

SIU BACKS ILA PUERTO RICO STRIKE



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SIU Terms Operators' Wage Offer Inadequate To Meet Price Rise

NEW YORK—Because the cost of living is still rocketing upward, the SIU Negotiating Committee rejected a piddling five-dollar-a-month wage increase offered this week by the Atlantic and Gulf Ship Operators Association. While turning down the inadequate wage proposal, the Committee also blocked the efforts of the operators to weaken the working rules and conditions included in the present contract.

The Committee announced that it was confident that its demands for

a far more substantial wage increase to match surging living costs would be met, but that it would not hesitate to call for a strike vote within the next few weeks, should the operators fail to see the light.

Last spring the Committee was authorized by the membership to call for such a vote at any time if it thought strike action necessary. A strike vote is required under the Taft-Hartley Act.

The Committee took its stand on the wage issue as a result of what statistical surveys have shown about the cost-of-living trend.

Many food prices have soared to new highs in recent weeks, the Committee said. The Bureau of Labor Statistics of the Department of Labor has disclosed that the overall retail price of food is now 211 percent of the 1935-39 average.

The same agency said that the price of most clothing is still going up as are the prices of many other items.

The Committee noted that the recent unwarranted boost of nearly 10 dollars a ton in the price of steel would surely result in still higher prices for thousands of items using steel, which in turn would raise other prices, so basic a commodity is steel in the nation's economy.

STAND FAST

In rejecting the operators' offer, the Negotiating Committee stood solidly on its original demands: a wage increase that would be worth talking about; all Mondays following holidays which fall on Sunday to be recognized as holidays both at sea and in port; and clarification of a number of rules. The Hiring Hall, which the operators agreed to a month ago, must, of course, be included in the final contract.

The members of the Atlantic and Gulf Ship Operators Association are the Alcoa Steamship Company, Bull Steamship Corporation, Baltimore Insular Line, Eastern Steamship Company, Bernstein Shipping Company, South Atlantic Line, Smith & Johnson, Seas Shipping Company and Seatrain Lines.

The Negotiating Committee

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Tell The President

In a telegram to President Truman this week, the SIU urged draft exemptions for veteran seamen of World War II who are sailing today. Text of the telegram follows:

The Seafarers International Union, Atlantic and Gulf District, AFL, strongly urges that you instruct Director of Selective Service to grant draft exemption to U.S. seamen who sailed our nation's vessels and thus kept democracy's lifelines upon under enemy fire in World War II and who are still actively sailing U.S. ships. These men, many of whom survived bombed and torpedoed ships and who so superbly manned our vessels during the national peril, are highly skilled seamen. Many were trained at taxpayers' expense in government training schools to handle jobs in what you recently referred to as a vital industry. In their present capacities, these men are essential to the nation's welfare. It is your obligation to see that they are classified accordingly. Failure to act now may later prove to be of irreparable damage to our national welfare.

PAUL HALL, Secretary-Treasurer
Seafarers International Union, AFL
Atlantic and Gulf District

The President has full power to direct the exemption urged in the SIU message. Every Seafarer should wire or write the President immediately, strongly advising him to recognize the service of those who were in the nation's front lines during the recent war and who are manning our important merchant fleet now—and get his family, friends and organizations to which he belongs to do the same.

Send your message right now to President Harry Truman White House, Washington, D. C. Tomorrow may be too late!



When 8,000 longshoremen, members of the International Longshoremen's Association, AFL, struck the Puerto Rican docks, the Seafarers International Union, acting in its traditional style, immediately pledged all out support to its brother union. In a letter to Sal Colls, the SIU's Agent in Puerto Rico, the Secretary-Treasurer wrote: "You are to work with the officials of the International Longshoremen's Association in the matter of the current strike and to operate in whatever manner the ILA requests."

"You are to keep to an absolute minimum any expenses which may be incurred as a result of this strike, and what expenditures are made shall be covered with a detailed report by the Branch of San Juan."

"Please keep this office advised at all times as to the developments of this strike, so that we in turn may know what to expect."

BOSSES REFUSED

In a report to Headquarters, Agent Colls said that the strike was called because the companies refused to discuss a much needed wage increase which the ILA has been trying to get since January 1.

The companies said flatly that they would not negotiate directly but would insist on arbitration.

Under arbitration, the longshoremen would have had no voice in the settlement. Direct action was the only possible answer to the companies' obstinate stand.

In his report, Colls disclosed that there were eight SIU ships in Puerto Rican harbors when the strike began.

Puerto Rican longshoremen attained complete unity in June of this year, when the Union de Trabajadores de Muelles, some 6,000 strong, joined the ILA to become ILA District Council No. 2 of Puerto Rico. The older District Council No. 1 has about 2,000 members.

The SIU played a major role in bringing the UTM into the ILA and in forming a strong Port Council after the ILA chartered its new group.

The SIU's stand in support of the strike is in line with tradi-

REGULAR POLICY

In the past, the SIU has supported the ILA, the MM&P, the Shipyard Workers, the Teamsters, the Farm Workers, the Office Workers, the Restaurant Workers, the Hat, Cap and Millinery Workers and many others in beefs both big and small. This policy has gained respect for the SIU throughout the labor movement.

It was in line with the same policy that the SIU took the lead in 1946 in forming the powerful Maritime Trades Department of the AFL. As a result, in ports up and down the coasts of America, AFL unions in the maritime industry are united in strong Port Councils.

The ILA strike in Puerto Rico is the first major problem to confront the newly formed Puerto Rican Council.

Aside from carrying out its traditional policy in beefs of this sort, the SIU is glad to have another opportunity to repay the ILA for valuable help which the longshoremen repeatedly give the Seafarers.

SIU Asks Truman To Draft-Exempt Wartime Seamen

NEW YORK, July 29 — The Seafarers International Union called on President Truman yesterday to protect the nation's welfare by granting draft exemption to veteran seamen of World War II who are still actively sailing U. S. ships.

In a telegram to the nation's chief executive, Paul Hall, SIU Secretary-Treasurer, urged Truman to "instruct Director of Selective Service to grant draft exemption to U.S. seamen who sailed our nation's vessels and thus kept democracy's lifelines open under enemy fire in World War II," and who are still engaged in the maritime industry.

HIGHLY SKILLED

The SIU message pointed out to the President that these seamen, many of them trained at taxpayers' expense, are highly skilled workers and, as such, are essential to the welfare of the nation.

"It is your obligation," the President was told, "to see that they are classified accordingly."

President Truman was reminded that he had previously termed the shipping industry as vital to the country's well-being. On two occasions, notably during the SIU's 1946 General Strike, President Truman threatened government injunction on grounds of the maritime industry's importance in the national picture.

One of the factors motivating the SIU message for Presidential action on the draft status of sea-

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in New York, N. Y., under the Act of August 24, 1912.



Our Own Halls

The membership of the A&G District has long desired to own its Halls. In the Union's scheme of things, ownership would make each a pillar of steel and concrete forming the physical foundation of the Union. Each would serve as a place for the membership to relax when ashore, a place to hold meetings and eat and bunk during strikes—and a place that would ease the economic burden of the Union, if things should get tough.

The SIU already owns its Halls in Boston, Norfolk, Tampa, Mobile and New Orleans—and other purchases are planned in those ports which need them. The SIU-owned Halls and those to come are the result of the large building fund set up by the membership's approval of the \$10 building assessment in referendum vote.

Seafarers who, because of any number of reasons, have not been able to pay their assessment, as yet are urged to do so to bring about the final realization of the SIU's objective: a solid physical foundation for the SIU.

SIU Tradition

Once again the Seafarers has taken up the cudgels for a brother union, this time to support the International Longshoremen's Association, which was forced to strike in Puerto Rico when the companies flatly refused to bargain collectively on a wage increase.

The Seafarers' stand in Puerto Rico is in the SIU tradition. The SIU has backed up the ILA before as it has backed up other unions time and again — and the ILA has helped the SIU on many occasions.

The SIU always goes to the aid of other unions which have legitimate economic beefs. It helps them where the help counts, at the point of production — in this case, the Puerto Rican docks. This policy of the helping hand has brought the SIU to the forefront of the labor movement. By adhering to it strictly and militantly the SIU will always be respected by friend and foe alike.

Seventeen Cents A Day

What can a man do with five bucks in these times? Nothing. Make it five bucks a month, and it breaks down to a trifle under seventeen cents a day. Has anybody tried to buy anything with seventeen cents lately?

Yet five bucks a month was what the Atlantic and Gulf Ship Operators thought would be a proper wage increase in this year of the great inflation. That was the offer the operators asked the SIU Negotiating Committee to present to the membership.

The offer was made in the week that the Bureau of Labor Statistics announced that prices had reached an all-time high, cracking even the inflationary records set in 1920.

In the week ending July 17, prices were 168.9 percent of the 1926 average. What was more, the BLS figures did not include the new jump in the price of steel, which is expected to set off a wild new upward spiral.

Naturally, the Negotiating Committee tossed the five bucks right back to the operators, just as we turned down the operators' rejection of the Union Hiring Hall. Our statement then was that no agreement at all was possible, unless the hiring halls were accepted by the shipowners.

We won that beef. And we'll win this one.



Men Now In The Marine Hospitals

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

MOBILE HOSPITAL
A. C. McALPIN
LOUIS E. DEWAR
J. MILLS
J. M. SKINNER
J. T. BENNETT
P. ELY

SAN FRANCISCO HOSPITAL
CHAS. DEIBLE
J. HODO
W. WATSON
P. P. TRASMIL
A. ELDEMIRE
E. MELLE
D. P. GELINAS

SAN PEDRO HOSPITAL
MAX BYERS
T. C. KELLY
L. TICKEL

NEW ORLEANS HOSPITAL
STELLY C. FORMAN
E. LIPARI
R. F. BLACK
J. DENNIS
L. C. MASON
A. LOOPER
C. ANDERSON
RALPH PIEPHET
V. R. NORTH
V. P. SALLINGS

C. GREEN
C. R. GRIMES
W. H. COLBOURNE
M. C. GADDY
H. L. SEYMOUR
JAMES FARRIOR
E. MULHOLLAND
A. SYLVERA
EDWIN MAXWELL
FRANK WAGNER
P. E. CUMARE
H. FERDRICKSSON
H. MASON
G. L. DUXWORTH
ED MILLER

SAVANNAH MARINE HOSP.
B. K. BAUGH
TROY THOMAS
F. W. VANLEW
A. S. GRIFFIN
H. W. BIGHAM
W. ROBERTS
M. T. TABING

STATEN ISLAND HOSPITAL
T. ZEMBRZUSKI
J. BURNS
C. E. BRADY
G. D. FINKLEA
J. McNEELY
A. EWING
A. JENSBY

Hospital Patients

When entering the hospital notify the delegates by postcard, giving your name and the number of your ward. Mimeographed postcards can be obtained free at the Social Service desk.

Staten Island Hospital

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

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

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

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

J. L. ROBERTS
A. GIANFAGLIONE
J. BOUYEA
D. DeDUISEN
D. SCANLON
A. VITIELLO
K. C. CROWE
C. NANGLE
W. S. PERRY
J. R. GONZALES
C. HALLA

NORFOLK HOSPITAL
H. NEILSON
E. SNOWMAN
F. W. BANTZ
WM. H. MASON
J. LUPTON
CARLTON A. ROBERTS
C. W. CRAFTORD

GALVESTON HOSPITAL
A. E. MOULTON
WARREN W. CURRIER
J. M. DOONER
LAPERHOUSE
FOSTER
COMMANDER

New Dispatcher In Tampa Has Good SIU Record

The hard-hitting, aggressive tactics of the Seafarers are "the only way to win beefs," declares Ralph Seckinger, who recently took over the Dispatcher's duties in the Tampa Branch.

"You've got to go at 'em hard," Ralph says—and he ought to know. In his 10 years as an SIU member—he joined when the Union started—Brother Seckinger was in there pitching every inch of the way, as the Seafarers travelled the stormy course to maritime leadership.

His record as a staunch Union member is packed with action. It began with the job action days of 1938-39-40, when the newly born SIU was getting under way. He acquired more trade union P's and Q's in the P&O strike.

FOUGHT POLICE

In the 1946 General Strike, when the Seafarers tied up every port in the nation, Ralph was chairman of the Tampa Branch strike committee. During that stormy beef, he was one of the strike leaders who led a march on Tampa's city hall to protest the police department's strike-breaking activity.

There's hardly a phase of Un-



RALPH SECKINGER

ion activity in which Brother Seckinger hasn't participated. He has played a role in several of the SIU's organizing drives.

Despite his varied and full participation in the Union's progress, his job as Tampa Dispatcher marks the first time he has been a Union official. And though young in years, Seckinger is typical of the SIU's strike-wise oldtimers.

Brother Seckinger, who ships as AB and Bosun, firmly believes the SIU will eventually envelop the entire maritime industry.

ISTHMIAN DRIVE TOPS

Of all the major achievements scored by the SIU in its ten-year existence, Ralph feels that the success of the Isthmian organizing drive was the outstanding.

Not that he underestimates the recent hiring hall accomplishment, either. He felt that victory was a foregone conclusion, because of firm Union policy.

"But only the SIU could have gotten the Hiring Hall agreement the way it did," he points out. "This is a result of having the shipowners know we mean business."

That we mean business is attributable to the many Seafarers like serious, Union-minded Ralph Seckinger.

WORKING ON UNIFORM REGISTRATION RULES



Headquarters Registration Rules Committee members who will submit recommendations for new uniform registration rules at the A&G branch meetings on August 11, are from left to right:

Back row (Deck Department): Bill Champlin, Chairman, Robert McQueen, John Ulas, Steve Carr, Leo Siarkowski, Morris Richelson.

Center row (Engine Department): L. A. Marsh, Arthur F. Smith, Ernest Waters, William Meagher, Edward Robinson.

Front row (Stewards Department): B. Hardacker, John Ross, M. F. Dellano, Pat McCann, Donald Gardner.

Mutinous? — Just Best Crew Ever!

NEW YORK—The SS William Carson — "mutiny" ship of screaming headlines that monopolized the daily newspapers from July 13 to 17—paid off clean and happy here Monday.

Despite the rough picture of unruly merchant seamen defying law and order at sea which was given the public when a garbled message was relayed by the Navy on July 12, Chief Mate R. E. Burnette stated that both he and Captain Ernest W. Braithwaite would be glad to have the entire gang stay on the ship. He added that it was the best crew he had sailed with since 1940, when he left the SIU to sail on the bridge.

The same thing went for the

crew, who lauded the Captain as being a good guy with the crew's interests at heart. Both officers and crew reported that there was no friction whatsoever aboard ship during the seven weeks trip from Charleston and Norfolk, to Genoa, Italy, Dingwall, Nova Scotia, and back to New York.

The original distress message, "Crew mutinous. Cannot control. Come at once," was sent out about noon, July 12, without the knowledge of the Captain, by Radio Operator Gerald A. Melton.

RADIO MAN DISAPPEARS

Melton disappeared sometime after midnight July 13. The Captain was notified at 5:30 A.M. and the ship was searched. At 7:15 the Master sounded the general alarm and mustered the crew by calling each name from the crew-list.

All hands were accounted for, except Gerald Melton. The ship was turned around, double lookouts posted in the crosstree and on the bridge with binoculars and a search was made till 6:30 P.M., when another crew muster was made and the Radio Operator was presumed to be lost. The ship was stopped one minute for prayer.

During all of this time those aboard ship remained in ignorance of the "mutiny" message which the Radio Operator had sent. The US Navy Destroyer 836, George K. Mackenzie, overhauled them on July 16th and, after considerable difficulty in the rough sea, got a small boat along side the Carson's jacob's ladder and put a boarding party aboard consisting of Captain Frost, USN, two Ensigns and a number of enlisted men — all armed.

The first thing the Navy Captain said when he came aboard was, "I suppose you know why I am here?" according to Jack Wooten, Utility man.

"No, I don't know why." The Mate was reported as replying.

"We received a report that there was mutiny aboard," Captain Frost replied. He then went on the bridge with his Ensigns to confer with Captain Braithwaite, while the armed enlisted men spread out on the deck of the ship.

