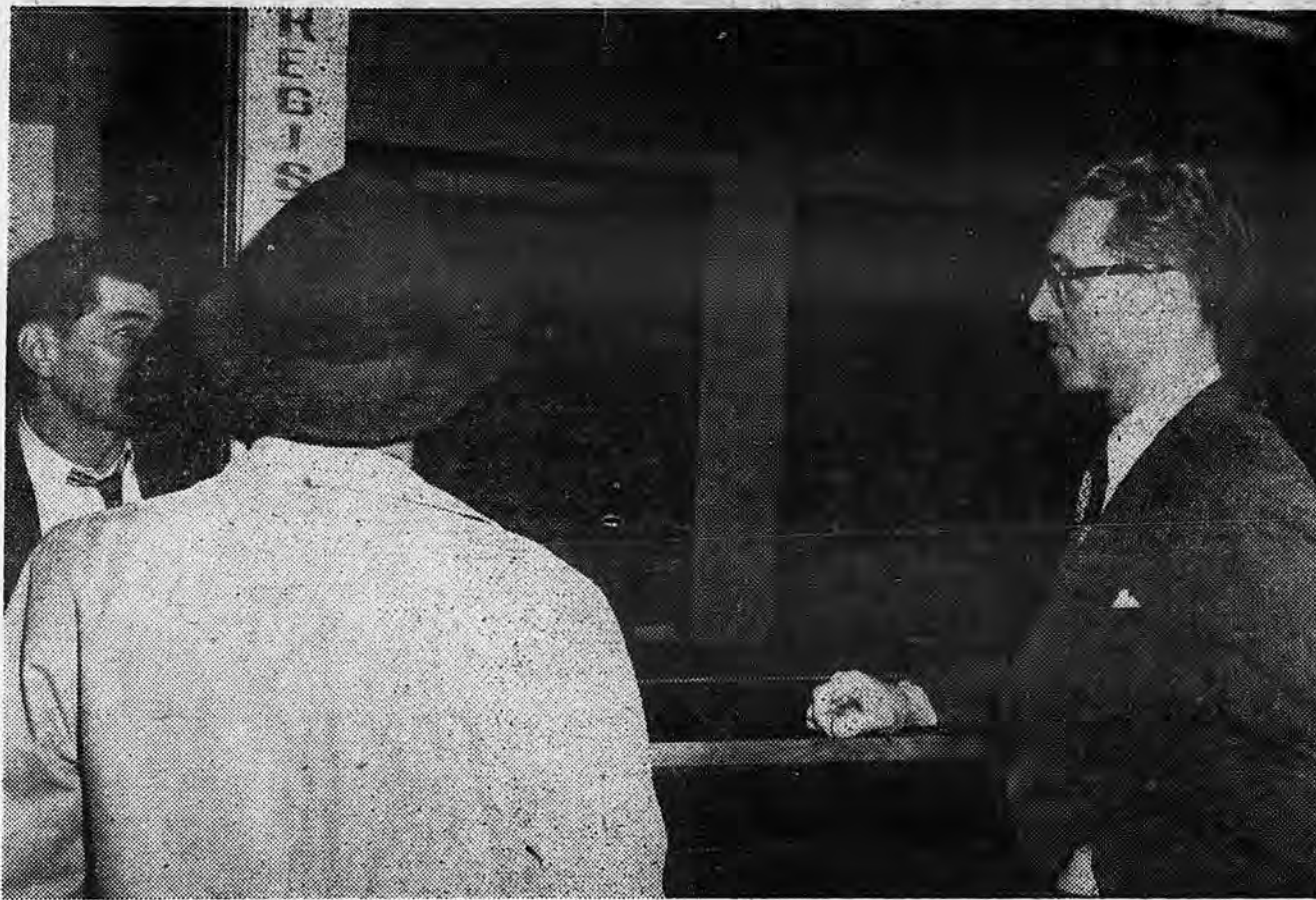
That was approximately the extent of shipping activity in the Beantown, and there's little else to report.

Oh, yes, John (Fish) Rubery just got back from Japan, and he's rarin' to go again.

Seven Seafarers are currently in the Boston Marine Hospital. These men are W. J. Blakely, H. Nongezzer, R. Bolduc, E. Cotreau, J. Viera, Frank Alasavich and Vic Milazzo.

On the weather up here, all we can say is "Wait a minute!" Anything is likely to happen.

REP. DOLLINGER LEARNS ABOUT ROTARY SHIPPING



New York Congressman Isidor Dollinger accepts SIU's invitation to learn the facts about rotary shipping. At left is Dispatcher Paul Gonsorchik who answered Congressman's questions.

New York Can't Make A Squawk: Shipping Is Pretty Fair There

By JOE ALGINA

NEW YORK—Conditions in the maritime industry being what they are, this port has been doing fairly well in shipping activity. We're not getting calls for jobs in the numbers we'd like, but our organization appears to offer considerably greater opportunities for employment to bookmen than any other outfit in the field.

Getting down to payoffs, here are the ships in that category for the past two weeks:

Beatrice, Puerto Rico, Suzanne, Angelina, Elizabeth, Evelyn, all of Bull Lines; Bessemer Victory, La Salle, Choctaw, Chickasaw, Raphael Semmes, Waterman, Winthrop Marvin, Steel Maker, Steel Designer, Steel Scientist, Steel Chemist and Queens Victory, Isthmian.

Also the Crysstar, Triton; The Cabins, Mathiasen, and the Seatrains Havana.

Sign-ons took place aboard all the Bull Line ships, in addition to the Steel Maker, Steel Director and Queens Victory, Isthmian; Stony Creek, Mar Trade, and the Robin Tuxford.

All payoffs and sign-ons were fairly smooth, with only a few minor beefs, which were settled satisfactorily.

There is a matter that should be called to the attention of those members who got their seaman's papers 10 or more years ago and who did not present birth certificates or similar documents to the Coast Guard at the time.

Men who had their papers issued to them, without having shown documentary evidence of birth, had their papers marked with a question mark opposite the line on citizenship. This means that these men are regarded as aliens until they establish that they were born in this country.

It is therefore suggested that men who were born in this country, but who did not have their seaman's papers marked "US citizen," should act to straighten this out.

They can do so by either obtaining a copy of their birth certificate, or a baptismal certifi-

cate or affidavits from five persons who know them and can testify to the place where they were born and the approximate date.

When they have obtained this data, they should take it to the Coast Guard and have new papers issued, properly showing them to be US citizens. This is important and there is no excuse for men born in this country carrying seamen's papers that do not credit them with the fact.

We're now in the middle of our annual elections, and all hands are reminded that the best time to cast their ballots, if they haven't already done so, is now. Go to the polling place in the nearest Branch and register, get your ballot and vote.

Voting is a privilege and a right, and you should take an active part in designating the officials who will serve your Union in the coming year.

Philadelphia Throws Thanksgiving Feed For Men On Beach

By JAMES SHEEHAN

PHILADELPHIA — Shipping has dropped below what it was a couple of weeks ago, with only a few payoffs and sign-ons taking place during the two-week shipping period just ended.

There were only a few men on the beach here that were broke when Thanksgiving Day rolled around, so the A&G District and the SUP in this port got together and tried to make the holiday pleasant for them.

FEED ON

Between Ray Oates, William Glick, SUP Agent Jerry Lichtman and myself we fed 25 men in a local restaurant. Then they all came up to the A&G Hall where refreshments were served.

We had quite a few favorable comments on the behavior of our boys around here. The folks in this area think our men are a swell bunch of fellows, a bit of news I'm sure everyone of us is glad to hear.

For The Records

Seafarers making payments to Union Patrolmen and other authorized SIU representatives should make certain the receipts they receive specify the account to which the money is to be credited.

For example, receipts made for LOG donations should have SEAFARERS LOG written clearly alongside the amount. The same applies to receipts for dues, assessments and other payments.

Careful attention to this detail will enable Headquarters to keep its records accurate in crediting income to the various accounts.

Port Wilmington Is Happy Over Good Shipping

By E. B. TILLEY

WILMINGTON—We're mighty happy over the pick-up. For the last two weeks shipping has been good out here and we're hoping it will remain so, at least until Christmas.

During the two-week period just ended, we paid off the SS William Tilghman, Isthmian; the SS Citrus Packer, Waterman; and the SS Thomas Cresap, Isthmian.

All three of these ships recrewed and signed on for return voyages to the Far East and the Persian Gulf. However, the membership should know that the five Liberty ships that the Isthmian Steamship Company had on the pipe-line run are being tied up and put in the boneyard on the East Coast.

TRANSIENT PORT

With the tying up of these ships and the schedules on intercoastals being changed around, this port will become a stopover for transients, unless we are lucky enough to get some new runs.

We think it appropriate at this time to give thanks to the Tap Inn here in the Port of Wilmington for the fine dinner that it served to all of our members on the beach on Thanksgiving Day — and served free of charge.

And while on the holiday subject, here are our very best wishes to all the SIU members and officials for a Merry Christmas and a Happy New Year.

I would also like to remind the membership of our Union that we are in the midst of our yearly elections, and this is the time for those who haven't yet voted to do so. The polls are open in all Halls from 8 AM to 5 PM, so that every member can get a chance to cast his ballot.

Shipping Slows In Port Savannah

By JIM DRAWDY

SAVANNAH — Slow shipping is the way we sum up the report of business in this port for the past two weeks.

Fortunately, a South Atlantic vessel arrived here for a payoff to keep things moving a bit. She was the SS Cape Race, and she signed on again. Things were pretty smooth aboard this ship.

In-transit ships came and went, too. Among them were the SS Topa Topa, Waterman; SS Jean, Bull; SS Greeley Victory, Waterman, and the SS Alawai, also Waterman.

SMOKED UP

The Jean had a beef over the need for an exhaust fan in the galley. Stewards Department men say the smoke and soot is terrible because soft coal is used.

But despite this smoky situation, the Jean crew is very happy. They've got a new Skipper who is very obliging when it comes to getting draws. And, of course, there's still plenty of rum and coke down in the Islands at the other end of the run.

The Savannah beach has its complements of Seafarers at the present time and they're waiting for jobs—what else? There are

R. C. Grimes, D. L. Martin, J. E. Floyd, R. Flagler, L. C. Cole, C. A. Gardner, W. J. Groover and R. Hall.

LOOK FOR THE LABEL!

While we're talking about Union members, here's a reminder to all hands: Ride union-operated cabs, use union-operated laundries, and don't forget to vote in the coming elections.

Proof that the SIU membership doesn't go for performers seems to be quite evident around this Hall, at least. Rarely do any gashounds show up anymore. If any drinking is being done, it's sure taking place a good distance from here.

