

# SEAFARERS LOG



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

VOL. X

NEW YORK, N. Y., FRIDAY, APRIL 9, 1948

No. 15

## New Company Signs Up With Seafarers

Another company was added to the SIU fleet this week when the White Range Steamship Company signed the standard dry-cargo agreement.

The company's first vessel, the SS John Hanson, a Liberty, was scheduled to leave New York over the weekend for the Texas coast where she will load grain for Greece.

All indications are that White Range will add more ships to the line in the near future.

Meanwhile, the SIU organizing drive rolls ahead on other fronts, and there will be more new contracts added to the SIU list when negotiations now in progress are completed.

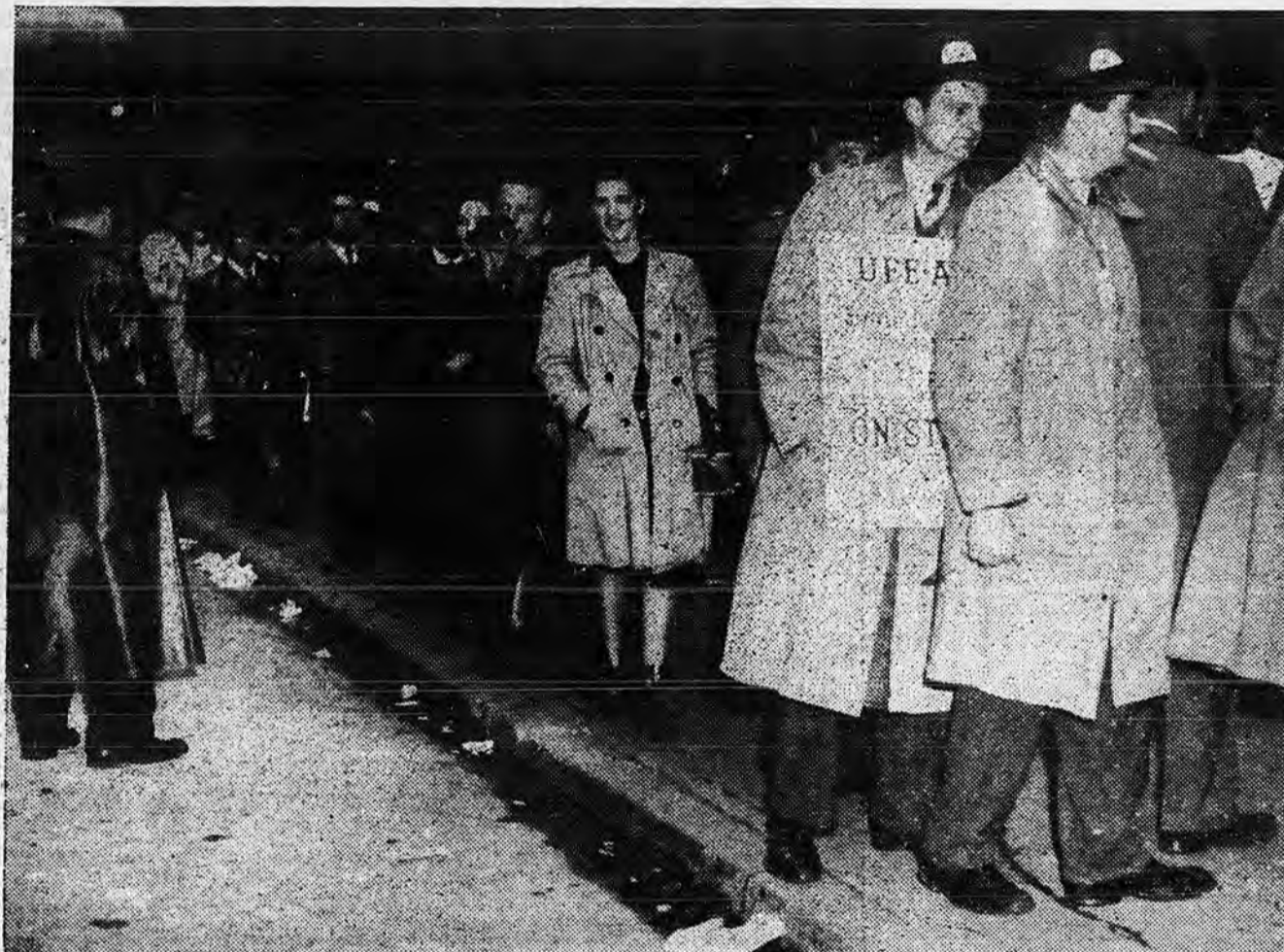
### CITIES SERVICE

The Union is still waiting for final certification as bargaining agent on the Cities Service tankers.