Quiet and alert, the guards (still under the impression that there was, or had been, mutiny aboard) took positions on the open deck where they could watch the crew. However, no weapons were brandished and no hostility was shown toward the crew of the Carson.

The boarding party remained for about forty minutes. During the later part of the time, the Navy men drank coffee with the crew in very friendly fashion.

Jack Wooten, Utility, George Hammock, Wiper, C. O. Stroud, Deck Engineer, and B. Harrison, Bosun, and others among the crew all agreed that the actions of Melton, in sending the distress message, and his later disappearance, could not be accounted for by any incident that had occurred aboard the ship.

Nor was it consistent with his attitude or appearance up to the time of his loss. They all agreed that he had been a "nice fellow," liked by all, and not the "screwball" type. He had no enemies aboard. His disappearance remains a complete mystery to all.

Captain Braithwaite was termed the "best Skipper they ever sailed with" by many members of the crew. He put out draws whenever requested in port, was liberal with the cigarette allowance, and even inquired as to men's sizes when they came aboard ship so that he could be sure that the slop-clothes would fit all.

The Delegates reported all full books aboard with the exception of one permit man in Steward Dept. In the last ship's meeting, July 18, all Delegates reported no beefs. A good SIU ship all around.

Registration Rules Due At Next Meeting

NEW YORK, July 30 — New uniform registration rules will be submitted to the membership for its consideration at August 11 meetings of the A&G District, it was announced today by the Headquarters Registration Rules Committee.

These new Rules, if concurred in by the membership, will supersede the many different Rules now in force in various ports, thus insuring uniformity and eliminating confusion.

As reported by the LOG on June 25, the drafting of standard registration rules which would further streamline the Union apparatus, simplify procedure throughout the ports, and bring our regulations up to date with present day shipping conditions, was set in motion by the last Agent's Conference in response to a membership demand.

PORT COMMITTEES

In order to arrive at a set of proposals that would reflect the wishes of the entire membership as well as make use of the experience of the various branches, rank and file Port Committees worked out recommendations which were forwarded to Headquarters.

An over-all Registration Committee was elected July 26 at Headquarters, composed equally of men from each Department, to sift through port recommendations, and draw up the uniform rules for membership action.

Also part of the report will be a reclarification of A&G requirements for registering in rated capacities.

The committee members are: Deck Department: Bill Champlin, Chairman, Morris Richelson, Leo Searkowski, Stephen Carr, John Ulas, Robert McQueen.

Engine Department: Edward Robinson, L. A. Marsh, Arthur Smith, William Meagher, Ernest Waters.

Stewards Department: Pat McCann, John Ross, M. F. Dellano, James Keno, B. Hardacker, Donald Mardner.

US Has 43 Percent Of World Tankers

Of every 100 tankers in the world today, 43 are owned by the United States, the National Petroleum Council reported the other day.

They are divided as follows: The United States government owns 14.4 percent of them, private U.S. interests 28.5 percent, making a total of 42.9 percent American owned.

Nine percent of the world tanker fleet is Panamanian, more than half of which actually is owned by union-dodging Americans.

Britain has 20.1 percent; Norway 11.0; Italy 2.7; France 2.4; the Netherlands 2.3; Sweden 2.2; Greece 0.7; Denmark 0.6; Belgium 0.2; Portugal 0.2; Germany 0.1; Switzerland 0.1; and Turkey 0.1.

The Soviet Union has 1.1 percent; Spain 0.7; Finland 0.1; Canada 0.8; Argentina 0.9; Mexico 0.4; Venezuela 0.3; Brazil 0.1; Honduras 0.1; Uruguay 0.1; Japan 0.4; China 0.1; and South Africa 0.2.

What The Union Owes The Membership

By CAL TANNER

Security in a shifting world and betterment of the conditions of life for each individual member are the human needs which have led working men to organize trade unions for their own protection and improvement.

By maintaining economic security for its members, the Seafarers International Union creates a substantial degree of stability for both seamen and the maritime industry. By setting adequate wage scales, by improving the conditions of employment, and by supervising the contracts, the Union leadership elected by the membership, assumes the mantle of protector to each and every member.

But there are very definite limits to the Union's responsibilities to its members. As a matter of practical reality the duty of the Union and its representatives is completed when the primary purposes for which the Union was founded are met. These purposes are, as noted above, attaining and maintaining better working conditions and as much economic security as possible.

MISCONCEPTIONS

Nevertheless, many members of the SIU continue to labor under the very human, but very erroneous, impression that the Union must be both father and mother to every one. That the Union should be so regarded is highly flattering to the Union and its elected officials, because it demonstrates that the members have faith both in the men they chose in free elections and in the organization.

At the same time, such misconceptions of the Union's functions could lead to grave internal weaknesses which, in turn, could bring about the defeat of the Union in a time of crisis.

Here is one mistake too many Seafarers make. They say: "The Union has money now. Look at our



strike fund! Why there must be a couple of hundred thousand bucks in it! Maybe a million! No need for us to worry. We can go on strike in a minute with that much dough and live good too."

As a matter of fact, the SIU has \$800,000 in its strike fund. This is the biggest strike fund of any outfit in the maritime industry, and does not include any of the Union's other funds, such as the Building Fund, the Hospital Fund and the General Fund. Nevertheless, the members who think in the terms noted above are dead wrong—unless they are millionaires in their own right which is most unlikely.

They are wrong because there are no funds in the SIU treasury to take care of a member's personal needs during a strike. There is no Union money which can replace PERSONAL SAVINGS.

STRIKES EXPENSIVE

An empty Union treasury does not mean a weak organization—if the members are well heeled as individuals. By the same reasoning, a big Union treasury does not mean a powerful Union—if the members are broke and up against it. When the chips are down, a big Union treasury and plenty of individual savings are an additional guarantee of victory.

Many members seem to believe that an occasional small donation to the Strike Fund is all that is needed to protect them in a time of strike action. They believe that the Strike Fund and other Union funds are all that are needed to cushion them against the shocks which life brings. They are wrong. Those funds help, and a hell of a lot too, but something more is required.

Consider how a strike is financed. The cost of a modern, big-scale maritime strike is enormous. Maintaining an army on the picketlines for a very long will exhaust the strongest Union treasury. Furthermore, there is the problem of the personal expenses of each individual Union member, including picnards—picnards are not paid during strikes. How is the individual going to pay his own and his family's expenses when his wages are cut off?

RENT MONEY

The answer is that the individual member must be ready to meet the situation when it comes. The Union cannot take care of the membership's rent.

The Editor of the SEAFARERS LOG has invited the Port Agents to submit a series of articles on issues of general and vital interest to the membership. These articles will not take the place of the Agents' weekly surveys on the state of shipping in their ports and other matters but will be something extra. The Agents will continue to send in their port reports.

The Editor felt that the Port Agents, because of their position, would be able to comment wisely on many subjects. The first article in the series appears below. It was submitted by Cal Tanner, the Agent in Mobile. Members are urged to submit their own views of the subjects covered.

The inability of individual workers to stay indefinitely on the picketlines has been a powerful factor in the defeat of an otherwise strong union. We can remember too many picketlines that evaporated into thin air after a week or two. Old Man Economics beat them.

We cannot rely on the money in the Union treasury to finance the long haul to victory by itself. We must place great reliance on the PERSONAL SAVINGS of individual members.

A Union whose members have substantial bank accounts to cover their personal expenses while the Strike Fund takes care of strike operations is a Union prepared for a long siege. Money is a tool and, with enough tools in the form of BOTH Union and personal funds, victory is assured.

Of course, don't anybody get me wrong. Seamen are the kind of men who can run a strike without money. They have done it in the past, and they will do it again if they have no other choice. When you come down to it, money is just a substitute for determination. However, for those men who have families ashore a little money laid up against a strike period is highly desirable. When money is combined with determination, Seafarers can keep going forever.

REAL STRENGTH

These are the hard facts of life which confront the SIU's officials and membership alike. Individual savings are of paramount importance to the Union. They influence Union strategy at every point. As each member grows in personal wealth so grows the Union's real strength.

Plenty of young men are coming into the industry these days and many of them have no knowledge of the terrible struggle we went through to establish the SIU on the waterfront.

Would these younger members be willing to spend long months on the picketlines and even carry the banners at night? Things are different now. Gone are the 10-cent "meals" we used to grab—a bum



beer plus the rotten free lunch. We have become used to palatial Halls, with comfortable chairs, libraries and television sets, good food afloat and ashore. Some of the young members know nothing else.

There is nothing wrong with these comforts, of course. They are part of the old dream come true. But we must not let the comforts soften us. We must not forget the history of our bitter fight to rise, because we face new fights.

Unless we give a little thought to the problem of financing strike action—and strikes will be forced upon us in the days to come—we will be in danger of losing our comforts along with our wages and conditions. This is no idle chattering either. We can lose those television sets faster than we got them. Television sets and everything else.

Everything that we have gained can be lost in a

few short weeks. With all the good will in the world and the best of determination, we cannot stand up long in a big strike—unless the members themselves are in a position as individuals to sustain a long period of unemployment.

We need the solidarity of all labor, the financial backing of other AFL unions. That is the reason for the existence of the American Federation of Labor, to give a solid backing to member unions. If the maritime organizations must hit the bricks at any

time, we must be supported by the other unions in other fields.

However, in the final analysis, the power of the SIU-SUP rests in the individual members. All of us know that it was the individual members, thousands of angry, half-starved, overworked seamen who hit the bricks in other years to build the maritime unions. They as individuals were burning with desperate resolve—and they had nothing to lose.

PLENTY TO LOSE

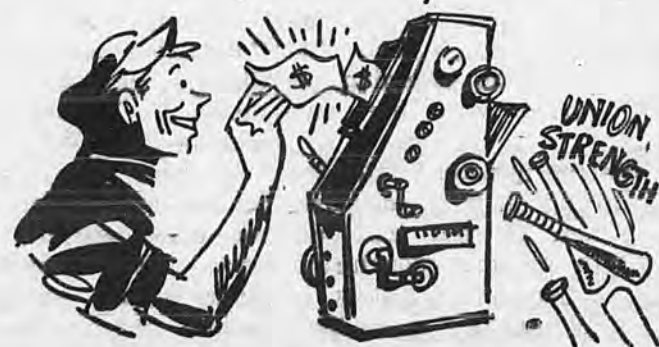
Today we have a lot to lose, and we must be prepared to fight just as hard as we fought in the old days. On our own shoulders rests the problem of maintaining our own gains.

We must be as tough in holding our position as oldtimers were in winning it. If we are not tough, it will be as if we had built our house on sand for everything we have will be washed away.

It takes a dollar these days to do what used to cost a dime. As everything goes up so does the overhead cost of running the Union itself. The cost of living ashore has more than doubled.

We have only a short time before us to prepare for the struggle against the reactionary forces which are in the saddle now. The Union is our bulwark. Whether we live or die as an organization depends on each and every individual.

Wise men will save a little from their earnings as



a cushion against the time of need when the Union may be fighting for its very existence. Personal savings may well be the factor that turns the battle in our favor.

We must prepare—as individuals—to support the Union which fights for the whole. We must have both organizational and individual economic strength.



Mobile Expects Flour Shipments To Boost Port

By CAL TANNER

MOBILE—The long promised and hoped for Marshall Plan cargoes are just beginning to loom over the hump. Flour cargoes for Europe are expected to hit the Gulf ports shortly, and will undoubtedly involve quite a number of ships.

Inasmuch as Gulfport, Mississippi, is one of the principal loading points for flour, Mobile will get a big boost. We've waited a long time for this, and it comes at a time when we can use every bit of work involved.

The past week was one of rather slow shipping here. We dispatched a total of 113 bookmembers and 46 permitmen. Port activity was due to five payoffs, four sign ons and two ships in transit, a little down from our usual tempo.

The payoffs this week were Antinous, Noonday, Monarch Of The Seas, all Waterman; and the Alcoa Ranger and Alcoa Corsair. For sign ons we handled the Alcoa Pioneer and Alcoa Ranger; the Monarch Of The Sea and Madaket, Waterman.

All of the payoffs for the week were smooth, with only a few minor beefs which were soon settled to the crews' satisfaction. Before the crews signed on, all repairs were made and the slop chests checked. There should be no beefs on these ships on those matters.

Countries these ships will be hitting are Puerto Rico, England, Holland and the countries along the Bauxite Trail.

For next week we expect just about the same picture. Alcoa and Waterman together expect about five to seven payoffs and signons.

Waterman, however, has a few C-2s in the shipyards here, which are expected to be ready for service some time next week.

On the local labor scene things are very quiet. Our Brothers in the building trades have gone back to work after a long lockout. The end of their strike leaves the City without a single union beef of any sort in progress. Seems awfully quiet around here.

Here are a few of the old-timers now on the beach:

C. Merritt, C. Jordan, A. Di-Costi, J. L. Wolfe, F. Holcombe, J. Self, T. B. Hall, J. Modan and F. McConico.

Membership Rules

Membership rules require every man entering the Union Halls to show his Union book, pro-book, permit card or white card to the Doorman. Nothing else will be recognized. This is for the membership's protection. Don't waste the Doorman's—or your own—time by arguing this point. Observe the rules you make.

CG To Enforce Law On ABs

On July 15, the Coast Guard commenced rigid enforcement of the legal qualifications for signing ABs on American ships.

Under the law, two-thirds of the ABs on any ship must hold green tickets. In other words, two-thirds of the ABs must show three years of deck time. The remaining third may hold blue tickets which require only a year of deck time.

On the average ship calling for six ABs, four will have to have green tickets after July 15.

All ABs are urged to check their tickets. If you hold a wartime AB ticket, terminating six months after the end of the war, you should go to the Coast Guard and get your blue ticket, or get your green ticket if you have the three years.

And if you have a blue ticket and the three years, you should get it upped to green, whether you got your papers during the war or some time earlier.

Improved Shipping Should Reduce NY Lists

By JOE ALGINA

NEW YORK—Stay in your seats, kiddies, and don't start a stampede. New York shipping has picked up! How long it will continue is your guess, but we're enjoying it while it is here.

It's a sure cinch that we won't have to call the outports for men—shipping is not that good—but it is good enough so that a lot of men who have patiently sweated out the weeks of fair shipping will now get berths.

If we can make a dent in the backlog of men here, we'll be more than pleased.

Some of the ships in this week that made for good shipping were three Robin Line vessels, two Watermans, and odds and ends from other companies.

The three Robins were the Lahaina Victory, Robin Locksley and Robin Grey. They came in, paid off and settled in good shape. The only beef of the trip came on the Grey where the Chief Electrician was busted to Wiper.

We're taking the matter to the shipping commissioner and next week we'll have the dope on this fancy maneuver. There's going to have to be some fast talking on the part of the company, because we intend to squash this practice.

WATERMANS, TOO

Waterman's Bret Harte and Jean La Fitte were in for payoffs. Both ships had minor beefs, but when the payoff was completed the beefs had been settled.

Other good vessels were the Colabee, Evangeline and Carson. All three ships paid off and signed right back on again with no beefs. The Carson, famous "mutiny" vessel, was an easy one for the Patrolman to handle in spite of all the hulahaloo in the papers.

At the moment Bull Line is laying off crews because of longshore trouble in the Islands, but this should be cleared up in a short while and Mr. Bull's gals will be rolling once more.

From Bull to beefs:

Sometimes a man will register for a job and some time later discover that the card does not have his registered rating noted. It's an oversight on the part of the Dispatcher, and a simple one to correct if caught right away.

It's a good idea to check your registration card immediately after it is issued so any errors can be corrected.

LOOK IT OVER

Another time when it is smart to check your registration card



is at the meetings. When your card is presented for stamping at the door, the confusion around the men stamping the cards occasionally causes one to be overlooked. So, again, it is a

San Francisco Branch Kept Busy By Shipping And Hunt For Hall

By A. S. CARDULLO

SAN FRANCISCO—There has been quite a bit of action on the West Coast this week, although not many A&G men were involved in the payoffs.