Only two Seafarers are in the Savannah Marine Hospital this week. R. W. Carrollton and F. Bruggner are the two hospitalized Brothers.

The AFL Labor's League for Political Education in Savannah is going all-out to get people to register for the coming elections. The LLPE is doing the same in Jacksonville, where Senator Claude Pepper has been assured of the labor vote. He will be in that town on Dec. 12, the date on which officers of the LLPE will be elected.

SS Puerto Rico Crew Puts Out Own Paper



This trip has been instrumental in showing us how interested our Union is in national and local politics, and how interested politicians are in our Union as an organization. Some of us wonder why the Union has taken definite stands in politics, as not so very long ago it was the policy of the Union to have nothing to do with it. The reasons for this are obvious, when one realizes the tangibility of government sanctions, pro and con, over our way of life.

When a bill was introduced in The House of Representatives for postwar rights for the men of the merchant marine who sailed during the war, it met with a great deal of opposition. Instrumental in this opposition were powerful political organizations such as the American Legion. Consequently the bill was placed in committee, after being read on the House floor on introduction, and without ever being debated on the floor of the House, died a natural death when that session of Congress ended.

At that time our organization was playing a hands-off policy with national politics, and we did little to protect that issue.

Other issues came up: the Taft-Hartley Act which was an instrument to break all unions; the Hoffman Bill which would have given all the Marshall Plan cargo to foreign flag vessels and laid our merchant fleet in the boneyards; the action to revoke the right of the merchant seamen to file suit for injuries as outlined in the Jones Act of 1920; and the attempts of the Coast Guard and other government bureaus to damage us.

FIGHTING REPLY

If the SIU had sat back and allowed these men and organizations to fulfill their promises, and see through ideas without fighting the issues tooth and nail, it is easy to see that we would have no Union, no rights, no jobs and would have been placed in a position of virtual job enslavement, such as seamen have not experienced since British impressment.

So you see, when the Union asks you to contact our Senators and Representatives, as individuals, on important maritime issues it is your duty and responsibility to do just that.

Let's not forget the lesson of the Seamen's Bill of Rights.

An example for all SIU ships which have the facilities is the shipboard paper put out by the crew of the SS Puerto Rico, the Bull Lines cruise ship. Called the "Advocate," this newsy little sheet (not so little at that: the latest issue had 6 mimeographed pages) gives the crew the latest maritime news (through the cooperation of Sparks), shipboard gossip and news, poetry and educational articles.

The "Advocate" is staffed by the following crewmembers: Kenneth Eckholm, editor; Hilda Revesz, associate editor; Jim Golder, managing editor; Stanley Hawkins, executive editor; James DuBose, art and poetry editor; Eddie Gladzer, director of publications; Eddie X. Mooney, Tiny Mease, and Nick Wuchina are the editorial staff members.

We take the extreme pleasure of reproducing some of the items that appeared in the latest issue of the "Advocate."

Coast Guard Fight To Continue

By EDDIE X. MOONEY
Ship's Delegate

Ever since the early days of the war, when the Coast Guard Hearing Units were given authority over the lives and actions of the seamen by reason of the "War Emergency" excuse, the SIU has fought hard against that control.

But, while we were battling against these Hearing Units and the dictatorial control being exercised, the NMU was playing "post office" and "spin the bottle" with the Hooligan Navy, and encouraging them to hogtie the seamen so that they could hardly call their lives their own.

Don't misunderstand us, we believe in giving credit where credit is due. We give all due credit to the Coast Guard for their war record and their peacetime work of patrolling the sea lanes.

Our beef was—and is—against the Hearing Units specifically and those Brass Hats who wanted to see the seamen as another branch of the Armed Forces.

To prove the NMU's friendliness for the Coast Guard, we quote from the minutes of their 1945 convention: "In the enforcement of wartime discipline, the Coast Guard has established an advanced and liberal record, as against the injustices imposed

by the Department of Commerce during peace.

"We pledge to continue the friendly cooperation between our union and the Coast Guard for... a safe and efficient post-war merchant marine."

Contrast the finky NMU stand on the Coast Guard with the militant position of the SIU in our battle against Coast Guard regimentation of seamen. We left no doubt as to our position with such articles in the SEAFARERS LOG.

We will fight against the Coast Guard until all forms of that control are finally removed from the lives of American seamen. American seamen must be free from dictatorship of all kinds.

Corsair, Del Mar Hail 'Advocate'

Editor
SS Puerto Rico "Advocate"
Dear Sir and Brother:

Received the copy of the SS Puerto Rico ship's newspaper and posted same on the crew bulletin board of this vessel.

Nearly every one on here has read the paper and the comments are all in praise of your paper.

On behalf of the crew of this vessel let me convey their thanks for your sending us this paper, and wish you all of the best in your future handling of the paper.

Many thanks for the paper. By direction of the crew of the SS Alcoa Corsair.

Fraternally yours,
Leroy Clarke
Ship's Delegate

✻ ✻ ✻

Editor
SS Puerto Rico "Advocate"
Dear Sir and Brother:

This is to acknowledge that the SS Del Mar has received your first two editions. On behalf of the crew and myself, I would like to take this opportunity to say that the "Advocate" is a wonderful idea, a newspaper comparable only to the SEAFARERS LOG. It is unique among SIU fleets.

It shows our whole Union membership the spirit of unionism aboard the SS Puerto Rico.

I hope the "Advocate" will grow and its idea and principles spread to other SIU ships. If it meets with the response that it had aboard this ship its future is assured.

Yours for a bigger and better "Advocate."

Harold Tennant
Ship's Delegate

CONGRESSMEN VIEW SIU FILMS



On the agenda of a recent Union meeting aboard the SS Puerto Rico attended by members of the House Education and Labor Committee was the showing of the SIU films, "This Is The SIU," and "Battle of Wall Street."

Committee members shown watching the Union movies along with Seafarers in photo above are Congressmen John Lesiniski of Michigan, committee chairman; Carroll D. Kearns of Pennsylvania; Charles Howell of New Jersey; Augustine B. Kelley of Pennsylvania, Harold Velde of Illinois, John Forsythe, committee counsel, and Walter Mason, AFL legislative representative.

The committee was aboard the Bull Lines ship en route to Puerto Rico and the Virgin Islands for a study of labor conditions there.

—Photo by Jim Golder



SHIPS' MINUTES AND NEWS

Grain Barge Is Beached After Collision With SS Coral Sea In Mississippi River

A grain laden barge had to be beached after colliding with the Seafarer-manned SS Coral Sea in the Mississippi River off Napoleon Avenue in New Orleans on Armistice Day, Al De Forest, Steward on the SIU ship, informed the LOG this week. There

A SEAFARING ARTIST



Tex Boillin and one of his recent paintings.

Tex Boillin may have the sea in his blood, but it's easy to see that painting is closest to his heart. The youthful AB, who hails from Houston, says he's going to keep on plugging away with brushes and canvas until he can break into art work, preferably illustrations.

Tex broke out a couple of his vivid watercolors of life at sea in the LOG office the other day, but not until he had practically been dragged up by John Parsons, OS, who was Boillin's

watch partner on the Allegheny Victory.

A Gunner's Mate, Second Class, in the Navy during the recent war, Tex has been sailing on merchant ships off and on since his discharge. He spends a good deal of his time off aboard ship recording his impressions of seafaring life.

Boillin attended Pratt Institute in New York and plans to resume his art studies next fall. Meanwhile, he will keep on sailing.

were no casualties on either vessel. The mishap was blamed on poor visibility caused by drifting patches of fog.

MOVING SLOWLY

Both the Coral Sea and the barge, which was being towed along with two oil barges, were moving slowly when the collision occurred. Only slight damage was sustained by the Coral Sea, but the grain barge didn't fare so well. It began to sink immediately after the crash and a tug towed the crippled craft toward the west side of the river.

The barge was beached near Gretna, which lies opposite New Orleans.

Following the collision, the Coral Sea continued to the cotton warehouse at the foot of Napoleon Avenue, where it was to be loaded with a cargo of cotton.

EARLY MORN CRASH

According to witnesses, who placed the time of the crash at 7:45 AM, the Coral Sea, inbound from Baltimore, was moving up the Mississippi and the tow was heading downstream.

The rest of the tow, operated by the Butcher and Alford Towing Company of Houston, proceeded to the Harvey Canal.

The Coral Sea is owned and operated by the Coral Steamship Company of New York.

THEIR SHIP CRASHES WITH BARGE



Stewards Department men who were aboard the Coral Sea when it collided with a barge in the Mississippi River on Armistice Day. Front row, left to right: Scotty McMernery, Baker; Red Fitzsimmons, Utility; Walter Dashinsky, MM. Rear: Gene Gatmaitan, BR; Bob Wallace, 3rd Cook, and Al De Forest, Steward.

G. W. Beardsley Dies In Fall Aboard SS Seatrain Havana

Gerald William Beardsley, who would have celebrated his fourth year as a Seafarer on Dec. 13, was fatally injured in a fall aboard the SS Seatrain Havana in Texas City on Nov. 16.

Beardsley, a member of the Seatrain Havana's Stewards Department, fell from the vessel's top deck to the bottom of a hold, it was reported to the LOG.

The late Seafarer signed on the Seatrain ship on Nov. 2.

A native of Finlay, Ohio, Brother Beardsley was born on Feb. 5, 1901. He joined the SIU's Atlantic and Gulf District in the Port of New York on December 13, 1945, where he received Book No. 48182.

Records in the SIU Headquarters listed him as a Second Cook.

Operation At Sea Saves Noonday Man's Eye

An emergency operation performed aboard an Army transport at sea was credited with having saved the eyesight of Seafarer Pete Melish, Deck Maintenance, on the SS Noonday. Two pieces of steel were removed from Melish's left eye, after he had been transferred in a lifeboat to the transport.

A communication from the Noonday received this week said that the Captain and the Mate tried desperately to remove the steel fragments from Melish's eye. As soon as it became obvious that skilled surgical atten-

tion was necessary, the Captain radioed for aid.

Fortunately, the transport R. M. Blatchford was only a few miles away and she answered the call immediately. A lifeboat was lowered from the Noonday and Melish was taken to the

Blatchford, where the operation was performed in the ship's hospital.

It took the ship's doctor 45 minutes to extract the steel particles from Melish's eye. The Noonday communication, signed "Burhead," praised the doctor for his skill.

While the Noonday's lifeboat lay alongside the transport, the Army men served the Seafarers crew with coffee.

Burhead said the Noonday crew deeply appreciated the efforts of Captain Samuels and Chief Mate Hansen, of the Noonday, and of the "boys, officers and doc of the transport for looking out for our men."