As reported in the LOG last week, the Second Region of the National Labor Relations Board has rejected the company's phony objections to certification, and the final confirmation is expected any day from the NLRB's national headquarters.

As soon as certification is received, the SIU will petition the NLRB for a union shop election as required by the Taft-Hartley Act.

## AS THE STRIKE SPREAD



As soon as the strike in the Stock and Curb Exchanges was solid, plans were set up to spread the action to the member firms. By Tuesday, April 6, four member firms were struck, and the employes of those companies were out on the lines with their Brother union members. By this method the union forced the firms to discontinue transferring business normally done in the Exchanges, and also gave these additional Wall Street workers the opportunity to join in the fight for higher wages and union security. Despite management's claims to the contrary, the strikers very seriously crippled the work in the exchanges and the struck firms. Whistling in the dark statements of "business as usual" were immediately disproved by the brokers themselves, when they wrote and phoned the strikers threatening to blackball them if they didn't return to work at once—and by going to employment agencies for scabs. But, then, how can a handful of finking brokers take the place of 1500 strikers?

## Labor Rallies Behind UFE In Wall St. Beef

The strike that the Wall Street tycoons thought would be a short one, resulting in the complete defeat of the United Financial Employees, Local 205, OEIU, AFL, this week picked up momentum and gave signs of being even stronger than it was when it started.

Added to the assistance already being given by the Seafarers International Union and the Sailors Union of the Pacific, this week a number of other unions pitched into the battle and granted both financial and physical help to the strikers. (For a list of unions backing the UFE, see page 3.)

To add to the effectiveness of the strike, Frank Fenton, who was for years Organizational Director of the AFL, and who is at the present time the International Representative of the national body, has come to New York to coordinate and direct the activities of all AFL unions participating in the action.

As an indication of the strength of the strike, picketlines continued in great force around the Stock and Curb Exchanges, and then spread out to take in four brokerage houses. This action came as a surprise to the financial big-wigs, and gave the lie to their statements that operations were "normal."

The four member firms to which the strike has been extended are J. S. Shields Company, E. F. Hutton Company, Bache and Company, and A. M. Kidder.

These represent powerful interests in the economic life of this nation, and it shocked Wall Street when a substantial majority of the employes in each office walked off the job and established picketlines.

### DIRTY FIGHTING

It did not take the employers long to realize that they were in for a hard tussle. And so, never reluctant to fight dirty, the bosses resorted to intimidation.

Many Stock Exchange strikers were telephoned at their homes and warned that if they did not report to work the next day, their jobs were no longer theirs.

In addition, they were told that they would never again be employed in the financial district. In other words, they would be blacklisted.

This intimidation backfired, and the strikers marked down one more reason why they need the protection of a strong union. Efforts by the UFE to have

(Continued on Page 3)

## Operators Cautiously Optimistic On Expansion

WASHINGTON—One Marshall Plan cargo in every two must be carried in an American ship.

This is the provision for which the Seafarers International Union plumped all winter. And this is the provision that was written into the Marshall Plan legislation which became law early this week.

The showdown came when the House of Representatives repudiated its own Foreign Relations Committee, by first voting against chartering ships to the beneficiary nations, and then by guaranteeing the American merchant marine 50 per cent of the cargoes.

Due to incomplete reports from Washington at the time the LOG went to press last week, we stated that the House of Representatives had not voted that 50 per cent of the Marshall Plan cargoes should be carried in American ships. We are happy to announce this correction.

The Senate had voted these two provisions into its version of the Plan several weeks earlier.

However, the House Foreign Relations Committee, under persuasive pressure from the State Department, rejected the 50 per cent guarantee and recommended that 200 ships be transferred.

This was where the SIU entered the picture as a decisive counterweight to the State Department. Seafarers deluged their Congressmen and Senators with letters and telegrams, warning of the danger in transferring ships and of the necessity of carrying 50 percent or more of the cargoes in American ships.

In fact, the SIU's influence had loomed large in the Senate's original action for the 50 percent guarantee. Introducing this section of the legislation early in March, Senator Knowland of California based his stand on the testimony of SIU President Harry Lundeberg.

### SHOT IN THE ARM

The 50 percent guarantee is a shot in the arm for American shipping. It means that shipping will not fall under the present level and probably means that more ships will be called into

service by the companies. Most important of all, it means jobs for American seamen.