The Iberville—first ship in the Waterman West Coast-To-Europe fleet—came in and took off smoothly. She is scheduled to make Germany, France, Holland, and North European ports, while the second (when it comes out) will run to South Europe—Genoa, Trieste, etc.

When this trade gets under way the ships will go alternately to North Europe one trip, and South Europe the next.

In all, we expect to crew up nine ships shortly for an initial run to the East Coast, where they will be prepared for this new Waterman itinerary.

The Ramapo, Seatrade Corporation, which is being handled by the Chamberlain Steamship Company, will call for a full crew shortly.

FILED AND FORGOTTEN

A Bosun shipped as replacement on the St. Augustine Victory, and started chasing butterflies the first day aboard. He wound up by falling asleep in the Mate's bunk. Yes! The replacement was made in short order!

If men who have no intention of completing the trip on the intercoastal ships would straighten it out before they sign on, it would eliminate one of the causes for beefs that have been cropping up here.

We see where some of the top Commies are behind bars instead of hanging in front of them. It won't be long before the "defense stamps" come out. When the story broke here in the local press, all the local "brethren" hit for the hills!

LOOKING FOR HALL

We've been wearing out shoe leather trying to find just the right place for the new Union hall. Those places that are nice are too expensive, and those that don't cost too much are crummy.

We're hot on the trail of a good spot however, and should have something definite to report on this week.

One spot that we considered was next to the Waitresses Union headquarters. Some of the boys on the Building Committee wanted to take the place sight-unseen after they saw the waitresses.

But the cooler heads on the committee decided to look at the place first. Unfortunately it did not suit our needs.

New Orleans Shipping Runs Into Slowdown

By EARL (Bull) SHEPPARD

NEW ORLEANS—Although shipping has slowed down somewhat during the past month, bookmembers not too choosy about their ships and runs still do not have much trouble getting jobs.

Despite the conflicting predictions filling the air these days on the prospects for shipping, the section of the industry operating out of this port is not too pessimistic. In fact, it is expected that the Marshall Plan will get rolling and pep up activity here.

The Mississippi Shipping Company is even optimistic about the whole thing. It figures that the Plan will eventually result in expansion of the Company's operations to West Africa and South America. The only sound and sensible view, however, is to wait and see. You can't pay-off on prospects.

HALL WORTHWHILE

With New Orleans experiencing one of the hottest summers on record, our spacious, comfortable, cool, new Hall is more than proving its worth.

There is no question that it would be next to impossible for the men to bear up in the sweat box that used to serve as our Hall. How we all stood

it as long as we did still remains a mystery all hands are trying to fathom.

Outside of the few minor beefs that occur on all ships there is nothing out of the ordinary to report, in so far as the contract is concerned. This fine situation is due largely to the fact that the delegates and crews coming in here have made it their business to study and learn the contract.

And when there is interest of the kind these members are showing, beefs are always cut to a minimum and easily settled in routine manner.

The experience of these crews is proof that it pays to know your contract, to know what you're entitled to and what not. It saves time and energy and leads to smoother sailing. All members would do well to follow suit on this score.

TOUGHENING UP

One of the matters which the men here are getting tough about is the rejection of jobs too late for replacements to be shipped. There is positively no excuse—these days, especially—for any vessel sailing short-handed.

If you're not sure you want a job, don't put in for it. The committees here are poison to offenders, so don't foul up. Pro-

tect your job and your book, by reporting immediately to the Dispatcher if you decide to reject a job.

Prompt notification will enable other Brothers to take a crack at the job and will pre-



vent the ship from sailing short-handed.

Men who foul up, by failing to inform the Dispatcher that they are not taking a job, are placed in the same category as gashounds, and they usually deserve to be.

As the saying goes, a word to the wise is sufficient. Unless you want to face a trial committee don't commit any performing of this type.

The membership has clearly demonstrated that it does not like guys who are responsible for fellow members losing out on jobs they want very much.



Galveston Shipping Holds Spurt, But Return To Normal Seen Due

By KEITH ALSOP

GALVESTON — The spurt in shipping which began in this port a couple of weeks ago continued through last week. With the help of the New Orleans Branch we were able to dispatch crews that were needed.

A calm appraisal of the situation, however, points to a return to what is regarded as normal shipping for the Texas area, possibly within the next couple of weeks.

Responsible for the good shipping here were three payoffs and two signons. The ships paying off were the Cahaba, Pacific Tankers, which payed off in Corpus Christi; the Fairport, Waterman, which terminated her voyage in Lake Charles, and the F. Ingersoll, Waterman, which paid off here in Galveston.

JUST MINOR

Only minor beefs existed on these ships and all were settled at the payoffs. Signons took place aboard the Cahaba and the Ingersoll.

Probably the subject of most conversation and interest in this port at the moment is the good shipping we're enjoying. And very likely, it's the kind of news the membership in other ports would most like to hear. We hope we can keep them satisfied on that score.

On the organizing front we've been fairly active contacting unorganized ships that have touched this port.

Some of the SIU men around the port during the past week were E. C. Hill, W. H. Laffoon, J. B. Gribble, Buddy Jordan, W. Berry, Gene Legg, J. Blizzard, C. Lin and R. W. Sweeney.

The Patrolman Says

AB Tickets

NEW ORLEANS—For the last two months the SEAFARERS LOG has been warning the membership that the Coast Guard will enforce the provision on wartime AB tickets which voids them as full tickets six months after the end of the war.

Many of the SIU men affected have acted promptly and gotten squared away with renewed tickets. They have nothing to worry about when they take a job, for their new tickets are good from now—on any ocean, lake, river or pond.

But there is always the guy who thinks "manana is good enough for me," and lets everything ride along until he has been hurt. He then takes up the Union's time expecting its officials to help him out of a situation which only he can help.

This has been happening in the Port of New Orleans, where the Shipping Commissioner is turning down many who are still trying to ride on expired tickets.

UNION CAN'T HELP

Some of these men rush back, wild-eyed, to the Dispatcher, damning the Commissioner, and expecting the company to give them a day's pay, plus transportation to and from the ship.

Too bad, Brother, it is your own fault. Read your LOG, and



keep up with the latest developments in maritime.

But for the benefit of those who did not turn in the old tickets before July 15, here is the Coast Guard Ruling under which the Shipping Commissioner must act:

Two thirds of the ABs on any ship must hold green tickets. In other words, two thirds of the ABs on board must hold a ticket which shows three years of deck time. The remaining third may hold blue tickets which require only one year of deck time. On the average ship calling for six ABs, four will have to have green tickets. Your wartime ticket is now a blue ticket no matter how much sea-time you have had on it, until you have it renewed.

Johnny Johnston



SIU Put On Spot When Members Refuse Jobs

By WM. (Curly) RENTZ

BALTIMORE—It's a pleasure to report the activity of the past week. Shipping this week suddenly became very good here, and enabled us to send out a good number of the men who have been on the beach. In fact, we had to call some of the outports for rated men, when we ran short.

The list of payoffs and signons sounds like a roll call of SIU ships. Here they are: For payoffs—Alamar, Calmar; Robin Tuxford, Robin; Venore, Ore; Marine Arrow, Robin; Southstar, South Atlantic; Mangore, Ore; Robert Stuart, South Atlantic; Bethore, Chilore, Steelore, all Ore ships; Edith and Arlyn, Bull; and the Bull Run, Mathiasen.

Handling these payoffs kept this Branch on its toes, but with excellent cooperation from the crews the payoffs were handled in short order.

In the signon column we had the Steelore, Mangore, Venore, Bethore; Chilore, Ore; Alamar, Calmar; Edith, Bull; Steel Artisan, Isthmian; John Paul Jones, Alcoa; Isle of Patmas; Southstar, Robert Stuart, South Atlantic. Not a bad lineup, eh?

In transit we also handled a few Waterman and Alcoa ships that came in here to top off and head for Europe.

FEW TAKERS

With this excellent break in the shipping situation, we expected the men to grab the ships on the double, but that wasn't entirely the case.

We sent out call after call for men to take the Ore ships but we got very few takers. It's true that these ships have a quick turnaround and spend very little time in port, but a job is a job when ships are scarce.

Because we couldn't get men for all of the Ore ships, the company exercised its right to hire

men. As a result 28 men were hired by the company. That was 28 jobs lost to the Union.

The membership of this Union did a lot of spade work to get these ships under the SIU banner. The Union spent money to organize the ships, but the jobs went begging.

Not only were 28 Union jobs thrown down the drain, the Union men who took jobs will be sailing under a disadvantage.

If they want to stand up for their rights as Union men and see that Union conditions are maintained, they'll have a tough time. The company isn't going



to worry too much about a militant crew if they know most of the men aboard are company men.

On the Cities Service front, the Organizers are keeping after those scows like homing pigeons. We had a Cities Service ship in here Saturday and the crew was in good shape for us. The men are sticking aboard, all determined to make sure the ships go SIU when the time comes.

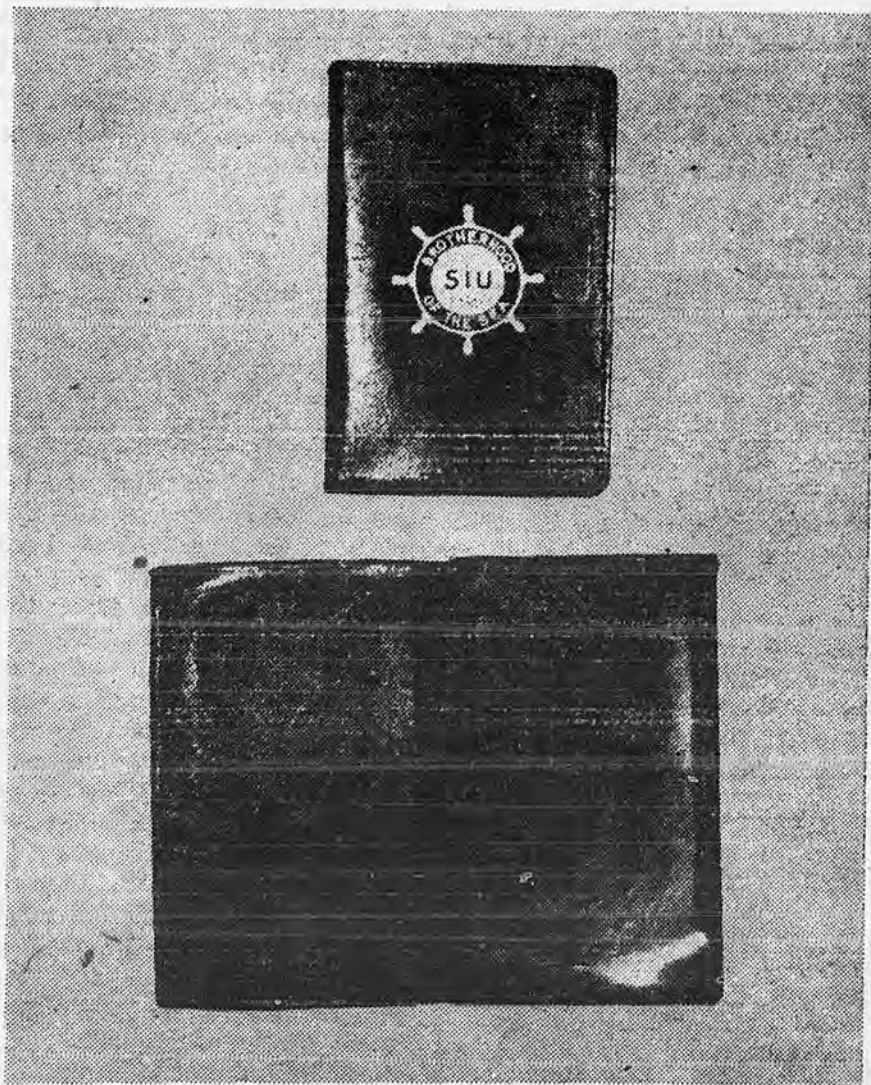
ATTENTION!

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

Send 'Em In

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

NEW UNION BOOK HOLDER



Two views of the leather folder designed especially to hold SIU Union book, the new type Coast Guard discharge and identification card. The SIU wheel is stamped in gold on the outside cover. There are two inside compartments, one covered with a celluloid window and the other with leather. Price is \$1.50. The folders, union made, are available in all SIU Branch Halls.

San Francisco Is A Seamen's Town



Sleek and trim, the Iberville lies alongside her Frisco dock before taking off for European ports. This photo and others on the page were submitted by the SIU's San Francisco Branch.

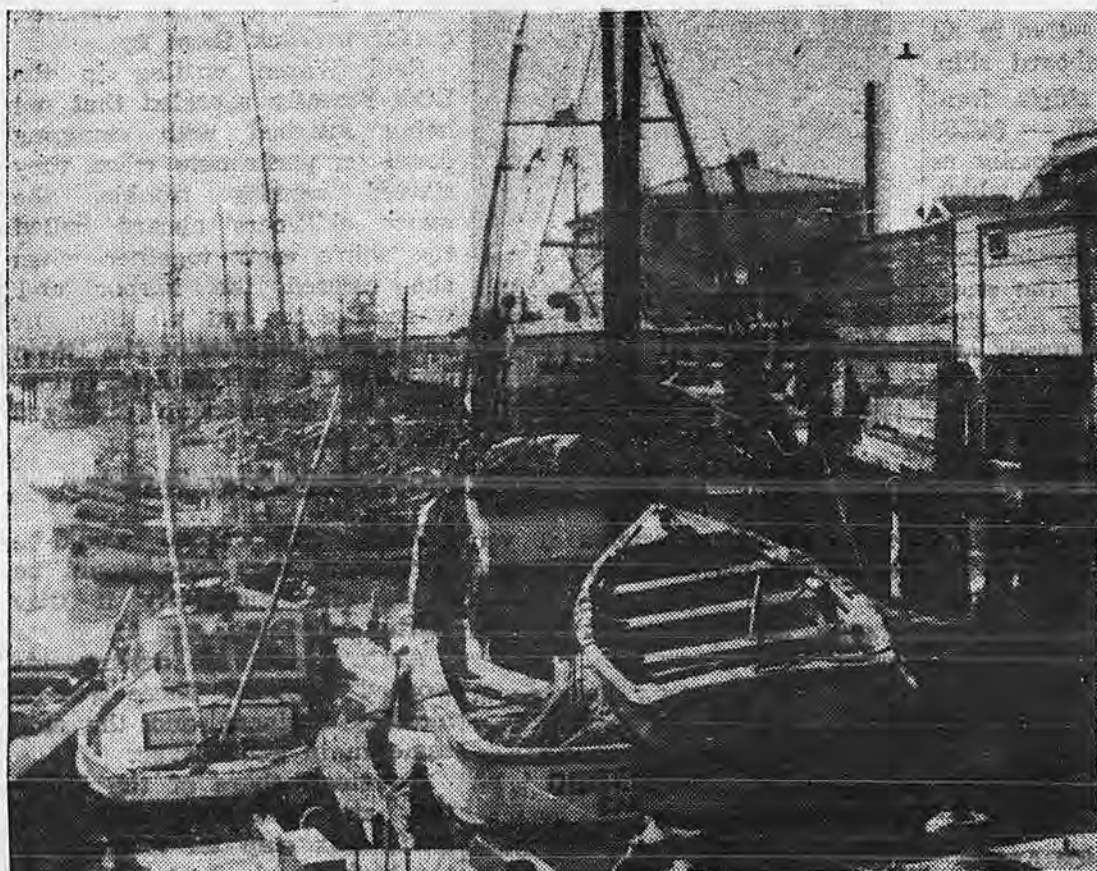


One of Frisco's best known sights is the cable car. At the start and finish of each run, the car is pushed onto a turntable and its position is reversed by hand, with the motorman supplying the steam (photo above). Courtesy rules the road and the motorman, who knows most of his fares by name, often will oblige a passenger by stopping directly in front of his house or apartment.