HEADS FOR BREMEN

As soon as the lifeboat returned, the Noonday resumed her voyage to Bremen. Leaving Bremen, she headed for Bremerhaven, where she tied up alongside the SS Maiden Creek, a victim of a recent encounter with a floating mine. The Maiden Creek's cargo was transferred to the Noonday.

The report said the Maiden Creek was expected to remain in Bremerhaven for two months while the mine-inflicted damage was repaired.

Voice Of The Sea

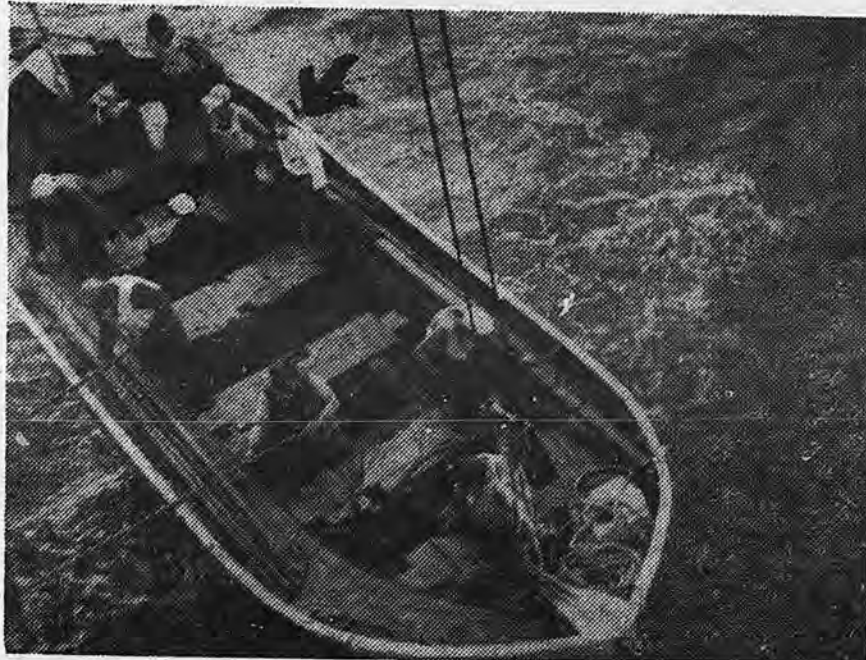
by "SALTY DICK"

Frenchy Michelet and Uncle Otto are both on the beach and trying to ship out together... Bob Williams has switched to the Black Gang and he wants to head south. He's troubled by a rash that keeps him scratching overtime... J. P. Shuler is on the high seas aboard the Del Oro. He's the Steward... The "Count of Bourbon Street" is none other than Boujeoues, the Waiter.

George Noles is back in New Orleans after having been drydocked in Venezuela, where he sustained a head injury... Two beautiful butterfly trays have been given to the New Orleans Hall by the crew of the Del Norte... Fred Schroeder is in the electrical business in New Orleans and is making out pretty well.

Joe Seaver and his assistant, Frank Ploppert, were the official photographers at the opening of Jack Parker's "Sea Hawk." Chief Steward Powers sent flowers and his best wishes for success... Eddie Westphal took a job on the Corsair but I know his heart is in New Orleans. The beautiful green convertible Buick you see near Poydras Street belongs to Frank Fernandez, probably better known as Mr. Johnson.

Jesse Cerda is heading for Genoa and glad of it... Heard that Don Strong is up in a Canadian hospital and may have to remain there for one year... Speaking of patients, Red Honeycutt is in the New Orleans Marine Hospital for a spinal operation. He'll probably remain there until Dec. 15... The rumor about Bill Champlin trying to get the peanut concession at the New Orleans Mardi Gras is not true. That rumor forced him to leave town.



Lifeboat returns to Noonday from army transport, where Pete Melish (arrow) had two steel fragments removed from his left eye.

Digested Minutes Of SIU Ship Meetings

CAPE MOHICAN, Oct. 2—J. Sellers, Chairman; Mel Brown, Secretary. Ship's Delegate reported that Deck Department foc'sles have been painted and that Black Gang's will be taken care of soon. Steward announced that more rice and black-eyed peas will be served in the future to comply with wishes of several Brothers. Bosun informed Brothers that writing tables requested for foc'sles will be installed when ship returns to Puerto Rico. Wipers who recently repaired washing machine reported that trouble resulted from overloading and warned Brothers to avoid this in future.

ROBIN LOCKSLEY, Oct. 9—L. Keyes, Chairman; J. J. De Vito, Secretary. Delegates made their reports. Motion carried to have draw list made up by each department delegate. Motion carried to let the elected delegates and the Patrolman settle the beefs without interference from the members. Meeting with Patrolman to be held to get Chief Mate straightened out on working rules and agreement.



JULESBERG, Oct. 22 — Joe Penner, Chairman; V. Meyer, Secretary. No disputes existing in any of the departments. Ship's Delegate to see Captain about getting new screens for ports. Motion carried to have man immediately discharged in next port if he does not stand watch except for medical reasons. General discussion on keeping mess-hall clean. Each watch is to see that hall is left clean before being relieved. One minute of silence in memory of departed Brothers.

SEATRAN NEW JERSEY, Oct. 25—A. Sistrunk, Chairman; H. V. Newberry, Secretary. Ship's Delegate reported that every man, except the four to eight watch, is to receive two hours overtime for late sailing from Texas. Every man is to see the Patrolman at the payoff. No beefs were reported by the department delegates. Motion by John Jelletto that a man desiring to take a trip off for vacation, or other reason, be permitted to do so and that upon his return, he be reinstated in his job, with relief to get credit on his shipping date. Motion recommended that this be referred to a Shipping Rules Committee and if approved to be voted upon by the membership.



BIENVILLE, Oct. 14—Noble, Chairman; Brady, Secretary. Brother Stillely elected Ship's Delegate. Delegates' reports read and approved. Motion by Drozak, seconded by John Prescott, carried recommending that all repairs be completed before ship leaves port. Discussion on the purchase of a washing machine, with several speakers suggesting methods for collecting the necessary funds. Suggested that Delegates go to the Union Hall to get a supply of agreements and Union literature.



DEL SUD, Oct. 30 — Keith Winsley, Chairman; John D. McLemore, Secretary. Ship's Delegate reported on loggings. Motion carried to accept agenda presented and to use it at all future shipboard meetings inasmuch as it suits needs and is drawn from Robert's Rules of Order. Deck Delegate reported that one man had been fined and that there were 25 hours disputed overtime in his department. Engine Delegate said that all donations had been turned over to ship's treasurer, and that 46½ hours were being disputed in Black Gang. Steward's Delegates also reported. All reports were approved. Financial and Auditing committees' reports were approved. Motion carried to elect Emil Hereck chairman of recreation committee. Motion defeated which would have returned room now used by Electricians to reefer engineer. Motions also carried to turn \$50 over to chairman of recreation committee for purchase of equipment, and to incorporate washing machine fund with that of ship's fund.



ALCOA CORSAIR, Oct. 23—R. E. Stough, Chairman; L. Clarke, Secretary. Delegates and Treasurer of ship's fund made their reports, which were approved. Motion carried to accept Treasurer's resignation and to hold new election. Motion carried to elect Clarke by acclamation. Motion defeated 22 to 8 to have duties of Treasurer's post performed by the Ship's Delegate. Under Good and Welfare, it was suggested that stores be checked before sailing and that drinking fountain and messrooms be kept clean, with everyone cooperating.

DEL ORO, Oct. 16—Dick Hunt, Chairman; Tex Gillespie, Secretary. Few minor beefs have been squared away and repair list is to be typed up. Ship's Delegate reported. Deck Department reported few hours of disputed overtime, other departments okay. Motion (by Gillespie) carried calling for thorough check of lifeboat equipment as most of it is in need of repair or replacement. Clyde Lewelyn suggested that Ship's Delegate check with Patrolman about clarification of draws for men who have allotment. Suggested that loudspeaker for radio be returned to the crew messroom.

CANTON VICTORY, Oct. 24—H. E. Martin, Chairman; Sir Charles Oppenheimer, Secretary. Previous minutes read and approved. Repair list. Ship's Delegate advised all hands to have

beefs settled before payoff. Everything reported running smoothly in the three departments. Sir Charles Oppenheimer elected Engine Department Delegate by acclamation. Joseph D. McPhee, Deck Delegate, and August Fahrner, Ship's Delegate. Brothers Johnes and Sir Charles will conduct one education meeting a week when Deck Department is not working overtime. Several matters of shipboard interest were discussed under Good and Welfare, with meeting adjourning at 7 PM.

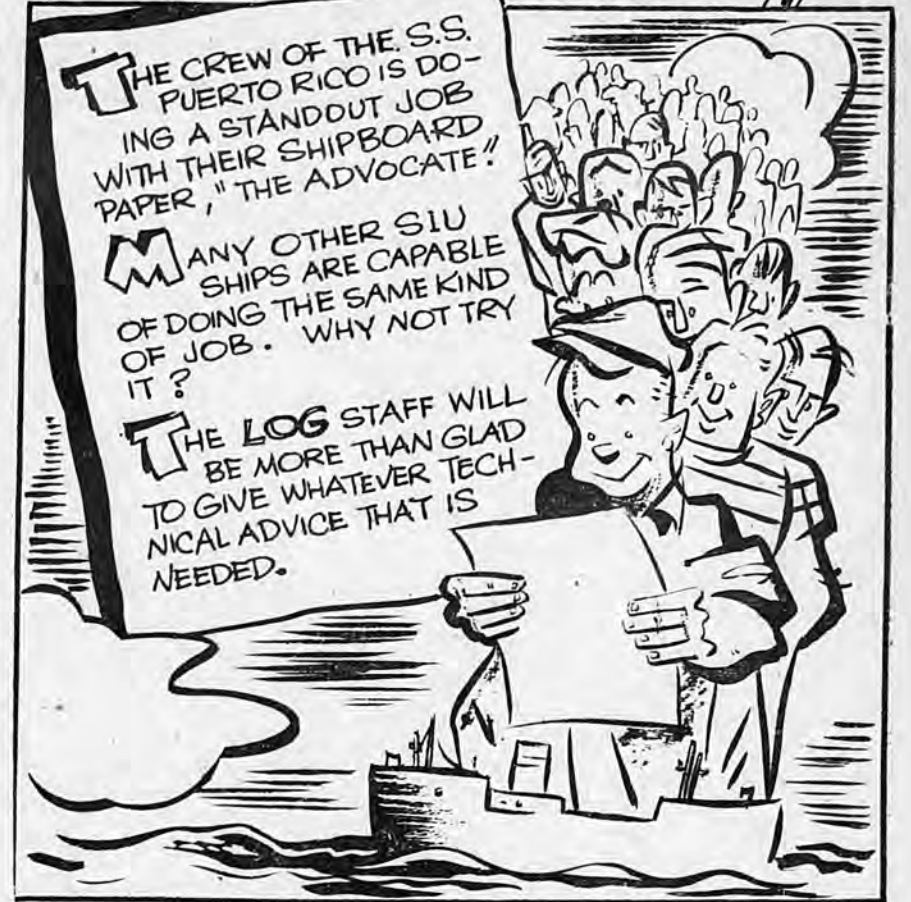
TRINITY, Oct. 23—J. B. Barnett, Chairman; Peter Piascik, Secretary. No beefs in departments. Ship's Delegate sent letter to men who missed ship, notifying them when we would arrive in Providence so they could pick up their gear. He also spoke with Captain about repairs and was assured that those not taken care of at this date would be attended to as soon as possible. Vote of thanks given to Stewards Department for efforts in satisfactorily feeding and serving the crew. A special vote of thanks was given to Second Cook and Baker for his untiring efforts in helping to make this voyage a pleasant one.