However, nobody expects a shipping boom of wartime proportions. Views of spokesmen for the companies strike a tone best described as "cautious optimism." Actually none of the companies yet knows exactly

what its role will be under the Marshall Plan.

Most cheerful company is Arnold Bernstein which frankly says that it expects to put on extra ships to carry coal, grain and general cargo.

Isthmian and Waterman also are optimistic, although they

(Continued on Page 14)

## Tugmen Ask Wage Boost

Negotiations for a new contract between the Marine Allied Workers, fast-growing affiliate of the Seafarers International Union, and the G&H (Galveston and Houston) Towing Company are now in progress.

The Union has submitted a proposed agreement calling for a 20 per cent wage increase across the board, along with about nine changes in the present working rules.

In its counter-proposals, the Company has offered an eight percent increase in wages. So far it has refused to make any change in the working rules.

A rank and file group of G&H towboatmen are serving on the negotiating committee, and the membership is being kept fully informed of all details of the discussions.

Before any agreement is concluded it will be presented to the G&H personnel for discussion and final action.

Involved are approximately 250 tugboatmen employed on the company's harbor tugs, which operate out of the ports of Galveston, Houston and Corpus Christi.

The present agreement with the company expires April 30.

# SEAFARERS LOG

Published Weekly by the  
SEAFARERS INTERNATIONAL UNION  
OF NORTH AMERICA  
Atlantic and Gulf District

Affiliated with the American Federation of Labor

At 51 Beaver Street, New York 4, N. Y.

HAnover 2-2784

PAUL HALL - - - - - Secretary-Treasurer

### Editorial Board

J. P. SHULER

LINDSEY WILLIAMS

JOE ALGINA

Entered as second class matter June 15, 1945, at the Post Office in New York, N. Y., under the Act of August 24, 1912.

George K. Novick, Editor



## The Common Fight

One of the prime factors in any strike operation is the type and scope of support given to the union involved by its brother organizations in the labor movement. In a good many cases, the extent of this support is a very decisive influence on the outcome of the beef. At the very least, it provides the workers out on the picketlines with the encouragement and inspiration that is so essential to victory.

On this basis alone, the United Financial Employees, which is now out on the bricks in the heart of the nation's financial empire for decent wages and conditions for thousands of abused white collar workers, is destined to score a big win.

Sparked by the lead of the Seafarers International Union and the Sailors Union of the Pacific, organized labor has surged to the side of the UFE people, literally and figuratively.

Stirring support has come from every section of the labor movement—American Federation of Labor, Congress of Industrial Organizations and independent labor bodies.

They have responded to the needs of the financial workers with money, food and physical help in generous portions. And they have pledged that more is coming, and will continue to come, until the high and mighty snubbers of reality—the big wheels of finance—are forced to accept the mandate of the majority for a union shop in Wall Street.

True, there is nothing unusual about solidarity in the ranks of organized labor. The history of the American labor movement demonstrates that solidarity is traditional among organized working men and women.

But what is unusual about the support now being given the UFE by other unions, is the virtually unprecedented proportions this show of solidarity has assumed. Rarely does a beef provoke such a response from what is unquestionably a cross-section of the labor movement.