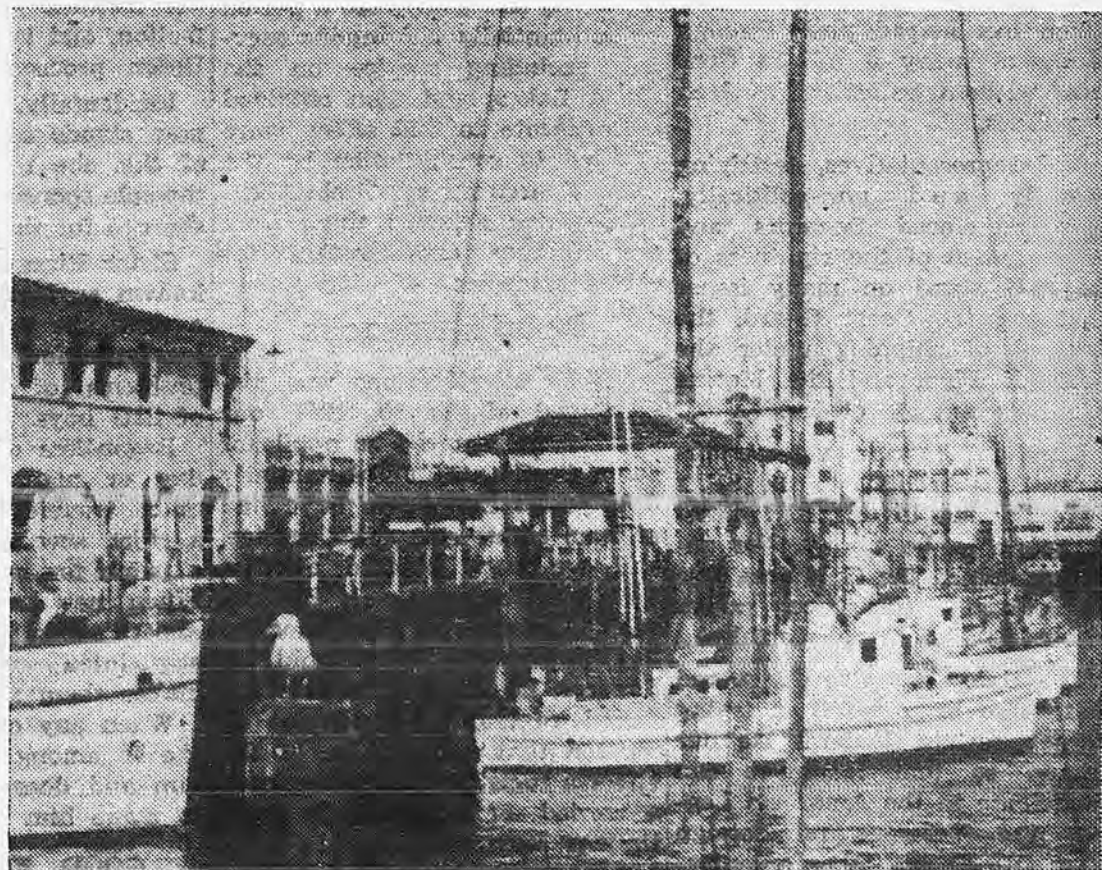


Looking as trim as the vessel they just paid off, these Iberville crewmembers relax over a couple of cool ones. From left to right: Pete Drebas, Stan Buzolewski, the Deck Engineer (name not given), and Eddie

Buzolewski. The pretty young miss at the right is the waitress. Her name wasn't given, but it doesn't matter—she's out of circulation. Married to a Seafarer, in fact.



At the end of the cable car line is San Francisco's Fisherman's Wharf, site of many eateries known from coast to coast for first-class seafood. Joe DiMaggio's and the Grotto are among the better known. In photo above are some of the fishing boats whose daily hauls reach seafood lovers via the Wharf's restaurants.



Another section of the fishing fleet at Fisherman's Wharf. Frisco's famed waterfront is often the setting for many movie productions turned out in nearby Hollywood. More often than not, the Hollywood pictures differ greatly from the more realistic waterfront living experienced by SIU men. But the nation wants its romance—even in the bilges.



SHIPS' MINUTES AND NEWS

Brother Overlooks Dangers In Suggesting Seafarers Start A Veterans Organization

The Seafarers International Union should organize a veterans' group for merchant seamen who sailed in the war, advises William J. Brodbeck, who seems unaware that the SIU on several occasions has found good reason to reject all proposals to start or participate in any such program.

Speaking of the war role of American seamen, Brodbeck says in a letter to the LOG, "We kept our lifelines functioning on the many battlefronts during the recent war. We were heroes in dungarees, remember? The United States as a whole praised our courage, resourcefulness and spirit. Today we are forgotten as though we never existed. Yet our brothers, the Army, Navy, Marines and Coast Guard are being rewarded handsomely for the service they rendered."

"Many of us have returned to our pre-war occupations. Others have gone into business. Some have returned to colleges and trades. You may have to leave your occupations and your families. You may be drafted."

"Why? We are not organized. We were ignored by the 80th Congress in their haste to get to the Republican Convention because we are insignificant... The American Legion, the VFW and other groups with political pressure will always reap the benefits. We will always get the back of the hand... I have always maintained that we are in dire need of an organization."

SIU DOES THE JOB

Brodbeck's idea is well intentioned, but SIU officials have found that Seafarers already possess the best veterans' organization they could possibly find. That organization is the Seafarers International Union itself which has helped push through or defeat many a bill in Congress without becoming involved in politics.

SIU representatives, testifying honestly and non-politically, have convinced Senators and Congressmen of the rightness of the SIU stand on many issues including the Coast Guard, the division of shipping under the Marshall Plan, and the Marine Hospitals among others.

Merchant marine veteran organizations brought to the SIU's attention and investigated closely prove to be phony. For instance, one in the Gulf area was an outright insurance racket whose policies were worthless.

The Union has also discovered that there is no point in trying to get certain Federal statutes altered so that Seafarers can participate in the American Legion, the Veterans of Foreign Wars (VFW) and other organizations.

The Legion, the VFW, Amvets and similar outfits are not controlled by their rank-and-file, the Union has found. They are

run by big-businessmen in their own interest, and their national policies are strongly anti-labor and militaristic.

GROUP IS SPLIT

The most acceptable of the existing veterans organizations has been found to be the American Veterans Committee. However, even this has been badly split in a fight centering around the commies quite similar to the brawling in the NMU.

When it comes to pressing for a new organization, the first fact that strikes everybody is that a new organization could do nothing for merchant marine veterans that the SIU is not already doing.

Moreover, SIU officials and rank-and-filers are sure to feel that Brodbeck is treading on dangerous ground when he so much as suggests, however indirectly, that merchant seamen be considered in the same light as the Army, Navy, Marine Corps and Coast Guard. Let that happen and the next step is bell-bottomed trousers. If seamen were to get full military benefits they would have to risk military control—right down the line.

MC Favors Draft Exemption For Men With War Service

Merchant seamen with extensive wartime service stand a good chance of being exempted from the draft, if the Maritime Commission has its way, according to a letter Seafarer W. J. Plauche received from the Commission's Washington headquarters.

Knowing that the draft status of seamen under 26 years was a matter of grave concern to many Seafarers, Plauche sent a photostatic copy of the letter to the LOG.

The full text of the Maritime Commission's letter dated July 15, to Brother Plauche follows:

"Mr. Willie J. Plauche,
"8233 Apricot Street,
"New Orleans 18, Louisiana.
"Dear Mr. Plauche:

"I have your letter of June 22, 1948, with reference to the eligibility of former merchant seamen for induction under the Selective Service Act of 1948, Public Law 759, 80th Congress.

"Prior to the termination of the Selective Service and Training Act of 1940, merchant seamen who had completed a period of substantially continuous service, excluding service on the Great Lakes, and who obtained a Certificate to that effect, were entitled to consideration by the Local Boards for a 1-G classification, which relieved them from any further consideration for military service.

GOOD INTENTIONS

"When classifications was discontinued March 10, 1947, our regulations required an applicant for a Certificate of Substantially Continuous Service to have had at least eighteen months' service, and we were advised at that time by General Lewis B. Hershey, Director of the Selective Service System, that should inductions be resumed it was believed regulations could be so written that a certificate to the effect a registrant had completed a period of substantially continuous service in the Merchant Marine would furnish a basis for finding that such registrant could be relieved from any further consideration for military service.

"The Maritime Commission recommended to Congress that

merchant seamen with at least twelve months' service on the high seas be exempted from induction under this Selective Service legislation.

"Unfortunately Congress failed to take favorable action in this connection. The Maritime Commission, however, will make every effort to establish a procedure with the National Headquarters of the Selective Service System for obtaining reclassification of the merchant seamen who served during the war.

"Sincerely yours,
"C. W. Sanders,
"Assistant Chief,
"Marine Division."

Corsair Stewardess Strong Unionist And Mom To Crew

When it comes to practicing good unionism and being a good shipmate, it's hard to beat full book Sister Jennie Rizzuto, according to D. F. "Danny" Brynes, Ship's Delegate on the Corsair. Stewardess on the ship, she also acts as Secretary-Treasurer of the ship's fund, a job she handles to everyone's satisfaction, and is very active in all Union proceedings aboard ship.

Incidentally, the ship's fund now stands at \$125.00 — \$40.00 of this she raised personally as the sole sponsor of a raffle which she ran for this purpose.

Sister Rizzuto is affectionately known as Mom to all the crew, a term she earned by her tireless attention to the needs and problems of her big "family" of SIU boys.

Regardless of the time of the day or night, it is never too much trouble for Mom to press a shirt, sew a button, or make a patch for one of her charges. When new crewmembers come aboard she immediately gets acquainted with them and makes them feel at home.

When any of the crew is sick she is among the first to visit him and does all in her power to make him comfortable.

GOOD FOR MORALE

What this must mean to the Ordinary Seaman or Wiper who has left home for the first time and feels that empty homesickness settling down on him at

Log-A-Rhythms

The Sailor And His Love

By JOHN LEGGE

Just for love,
Give me a girl from a waterfront barroom
Down under a sweating sun;
A girl that meets the sailors
In Santos or Rio or Buenos Aires—
Yes, in San Juan or Havana, too!

For she loves with a hot, mad rhythm
And she doesn't hold anything back.
And you'd better be true to her, mister—
For she loves with a knife at her bosom,
With a razor blade in her hair!

There is no future,
There's only the present;
She's a red-hot poker
Searing your flesh and your mind;
And she can stop your breath with her eyes.
You feel her touch right down in your loins
When you kiss her!
It isn't exactly tender,
As her hands creep over your shoulders
And slide down to the small of your back;
But, mister, while you're with her, she's yours!

Oh, I'll be truer than she ever imagined,
When she's old, and sick—perhaps gone—
She'll be tropical youth in my memory,
She'll haunt a more respectable bed!



JENNIE RIZZUTO

sea, can be appreciated if you remember back to that first trip, when everything was strange and seemingly against you.

The way the crew feels about her is best shown by the fact that Mom Rizzuto is an honorary member of the ship's softball team. Few are the women that are accepted in that most exclusive part of the man's world — his competitive sports. Then when you know that this is not just an ordinary baseball club, but a winner that has not lost a game this season — they

recently defeated the Sun Oil Company team of Venezuela for its first upset in two seasons—you begin to see that she is a real part of the crew.

The Corsair, according to Patrolmen who have been aboard, is one of the best run ships in the SIU fleet, and the reports of the ship's minutes, go far to back them up.

Paul Warren writing in the LOG recently revealed that not being satisfied with clamping down on performers when they started causing trouble, the many oldtimers aboard called the ship's crew together when she cleared the harbor and warned each and all that the bargaining position of the Union depended on the kind of Unionism the membership displayed aboard ship.

PERFORMERS WARNED

They also warned would-be performers that they would be dealt with summarily if they started anything.

As a result all departments worked together. There was no monkey business, and the ship came in in good shape.

No small share of the initiative—and leadership that has made this ship an example of the high standard of SIU crews is due to the presence of Jennie Rizzuto.

The SIU can well be proud of having Mom as a full book member!

Digested Minutes Of SIU Ship Meetings

CAPE EDMONT, May 30 — Chairman F. Hartshorn; Secretary W. Christain. Motion carried to bring charges against performers. Moved to ask the Steward to order necessary stores in Trinidad. Under Education the book men were instructed to give a little time to the new men to help them understand Union principles and procedure. Under Good and Welfare was discussion on cleanliness of quarters. Members were warned that they would be fined for leaving dirty clothes in the laundry. One minute of silence for Brothers lost at sea.

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JEAN LAFITTE, June 2 — Chairman Edward J. Chante; Recording Secretary J. J. Quinlan. Delegates reported all in order. There was a talk on Union principles as applied to shipboard organization and conduct. The new men were reminded of the many books and folders printed by the Union and put aboard ships for their enlightenment. The condition of the drinking water was discussed under Good and Welfare, as was also the new repair list, and the necessity of re-stocking the slopchest before another trip. One minute of silence for Brothers lost at sea.



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JEAN LAFITTE, May 16 — Chairman Edward J. Chante; Recording Secretary G. Byrne. It was pointed out under Old Business, that the repair list from last trip had not been completed, and it was decided to make up a new list. Thomas Clark was elected Ship's Delegate. Motion was carried to request that all quarters be painted out before end of trip. Under Education the Permitmen were told that good Unionism is now more necessary than ever to maintain conditions in the threat of reactionary laws. These new men were also instructed to take their problems and questions as they arose to their Delegates, who would be glad to set them right. Under Good and Welfare it was decided to set aside one table for the men on watch. One minute of silence observed for Brothers lost at sea.



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PETROLITE, May 23 — Chairman Frank Livingston; Recording Secretary Frederick Willis. Under New Business it was moved to give the Captain the new repair list along with a copy of the list for last trip. Magan was elected Ship's Delegate. Motion carried to bring charges against performers. Under Good and Welfare there was much discussion on cleanliness of quarters. The Stewards Delegate volunteered to contact the MMLA for books. The Delegates agreed to inspect the cots when they came aboard. One minute of silence for Brothers lost at sea.

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MONROE, May 30 — Chairman Roy Hawes; Recording Secretary Raymond A. Hestres. Deck and Engine Department Delegates reminded permit and MFOW men aboard that they would have to get off at the first American port. The Chairman read the article



which had been written for the LOG, and it was moved to send it in as is. Cleanliness of messrooms and quarters was discussed under Good and Welfare, and several Brothers took the occasion to blow their tops about minor occurrences. One minute of silence for Brothers lost at sea.

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SS WARRIOR, June 13 — Chairman N. Larson; Recording Secretary F. A. Delapenha. After the Delegates reported on the standing of members, the meeting went into Good and Welfare. There was a proposal by Brother Stevenson to send a letter to the LOG congratulating and thanking Brother Hawks, and Brother Tanner on drawing up a very suitable rider to the articles for the voyage. Request by Brother Larson that the last standby on each watch clean up the messroom. Brother C. Whidden asked that more night lunch be left out. Brother Jackson pointed out that a fan was needed in the crew's pantry. It was decided to appoint a committee to see to it that ship's stores were not peddled ashore, as same are for crew's benefit. The Deck Department agreed that the Stewards Department could paint their own department. One minute of silence for departed Brothers.



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NOAH WEBSTER, May 24 — Chairman J. Cannon; Secretary F. D. Gardner. New Business: Motion to discuss death of Brother Paul Hunt. It was agreed that each man would donate not less than ten dollars, part of which would go to defraying the expenses of the funeral (approximately \$55) and the rest to be forwarded to Brother Hunt's relatives in care of Joe Volpian. The officers would be allowed to donate to this fund if they so desired. One minute of silence for Brothers lost at sea.

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SS MONROE VICTORY — Chairman E. L. Eriksen. Recording Secretary S. I. Higginbotham. All in order according to Delegates reports. Under New Business all members were warned that performers would be brought up on charges. G. Wer-muth was elected Ship's Delegate. Motion by E. Eriksen that ship's delegate talk to the boss stevedore and request him to see that his men keep the mess hall and pantry clean if the stevedores are to continue using them. One minute of silence for Brothers lost at sea.