DEL NORTE, Oct. 30—Branan, Chairman; Bradley, Secretary. Minutes of previous meeting read and approved, and motion carried to print sufficient copies to post in all lounges. Ship's Delegate reported that balance of repairs would be taken care of on next trip. He requested full cooperation of all department delegates in settling minor shipboard squawks and beefs before vessel arrived in New Orleans. He explained to new crewmembers that departments rotate in assisting Electrician in setting up and stowing movie gear at shipboard showings. Ship's Treasurer reported that \$104.49 was in ship's fund and that \$45.60 had been expended for athletic equipment, leaving balance of \$58.89. Report accepted. Brother De Dominicis reported on condition of athletic gear and asked all ball players to meet with him during coming week so team could be organized to play in Buenos Aires.



DEL VALLE, Oct. 23—Bartlett, Chairman; Ryan, Secretary. No beefs in Deck or Engine Department. Stewards Department beef about garbage was referred to Good and Welfare. J. A. Wilkie elected Ship's Delegate. Bartlett reported washing machine cost, \$76.05, including transportation and that \$21.95 was now on hand in ship's fund. Communication from Fort Stanton tabled for further clarification. Letter sent to Headquarters and New Orleans in regard to crewmember who left ship owing large sums of money to his shipmates, and who also took minutes of previous meetings and all communications with him. Under Good and Welfare, the garbage situation was discussed and a settlement of the dispute made. Letter to be sent to Headquarters approving appointment of committee to investigate establishment of sailors' home. Next meeting to be held on the last Sunday of the month at 1 PM.

Seafarer Sam says:



CUT and RUN

by Hank

There are about 23 shopping and shipping days til good old Merry Christmas. No doubt most Brothers are expecting shipping before Christmas out of New York to be darn good... Any day can be Father's Day and so it is to a few Brothers. Down there in good old New Orleans congratulations are in order to Brother James "Sloppy" Creel who became a proud "poppa" of a baby boy. The best of everything to Brother Creel, the wife and baby... And now up here in New York (where a container of coffee costs twenty cents) Brother Henry Bonk is smiling like he never smiled before. We don't blame him. He's a proud daddy of a baby boy—weighing 9 lbs. ¾ ounces. Well, the best of everything to all, Henry... That well-known ambassador of good will and good unionism, Charles Oppenheimer, dropped in for a visit. Charlie, who is Engine Delegate aboard the Canton Victory and constantly doing as much as he can for the educational program in shipboard meetings, has already finished writing hundreds of Christmas cards to shipmates and hospitalized brothers wishing them a cheerful holiday, swift recovery and smooth sailing. The same to you, Charlie, indeed.

From a letter we are informed that Brother Gordon Peck of Washington is on the Japanese shuttle-run with the SS Afoundria... Now that Gerald O'Rourke grabbed a ship his shipmate Frank Brown will no doubt be grabbing the first one he can... About a month ago three oldtimers dropped in off their ship. There was Foster Grant, after some recent hospitalization, and E. L. Bates and D. D. Storey. Smooth sailing to you Brothers... Now that we know there were some swell musical sessions aboard the SS Colabee with six brothers playing harmonicas and four guitars banging away we are anxious to know the names of these sea-going musicians.

Congratulations to Brother Wilbur Dickey—who happens to be a stamp collector with an amazingly descriptive knowledge of the history of any stamp. Right now Brother Dickey is anxiously waiting to sail to Bremen, Germany, to marry the girl in whose home he found, while visiting her parents, the latest copy of—yes, indeed, you guessed it—our SEAFARER'S LOG. The reason the LOG was there is because her brother is a seaman and requested to be placed on the mailing list for our newspaper. This seafaring world is small indeed... Has anybody aboard ship played that new card game called Canasta? Is there any Brother who has been fortunate enough to have sailed into New York and have seen some successful play called "South Pacific"... Thanks to Brother T. Andy Anderson and Tex his pal for the poem they wrote praising our column. They also mentioned Louis Azrel of Baltimore. Is he a Walter Winchell, too?

The SEAFARERS LOG will be sailing free of cost to the homes of the following Brothers: Frank Guitson of New York, James Moore of Georgia, D. S. Hair of South Carolina, Thomas Keyser of Alabama, Philip Archilles of Massachusetts, Leonard Spivey of Maryland, Raymond Frye of California, Jack Gridley of California, Thomas Gower of Virginia, Otis Canada of Virginia, S. W. Lind of Massachusetts, John Newman of California, Joseph Wendt of Florida, Frank Wesley of Florida, George Richey of New York, L. Kristiansen of Georgia, William Meagher of New York, Carl Jackson of New York, Martin Nilsson of California, Frank Schumacher of Connecticut, Patrick Delaney of Maryland, Charles Frey of Louisiana, Odis Dedeaux of Alabama, Edward Pritchard of California.

THE MEMBERSHIP SPEAKS



He's Soft On The Old 'Hog' Cause She Done Him Right

To the Editor:

Reminiscing about death isn't very pleasant, but in a manner of speaking, "she" is still alive in my eyes.

In many cases, first impressions are lasting and I assure you that this impression is an excellent example. "She" was my first berth the "mother" of all my voyages.

There were times when "she" was gentle and kind, and at times, severe and punishing. But as all mothers do, "she" brings you home safely with protection and that feeling of security.

We sailed on—of all days—Friday, the 13th of January—destination unknown. The first four days we were blessed with perfect weather, but on the fifth day a storm hit us, breaking the convoy into all directions.

HALTED

Just as the storm blew itself out our tubs started to leak, causing us to stop engines. It took us about six hours to repair and put under way again. By this time we had missed rendezvous and started to receive messages of sub attacks on the remainder of our convoy.

The famous City of Flint was one of the ships sunk. On the third day of being alone, we were going half speed, quarter speed and stop. We spotted another lone vessel, the SS Pinkerton. It was decided that the two ships would make the rest of the voyage together.

Two days later our tubs began leaking again. The Pinkerton went on alone. The next day we heard a distress call from the Pinkerton. She was sunk that night.

Plush Shipbuilder's Tears Wasted On This Union Man

To the Editor:

"Decline in Shipping," says the lubberly Herald Tribune and goes on to blame the seamen for their 40 hour week. The ex-shipbuilder, who wrote the letter printed in the paper, would want us to return to the "good old days," to the 98-hour week, to the 14-hour day, to the dog watches at sea.

Meantime what will he do? He'll build ships. Yes. He'll appear at his office at 10 AM; he'll sit at his desk till noon, then go out for his lunch till two, drinking cocktails; and, returning to his office for a couple of hours, will disappear at 4 PM.

Thus, from Monday till Friday, he'll work (like hell) building ships and putting in 20 hours a week at a salary of \$20,000 a year. Then, at the launching of the ship, his wife or private secretary, the sponsors, will receive a gift, a wrist watch studded with diamonds and worth at least \$3,000.

Not so long ago—in 1917—I as Chief Mate of US bark Callao,

Our Skipper changed our course, and the rest of the trip was uneventful. We reached Safi ahead of what was left of the convoy. From Safi we proceeded to Glasgow and picked up a cargo of Scotch and brought it to Pier K, Weehawken, N.J., with the usual experiences.

SEES HER AGAIN

If my memory for dates doesn't fail me, it was in October 1946 that my wife and I were attending the local movie theatre when the newsreel flashed on the screen. One of the items startled me, for there, before my very eyes, was my ship the Alcoa Banner being towed out to sea loaded with enemy poison gases.

Then right in front of my eyes I saw her sunk with shells from one of our country's warships. I assure you that it took quite a few hits to put her to rest in a glory comparable to any of the deaths of the more publicized warships.

Without shame, but with a swelling of pride I am proud to state that tears forced their way to my eyes and a lump in my throat—about the size of Gibraltar—emerged.

In my heart, in my mind, my "she" isn't dead, but is just taking a well-deserved rest in the quiet depths of the seas that she once so freely sailed. In the memories of her many crews, she will return again and again to relive her past.

By way of closing these lines, I wish to say "Good-night to you, SS Alcoa Banner. Rest well, my Hog."

Bill Hanold

at \$125.00 a month, had to work the ship and do navigation. The captain (Mont Eton) being hard of hearing, I had to run the bark at sea working on deck from 16 to 18 hours a day under the dog-watch system. The men, the crew, toiled by day and, standing watch at night, fought against falling asleep on their feet. Where was the ex-shipbuilder then?

In the last war, when I was Master of the Liberty ship, Alexander R. Shepherd, I, together with crew, saved the vessel and her cargo valued at \$3,000,000, without even a "thank you" from the Maritime Commission. Where was the ex-shipbuilder then? Featherbedding himself, perhaps.

Today, we need a merchant marine, do or die. But we don't need to turn the clock back because of the need. It won't be long now when our men in dungarees will have to stand watch at sea, attentive and serious.

R. J. Peterson

ABOARD THE SS TWIN FALLS VICTORY



On deck as the Isthmian ship passed through the Panama Canal are Stewards Department members (left to right) Al Harris, 3rd Cook; Edward Baeron, MM; Mike Delaney, Util.; and W. J. Walsh, Steward.



This photo and rest in group were taken by Twin Falls Chief Electrician Merwyn E. Watson. He says two men shown above—M. E. Watson and Ernest Metts, both Electricians—were paying passengers on ship.