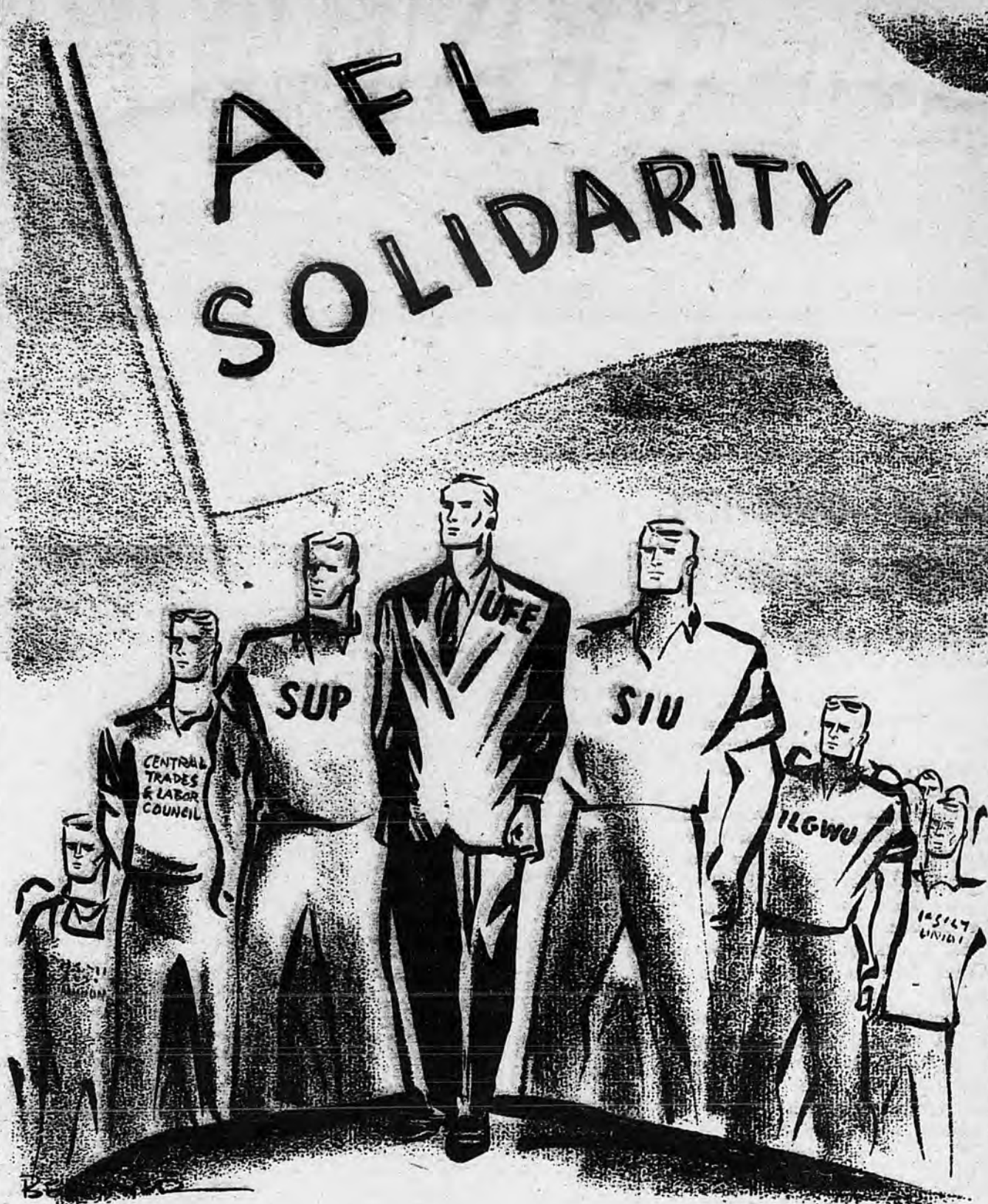
It is quite possible that in giving all-out support of the UFE, organized labor has rightly recognized that the financial workers' fight is the fight of all labor.

The big boys in Wall Street represent the money-behind-the-money. Their indefensible stand on the basic issues involved in the current strike symbolizes the determination of big business to thwart and crush all attempts by the working people of this nation to maintain a decent American standard of living.

In attempting to stave off the organization of this last stronghold of the viciously anti-union forces, the financiers are hoping to establish a pattern for attacks on trade unions everywhere. They have been encouraged by the Taft-Hartley Law, which was enacted at their bidding. They will do their damndest to use it to break labor's back.

But there are visible signs that organized labor is wise. It is expressing its unity and showing big business that an injury to one is an injury to all. That much is clear from the bang-up response they are giving to the UFE's needs.

And out of it will come a strong, victorious UFE—and a stronger united trade union movement.



## 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.

### STATEN ISLAND HOSPITAL

- F. FONDULA
- E. BERWALD
- L. ANDERSON
- P. FRANKMANIS
- R. J. GARDNER
- S. HEIDUCKI
- E. OLSEN
- J. McNEELY
- G. BISCHOFF
- M. CASTRO
- J. SHEMET
- P. LOPEZ
- F. NERING
- T. J. SCHUTZ
- C. DESOUSA
- M. ROSENBERG
- R. FLOYD
- J. PIETRZAK
- J. J. HANLEY
- J. S. MINESES
- C. NANGLE
- R. J. STROM
- J. H. MURRAY
- J. DOWNIE
- M. ELSAYED

### BRIGHTON MARINE HOSP.

- W. CAREY
- J. LEE
- E. DELLAMANO

- E. HARRISON
- W. FEENEY
- H. FAZAKERLEY
- P. CASALINOVO
- J. KLENOWICZ
- T. RITSON
- H. ALLEN
- H. McDONALD
- R. KING
- A. BONTI
- R. LORD