~ ~ ~

STEEL ADVOCATE, June 20 — Chairman Mike Hook; Recording Secretary Paul James. Under Old Business there was a motion by Roales to have the Delegates make another effort to get an

efficient clock for the messhall. Delegates reported no beefs and a large proportion of full books. Brother Mike Hook was unanimously elected Ship's Delegate under New Business. Motion by Steward Reyes that a crew-member accompany him ashore when he buys stores. Amended by Brother Proctor, that the Ship's Delegate assign a different man each time. Carried. Motion by Gillis that natives be kept out of Crew's quarters. Under Good and Welfare the existence of vermin was discussed. The Steward promises to use DDT bombs in storerooms, and to issue them for use in quarters.

~ ~ ~

JOHN B. WATERMAN, July — Chairman Charles Buser; Recording Secretary Donald S. Gardner. All Departments reported in order by the Delegates. Under Good and Welfare, it was decided that used linen must be returned promptly to the Steward. Slopchest short on candy. One minute of silence for departed Brothers.



~ ~ ~

JOHN B. WATERMAN, June 13 — Chairman C. A. Hill; Recording Secretary C. Nickerson. Deck and Steward Delegates reported all in order. No Engine Delegate had as yet been elected. Under Good and Welfare the repair list from last trip was checked. It was decided that the clock-changes would be posted ahead of time on the blackboard. Each department was to be responsible in turn for keeping the laundry room clean. One minute of silence for departed Brothers.

~ ~ ~

CHARLES A. WARFIELD, June 13 — Chairman Frank Sullivan; Secretary A. W. Gowder. Lengthy discussion of painting of quarters and passageways. Beef has been standing for several trips. Motion carried to send letters to New Orleans and Mobile stating facts and informing Halls that crew will not payoff until the old beef is settled. Good and Welfare: Brother Jones suggested that Ship's Delegate see 1st Assistant about fans for the crew mess and some of the fo'sles. Also he is to see Captain about payment of subsistence for time ship was in Mobile.



~ ~ ~

PAUL REVERE, June 27 — Chairman W. Saylor; Secretary L. E. Meyers. Delegates reported their departments as okay. Good and Welfare: Stewards to clean recreation room and laundry a week and then rotate with other departments. Men to wear shirts or T shirts in messroom. One minute of silence for Brothers lost at sea.

~ ~ ~

JAMES SWAN, June 6 — Chairman M. Burnstine; Secretary I. C. Gentile. Paul Basberg elected Ship's Delegate by acclamation. Good and Welfare: Crew dissatisfied because Captain did not issue draw making it necessary for many men to leave personal effects in cleaners, etc. Motion carried that men keep the mess-hall cleaner. Motion carried that minutes be mailed to the LOG, New York Headquarters and Norfolk Branch.

SEAFARER SAM Says

YOU TELL 'EM!

THE SEAFARERS LOG IS NOT ONLY THE MEANS WHEREBY THE UNION REACHES YOU — GIVING YOU THE LATEST NEWS, DEVELOPMENTS, MEMBERSHIP, DECISIONS, ETC., — BUT IS THE WAY YOU CAN REACH YOUR BROTHER MEMBERS AND THE OFFICIALS, AND TELL THEM WHAT YOU THINK OF UNION POLICY, UNION PROGRESS, AND ACTIONS. THE ONLY REQUIREMENT IS:

SIGN YOUR NAME AND GIVE YOUR BOOK NUMBER.



CUT and RUN

By HANK

While steering this column on a cut-and-dried course we somehow failed to serve the brothers (and ourselves, too) with a few halfway decent laughs. In these hard times you really need a laugh or two to get along with your shipmates. Especially if you don't want to suffer from psychopathic disorders — a phrase which the brain butchers invented at their annual mental convention. So now we're sailing this column of Walter Winchell literature on another tack by dosing our weekly potpourri (sounds like soup) with attempted humor and a tug to your sea legs at the same time. We know it's going to be a laugh just trying to be humorous. In fact, we're taking it so seriously we feel like two people already. If you feel like that the doctors say you have a split personality — with no strings attached. Split personality, for example, is like a bowl of split-pea soup — half of it is strained, the other half burnt. But we don't believe the doctors. All they keep saying is, "take these pills and take a vacation." Crazy, ain't they?

~ ~ ~

A few Seafarers recently had the appetizing luck to turn to over a New York smorgasbord. Although they satisfied themselves it soon got monotonous looking at those tons of cold cuts, etc. A smorgasbord can best be described as a legitimate "free for all" for those people (called gourmands) who like to eat mass production style and indefinitely. No wrestling or guerrilla tactics allowed. One of these smorgasbords has enough food to feed half the population of Brooklyn — and there still would be enough left over for a few Dagwood sandwiches to take home. Anyway, we'd like to know if there are any Seafarers who had the nerve to help themselves at a genuine smorgasbord in one of those Scandinavian countries. We wonder if those people have smorgasbords for breakfast, dinner and supper? What Seafarer will contribute a humorous smorgasbord story for the LOG?

~ ~ ~

On the radio recently we heard a popular love song about New Orleans. Taking a quick guess we'll say that the composer must have been a Mardi Gras participator with a romantic hang-over. Are there any lovers down in New Orleans who keep faithfully singing this love song about New Orleans? ... Brother James A. Johnston right now is finishing his three months of electrical knowledge up in Illinois. He interrupted his school work to participate in the SIU's 1946 General Strike. A vote of thanks to a real militant Brother. ... The weekly SEAFARERS LOG will be sailing free of cost to the homes of the following Brothers: William Cogswell of Alabama, Claude West of Florida, W. C. Mathews of Florida, Arthur Shaw of New Jersey, W. C. Fritz of Louisiana, Norman Ward of North Carolina, William Boyd of Alabama, George Ehmsen of New Jersey, Kenny Lewis of Alabama, Michael Geagan of Massachusetts, R. J. Orput of Oklahoma, Leon Johnson of Florida, John Scott of Ohio, Thomas Sloan of Georgia, H. C. McCurdy of Florida, Norman Henson of Florida, Roy Kelly of Tennessee. ... By the way, our definition of a shillelagh is — it's an Irish club without an address. ... Is there any Seafarer who brought back a real shillelagh from Ireland as a souvenir? ... Captain Ernest Braithwaite of the SS William Carson (which didn't have a mutiny aboard after all the labor-hating newspapers stated it did) said the erroneous report was an "unwarranted reflection on a crew which is definitely much above the average in conduct and ability." Every ship which has an SIU crew has the best sailors in the world.

THE MEMBERSHIP SPEAKS



Seafarer On Cape Race Logs Recent Trip To Europe As 'One Of My Best'

To the Editor:

Didn't think I'd write, did you? Well, I fooled you. Here it is and you're stuck with it. I'm on a C-1, a South Atlantic job, and I couldn't have picked a better one at that.

The gang on the Cape Race is 100 percent Union and if any one gets out of line we call a meeting and all is squared away immediately.

We are now on our way to

Antwerp, Bremen and Rotterdam. We ought to have a darn good time. Two days after we left the U.S. the ship's delegate started to negotiate with the old man on a 'draw list' for foreign ports. No kidding, we really have had some good times and more are in the making.

We got copies of the LOG telling about the opening of the new New Orleans Hall. If New York doesn't get a new one soon

I'll be shipping out of the Gulf where they give free showers. Seriously though, the new Hall is a beautiful looking spot and a tribute to the men who voted overwhelmingly on the \$10 building assessment. It shows that we are really going places with the new look.

THE HORRORS

The new strike kitchen in N.O. will surely give the ship-owners the horrors.

Meetings are being held on the ship every Sunday on No. 5 hatch (see cut) and they go off very smooth. I took several rolls of film and the photos are included.

The photos were taken after the meeting and then the gang posed for pictures. Instead of the usual coffee time we had a watermelon party, thanks to Chief Steward Fidel G. Lukban.

The food on here is very tasty and well prepared. It is like dining at the Waldorf every night. It is a very clean ship and the men are very cooperative. Of course, life is kept from the humdrum with five or six comedians aboard (I'm looking for a good straight man), and a handful of card players. Chances are that this trip will go down in my personal log as one of my best.

Ed Larkin
Chief Electrician
SS Cape Race



Cape Race men hold one of their regular weekly ship-board meetings. In the center, with paper in hand, is James Flanagan, AB, Deck Delegate, reading his report to the crew. Man with back to camera and arm raised is John Hopkins, Oiler and Engine Department Delegate.

Sets His Course By Bosun Series, Haymond's Letter

To the Editor:

I would like to compliment Charles Haymond on his letter in the LOG of July 16 about the shipowners who are trying to break up the unions with the help of a few politicians in Washington.

I am with him whole-heartedly when he says we must stick together and make the SIU a leader for all maritime unions to follow.

In this great organization of ours I am just one man. But I will do my best to convince my shipmates and Brothers that we will be in trouble if we do not stick together.

To change the subject slightly, I want to thank Bill Champlin for his articles on "Why Bosuns Get Grey Hair." He may not realize it, but he is teaching us younger members, future Bosuns we hope, good lessons in his articles.

I am not a Bosun yet, although I am an AB, and I don't think I will ever get to be as good as some Bosuns I've sailed with. But there is one thing I'm sure of. That is that I am learning something from Bill and the other Bosuns who contribute to the LOG.

Albert Mosher



After the business at hand was disposed of and the meeting adjourned, Steward Fidel Lukban, center, holding knife, rolled out three king-size watermelons and the feast was on. Popular fellow, that Lukban.

Hospitalized, Pines For Good Ship

To the Editor:

Well, boys, is there room for a brother who has been hospitalized for the past five months but is slowly getting back on his feet? Where is that mail and where is that oldtimer James Mulligan? I just ran across his name in a recent LOG. Jimmy, if you run across this I sure could use some of those sea stores cigarettes.

Otherwise I'm doing okay here in the Frisco Hospital. Been here five months and have lost only

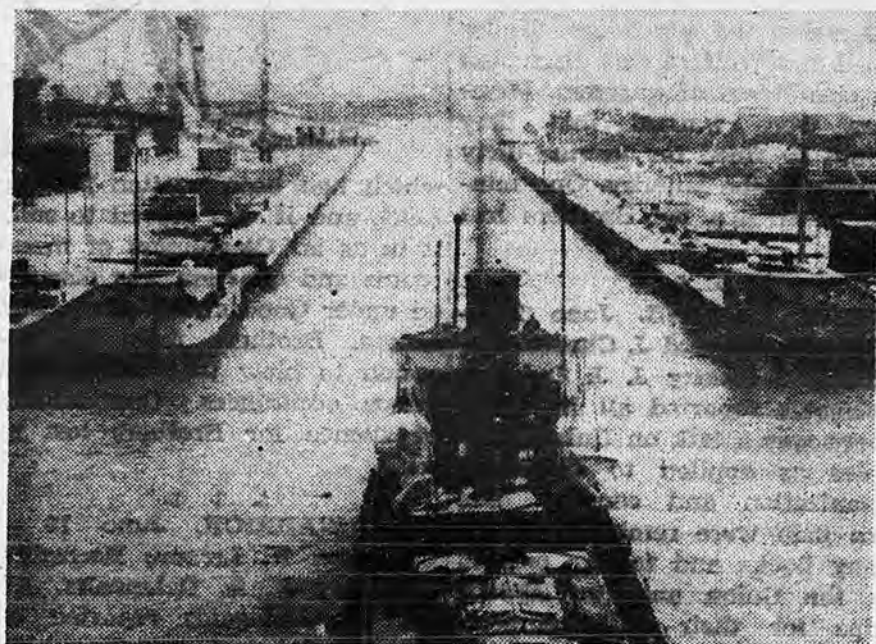
half a toe, but may have to lose one more. Can't seem to get rid of this infection.

Gosh, sometimes I could go for a couple of eggs the way the James Gillis used to feed. The Steward on that ship was tops as a feeder. Whenever I go on a ship and see him I know she is going to be okay in the chow department.

I hope to be out of here next month and back on a ship, so keep her sailing until then.

Donald P. Gelinas

THE WACOSTA ENTERS LEHAVRE



A familiar sight to Seafarers is this view taken from the bow of Waterman's Wacosta. The ship shown is a French tug pulling the Wacosta into the locks at Le Havre, France. Photo was by Donald Rood, Wacosta's Deck Maintenance.

Crewmen Take Stowaways On Extended European Tour

To the Editor:

We had a fast and eventful trip. First we picked up five stowaways just outside of New York from the SS Wacosta, and carried them all over Europe and finally dropped them in Le Havre.

(Ed. Note: When the SS Wacosta dropped a lifeboat outside New York harbor to transfer the five stowaways to the SS Raphael Semmes, the forward releasing gear jammed while the after block swung past the heads of the stowaways and the Deck Department men in the boat. Cool SIU seamanship saved the day, however. A full account of the near-disaster furnished by Seafarer Donald Rood of the Wacosta appeared in the LOG of July 16.

The Captain okayed three meals a day for the stowaways, which helped out the cooks overtime a bit. They worked on deck, and assisted the galleyman.

The ship was in a pitiful condition when we came aboard. The foc'sles had even been left dirty by the previous crew. We've cleaned her up a good deal now, though the overtime was held to the minimum, which wasn't so good.

GOOD REPLACEMENT

The previous Mate, "Snuggy," for Snug Harbor, was replaced by a man whom everyone considers okay. So with a good Bosun and highly recommended cooks, plus a lively crew, things went very well.

There was a character in the deck department known as "Chicago," who was always giving the boys a laugh; and "Scotty" John Gowling, the galleyman, an old salt, kept things hopping too. The crewmess, Bill Ray did his job to everyone's satisfaction.

Plenty of food was put aboard, but the quality and variety was bad as is often the case on Wa-

terman ships. The policy of this company of shifting stores from one ship to another should be abolished as it results in damaged and poor-grade supplies. The butter, meat, and eggs came aboard in bad shape.

Regular meetings were held in orderly SIU style.

NIGHT SAILINGS

The ship earned the name of "The Fly By Night Raphael." We hit Bremen, Bremerhaven, Hamburg, Antwerp, Rotterdam, and Le Havre, but only spent one night in port. That was in Antwerp which is the most expensive of them all.

So it made a hard trip for everyone—arriving in the morning and leaving in the evening.

Returning to Norfolk on June 7th we ran aground in a short blow, but were pulled off, after some hard work, in time to tie up and leave the dock the same day.

If we have a good payoff, we can call it, all-in-all, a pretty fair trip.

R. M. Garrod,
Deck Delegate
SS Raphael Semmes

Moved, Wants LOG To Keep Coming

To the Editor:

I would like to inform you, that I have moved and would like the LOG sent to my new address.

Being a former Seafarer and member of the SIU, I still like to keep up with the Union activities and the doings of my friends, with whom I sailed during my years with the Seafarers.

Here's hoping that all goes well with the Union and the gains made over the years. Here's cheers for a great Union, the Seafarers. Happy sailing, brothers.

B. C. Blair, Jr.
c/o R. L. Dobbs
Rt. 12, Hwy. 42
Atlanta, Ga.

Inland Seafarer Applauds Union For Hiring Hall Win

To the Editor:

I would like to congratulate and thank the SIU Negotiating Committee for our recent Hiring Hall victory. Although I am one of the younger members I realize that the Hiring Hall is vital to Union security, and to the preservation of our conditions.

So, congratulations are in order both to the Committee and to the entire membership back of them.

I hope you will publish my address with this letter for it may help me to get in touch with Bob McDonald and some of my other shipmates whom I have lost contact with out here in Illinois. I would sure like to hear from them.

By the way, I wonder if Joe

BERTH WANTED AND QUICK, TOO

To the Editor:

Please, sir; could you run the following ad in the next issue of the LOG? After reading that General Hershey has his old job back again (and it ain't handing out Hershey bars, kiddies), I suddenly have the urge to get away from it all. Here it is:

POSITION WANTED

Desire position aboard ship leaving USA for about two years. Must leave before August 30. Am young man, in early twenties, have no dependants and am non-veteran. Hold continuous discharge for wartime service. I hold all ratings in the engine room and have full book in SIU. Am allergic to crowds, especially if they're all dressed in khaki. Please help!