Here's the Deck Gang. From left to right, seated, are Jack Mitchell, DM; Jack Mauer, OS; M. Hansen, AB; Bill Millison, Bosun; Karl Hellman, AB; Harry Mauren, OS. Standing: Gerald Dwyer, AB; A. Swenson, DM; Russell Slagle, OS; Stanton Sowa, Wiper; James McLinden, AB; Virgil Caudell, DM, and Jean Conrad, AB.

Take Balloting Seriously, Is Advice Of SIU Oldtimer

To the Editor:

Read and take heed, as this article pertains to you, your home, your job, your family, and your security. In order to protect all of these, it is advisable to do some deep and serious thinking. For instance, when voting, a vote for the honest experienced candidate, regardless of whether it be a union or government election, is the building of a bigger and better foundation. A strong foundation can carry more weight in that it prevents selfish political big-shots who pass laws that permit our ships to sail the seas under foreign flags. Such cases not only take our jobs, they take away our dollars as well.

Voting is a valuable privilege. Millions of people in other countries are begging, wishing, and hoping for these wonderful privileges we all have here in the good old U.S.A.

On the other hand, by doing justice in all our undertakings we not only help build good minds, but likewise build a bigger and better Union.

In writing this I can't help but think back 42 years. A deck hand's working hours were four hours on, four hours off, day in day out, Sundays included for \$25 a month. No grub to speak of, only a dish pan of rot-gut.

No spoon, no knife, no fork, and no coffee.

Wake up Brothers, do your bit. Vote right, do right, don't get drunk, and be right.

William J. McKay

Boyer Runs Afoul Of Moon Again

To the Editor:

The biggest blowup of the Moon I have ever seen happened once upon a time, when Moon Kouns was the proud owner of an overcoat (first and last).

The coat was long and green. It looked something like a dozen flour sacks that had been sewed together. And it seemed that like the doggone thing grew a little each year.

So one day Moon told me to stop at the tailors on my way home and get two inches off the coat. The next day I stopped by the tailor shop, picked up the garment and brought it home to Moon.

He unwrapped it immediately and tried it on. Then all hell broke loose. Boy, oh boy, did he rave. It seemed that somebody made a mistake.

Instead of taking off two inches, they took off 22 inches.

Percy Boyer

(Ed. Note: Are you sure you told the tailor to take off two inches, Percy?)

Log-A-Rhythms

WHEN IT'S MEETING NIGHT IN PORT

By BOOK NO. 34568

Are you an active member,
The kind that's liked so well,
Or are you just contented
With the emblem on your lapel?

Do you attend the meetings
And mingle with the flock,
Or do you stay on board
And criticize and knock?

Do you take an active part
To help the work along,
Or are you satisfied to be
Like those that "just belong?"

Do you ever make suggestions
To the officers you pick,
Or do you leave the work to a few
And then talk about "that clique?"

Come to the meetings always
And help with hand and heart,
Don't be just a member—
Take an active part!

Crew Of CS Ship Is 90% For SIU, Craven Declares

To the Editor:

In regard to the Cities Service matter you are printing, here's something I would like to contribute, if I may.

I just got off the SS Paoli here in Charleston on Saturday. She is on her way to San Pedro, Calif. The reason is the same as you have heard so many times: "incompetency."

The Chief Engineer on the Paoli was the bull. He didn't let anyone say anything. If you would try to suggest anything, he would raise hell, threaten to fire you, and then tell you: "I'm the Chief Engineer on this ship!" You had to do what he said you should do.

I got on here in Charlestown about five weeks ago. We went to Aransas Pass, Tex. One of the Wipers got off, so we sailed back to Boston with just two Wipers. When we got to Boston, we signed on foreign articles to go to Aruba. He still hadn't ordered a Wiper, so we sailed short again.

ROUGH DEAL

In the meantime, he had taken us off sanitary work in the morning and we weren't even supposed to make coffee. During those trips, the head upon the Oiler's deck got dirty and no one would clean it. One of the Oilers said something to the First Assistant and he told the Chief about it.

The Chief asked the Oiler to clean it when he was off watch—without overtime. He refused. He also got fired when we got to Texas again. Before the Oiler left the ship the Chief Engineer told him to tell all his SIU friends in Baltimore about it. I don't even think he belonged to the SIU. He almost fired me in Texas but I finally pulled through to come home on the ships.

I know that if a vote were taken right now, 90 percent of the boys on the Paoli would vote for the SIU.

Jack W. Craven

Should Vacations Be Compulsory?

Judging by the letters coming to the LOG and the motions being offered at Union meetings asea and ashore, there is a growing interest in the question of whether or not men who have sailed continuously aboard one vessel should be required to accept their vacation pay, to which they are entitled under Union contract, and get off the ship. Although no tab has been kept, opinions expressed have been almost evenly divided.

However, issues involving changes in the shipping rules can only be resolved through the medium of a union-wide referendum ballot, as per Constitution.

Because of the far-reaching effect of any decision which may be made, the Union has recommended that ample time and opportunity be allowed all hands for thorough discussion and understanding of the entire question. The LOG, therefore, welcomes letters of opinion from the membership on both sides of the question for publication on these pages.

Suit Regards Homesteading As No Cause For Excitement

To the Editor:

After reading several articles, both pro and con, on the homesteading beef and also the minutes of several branches on this matter, it seems as though the time is drawing near when definite action will be taken.

But before this action is taken, I would like everyone who is interested to make a careful analysis of the situation because this is a matter that will have definite bearing on our organization in the future.

It seems that there are certain members clamoring to have those men aboard a ship for 12 months to accept their vacation pay and get off. This group wants this issue to be placed before the membership on a referendum ballot so that the compulsory vacation rule can be adopted.

I believe that this would be a vast waste of union funds, and energy, which are now needed in the organizing field.

FEW MEN STAY

First, let us look at the situation as it stands. The A&G District has in the neighborhood of between 350 and 400 dry cargo and tanker vessels and, for an average, I would venture to say that no more than half of these ships have men who have been aboard them for a period of 12 months or longer.

In other words, there are no

more than 200 members at the most, who stay aboard a vessel longer than 12 months and possibly less than half of these stay more than 18 months—about a hundred, then.

Next, let's take a look at the expenditure of time and energy it would require to make a rule that would force these men to accept vacation pay and get off the ships.

First, it must be offered in the form of a resolution, then voted on up and down the coast, a procedure which would take time at each meeting. Second, the question must then be placed on a referendum ballot, copies of which have to be mailed to each port. Third, a balloting committee must be paid meal money for the 30-day period. Fourth, a tallying committee must be paid meal money. Thus, the whole procedure would probably cost the Union some five to seven thousand dollars.

I wish to ask the members of this organization, in all sincerity, do you really believe that in a time like this when our organization is in an all-out drive to economize it would be worth the expense required to make this a rule?

OFFERS ALTERNATIVE

Would it not be much simpler to educate the men on the desirability of taking vacation pay and getting off the ships after one year aboard? This could be done through discussions on ships. Should the so few men involved be allowed to create confusion among so many. I say no.

I am of the opinion that we who are sailing the ships should get our heads together and handle this matter ourselves, instead of crying to the officials every time some minor difference arises aboard ship.

Our officials need all the time and energy they can muster to cope with the companies, the problems posed by the Taft-Hartley act and the big job of trying to organize the unorganized outfits to secure additional job opportunities for us.

Tex Suit

Attention: C. A. Gimenez

To Carlos A. Gimenez:

The letter of inquiry, which you recently mailed to the SEAFARERS LOG has been turned over to the Records Department at Union Headquarters.

The Department is checking into the matter and you should receive an answer in the mails in the very near future.

The Editor

Father Of Five Advocates Compulsory Vacation Rule

To the Editor:

Just a few lines in regard to the letter from the Seafarers wife who wrote to the LOG in opposition to compulsory vacations.

First let me state that her reasons are sound, but I would like to clarify her suggestions. I am a married man with a wife and five children, ranging in ages from six to 17 years. I have been a member of the SIU since May 1942.

I have shipped in all departments and as of now am permanently entrenched in the Stewards Department. I have supported my family comfortably since I have sailed the seven seas—thanks to the conditions that the SIU has won for all of us seamen.

HIS CHECK BOOK

Now I haven't any cash cached away in the banks. But my check book is the little blue book that the SIU issued to me in 1942, and as long as I remain

Vacation Rule Seen As Tough On Family Men

To the Editor:

Here are my views on the question of whether vacations should be made compulsory after one year aboard ship. I am against such a rule for two reasons:

1. Having to get off a ship after putting in a year's time, as I see it, is going against what our Union stands for—Job security.

2. A man having a family to support has to keep working if he ever wants to get ahead. If he has to get off a ship after one year, he must wait seven to eight weeks before getting another job. Meanwhile, his savings must go to keep his family alive. By the time he gets another job his savings are gone and he must start all over again.

I hope more Brothers see the issue as I do. Think of the man with the family. Vote against it.

F. A. Savoie

in good standing my little blue book will take care of my wife and kids, as long as I'm able to breathe that fresh salt air.

Any man who treasures a book in the SIU need never stay on the beach longer than two weeks, unless he is waiting for some particular ship or job. And when a man stays on a single ship one year and hasn't been able to save up enough money to provide for his wife and family (especially when he gets two weeks vacation pay to start him off), while he is on the beach—well, Brothers, there must be a leak somewhere.

It's either that he gambles, drinks or supports someone on the other side of the pond. When you are a married man with obligations, you must sacrifice some of the pleasures that your single Brothers partake of.

Regardless of the rating you ship in, have you ever taken into consideration the amount of jobs that would rotate from year to year. Jobs would rotate more frequently. Cliques couldn't be formed. Some Brothers stay aboard a ship so long they don't know what the inside of a Union Hall looks like.

UNIONISM?

I personally know of a Chief Steward aboard an Alcoa passenger ship who hasn't been to the New Orleans or Mobile Hall since 1947, and I can prove this statement. Do you call this unionism?

I was storekeeper aboard the Alcoa Clipper for 11 months and 17 days. I saved enough to get off and five weeks later shipped on the Cavalier on the same job. I stayed one trip, got off and grabbed the Del Sud for three trips to South America, then got off her. I've been on the beach since Sept. 6—not because I couldn't ship, but because I am attending to a personal legal matter.

Brothers, this letter might pinch some of the homesteaders, but I am taking the liberty of expressing my views openly. I want all of my Brothers to know that I am 100 percent in favor of compulsory vacations.

Let's put it to a vote and let the majority speak. And don't forget to vote.

Vic Miorana

THE BEEF BOX

BROTHER 10 MONTHS IN ARREARS WANTS INFO ON REINSTATEMENT

To the Editor:

I would like to know what steps I have to take in order to get my book back up to date. I am 10 months in arrears in dues and assessments.