### GALVESTON MARINE HOSP.

- E. BARNHILL
- C. WILLIAM FIELD
- S. HERNANDEZ

### SAVANNAH MARINE HOSP.

- J. J. FERGUSON
- J. T. MOORE
- A. C. PARKER
- F. LORENTSEN
- E. WARREN
- J. L. SWNIDLE

### MOBILE HOSPITAL

- GEORGE WILLIAMS
- WILLIAM J. SULLIVAN
- E. BOWERS
- E. JUZANG
- WILLIAM BURK

### Hospital Patients

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

### Staten Island Hospital

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

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

- L. M. BIRD
- M. C. CARDOVA

### BALTIMORE MARINE HOSP.

- L. R. FISKE
- LUIS GOMZAEJ
- C. B. VEKEW
- H. G. BROWN
- JAMES SHIPLEY
- JOE SHIMA
- GEORGE D. OLIVE-
- E. JORMSTED
- R. B. FULLER
- JAMES G. FOUTS
- LEO J. STEPHENSON
- T. A. CARROLL
- D. HERON
- H. BOONE
- T. E. LEE
- W. W. DeHAVEN
- J. WICHARTZ
- G. H. HAGA

### SAN FRANCISCO HOSPITAL

- ERLING MELE
- J. HODO
- H. WATSON
- A. A. SMITH
- ELMER HALLMAN

WHAT HAPPENS NOW, BOYS?

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Congress of the United States

JOINT COMMITTEE ON LABOR-MANAGEMENT RELATIONS  
 (CREATED PURSUANT TO SEC. 401 OF PUBLIC LAW 111, 80TH CONGRESS)

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April 5, 1948

Mr. M. David Keefe  
 President, The United Financial Employees, Local 205  
 Office Employees International Union, AFL  
 40 Exchange Place  
 New York, New York

Dear Mr. Keefe:

Senator Taft has referred your telegram of March 31 to this Committee.

An amendment which would have made union-shop contracts compulsory on employers if the majority of the employees so voted was offered on the floor of the Senate at the time the Taft-Hartley Law was under consideration and was decisively defeated. Resistance of management to compulsory unionism in the past was mainly on the ground that employees did not want it. In most instances that have been reported to us the authorization for such a contract by an impressive vote has resulted in a union-shop contract. Your telegram presents an example to the contrary.

Sincerely yours,

*Thomas E. Shroyer*  
 Thomas E. Shroyer  
 Chief Counsel

Organized labor's contention that the Taft-Hartley law is a one-sided, union-busting instrument is virtually admitted in the above letter from the chief counsel of the Joint Congressional Committee on Labor Management Relations.

As in the current Wall Street strike situation, wherein the employers are freely permitted to openly flout the intent of the law, no provision exists to compel respect for the democratic process

In pressuring Congress to enact the Taft-Hartley law, management screamed that the union shop was not the wish of the majority. In compliance with the law the United Financial Employees entered into a union shop election in the New York Stock and Curb Exchanges.

Stock Exchange employes voted 92 per cent for the union shop; Curb people went for it by 94 per cent. Yet management refused to recognize the results and forced the strike.

UFE, in a telegram last week, tossed the issue in the lap of Senator Robert Taft, asking him, "What now?" From the letter above, the answer appears to be that management must be made to recognize labor's right.

# Inland Boatmen Given Charter By Seafarers

SAN FRANCISCO — The Executive Board of the Seafarers International Union of North America on April 1 issued a direct charter to the Inland Boatmen's Union of the Pacific, once a CIO affiliate.

Issuance of the charter culminated many months of negotiations, and the Boatmen are now bringing 4,000 men into the SIU. IBU members voted six to one for affiliation in a referendum.

The Inland Boatmen's Union was organized in 1918 in this city, and was first known as the Ferry Boatmen's Union of California.

In the beginning, the union affiliated with the International Seamen's Union of America as a district organization. In that way the Boatmen became an affiliate of the Sailors Union of the Pacific; Marine Cooks, Stewards and Waiters Union of the Pacific; Marine Firemen, Oilers and Watertenders Union of the Pacific and other unions on the Atlantic, Gulf and Great Lakes.

Under the leadership of President Andrew Furuseth of the ISU the Boatmen, with the help of other maritime workers, were able to improve both their wages and their conditions.

In addition they greatly extended their jurisdiction and changed their name to Ferry Boatmen's Union of the Pacific. In 1936, as the union's jurisdiction spread still further the name was changed again, this time to Inland Boatmen's Union. At present, the IBU has members up and down the Pacific Coast from British Columbia down to Mexico, working in all three departments of inland craft.