Ed Larkin

Volpian of Special Services could give me an idea on how to obtain copies of ship's discharges that I have lost. With this draft coming up I may need them.

Please send the LOG to me in car of Phil-Kron Drive-In, Bloomington, Illinois. I would have notified you of this change of address sooner, but I have been in the hospital with a bad leg injury—the result of getting too close to an air-conditioning unit.

Thanks again Brothers, and keep 'em sailing—SIU style of course.

Ralph Padgett

(Ed. Note: Lost discharges may be replaced by applying at any Coast Guard Office that issues papers. In New York the address is Pier 9, East River. They require your name, the name of the ships and the dates you were on them. There is a charge of 35 cents for the first duplicate discharge, and five cents for each additional one.)

Deck Man



Worth Pittman, OS, recently paid off the SS Harry Peer, after being aboard the Carras tanker for her first two voyages under an SIU contract. Born in North Carolina. Brother Pittman now makes his home in Norfolk, Va.

Marshall Plan Aide Praises Bosun Article By Tex Suit

To the Editor:

When I got through reading the July 9 issue of the LOG, I felt constrained to write you a complimentary letter about your article on page 3 headed, "When A Bosun Is Really A Bosun."

I read this thing through twice because it is such an excellent piece of labor journalism. Then I showed it to Marion Hedges, for many years with the International Brotherhood of Electrical Workers, who is our labor information officer in the Labor Division of ECA. He also appreciated it very much.

I want to congratulate you and

Tex Suit for this piece which certainly is a highly readable and well presented item that must command the attention of your members and influence their conduct and employment on shipboard. The piece is an excellent illustration of good labor education material through competent labor journalism.

I hope you will continue to send us your paper. This Labor Division is set up in ECA so that the entire American labor movement may have a share in making European recovery a success. Your own organization and your own members will have no small part in this because of the key shipping operation you help to fulfill.

Ted F. Silvey
Executive Assistant
Labor Advisors
Economic Cooperation Admin.
Washington, D. C.

MEMBER PUTS OKAY ON PR HOSPITAL, DOCTORS, NURSES

To the Editor:

After spending one month in the Marine Hospital at Stop 7, San Juan, Puerto Rico under the care of Dr. Coca Mir, I should like to give full credit to the doctors and nurses there. Speaking for myself and the six other SIU men in there at the time, we were given every attention and care, as are all patients including the veterans and federal workers.

All the nurses are just as nice as they can be. They make every effort to help the patients and make them comfortable. Any Brothers needing hospitalization should try to head down this way if they can.

Also we want to thank Salvador Colls and the SIU staff in San Juan for their attention. We got the LOG and cigarettes every Wednesday as well as many magazines.

George Litchfield

Blasts Magazine For Views On Wall Street Beatings

To the Editor:

While I was on one of the rustpots of the Isthmian navy recently, I picked up a back copy of the "Saturday Evening Post." In it I found the most vicious anti-labor editorial I have ever read, a sweet little bit of sewage about the Wall Street strikers and the help we gave them.

This piece of journalistic slime says our "strategy was the strategy of communist-nazi street fighting."

Goebbels would have wept tears of envy at that switch. His technique was to charge others with the crimes he himself was committing. The statement that unarmed, defenseless pickets, outnumbered more than two to one by the police, who had their skulls cracked by the score, were indulging in "communist-nazi street fighting" was the most cynical lie I ever had read.

BLUE NAZIS

The only nazis in Wall Street that day were the uniformed storm troopers of the New York police force. The only clubs that were swung were theirs, the ones that are filled with lead. The cops had the guns, the blackjacks and the jails. They even had the judges.

The workers on the picketline, "poor slob" Westbrook Pegler might have called them, had no way to defend themselves but to bleed all over the cops who beat them down. In fact, it must have cost a sweet penny to dry-clean all the blood from those snappy blue suits.

This example of editorial pros-

Feels Seamen Deserve Draft Status Of Vets

To the Editor:

Thousands of seamen served for years during the war on all waters. Thousands more were torpedoed, bombed, fired upon, and suffered injuries and loss of limbs.

Undoubtedly we were essential during the war or we would have been drafted then. But now, after receiving our discharge of substantially continuous service, we may still be eligible for twenty-one months additional military time.

When will it be possible for an ex-seaman to settle down and establish a home and raise a family?

I continued sailing after the war. I think it is unfair to draft men that contributed as much to victory as those who served in the Armed Forces.

Can't our officials do something to prevent this? Must we stop sailing now and enter the armed forces?

Please give us any information that you may have on what is being done.

Bill Corrington

(Editors Note: No ruling has come down from Washington since the article in the LOG for July 2. Whenever a decision is made or any further information comes through you will be informed in the pages of the LOG. In the meantime, the SIU Washington Representative will continue pushing for the exemption of seamen who sailed during the war.)

titution goes on to wonder "whether the right to strike is more sacred than the right to work; whether it includes the right to commit acts of violence against people who don't want to strike; whether our enterprises have no rights of their own."

It gives me a laugh to see the "Saturday Evening Post" worrying about the right to work. They didn't do much thinking about it during the depression when millions were begging for jobs. At that time they fought every measure the Government introduced to give work to the unemployed.

RIGHT TO SCAB

Of course, it isn't the right to work they're thinking about at all. They're worrying about the right to fink. And the right to strike is more sacred than the right to scab.

As for violence, unionists never seek it. When a strike is re-



duced to violence the workers invariably lose, because the whole force of society is arrayed against them. Nevertheless, workers have a right to defend themselves against scabs who try to smash their picketlines.

In fact, that is the very definition of the right to strike, which is the right of workers to defend their jobs and their working conditions by defending their picketlines. I suppose that what the "Saturday Evening Post" wants is strikes without picketlines.

And that bit about "our enterprises"—corporations to you—having rights of their own is another twist. One human right is worth a hundred property rights. The right to a decent wage is more sacred than the right to a juicy dividend.

NOW, NOW BOYS

Any time the paper "rights" of a corporation—a fictitious person—is what the courts say a corporation is, conflict with the rights of American citizens I say let the corporation go hang.

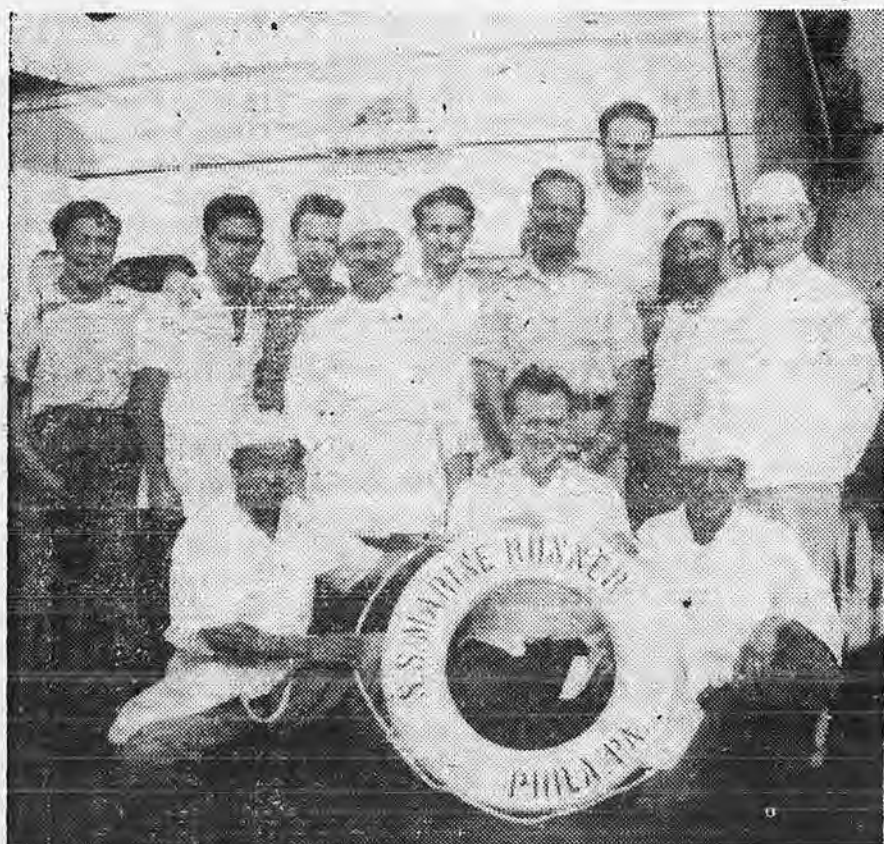
Incidentally, it should be recalled that the "Saturday Evening Post" is the magazine that recently glorified Commodore Manning of the SS America. Manning was described as the "terror of the seamen's unions." Now, now boys, there's nothing to be afraid of.

I guess it is foolish of me to take notice of the rantings of the "Saturday Evening Post," that "kept woman of the press." It is composed almost entirely of large advertisements paid for by the richest corporations in the country. It's too much to expect the editorial page to play a different tune.

Naturally the phonograph plays for the hand that turns the crank. The Post would speak for us, I suppose, if we bought a million dollars worth of space every week. Any opinion that goes to the highest bidder isn't worth worrying about.

Steamboat O'Doyle

THE RUNNER'S STEWARDS



No beefs for this Stewards Department. The Marine Runner's Stewards Department received a vote of thanks from the entire crew for the excellent food served. Responsible for the good chow are, left to right, kneeling — Chang Kung, Galley Utility; Tom Reilly, Chief Steward; F. Napoli, 3rd Cook. Standing — Ching Han, BR; A. Rose, Utility; George Finn, Waiter; L. Zumbha, Night Cook-Baker; J. Geiger, Messman; S. Edwards, BR; W. Mantalow, Messman; J. Mastonaik, Chief Cook and J. Meitz, Bartender.

Vendor's Delegate Flays Chief Mate For Crew's Low Morale In Far East

To the Editor:

Four months out of New York, the SS Steel Vendor of the Isthmian Steamship Company completed its round-the-world cruise by entering New Orleans.

Although the Skipper and the Chief Mate consider the Deck Department one of the best they ever have sailed with, the Chief Mate is bucking for a Skipper's position with Isthmian and he has undermined the morale of the crew, especially in the Deck Department.

He claims to have 15 years experience as a Chief Mate, but in our estimation it will take another 20 years before he qualifies as a good one.

To be a good seaman and to be respected as such, a Mate should know something about the handling of men and the care of a ship. This man lacks knowledge of both.

MAY LEARN YET

Show him a merited half-hour of overtime and, man alive, you would think the company was going to mark him down as inefficient if he did not dispute it! Some day this Mate may learn that by giving a little he will net plenty.

A few examples will illustrate the point.

As is normal SIU procedure, the Ship's Delegate, when elected, notified the Chief Mate of the crew's choice. An effort was made to settle certain dispute in advance. There was an agreeable discussion of working rules, overtime and shore leave. Working rules were to be checked by the contract in case any disagreement arose. Any overtime disputes were to be settled aboard ship if possible. Shore leave was to be given half the crew on Saturday, the other half on Monday.

Things turned out differently, however.

When we arrived at Bombay, the Chief Mate was approached on the shore leave question. His answer was that there would be no shore leave until Calcutta. Just why, we never knew.

Leaving Bombay, the Chief Cook was notified of early chow. But unfortunately the galley stove broke down. The Chief Mate, a neurotic case if ever there was one, came down rav-

We hit Colombo and then Calcutta. Finally time off was granted to half the boys on Wednesday, to the other half on Thursday.

One OS, after a hard day on Wednesday, finished his sanitary work on Thursday then lay down during coffee time. He fell asleep and nobody woke him up due to a little confusion arising from the first time-off of the trip. The Chief Mate called the Ship's Delegate to view the relaxing OS and took advantage of the opportunity to back down on the shore leave agreed upon.

In Indian ports and elsewhere in the tropics the climate is, as everybody knows, unbearable. Even the natives have a respite in the hottest part of the day. But not the crew of the SS Steel Vendor.

Air-hammers and chipping hammers! Chipping, scraping and painting! The work went on. To add to the Deck Department's discomfort, the Chief Mate kept running around demanding more and more. No realization that seamen are human beings not robots.

KEPT BOTH HALVES

Moreover, he made constant references to the SIU, saying that Union seamen were drunken bums and that a ship would be better off without them. He didn't seem to know that he had the SIU to thank for his own wages and conditions. No wonder the crew's morale sagged. Who really was to blame for the loggings?

We were to meet each other half way. The Mate seemed to think that half-way meant his keeping both halves.

As proud members of the SIU

we would suggest that this Mate take a good rest cure for his neuroses. He should take along a seaman's manual and a copy of the Isthmian agreement. He might turn out to be possible to sail with. Bucking for Skipper! Bah!

The Engine Department also has some overtime beefs, but the Stewards Department is the



ship's sore thumb. The food is unsatisfactory to both crew and officers.

The Chief Cook was warned and reprimanded. Members of that department are assigned to work they are not supposed to do without overtime. The Steward himself is doing work that would be overtime for others. We are looking forward to what the Patrolman will say to clarify the work assigned to each man in the Stewards Department so as to avoid beefs next trip.

Incidentally, the Purser turned out to be so ardent a radio hobbyist that medical care has been hard to get.

S. J. Jandora
Ship's Delegate
SS Steel Vendor

HAD SMOOTH TRIP TO AFRICA



There were no major complaints aboard the Robin Line's SS Marine Arrow on her last run to Africa, according to Jack Dietrich, second from left, who was in the Black Gang. The Arrow touched at Capetown, Port Elizabeth, East London, Durban, Lourenco Marques and Beira. On the way out, her cargo was mostly automobiles and heavy machinery. She came back with ore and tea. Brother Dietrich says that the only real beefs concerned the food once in a while and a few shortages in the slopchest. The Arrow brought back two Seafarers who had been hospitalized in Capetown and who had a hard time finding a Robin Skipper to take them. Sorry, but the rest of the boys cannot be identified.

Crewmen Thank Negotiators For Winning Hiring Hall

To the Editor:

We'd like to address a few words to the SIU negotiating Committee:

Brothers, you have done a superb job on the Union Hiring clause of our contract and we thank you for making it the best Hiring Hall agreement in the maritime industry.

We want to tell you how much we appreciate your tireless efforts in developing this outstanding clause. We owe you a real vote of thanks for your cooperation and support. You also deserve the gratitude of all Seafarers for contributing so much of interest and value to them.

HAVE SUGGESTIONS

To further show you that we are back of you 100 percent in the coming negotiations on clarifications in the Union's standard freighter agreement, we the crewmembers of the Afoundria have elected a committee repre-

senting each of the departments to study the agreement.

They have discovered several methods of approach that can be used with propriety and effectiveness by such a Union as ours. These suggested clarifications will require some adaptation, of course, and we shall leave that to you.

Your previous work in the negotiations for this part of our contract has helped us a lot, and all of us on the Afoundria appreciate it immensely. If there is anything in our listed suggestions that is useful to you, we shall be satisfied.

Jerry Palmer
James Murphy
Juan Oquenda
William D. Burke
T. Tuzkowski
E. McCarthy
Jesse Sweet
C. Silvertsen

(Ed. Note: The suggestions from the Afoundria crew have been turned over to the Negotiating Committee.)

Smokes, Donation Cheer Up Brother Sick In Brighton

To the Editor:

I'd like to say a few words in behalf of the boys on the excursion boat, Steel Pier of the Boston-Provincetown run.

I entered the marine hospital here in Boston last week with blood poisoning. I was dead broke, disappointed in life and expecting them to chop off a finger. In my pants was only a half pack of cigarettes and not a nickel to call the Hall.

Well, I finally fell into a troubled sleep to experience wierd dreams of empty cigarette packages. After a night of fitful slumber, lo and behold! The next morning in bounded Red Cashman with a cheerie "good morning" and an air that took care of such matters at the right time. Under his arm was a great big carton of butts. God bless him!

Well, to make a long story short, I'd like to take this opportunity to thank all the boys on the Steel Pier for the donation of \$15 bucks. Deep thanks especially to the oldtimers aboard and the skipper.