I got married and wanted to settle down ashore but as I have no vocation other than seafaring I was unable to find a job that would support my family.

I would have paid my dues before now, but I have been in the hospital here in my hometown for an operation on my back and have been in tough financial straits as a result.

Could you please advise me as to what course I should take, as I would like very much to return to the sea. This is the only vocation that I know. I would appreciate advice on this in the next issue of the LOG, if possible, please.

"A Brother in Distress"

ANSWER: The SIU Constitution states that when a man is six months in arrears he is automatically regarded as having dropped out of the Union. However, reinstatement is possible. Therefore, it is recommended that you write to the Headquarters Reinstatement Committee, SIU, 51 Beaver Street, New York 4, N. Y., giving all the details of the situation you have outlined above. You should do this at the earliest possible moment.

Problems like this can be avoided if members deciding to stay ashore for any length of time would follow the Union's advice and retire their books. Reactivating their membership then becomes a simple matter for these men.

FRISCO HALL GETS ART GIFT



Ross O. Brewer (right) presents a painting to SIU San Francisco Port Agent Jeff Morrison as a gift to the membership. The painting has been hung in the Hall and Morrison has stated that talented Seafarers should be encouraged to display their efforts in the Union Halls in all ports.

Minutes Of A&G Branch Meetings In Brief

NEW YORK—Chairman, Lindsey Williams, 21550; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Robert Matthews, 154.

Minutes of previous meetings in other Branches read and accepted. Port Agent discussed shipping, which he said was not too bad considering the state of the maritime industry at the present time. Secretary-Treasurer's financial report approved as read. Charges read and referred to a trial committee. Secretary-Treasurer, in report to the membership, discussed the present



conflict in the NMU, whose Headquarters building has been seized by communist and Trotskyite groups. The entire functioning of the NMU has thus been throttled and police, called in by the officials, are maintaining a 24-hour guard in and outside the building. The Secretary-Treasurer also discussed the status of the Cities Service issue and made several recommendations on the future handling of this matter. The report was concurred in. Excuse from absentees were referred to the Dispatcher. Meeting adjourned at 8:20 PM.

GALVESTON—Chairman, Keith Alsop, 7311; Recording Secretary and Reading Clerk, H. Wilburn, 37739.

Reading of minutes of previous meetings in Galveston and other Branches, which were concurred in by voice vote. Secretary-Treasurer's financial report and Headquarters' report to the membership read and accepted. Motions carried to accept reports of special meetings, Port Agent's report, West Coast and Great Lakes minutes. Patrolman's and Dispatcher's reports read and approved. One minute of silence in memory of departed Brothers. Meeting adjourned at 7:15 PM.

MOBILE—Chairman, D. L. Parker, 160; Recording Secretary, J. Carroll, 50409; Reading Clerk, H. J. Fischer, 59.

Minutes of previous Branch meetings read and approved. Due to absence of Port Agent Tanner, who was out of town attending funeral of his father, Brother Fischer, Dispatcher, gave the Agent's report. He reported on the prospects for shipping in the coming two weeks and stated that the following ships were due to hit port: Monarch of the Sea, Mobilian, DeSoto, Bessemer



Victory, Kyska, S. Jackson, Morning Light, Iberville, Madaket, Pilgrim and Alcoa Corsair. Fischer also reported that the air-conditioning unit and heating facilities for the Hall were being installed and should be completed by next meeting. He reported on the possibility of several dead tows within the next two weeks. He concluded the report by asking all members who have not registered to vote to

A & G Shipping From Nov. 9 To Nov. 23

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	9	11	11	31	5	2	5	12
New York.....	125	86	97	308	92	102	108	302
Philadelphia.....	38	22	27	87	24	23	22	69
Baltimore.....	100	170	82	352	127	106	74	307
Norfolk.....				NO FIGURES RECEIVED				
Savannah.....	10	10	4	24	5	4	3	12
Tampa.....	11	10	7	28	14	16	42	42
Mobile.....	52	38	50	140	37	32	19	88
New Orleans.....	98	99	118	315	66	64	104	234
Galveston.....	52	37	17	106	21	12	15	48
West Coast.....	54	69	48	171	52	78	45	175
GRAND TOTAL.....	549	552	461	1,562	448	439	407	1,289

be sure to do so before February, as labor has an important stake in the forthcoming elections here. Motion carried to send message of condolence and floral wreath to the funeral of Port Agent Tanner's father. The following reports were read and accepted: Patrolman's, Dispatcher's, Secretary-Treasurer's statement of finances, Balloting Committee's. Motion carried that trial committee meet Friday morning at 10 AM inasmuch as tomorrow is a holiday (Thanksgiving). Meeting adjourned at 7:35 PM, with 255 members present.

BOSTON—Chairman, J. Sweeney, 1530; Recording Secretary, W. Prince, 39427; Reading Clerk, R. Murphy, 30612.

Motion carried to suspend regular order of business and go into charges. Charges read and trial committee elected. Serving were T. Fleming, S. Greenridge, J. Higgins, J. Rubery and J. Hunt. Motion carried to accept trial committee's recommenda-



tions. Minutes of meetings in other Branches read and approved, except for motion to non-concur with Savannah motion requiring men aboard ship one year to accept vacation pay and get off. Agent reported on the status of shipping in this port. Patrolman's and Dispatcher's reports read and approved. G. Kerr, J. Hubbard, R. Walker, R. Bridge and A. Kudarski excused from the meeting. Headquarters' report to the membership read and accepted. Motion carried to concur in Secretary-Treasurer's financial report. Motion carried to increase hospital benefits to \$5 a week to offset high cost of living. One minute of silence in memory of departed Union Brothers. At 7:50 PM motion carried to adjourn with 134 members in attendance.

NORFOLK—Chairman, William Harrell, 100468; Recording Secretary, J. A. Bullock, 4747; Reading Clerk, J. Lupton, 7736.

Other Branch meetings' minutes read and concurred in. Headquarters' report read and approved. Port Agent reported that shipping was dead slow in this port and that the prospects for the next two weeks are poor. Dispatcher gave his report. Motion carried to refer excuses of following Brothers for absence from meeting to Dispatcher: H. O. Cooper, Mike Brinson, R.

Causey, J. Meehan and Dennis Cahoon. One minute of silence in memory of departed Union Brothers. Meeting adjourned at 8:23 PM, with 143 members present.

PHILADELPHIA—Chairman, James Sheehan, 306; Recording Secretary, William V. Glick, 48741; Reading Clerk, Hansen.

Reading of minutes of previous meetings in other Branches. All concurred in, except part of Sa-



vannah New Business on which membership requested clarification. Agent reported on shipping in the port. Motions to accept Secretary-Treasurer's financial report, Headquarters' report to the membership and Patrolman-Dispatcher's report. Motions carried to permit two men to change their departments. One minute of silence in memory of departed Brothers. Meeting adjourned at 7:30 PM, with 250 members in attendance.

SAVANNAH—Chairman, Jim Drawdy, 28523; Recording Secretary, Serency; Reading Clerk, J. Davis, 50453.

Reading of Savannah Branch minutes of previous meeting, Secretary-Treasurer's financial report, and Headquarters' report to the membership, all of which were concurred in. Agent reported that Cape Race had paid off in Jacksonville. Also there were the Greeley Victory and SS Jean. The Cape Race will be in here tomorrow morning and the Alawai is coming from New York to load, with the Southport and Southwind scheduled in here in early December. He said that a fund is being collected for a Christmas dinner. Minutes of other Branch meetings read and approved. Motion carried asking all hands to stay out of Agent's office unless they have business there. Under Good and Welfare there was much discussion pro and con about permitmen being issued full books. Meeting adjourned at 7:30 PM, with 105 members present.

NEW ORLEANS—Chairman, Jack Parker, 27963; Recording Secretary, Herman Troxclair, 6743; Reading Clerk, Buck Stephens, 76.

Motion carried to accept minutes of previous Branch meetings, Port and Headquarters' financial reports as read. Charges

were read and referred to an elected trial committee. Motion carried to accept Savannah New Business regarding Christmas dinner, and refer motion on compulsory vacations to Headquarters with recommendation that question be put on ballot with voting for 30 days. Port Agent reported that affairs of port were in good shape, but that shipping had fallen off quite a bit since last meeting. The coming two weeks look slow, but activity should pick up a bit as the holiday season approaches. Since the last meeting 21 ships were in port as callers, along with nine paying off and six signing on. The Agent said that the Seatrain New Orleans had gone into drydock for alterations that will improve the comforts aboard. All hands were urged to register to be eligible to vote in Louisiana when the elections begin, so that labor's enemies can be defeated. Communications from various members asking to be excused from the meeting were referred to the Dis-



patcher. Motion carried to extend shipping cards of two Brothers taking out-patient treatment at local hospital and there-

fore unable to ship. Headquarters' report to the membership read and approved. Robert O. Smith, Julius E. Parks and Charles Frey took the Union Oath of Obligation. Motion by Bankston carried, recommending that Brother Sheppard be empowered to set up committee to investigate quarters of new Mississippi ship to be built. After discussions under Good and Welfare meeting adjourned at 8:30 PM, with 380 members present.

BALTIMORE—Chairman, William Rentz, 26455; Recording Secretary, G. A. Masterson, 20297; Reading Clerk, Al Stansbury, 4683.

Motion carried to suspend regular order of business and go into Obligations and charges. T.



Dickerson and Abram Davis took the Union Oath of Obligation. Charges against a permitman and trial committee's finding read and concurred in. Port's and Secretary-Treasurer's financial reports read and approved. Reading of minutes of other Branches. Motion carried to non-concur with that part of Philadelphia and Galveston minutes that non-concurred with Baltimore motion calling for purchase of a television set. Several men were excused from attendance after presenting excuses, which were referred to the Dispatcher. Port Agent discussed Baltimore shipping which has picked up since the end of the coal and steel strikes. Patrolmen's reports read and accepted, also Dispatcher's. One minute of silence in memory of departed Union Brothers. Meeting adjourned at 8:10 PM, with 296 members present.

SAN FRANCISCO—No meeting was held because of a lack of a quorum.

Frisco Shipping Exceeds Hopes

By JEFF MORRISON

SAN FRANCISCO — Though not as good as it could be, shipping for the past two weeks was better than had been expected—thanks to calls for replacements from the Jefferson Davis and the Twin Falls Victory, both Waterman.