In 1937, dissatisfied with the policies of the International Seamen's Union, the IBU withdrew from the ISU and took a charter from the CIO which was or-

ganizing on an industrial rather than a craft basis.

However, last year the heavy communist infiltration in CIO maritime unions became too much for the IBU to swallow. So did the CIO's raiding tactics and continued dual unionism. IBU President John M. Fox, speaking to the IBU membership, put it as follows:

"It has now become apparent that the CIO is establishing itself on a permanent basis and not confining itself to industrial organization. It has issued craft charters paralleling the charters issued by the AFL. The purpose of the CIO has been largely accomplished, but there has been no evidence of re-establishing itself with the AFL in the reasonable foreseeable future. No action was taken by the October 1947 convention of the CIO on the subject of unity, which confirms the observations made."

## UFE Broadens Strike To Four Member Firms

(Continued from Page 1)

the Stock and Curb Exchange authorities agree to an impartial fact-finding board, to sift the facts and issues of the strike, were met by silence on the part of Stock Exchange President Emil Schram and Curb Exchange Prexy Truslow.

The union challenged the Exchanges but to no avail, and, as a result, the panel of prominent citizens who accepted the invitation to serve on such a fact-finding commission have made plans to start their investigations.

Another committee, this one to raise money for the strikers "so the strike can be fought out on its own merits, and not by the starvation of the strikers and their families," has also been established. The committee is made up mainly of well-known union leaders from both the AFL

# Organized Labor Gives All-Out Support To UFE

Pledges of support—physical, moral, and financial—continue to pour into the United Financial Employees' strike headquarters. With the list growing daily, 25 labor organizations have already announced their backing of the Wall Street beef.

Aid from the labor groups — AFL, CIO and independent—has been arriving steadily in the form of cash for strike and relief funds, food for the pickets and manpower for the lines.

Cash contributions thus far received total \$6,829.70.

### AFL UNIONS

In addition to the backing of the Seafarers International Union and the Sailors Union of the Pacific, aid has come from the following AFL organizations:

Central Trades and Labor Council of New York, representative body of all AFL unions in the city; International Ladies Garment Workers Union and its affiliate, the Cloak Joint Board, which have thus far contributed \$5,000; Motion Picture Home Office Employees Union, Local H-63; Radio Officers Union; Pulp, Sulphite and Paper Mill Workers;

Hotel and Restaurant Employees Union, Locals 60 and 325; Masters, Mates and Pilots Association.

Also the American Merchant Marine Staff Officers Association; American Federation of State, County and Municipal Employees; New York Municipal and Transit Workers; District Council No. 9, Brotherhood of Painters and Decorators and Office Employees International Union, Local 153.

### CIO GROUPS

Support has also been pledged by the following non- and anti-communist CIO unions:

American Newspaper Guild; Telephone Workers Organizing Committee, Region 9-A, United Automobile Workers; New York State Industrial Union Council and the Retail, Wholesale and Department Store Employees Union.

Independent labor unions that are backing the financial workers are the Association of Catholic Trade Unionists; Marine Firemen, Oilers and Watertenders, and the Union of Care Employees.

The commitments of unqualified support that have come to

the UFE from labor and other mass organizations is on a scale virtually unprecedented, indicating the long-abused white collar workers.

### A HELPING HAND



The Union of Care Employees got together to show their solidarity with the UFE strikers. Above, left to right, Sam Kaufman, President of the Union of Care Employees, M. David Keefe, UFE President, and Nat Klein, UCE Vice President and Board Chairman, have their picture taken as a check for \$150.00 is handed to Brother Keefe. In addition, 10 percent of UCE dues will be turned over to the UFE.

April showers may bring May flowers but for the Seafarers walking the UFE picketlines in Thursday's rain they brought umbrellas.

The umbrellas—about 25 of them—were the gift of Samuel Feiweil, who has a rainwear shop at 105 Trinity Place. He thought the white caps and the Seafarers wearing them should be protected by white umbrellas. He said it would make a pleasing spectacle to observers.

Besides, Mr. Feiweil pointed out, "I'm in sympathy with Trade Unions."

and the anti-communist section of the CIO.

Since the biggest worry of the striker is that his family will not have money for food and rent, the fact that the entire AFL has been rallied to support the UFE has had a good effect.