Lex Farjoy

WANTS MORE POEMS BY SEAMAN'S WIFE

To the Editor:

My husband has his LOG sent home every week and since he is out at sea most of the time I get it before he does. I read most of the articles, some of the things I know about. I always read the poetry in Log-A-Rhythms.

Recently there was one by Mrs. Betty Constantin (I don't remember the date as I cut it out and framed it). The name of the poem was, "I Am A Seaman's Wife." It really hit the spot, as I am sure other sailor's wives will tell you. Could you please print some more of her poems? I think they're swell.

Mrs. Richard Van Deuren

(Ed. Note: How about it, Mrs. Constantin?)

Sees Hamburg Sights



Seafarer Johnny Thompson takes a stroll along a Hamburg street. He was sailing aboard the SS Trinity Victory at the time. Since then, he's had a vacation in his home town, Roanoke, Virginia.

Maritime Made Clear By LOG, Says Unionist

To the Editor:

For the past few weeks I have been receiving the SEAFARERS LOG and I wish to take this opportunity to say that I have been reading it with a great deal of interest.

At times I have been puzzled when reading in the daily press about waterfront problems and various seamen's unions. Now the LOG has set me straight. I can now follow the course of events intelligently.

I will also say that after I read the LOG I give them to my fellow workers.

I wish to extend cordial greetings, and to wish the SIU every success.

Fingel Stening
Financial Secretary
Local 20

American Flint Glass Worker's Union of N. A.



ing. Apparently he expected the Ship's Delegate to perform a miracle and get supper. He stated that if we wanted to run things this way it was okay with him. No shore leave and work from bell to bell.

This, of course, came as a surprise. The crew had nothing to do with the state of supper. Had the crew agreed to a no-penalty hour maybe the Mate would have judged everything fine and dandy, but an SIU crew does not work that way.

Crew Calls Stewards Roll, Praises Entire Department

To the Editor:

Here is something very rarely encountered nowadays aboard these ships and that is praise of the Steward and his gang. But here aboard this ship we have this praise for them. All the boys aboard the Lahaina Victory agree that this was one of the best Stewards Departments they've seen in a long, long time. We all hope to sail again with this "bunch of bellyrobbers."

In order to satisfy the demands of the crew concerning fresh stores, the Steward went out of his way on many occasions. For this we're very grateful and he gets a unanimous vote of thanks from us.

It really is a pleasure to have fresh stores in some out of the way port. In case you ever meet up with him, his name is Bill Hay, but he's nicknamed "Aus-sie."

Then we have our Chief Cook, and a damn good Chief Cook he is. His name is Alf Kaden. Talk about this man cooking grub, you've got to go a long way before you'll find anyone that'll compare with Alf.

As for bread and cakes, Kenneth Harper our Baker cannot be outdone. Pies just like Mom used to make. And Pedro Rodriguez, our 2nd Cook, deserves every bit of praise as a hard worker and a "Johnny on the spot" in the galley.

ALL DESERVE CREDIT

As we go along we could mention all the boys in the department but that would take a ream of copy. But there is one messman who has the backing of his mess mates. He's C. Veira, a good Union man and a good messman.

It seems that these Seafarers aboard went out of their way to do a better job than the average

LOG Ranks With Best Union Papers, Says ILGWU Official

To the Editor:

Lately I have been reading the LOG, a copy of which is mailed to the Poughkeepsie Trades and Labor Council. We receive any number of Union journals, but this is the first time that I have felt impelled to make any comment for the record.

I think the LOG is one of the best Union papers I have ever read. Your members also seem to think so because they evidently read it and enjoy it too. Good luck to you.

M. Goodman
District Manager
International Ladies'
Garment Workers' Union

They're Here — 1948 Bound Logs

Just arrived! Bound volumes of the SEAFARERS LOG for January through June, 1948. Description: Complete and unabridged, bound in sturdy tan buckram with dates lettered in gold. Price: \$2.50 per copy, the cost of binding. Copies are excellent for reference, home-use or just plain browsing.

If you're building a library, copies of past years are also available in six-months editions at the same price.

How to order: Call in person or write to the Headquarters baggage room, 4th Floor, 51 Beaver Street, New York 4, N. Y.

Stewards Department, and that's what made the trip on this Robin Line ship a good one.

In concluding, let me, the writer, say, if you ever meet up with a galley crew like this one, get on the ship and homestead her. It's too bad we can't sail this one any more as Robin is laying her up at the end of this trip.

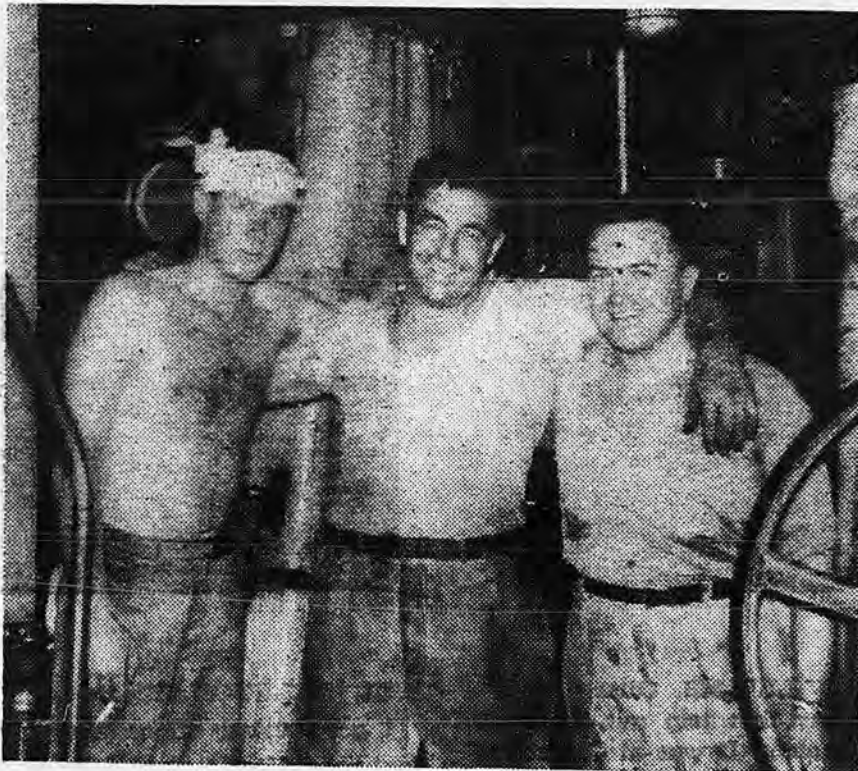
So, with thanks from all of us aboard the Lahaina Victory, we wish this Stewards Department, for a job well done, loads of luck in their future jobs.

Harry J. Pollins
For the crew
Lahaina Victory

ATTENTION!

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

HAPPY SMILES FROM THE DEPTHS



Working below decks on the hot run south to the Islands hasn't taken the starch out of these Evelyn men. They seem to enjoy feeling the perspiration pop out on their skins. Left to right, they are: Gorman, Leighton and George Swift.

Ask Clarification Of Port Ruling

To the Editor:

We have heard that there is a ruling in the Port of Mobile that all SUP members who accept transportation on SIU contracted vessels must get off. As far as we know this has not applied to other Atlantic and Gulf ports.

Therefore, we would like to have a clarification on this supposed ruling in the port of Mobile.

We SUP members have the deepest respect and appreciation for all SIU members, their contracts and rulings made by the membership of the Atlantic and Gulf District.

We would like to have an immediate reply so that it will reach us before the ship returns to the Port of Mobile on July 26th. Thank you for your consideration in this matter.

John C. Jackson
D. R. Emge
Michael A. Servino
Alcoa Cavalier

(Ed. Note: SIU Headquarters states that at the present time the rules in existence regarding SUP men on SIU ships, as well as SIU men on SUP ships, is the same as it has been since 1945. That is, that the men should have equal shipping privileges as come under the particular shipping rules of the particular district in which the men have shipped. There has been no change in this rule since 1945, although there have been numerous misinterpretations.)

Thoughts Of A Lonely Seaman Lying In His Darkened Bunk

To the Editor:

My name is Johnny. A very common name I do admit; and I must confess I am a very common man. Just one of the many unadjusted persons making their way in this world who appear to be going backwards, but are really advancing against the tide.

Born under the sign of Cancer, I am a man of the month of June, and according to my sign am supposed to be mild-tempered. But given a few glasses of Vodka, I can soon turn into an aggravating nuisance.

So I guess that I should not drink. But I do, just to prove the weakness of the human flesh.

I am not particularly honest, as I'll use a lie as soon as the truth if there's profit in it. I've seen most of the world and tried most of its vices. If I've learned any lessons I'm not aware of it.

No one gives a damn so why should I?

I have been double-crossed and I have double-crossed. I know as much about deceit and corruption as I do about sincerity and honesty — maybe more. The world is rotten to the core and I know it. The biggest rat gets the most tender morsels; and I have not been starving.

TO THE WINNER

Justice is for the strong and the victorious. May I always be on the side of the winners! I am but a man.

Am I happy and content? Of course not! Who is?

I am the boatswain — the man who takes the dirt. If the crew works too hard, I am a slave driver. If they take it easy, I am not a good boatswain and I will not last long in my present capacity. If able to, I must always follow the golden middle-way.

The bums on the waterfront, the pimps and panderers — and their mealtickets, the prostitutes — in the millions of cabarets and cheap nightclubs around the world cater to the seafaring men — they are my allotted friends.

Do you hear me complain? You do not!

But many are the times when my head was hidden in my pillow aboard, that I swore in wrath (not cried, for a seaman is not allowed to cry) against my own weakness — my lack of willpower to create a cleaner life for myself. Yet that would be contrary to my professed beliefs; so I allow my weaknesses to rule my destiny and follow in the footsteps of generations of men who lived and died as seamen while their inner soul cried out to be different — to live as they imagined the people ashore to be living.

The life at sea is soft at times; but more often harder than anyone ashore would believe.

There are nights in the tropics with a perfectly calm sea, when you ride along the coast of an island or steam ahead rolling sluggishly in the deep



swells and you drowse in the arms of Morpheus, as your hammock swings to the rhythm of the ship's movements.

A JOY TO HAND

Taking your turn at the wheel, a few spokes of the rudder is all that's needed to keep the ship on her course. The lookout in the crow's nest of on the foc'sle-head is a joy in the refreshing breeze of night after a scorching day on deck.

In the daytime, when the sun is directly overhead, your body is covered in perspiration that

drenches your clothes. Your tongue is a swollen lump in your mouth, and you have a thirst that mere water cannot quench.

Winter time in the North Atlantic is tough in another way. Mountainous waves break across the deck taking all in its way. The ship is covered with a thick layer of ice that increases by the hour. The fast-flying spray stings your face and burns your eyes as you peer into the black vastness that envelopes you even in mid-day.

When your close comrades are washed over the side and lost, you swear at your own helplessness for you cannot help them. Next time it may be you out there alone in the furious sea fighting to stay afloat for a few endless minutes only to realize how futile it is to resist the sea closing over your head — and endless oblivion.

Death is no stranger on ship-board. Cargo falls; a sling breaks; a hawser snaps; a sea breaks green over the deck. Or a careless grip slips as you're



climbing the mast. Then the man with the hour glass and scythe pays a visit and a name is replaced by a new one on the ship's articles.

A seaman gets to know and understand every emotion in existence.

Homesickness, if he has a home. More often he has none. But still he has a tender spot for some certain town or place which holds dear memories for him.

BEYOND REASON

Fear he knows too. Not fear of physical pain; but fear when he is looking death right in the face and sees things he does not understand. Things beyond the power of reasoning are dreaded more than death itself.

Loneliness at times drives him mad. There is the longing for the companionship of a woman, for affection. There is a desperate desire for a home to come back to after a long voyage — someone to work for who will appreciate and admire his achievements and whom he can worship as dear to him.

Dreams are our main enjoyment. One plans and schemes for the future, but very seldom do these dreams come true. New dreams and ambitions replace the old ones. So he remains ever a dreamer — just a dreamer.

Maybe one is far happier that way. It is hard to say. If one really tried to put his dreams into reality and failed, he would be deprived of this one avenue of escape from the harshness of life. Then there would be nothing absolutely nothing, left!

John Wunderlich Jr.

NY Offering 'Equivalency' HS Diploma

Seafarers, 21 years old or over residing in New York State, who have not completed high school may qualify for an "equivalency diploma" by taking examinations being conducted throughout the state.

Successful candidates for the State High School Equivalency Diploma may make application for the Regents High School Diploma, provided they meet certain other requirements, through the principal of their local high school.

Besides paving the way for a regents diploma, the equivalency diploma has other values, a New York City Board of Education officer pointed out.

JOB HELP

The diploma is helpful where a high school education is required for a job, he said, since all employers will recognize it. It will also help those seeking to qualify for advanced educational training. Many people have qualified for the equivalency diploma purely for reasons of personal satisfaction.

Application forms for admission to the examinations, which will be given by official testing agencies in various communities, may be obtained from any accredited high school in New York State or by writing to the State Education Department, Division of Examinations and Testing, Albany 1, N. Y.

The completed application form plus a four-dollar fee, is to be presented in person to a school official. Notification when and where to report for the examination will be forwarded to the applicant by mail.

The examination consists of a series of five tests, each taking approximately two hours. According to a memorandum issued by the New York City Board of Education, "the examinations are tests of power and maturity. They are not primarily tests of knowledge of specific subject matter."

CHOICE ANSWERS

In answering the questions, candidates will not have to do much writing, but will merely select the best answer out of several choices that are given him.

No extensive preparation such as enrolling in a special coaching course, is necessary, the Board of Education declared.

Applicants wishing to brush up on their own are advised to review the fundamentals of English grammar and "improve their ability to handle the fundamental operations in general mathematics."

In New York City, applications may be obtained at Washington Irving High School, 12th Street and Irving Place, between 9 A.M. and 1 P.M. and from 6:30 to 8:30 P.M. Completed applications may also be returned—in person—to that school.

Non-residents of New York State may file applications if they wish to have their test results sent to school authorities outside New York State, and provided the applicant presents a letter from a local authority authorizing him to take the tests.

HERE'S WHAT I THINK...



QUESTION: What help did you get from your older, experienced shipmates when you first went to sea?



VLADIK SUSK, Electrician:

A couple of bookmen took me in hand when I first went aboard a ship five years ago. They straightened me out on how it is in a Union crew. Then they told me what my job was in the Engine Room as a Wiper. They told me what I was supposed to do and not do. Then they showed me the right way to do things. They were pretty nice about it, but it took me six months to catch on to everything. Since then, I've done my best to help a lot of new men myself. I think that's part of being a good Union member. That way we will always have good crews.

ED LARKIN, Jr. Engineer:

My early shipmates taught me many things that I haven't forgotten. They pointed out that the ship was my home and that I had to help keep it clean, as well as myself. They explained that the reason I signed on was to do a job, and that I had to fill the bill. They also impressed upon me that on a first trip silence is bliss. "Keep your mouth shut and observe what's going on," they said. Good advice, too. They told me I had to respect the ship's and my shipmates' property and the rights of others. I try to pass this all on to newer men. It's stuff that makes our Union strong.



ED BROWN, 3rd Asst. Eng.:

The majority of men on my first ship were inexperienced like myself. They came from Sheepshead Bay. I had had mechanical experience ashore so the transition was not too difficult. Those oldtimers aboard gave me a great deal of help during those green days and I soon learned the know-how of a ship. Now that I've retired as a Deck Engineer in the SIU, I'm helping the new men that come aboard in the engine room, but there aren't many these days. Remembering my early days on a ship I always go out of my way to lend a hand to a newcomer.



THOMAS KUSTAS, FWT:

I first shipped on American ships out of the Union Hall in Portland, Oregon. I was impressed by the difference between the way new men were treated on these ships, and the way it was when I shipped out of Piraeus as a trimmer. Then I was practically a slave to the Chief Engineer and oldtimers kicked me around. Here, new men were treated with respect and consideration by the rest of the Union members. All showed an interest in helping us learn the ship's work and Union contract. I was also impressed with the Union shipboard meetings where I learned how beefs and education was handled.