In addition to these two vessels, in-transit callers included the Hastings, Waterman; William Tilghman, Isthmian, and the Kenyon City, Isthmian. The Gateway City also came in after a 24-hour delay in arrival. The Tilghman hadn't been scheduled for a call at this port, but cargo was found for her and she picked it up.

The coming two weeks won't see any boom in shipping, but if we don't accumulate any more men on the beach, things shouldn't go too badly. Here's the schedule of in-transit vessels due in: Hurricane, Gateway City, Twin Falls Victory, Topa Topa, Waterman; Steel Traveller, Kenyon Victory, Isthmian, and a Calmar ship.

Not the least important news

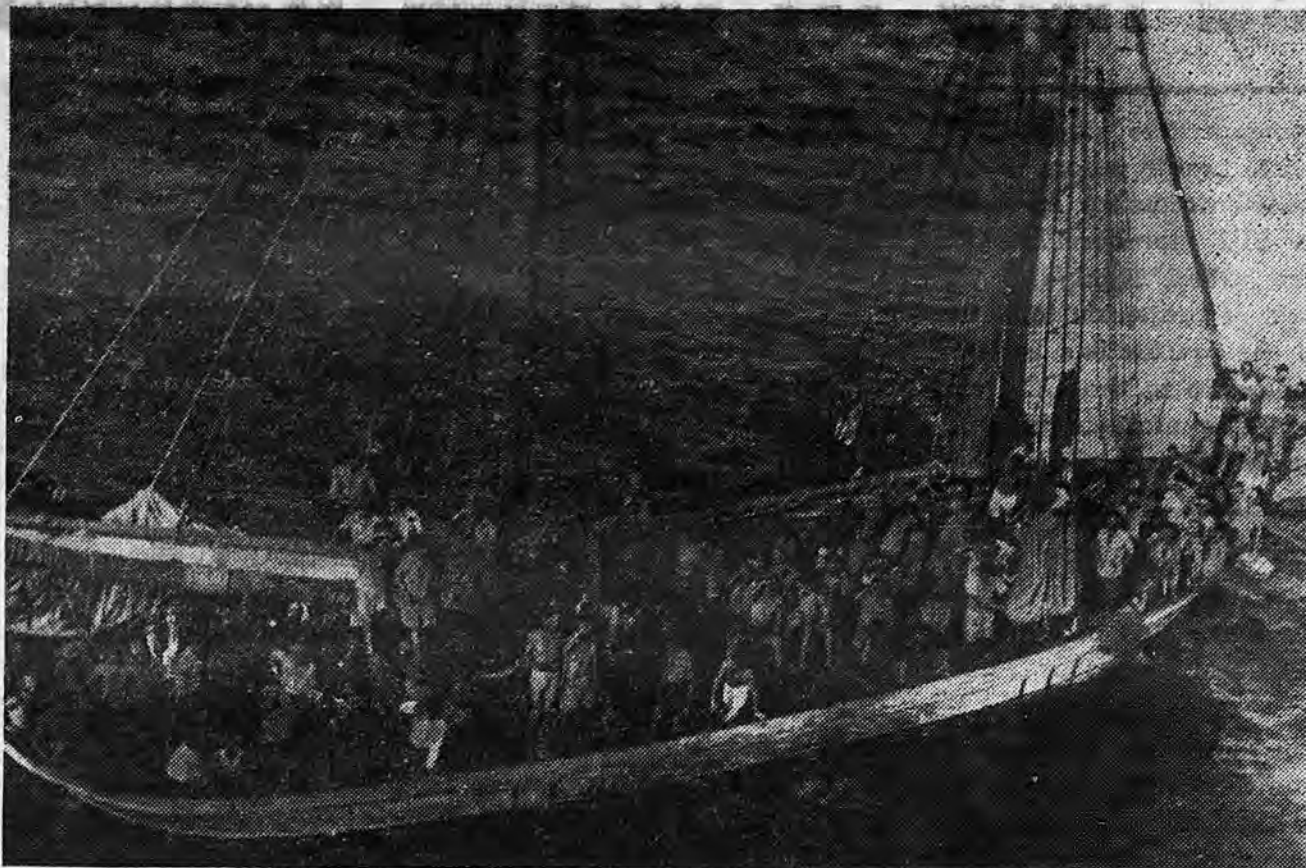
for this week, although it appears at the end of this report, is the list of our Brothers in the San Francisco Marine Hospital. They are James Hodo, James R.



Lewis, Willie Watson, T. Isaksen, J. Keenan and Rafael Saldana.

I am sure these Brothers would appreciate visits from any of their former shipmates. Or if you can't visit them, drop them a card and let them know you are thinking about them and that you hope they'll be with us again soon, as we all do.

Del Sud Plays Traffic Cop, Santa For Lost Schooner



A hardy band of 110 men, women and children, seeking a better life in the New World have probably landed by now somewhere in South America, carrying with them memories of a timely and helpful meeting with the SS Del Sud in South Atlantic waters.

Her human cargo packed tightly on deck, the two-masted schooner Saturnino, out of Dakar, was groping almost blindly in the direction of French Guiana in the early morning of November 18.

Her water supply was almost depleted. Food was about gone. Of charts and instruments for navigation she had none.

But good fortune, in the sleek form of the SIU-manned SS Del Sud, a Mississippi Shipping Company passenger-cruise ship out of New Orleans, was riding nearby.

Let Seafarer Jack R. Hartley, Ship's Delegate on the Del Sud, pick up the story from this point:

"On the morning of November 18, 1949, at 6:45 AM, the 4-8 watch sighted a two-masted schooner under full sails. It seemed kind of strange for a boat that size to be sailing

around this far off the coast, so the Second Mate called the Captain to the bridge for a look-see.

"All the time the schooner was trying to signal us but showing nothing unusual. The Mate finally saw a man go up the mast and wave frantically, so the Captain stopped our ship to investigate. This is what happened:

"The name of the ship was the Saturnino, bound from Dakar, Africa heading in the direction of French Guiana, without any charts or instruments of any kind to navigate with. Here is the first message sent from the schooner to the Del Sud's Captain E. F. Jones:

"Will you please tell us the next port on the coast of Brazil, latitude and longitude. With desire to arrive at the same, we have no charts or instruments necessary for navigation."

"Then we sent a supply of water and provisions in our boats to the schooner. The following message was received after the first load of water and provisions were taken aboard the Saturnino:

"In the name of 110 men, women and children we are infinitely grateful for the services

you have rendered. Paco Fierro, Captain."

"After the food, water and cigarettes were loaded aboard the schooner raised full sails again and went in the direction of South America.

"As the Del Sud's engines went full ahead, the crew felt a glow of satisfaction, because they felt that they played a small part in saving the lives of 110 men, women and children."

Last year, incidentally, the then SIU-contracted Isaac Singer encountered a schooner carrying refugees from Spain to Venezuela under almost identical circumstances in the South Atlantic.

Directory Of SIU Halls

SIU, A&G District

BALTIMORE.....14 North Gay St. William Rentz, Agent Mulberry 4540
 BOSTON.....276 State St. Ben Lawson, Agent Richmond 2-0140 Dispatcher Richmond 2-0141
 GALVESTON.....308 1/2-23rd St. Keith Alsop, Agent Phone 2-8448
 MOBILE.....1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
 NEW ORLEANS.....523 Bienville St. E. Sheppard, Agent Magnolia 6112-6113
 NEW YORK.....51 Beaver St. Joe Algina, Agent HANover 2-2784
 NORFOLK.....127-129 Bank St. Ben Rees, Agent Phone 4-1083
 PHILADELPHIA.....337 Market St. J. Sheehan, Agent Market 7-1635
 SAN FRANCISCO.....85 Third St. Jeff Morrison, Agent Douglas 2-5475
 SAVANNAH.....2 Abercorn St. Jim Drawdy, Agent Phone 3-1728
 SEATTLE.....2700 1st Ave. Wm. McKay, Agent Seneca 4570
 TAMPA.....1809-1811 N. Franklin St. Ray White, Agent Phone M-1323
 WILMINGTON, Calif., 227 1/2 Avalon Blvd. E. B. Tilley, Agent Terminal 4-2874
 HEADQUARTERS. 51 Beaver St., N.Y.C.
 SECRETARY-TREASURER Paul Hall
 DIRECTOR OF ORGANIZATION Lindsey Williams
 ASST. SECRETARY-TREASURERS Robert Matthews J. P. Shuler Joseph Volpian

S U P

HONOLULU.....16 Merchant St. Phone 5-8777
 PORTLAND.....111 W. Burnside St. Beacon 4336
 RICHMOND, Calif.257 5th St. Phone 2599
 SAN FRANCISCO.....59 Clay St. Douglas 2-8363
 SEATTLE.....86 Seneca St. Main 0290
 WILMINGTON.....440 Avalon Blvd. Terminal 4-3131

Canadian District

MONTREAL.....404 Le Moynes St. UNIVERSITY 2427
 FORT WILLIAM.....118 1/2 Syndicate Ave. Ontario Phone 3-3221
 HALIFAX.....128 1/2 Hollis St. Phone 3-8911
 PORT COLBORNE.....103 Durham St. Phone: 5591
 TORONTO.....111A Jarvis St. Elgin 5719
 VICTORIA, B.C.602 Boughton St. Empire 4531
 VANCOUVER.....565 Hamilton St. Pacific 7824
 HEADQUARTERS.....512 McGill St. Montreal Plateau 670

Pay Cash For Xmas Gifts And Save Yourself Money

Wage-earners don't like to haggle over Christmas. That's just why many traditionally get clipped for a lot of extra money when they go to buy gifts. They haven't got the cash so they buy on credit. When they do, they let themselves in for a double squeeze play:

1—Not only are prices of gift-type goods higher at Christmas than any other time of the year. But the installment stores that every Christmas plug the idea of buying presents on credit charge highest prices of all for many gift items.

2—Besides the excessively high price tags on gifts bought on installments, the charge for the credit itself mounts up faster than you think.

SLIGHT OVERCHARGE

One union printer learned last Christmas how stores that sell chiefly on credit overcharge for gifts. This man's son went out to buy his girl a diamond ring for Christmas. He found one with a nice big stone at a certain New York credit jewelry store. The price was \$240. But the salesman assured the boy he could pay it off \$2.50 a week—for two years.

The boy decided he could handle \$2.50 a week all right. But when he got home, his dad, a seasoned trade unionist, was cagy enough to have the ring appraised by a neighborhood jeweler. The ring turned out to be worth just \$180.

They had the devil's own time making the credit store take it back, since the store already

had the boy's signature on a contract. They finally did, but only after the father threatened to call the Better Business Bureau, the newspapers and the mayor.

One of the most shameful gouges some credit stores perpetrate upon working people is to hoodwink them into unwittingly signing contracts.