A Relief Committee has been set up to help strikers who are in need, and a Medical Aid Committee, with a panel of doctors supplied by the Workmen's Circle, well-known pro-labor fraternal organization, will supply—free of charge—medical attention to strikers and dependents.

# ROU Officials Press MEBA To Bar Commie-Led Merger

Officials and members of the Radio Officers' Union, AFL, are doubling their efforts to convince the MEBA that the projected move of the Marine Division of the American Communications Association, CIO, to join the MEBA is a carefully planned communist maneuver.

In a letter to President Samuel J. Hogan of the MEBA, the Boston Representative of the ROU, Stephen E. Douglass, writes a stirring appeal urging rejection of the "merger" by the forthcoming MEBA convention to be held in Jacksonville in May.

Douglass, whose letter is dated April 1, 1948, points out that since it was founded in 1931 the ACA has been heavily infiltrated with communists. He also says that the MEBA by granting "provisional" charters to the two ACA Maritime Districts has already violated its own constitution.

"I understand," Douglass writes, "that the two provisional charters, one to the Atlantic District and the other to the Pacific District of ACA, have been issued irregardless of the fact that the constitution and by-laws of your union make no provision for such charters or for the admittance to membership of any craft other than Engineers, without a vote of the members present at a convention of your organization."

### ANTICIPATES RAID

After a review of communist tactics in maritime in which he points out that the communist led radio men would undoubtedly try to raid the ROU, Douglass writes as follows:

"Unless the officials of the MEBA take the necessary action at your coming National Convention to ward off this 'invader' once and for all you are most likely to find the MEBA, in a comparatively short time, at the mercy of these leftist 'intruders'."

## Converted Flat-Top Joins Robin Fleet; Two More To Come

The SS Robin Trent, tenth unit of the Robin Line's post-war fleet, was due to arrive in New York, April 9, to sign on a crew under foreign articles for her maiden run as a freighter to South and East Africa.

The Trent was carrying a coastwise crew signed on in Norfolk where she was re-converted from a baby flat-top into a freighter. This week she was loading in Baltimore and Philadelphia.

The Trent was built originally as a C-3 but, like the Robin Kirk which went into service a couple of months ago, she saw service during the war as an aircraft carrier.

The Trent is an outright addition to the Robin fleet, the company reports, and will not replace any vessel now operated by the Robin Line.

She will be followed shortly by the SS Robin Mowbray, another reconverted C-3, and the SS Robin Kettering, a C-2 special of the Robin Locksley class.

...With the history of the ACA so widely known and their past pro-communist activities a matter of record, is it possible that the MEBA officials and membership will approve of their organization acting as the 'guinea pig' in this proposed merger plan which is nothing more than another attempt by the waterfront division of the communist party to form their much longed-for national union for all maritime workers?"

### COMMIE HISTORY

The ROU has been pressing the MEBA all winter to block this communist move.

In December, Fred M. Howe, General Secretary-Treasurer of the ROU, also wrote a letter to Hogan in which he outlined the history of communist action in the maritime industry in even greater detail than does Douglass.

Howe made clear that the ACA had been one of the key outfits in the communist-inspired turmoil on the waterfronts in recent years. He also stated that many non-communist members of ACA's Marine Division were ready to quit.

### "FIGURES CAN LIE"



A UFE picket takes a look at the ticker tape and wonders how long the Exchange authorities can keep up the fiction of "Business as Usual." From long experience these employees know that it takes a large, well-trained crew to maintain smoothness of operation in the Exchanges, and so he wonders how much longer the Exchanges can continue operations

## Seafarers' Aid Helps Engineers In Fast Victory

Solid Seafarer support to MEBA Engineers striking Calmar ships on the West Coast materially aided in bringing about a quick victory for them, and, indirectly, enabled them to gain an agreement for Ore ships on the East Coast.

The Engineers' strike began on March 26 when they walked off Calmar's Penmar in Seattle and the Massmar in San Pedro. The walkout came after the company refused to negotiate a contract, claiming that Engineers were supervisory employees under the Taft-Hartley Act.

The West Coast office of the SIU, Atlantic & Gulf District, received word of the walkout when Calmar called to report that the "SIU crew on the Penmar in Seattle, in violation of the agreement, refused to take the ship out."

In communicating with the crew, a different story was told. The ship's delegates stated that the entire crew turned to when requested to do so, because they knew it was impossible to move the ship without Engineers below.

The Captain, trying another tactic, attempted to get the crew off without the payment of transportation by ordering the crew to stand by fore and aft, hoping they would refuse his order. Again they willingly obeyed knowing there still were no Engineers below.