TOM WILLIAMS, Oiler:

On my first trip out, I didn't learn much. It was at Christmas time and all the oldtimers were going home for the holidays. That's how a lot of inexperienced men made that trip with nobody learning much. On following trips, it was different. With men aboard who were familiar with the routine, things ran much smoother and I had a chance to learn something. I really appreciated the oldtimers asking me to work with them. It was good experience and becoming acquainted with the engine room routine was made easy. The oldtimers also taught me a lot about the SIU, something I didn't get on that first trip.

BILL BLANTON, Electrician:

I got started off on the right foot soon after I started going to sea. On my first SIU ship I sailed with several oldtimers who knew the score. It was a hungry Waterman scow and had beefs of every description. The way these men tackled the problem was very impressive. Quite a difference from the first two ships I sailed, one Panamanian and the other a WSA job, on which the crews were nondescript. Early in my sailing days I had the luck to meet two other Seafarers who were excellent seamen. They taught me a helluva lot about first-class seamanship.



Brother Suggests More Contract Clarifications

By G. W. (Bill) CHAMPLIN

Last week, I took the opportunity afforded by this occasional column to propose two clarifications of the contract to the Negotiating Committee. These suggestions were so well received that I feel sufficiently encouraged to submit some more.

First off, I suggest that Article II, Section 32, of the General Dry Cargo Agreement, entitled "Rest Periods," be extended to include day workers at sea, particularly when transitting the Suez Canal.

Second, I propose that in Ar-

ticle II, Section 13, the word "plane" be stricken from the clause "repatriation by train, plane or vessel."

Why support a competing industry which already has gone a long way toward strangling our American merchant marine passenger service?

Why put men back on the shipping list from one to several months earlier than necessary in these days of tough shipping? Planes should be resorted to only in dire distress. Maybe you will recall my article on this subject in the LOG of December 5, 1947.

Third, I believe Article II, Section 14, should state specifically that it also applies to men paid off or injured in foreign ports. I have seen many "chisels" worked, and have been the victim of some myself.

Accordingly, it should be further stated that a cash difference must be paid when a man returns at a lower rate of fare than the agreement specifies.

Fourth, under Article II, Section 36, room and board are often forced upon men by American consuls in foreign ports. Buenos Aires provides some examples.

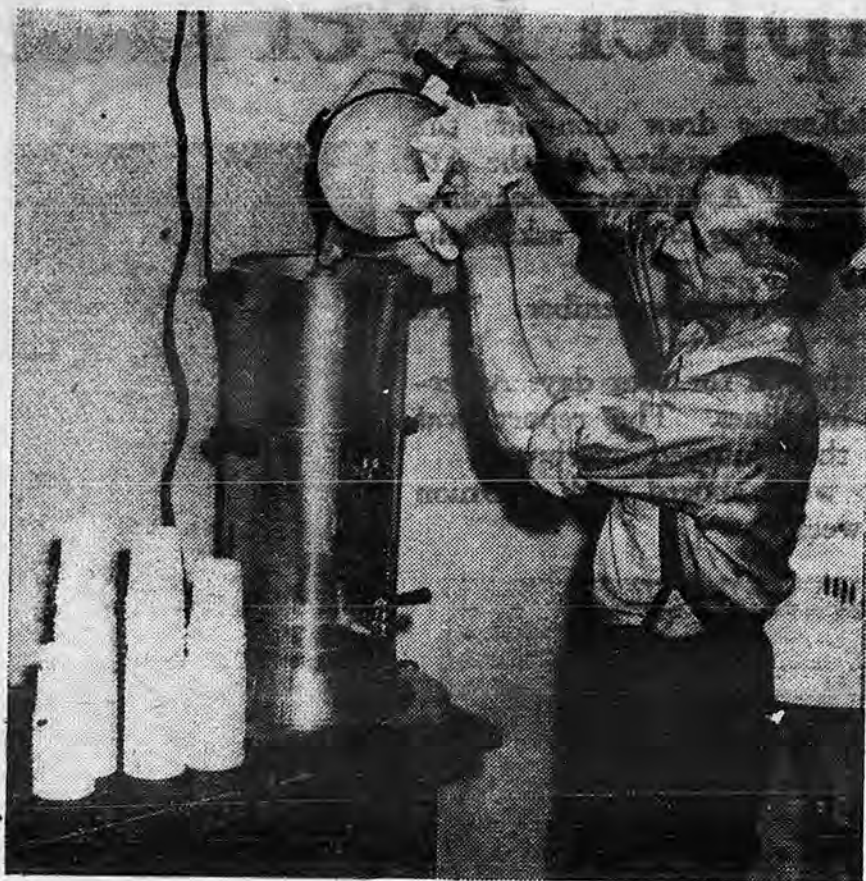
For instance, the Hotel Splen-

dide Bouchard in BA is paid 12 pesos a day plus the customary additional amount for tax and employees' tips, bringing the total to about 13½ pesos.

At the legal rate of four pesos for one U.S. dollar, this costs the company about \$3.40. The seaman is chiseled out of the balance and is left with no money for cigarettes, toilet articles, postage and other small matters. He either has to bum them or peddle his gear.

Here's hoping that last week's and this week's columns help us all along a bit.

HE KEEPS THE COFFEE COMING



Seafarer Carl Barre, a Steward, turns to on the third deck recreation room of the New York Hall, so that his Union Brothers won't be kept waiting for that cup of coffee.

MONEY DUE

SS STEEL CHEMIST
(Volage No. 3)

The following crewmembers have pay vouchers at the New Orleans' Office of the Isthmian Steamship Company, covering disputed overtime later approved.

If not called for by August 20, 1948, these vouchers will be forwarded to the main office at 71

Broadway, New York, N. Y. and may be called for there.

Ellis, Richard A., \$10.60; Laws, Earl J., \$10.60; Price, Frederick L., \$7.29; Cooke, Edwin F., \$5.30; Stansell, Ralph C., \$4.24; Mahood, Arthur L., \$4.24; McLemore, Tommie D., \$4.24; Fielder, Don L., \$5.30; Oppenheimer, Charles C., \$5.30; Connell, Henry M., \$1.06.

~ ~ ~

The following men have vouchers waiting at the Ore SS Co. in Baltimore:

SS Marymar: W. Donaldson, 3 hrs; F. Christy, 5 hrs.; E. Davito, 2 hrs.; K. McWilliams, 2 hrs.; H. Bers, 2 hrs.; M. Doucette, 2 hrs.; T. Benson, 2 hrs.; R. Ewing, 2 hrs.; C. Johnston, 1 hr.; G. Kosch, 23 hrs.

SS Portmar: H. Fowler, 1 hr.

~ ~ ~

GEORGE ARNOLD, MM

Transportation money due you from the LST Boat Highway 16 has been collected and is being held in the Milwaukee Hall.

NOTICE!

ALFREDO RIOS

You can obtain your Union book, which you left aboard the SS Suzanne, on the Sixth Deck of the New York Hall. Your clothes are at the Bull Line's New York office at 115 Broad Street.

~ ~ ~

J. BOGARD, AB

Your personal effects, taken from the SS Besemer Victory in Los Angeles, have been left with Sudden and Christenson, company agents, in San Francisco.

~ ~ ~

Will S. E. Watkins, Bosun, Willam Duffy, AB, F. K. Countryman, AB and Phillip Kerr, Pumpman, on the SS J. J. Coney on April 7, 1947, when Lorence Murphy, OS, was killed in an accident, please contact Albert Michelson, attorney for mother of Lorence Murphy, Russ Building, S.F., YUkon 6-6818.

~ ~ ~

BOB GRISHAM

Your seabag has been left at the New Orleans SIU Hall.

~ ~ ~

FRANK SNYDER

Get in touch with the San Francisco A&G Office.

Injured Seamen Say Robin Line Held Up Return To The States

The Robin Line was accused this week of ignoring its responsibility in returning to the States crewmembers stranded in South Africa by illness and injury.

The charge was made by Seafarer Charles Garcia, hospitalized last April for injuries received on the Robin Hood, who says he was refused passage on several of the company's ships after more than a month's wait in Capetown.

Garcia finally procured transportation on the Marine Arrow, after U.S. consular intervention, and arrived in New York Monday.

He was accompanied by Lou Fisher, another Seafarer, who corroborated the story of company laxity. Fisher, an AB, had been felled by malaria while aboard a Robin ship. They were successful in getting out only after telling the Consul they would be forced to stowaway.

A considerable number of men are on the beach in Capetown now, Garcia said, trying hard, but apparently in vain, to be returned to this country.

"WORSE IN DURBAN"

"I understand the situation is even worse in Durban," he said. "No matter how you plead with the company agent, the Consul and Skippers of the ships calling in Capetown," Garcia charged, "it's always the same story—'no room.'"

"I learned on investigation, however, that there was room."

After he was given an okay by the Capetown doctor on May 27,

SIU Asks Truman To Draft-Exempt Wartime Seamen

(Continued from Page 1)

men was the feeling that he should be consistent.

The SIU maintains that the maritime industry is certainly more vital today than it has been at any other period—from both the economic and national defense standpoints.

President Truman should be consistent, therefore, and follow through with exemptions for the men who are the backbone of the industry, the Union holds. It is President Truman alone who has full power to direct the move suggested by the SIU.

MUST ACT NOW!

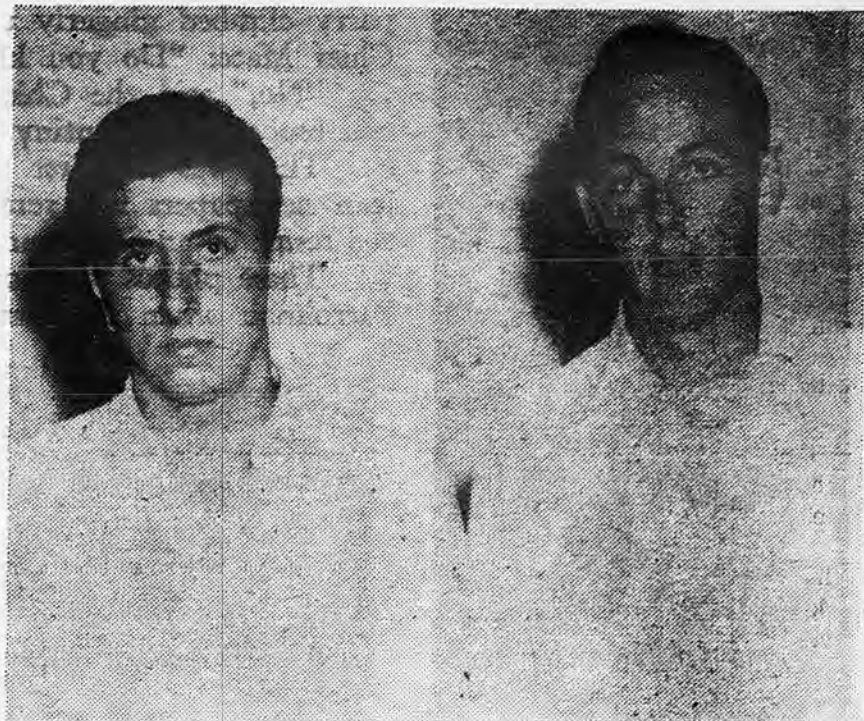
Pointing to the need for immediate action by the President, the SIU communication concluded with the charge that:

"Failure to act now may later prove to be of irreparable damage to our national welfare."

Individual messages from Seafarers and their families have been pouring into Washington, similarly urging presidential and congressional action in recognizing the wartime and present service of seamen to the nation.

Release of the SIU telegram in all Atlantic and Gulf Coast ports has swelled the volume of appeals to the President for immediate action.

Indications point to considerable support for the SIU viewpoint by many sections of the organized labor movement throughout the country.



Charles Garcia (left) and Lou Fisher held the Robin Line responsible for failure to return stranded crewmen to States within reasonable length of time. Both lads, who had spent more than a month trying to get transportation from Capetown, arrived in New York last week aboard the Marine Arrow.

Garcia set out to get transportation to the U.S.

Every time a ship came in he went down to see the company agent, the Consul and the Skipper. Each time it was the same story. No facilities for extra hands, he was told.

The Robin Kirk, Marine Runner and the Seton Hall Victory were among the several ships whose Skippers turned down Garcia's pleas for passage. His experiences were shared by Fisher.

DESPERATE

When the Marine Arrow called at Capetown, both Garcia and Fisher were desperate after a month of futile attempts to get home. Despite this, the Skipper said there was no room on the Arrow for them.

Both men decided then and there that if the situation continued they might be in Capetown for months longer. They told the Consul they would attempt to stowaway, if they did not get out on the Marine Arrow.

It was then that the Consul showed considerable concern, according to Garcia, and brought pressure on the Arrow's Skipper.

The new tack was successful and Garcia and Fisher were soon homeward bound.

UNION ADVISES

At SIU Headquarters it was pointed out that men, stranded abroad by illness or injury, who experience unreasonable delays in obtaining transportation back to the States should immediately notify the Union of their plight, so that action can be taken on this end.

Brother Garcia, who was aboard the Robin Hood as Oiler when it left New York Feb. 16, suffered head injuries when struck by a boiler plate as it was being prepared for repacking in Mombassa.

He was removed to a hospital and remained seven days, before returning to the ship. During the trip to Capetown he suffered frequent dizzy spells and upon arrival in port, the company doctor recommended he be taken off the ship.

He was under the doctor's care from April 27 to June 29, when he left aboard the Marine Arrow.

Garcia who hails from Ohio, has been a member of the SIU for more than three years.

Notice To All SIU Members

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

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

PLEASE PRINT INFORMATION

To the Editor:

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

Name

Street Address

City State

Signed

Book No.

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TOLEDO	615 Summit St.
	Garfield 2112

'Mutiny' Crew Best Skipper Ever Had

On July 17, the U.S. Navy destroyer George E. McKenzie drew alongside the SS William Carson, a 7,000-ton South Atlantic Steamship lines freighter, in the Atlantic Ocean somewhere between Portugal and the Azores. A 10-man boarding party climbed gingerly up the Carson's ladder. The commanding officer asked the Chief Mate: "Do you know why we're here?"

"No," said the Chief Mate. Neither did any other Carson crewmember. "We had reports of a mutiny on this ship," the CO said.

That was the first the Carson men had heard of it, though for four days American newspapers had screamed the rumor in front-page headlines. The report was the result of an SOS sent out by the radio operator, who then jumped overboard.

These photos were taken by a LOG cameraman who went aboard with a Union Patrolman when the Carson docked in New York this week.



Seafarer B. Harrison, the Carson Bosun who was making his second trip, was standing by the ladder when the Navy party boarded the "mutinous" ship, and asked for the Skipper. Like every other crewman, Harrison was dumbfounded by the "mutiny" report.



Sample of genial atmosphere and brotherly spirit which crew said prevailed throughout voyage is shown in this photo taken in crew's messroom.



Chief Mate R. E. Burnett (above) agreed fully with the Carson's Captain Braithwaite, when he said, "The crew is one of the best I ever sailed with." Both Mate and Skipper hoped crew would stay with them as long as the Carson sailed. Burnett is a former SIU man.



The capable Carson crew was ably represented by these shipboard Delegates. Seated (left to right): Clark Medley, Jr., Deck; C. O. Stroud, Engine; standing (left to right): O. F. Martin, Ship's Delegate, and E. J. Neal, Stewards. All Departments were manned by fullbookmen.

Catching up with the latest Union news and details of the Carson "mutiny" they knew nothing about, Seafarers in photo right read the LOGs brought aboard by Patrolman Purcell. Deeply engrossed (left to right) are Anthony Poddiford, Oiler; Lee D. Biggs, Night Cook and Baker, and Marvin Oliver, Oiler. All hail from Georgia.

When Biggs called his girl in Atlanta after the ship's arrival, he was surprised to learn she thought he was in the hoosegow. "How come," he asked. "Well, after that 'mutiny' we read about, we thought we wouldn't be hearing from you for awhile, especially after they had to call out the warships to get you," came the reply.



New York Patrolman Jimmy Purcell (left) lines things up and checks books of waiting members preparatory to payoff.