In one case of which this writer knows, the store each Christmas would send its salesmen out to nearby factories and docks, carrying watches and jewelry with him. The salesmen persuaded wage-earners to take watches home on approval and asked them just to sign a paper which they said was a "receipt."

BILLS OF SALE

But later when the men tried to return the watches, they found that those receipts were actually bills of sale complete with wage garnishee clauses. Either they had to pay for those watches, or the jewelry firm would go to the boss and collect the debt out of their wages.

Best way to avoid fixes like that this Christmas is to save up the cash beforehand for the gifts you want to buy, and shop around in cash stores for the lowest prices.

Cash saves you a lot more money in the long run, both in the price of the article and the credit fees, even though it may be painful to part with a lump of it at one time.

Christmas may come only once a year. But that doesn't mean you have to play Santa to the installment merchants.

Personals



JAMES McCAFFERY

Two suitcases belonging to you were sent to the New York baggage room from the SS Evistar. Pick them up as soon as possible.

JOSEPH O'NEIL

A suitcase belonging to you was sent to the New York baggage room from the SS Chrysanthystar. Pick it up as soon as possible.

HENRY A. MANCHESTER

Your package left at Pier 6, Bush Terminal, has been turned over to the SIU. Call for it at the New York baggage room.

RICHARD P. JONES

You are asked to contact B. B. Mozee, U.S. Marshal, Nome, Alaska. This pertains to the disposition of the estate of your late sister, Luella.

JOSEPH HERMAN FUSSELL

Mozell asks that you return to Slocumb immediately. Your mother has died.

EDWARD CHARLES DACEY

You are requested to get in touch with Mrs. Frances E. Colgan, Supervisor, American Legion Hospital, Newark, New Jersey.

LEE O. CARNEY

Anyone knowing the whereabouts of the above named sea-

man is requested to contact his mother, Mrs. Minnie Carney, 111 Wright Street, Wilmington, N.C.

GOMAIR BLOEMAN

Your seamen's papers and union book are being held on the 6th Deck, SIU Hall, 51 Beaver Street, N.Y.

JOHN TURNER

Your family is worried about you and asks that you write.

REGINALD R. PASCHAL

Contact your father as soon as possible. Your stepmother is critically ill.

JOHN D. LIVINGSTON

Your mother is anxious that you contact her at 612 Hay Street, Fayetteville, N.C.

McKENZIE WANTZLOEBER

You are asked to contact Richard M. Cantor, 51 Chambers Street, New York.

ROBERT D. FLOOD

Your brother, Tayland, asks you to write. Important matters await your action.

ROBERTO PRINCIPE

Juan S. Rueda, who is sick, asks that you contact him at 67 East 106 Street, New York, N.Y.

SS STEEL FLYER

Nicholas Coratti wishes to

thank Duke Livingston and crew on SS Steel Flyer for taking care of his gear after his accident.

HERBERT G. WHITE

Dorothy and your folks are worried and ask you to write.

JOHN T. SHAW

Communicate with B. McBryde, McBryde's Opticians, PO Box 792, Fayetteville, N.C.

JAMES M. MULLIGAN

Contact Edna T. French, Clerk, Selective Service, Local Board No. 20, 1910 Arthur Avenue, Bronx 57, N.Y.

CHARLES WHITE

Get in touch with John B. Schiappacusse, Estuary Service Co., Corner of Lafayette & 13th Streets, Tampa, Fla.

BERNARD MACE

Mrs. Anna Marsinnoco, 1054 Lowell Street, Bronx, asks that you pick up your gear.

SS RANSOM A. MOORE

Men who served aboard this ship between June and September, 1947, are asked to correspond with Pfc. H. O. Crook, 1st Tank Bn., Hqs. Co., 1st Marine Division, Camp Del Mar, Oceanside, Calif.

The What, Why And How Of Credit Unions

PURPOSE

A federal credit union is a cooperative association organized to promote thrift among its members and to create a source of credit for useful purposes.

It is chartered and supervised by the Federal Government through the Federal Deposit Insurance Corporation.

ORGANIZATION

Federal credit unions may be organized to serve groups of people having a close, common bond of occupation, association, or residence, such as employees of a company, members of a church, teachers of a school system, residents of a small community, and the like.

The group must have a membership of at least 100 persons and have been in existence sufficiently long to insure its permanency.

Members of the group must be prepared to work together with a genuine desire to be of assistance to their fellow members. Officials of the credit union must be willing to give sufficient time to their duties to handle the affairs of the credit union efficiently.

The first step in organizing a Federal credit union is to fill in and return to the Credit Union Section of the Federal Deposit Insurance Corporation, Washington, D.C., a preliminary application form.

If, after this preliminary application is reviewed, the group's qualifications appear to warrant further steps toward organization, a field representative of the Federal Deposit Insurance Corporation is assigned to make an additional investigation and, if the group wishes, to help in making a formal application for a Federal charter.

When the charter is approved, operations may begin. An organization meeting is held, officials elected, and preliminary business affairs are transacted.

The field representative then instructs the members of the managing staff in their duties.

After the officials become familiar with their duties, they manage the association alone; however, the field representative periodically visits the credit union to supervise its activities and is available between visits if the group needs additional instructions or assistance in operating their organization.

MEMBERSHIP

To become a member of a Federal credit union one must belong to the group which it serves and must be elected to membership by the board of directors of the credit union.

A membership fee of 25 cents is charged each new member. No other fees are charged. Each member agrees to save at least 25 cents per month toward the purchase of a \$5 share.

In most instances savings may be withdrawn at any time, but 60 days' notice may be required from the members by the board of directors if it is considered necessary.

While in debt to a credit union, a member may not withdraw an amount greater than that by which this savings exceed his loan, except with the written consent of the credit committee.

Each member is part owner of his credit union. Its success depends on the manner in which its members fulfill their agreements.

MANAGEMENT

The business affairs of a Federal credit union are handled by a board of directors, a credit committee, and a supervisory committee, selected by and from the members in annual elections.

The board of directors of at least five members directs the operations of the credit union. It elects from its own membership the officers of

The following article gives the background of what constitute credit unions and how they are run, information necessary for intelligent discussion by the SIU membership. Comments—pro and con—are asked from the membership on this, the latest of proposals for a better, stronger union. Until the matter has been fully discussed by the membership in the LOG and at membership meetings, any motions for immediate action are out of order. Sound off, Brothers!

the credit union who are the president, the vice-president, the treasurer, and the clerk.

The credit committee of three or more members considers and passes or rejects loan applications.

It inquires carefully into the character and financial condition of each applicant for a loan to ascertain his ability to repay fully as well as to determine whether the loan is for a provided or a productive purpose and will be of benefit to the borrower.

The supervisory committee of three members must audit the books of the credit union at least quarterly.

It also reports to the members annually as to the condition of their credit union and the manner in which their interests have been safeguarded.

The educational committee is the public relations unit of the credit union and is the most effective medium through which active membership participation may be obtained. The method of selecting this committee, its size, and its program are left entirely to the discretion of each Federal credit union.

LOANS

Loans, except those made to other credit unions for investment purposes, are made to members only.

The interest rate, including all costs incident to making the loan, must not exceed 1 percent per month on unpaid balances. Small fines may be assessed if payments are not made when due.

Loans may be made for provident or productive purposes only.

A provident purpose generally is regarded as one which would be of immediate service to the member borrower or his family in meeting unexpected emergencies.

A productive purpose is regarded as one which would aid the member borrower to save through the wise use of credit.

Under the Federal Credit Union Act, the term of a loan may not exceed 2 years. The customary practice is to require repayment at regular intervals, usually each pay day.

The maximum limits on secured and unsecured loans are fixed by the board of directors, but according to law, an unsecured loan may not exceed \$400.

The maximum size of a secured loan is 10 percent of capital and surplus. Security for a loan may include the assignment of shares or endorsement of a note by another.

DIVIDENDS

Dividends on shares, up to a limit of 6 percent may be paid each year from the balance of earnings remaining after expenses have been paid and 20 percent of net earnings for the fiscal year have been set aside as a reserve for possible bad loans.

Dividends are recommended to the members by the board of directors and authorized by a majority of the members voting at the annual meeting.

The object of the credit union is not profit, but service to its members.

Dividends are paid on each share-outstanding at the end of the year in proportion to the number of preceding, consecutive, whole months for which it has been paid in full.

Dividends may be paid direct or credited to the members' accounts at the discretion of the board of directors.

SAFETY

There are a number of provisions in the Federal Credit Union Act and the standard by-laws that protect the funds invested in a Federal credit union. Some of these are:

1. Funds of a Federal credit union must be deposited promptly in a bank designated by the board of directors, the deposits of which must be insured by the Federal Deposit Insurance Corporation. Exceptions are allowed only with the specific written permission of the Federal Deposit Insurance Corporation.
2. The treasurer must be bonded for the faithful performance of his duties, and all persons handling or having custody of credit union funds must be bonded.
3. The act and the bylaws provide for the setting aside of a reserve for bad loans.
4. Adequate security is required on all loans in excess of \$100.
5. Officers and directors of Federal credit unions are not permitted to borrow from their associations in excess of their shareholdings.
6. The surplus funds of the credit union may be invested only in obligations of the Federal Government or in securities fully guaranteed as to principal and interest by the Federal Government; in loans to other credit unions up to 25 percent of the unimpaired capital and surplus; and in shares or accounts of Federal savings and loan associations.
7. The Federal Deposit Insurance Corporation makes a periodical examination of the books and records of the credit union.

Clear With Skipper When Needing Medical Care

Seafarers aboard vessels of the Isthmian Steamship Company who require medical attention should make certain they clear through the ships' Masters, a memorandum issued at Union Headquarters this week stated.

The company has called attention to the fact that some crewmembers have been neglecting to follow this procedure, and instead have gone to their personal doctors and then submitted the bills to the company for payment.

The Union pointed out that in order to obtain reimbursement of money spent for medical treatment, it is "absolutely necessary for all crewmembers riding Isthmian ships to first request such treatment through the medium of the Skipper on board their particular vessels."

If this procedure is followed, the Union said, the company's liability for providing proper medical care is therefore properly established.

The Union also advised Isthmian crews that "any time a Skipper of any vessel refuses requests for medical treatment, or refuses to issue the proper certificate for such treatment, the nearest SIU Hall should be notified immediately" for corrective action by the Union.

If this procedure for securing medical service is followed, disputes which arise on this issue can be settled without further argument.

In addition to reducing contract beefs to a minimum, the procedure is also highly important from the standpoint of protecting the health of the crews, the Union explained.