In San Pedro, aboard the Massmar, the crew cooperated 100 percent with the striking MEBA members.

In a telegram to the San Francisco office of the SIU, W. H. Buttram of the MEBA thanked the SIU for its aid, and stated, "Your support enabled us not only to get an agreement with Calmar but also to get an agreement for the Engineers on Ore vessels on the East Coast."

"We wish to thank the SIU, Atlantic & Gulf District, for its cooperation, and assure you we will cooperate with you in a like manner at any time you so request."

# The Patrolmen say:

### Overtime Records

NEW YORK — Quite often there seems to be confusion over the procedure to be followed in handling overtime. Our agreements, however, are quite clear on the subject and should be understood thoroughly by all hands.

After authorized overtime has been worked it is the responsibility of the senior officer of the department, as well as the department members, to keep a record of the overtime worked.

Each employee, the agreement specifies, is to receive a slip stating the hours of overtime and the nature of the work performed.

Records are to be kept by both the crewmen and the department head so as to avoid differences in overtime slips.

The agreement states further: "No claim for overtime shall be valid unless such claim is presented to the head of the department within 72 hours after completion of the work. When work has been performed and an overtime claim is disputed, the head of the department shall acknowledge in writing that the work was performed."

Similarly, a crewmember has the right to request that his overtime record be produced for checking up purposes. Since beefs arise frequently involving this 72-hour provision, it is advisable to check the overtime day by day and thus avoid disputes.

Freddie Stewart

### Private Agreements

NEW ORLEANS — The Seafarers International Union has a signed agreement with every company it has under contract. All these agreements were negotiated by your elected officials and they went into effect when you, the membership, voted in

every port to approve them.

Each year, before negotiations for new contracts begin, the membership is asked by the Port Agents and through notices in the LOG to submit in writing to the Secretary-Treasurer any changes that would benefit the membership.

With these suggestions in hand your committee can go before the shipowners knowing exactly what the membership wants.

But if crew members are allowed to make private agreements with Captains, Mates and Engineers the years of work which have gone into the Union agreements will have been in vain.

### GANGWAY DEAL

Here is an example. (I won't state the ship's name as there were only two men aboard who had made the previous trip.)

I was called to the ship to settle a deck department beef. As I boarded her I noticed that there was no gangway watch. The beef was settled, and later on a few of us were discussing the beef in the messroom.

Naturally I asked why there was nobody on the gangway.

The new crewmembers told me they were waiting for the Mate to make out a watch list. I told them I'd see the Mate right away and have the watches started.

As I started to leave the messroom, a man who had made the previous trip said:

"We don't stand any gangway watches on this ship. The Mate and the last crew made an agreement last trip not to stand any gangway watches. The Mate was going to slip in overtime for us on weekends."

### BLEW TOPS

It was never clear to me or the new crewmembers whether the Mate was big-hearted and gave the full 48 hours or just threw in a little gravy.

At any rate, the new men started blowing their tops and

asking the two men who had been on before whether such agreements weren't against the Union principles. Crews couldn't make their own working rules they said.

Personally I headed for the Mate's room to inform him that the crews on an SIU ship worked according to the agreement signed by the Union and not by any Mate-and-crew agreement.

Think this problem over carefully, men. Discuss it with your shipmates.

You will see the harm that such agreements can do. If you are on a ship where anything like the above starts, call the crew together and stop it immediately.

Johnny Johnston



What one member thinks of private agreements.

# Shipping Picks Up in Savannah, New Tankers Help To Clear Hall

By CHARLES STARLING

SAVANNAH — The past ten days have seen a real jump in shipping in this port. The number of jobs filled has just about cleaned the Hall of rated men, and has made the wait for the unrated members a lot shorter. That's the way we like to see it.

We paid off the William Carson on Tuesday, and the James Swan paid off and signed on the early part of this week. We had the Legion Victory in with a couple of beefs, but as she is going to New Orleans for the payoff, we let them ride.

Expected in this week is the Southwind, South Atlantic, so we'll undoubtedly send quite a few men aboard her.

Brother Tilley was down to Jacksonville this week to handle the sign-on of the SS George Ogden, new tanker of John M. Carras Inc., one of the outfits recently organized under the SIU banner.

## ANOTHER COMPANY

— Still another tanker, of another company, will take a crew next week in Jacksonville. The good number of tanker jobs beginning



to come our way sure helps to take up the slack in the membership.

A matter which is long due for comment is the matter of pierhead jumps. There have been far too many pierhead jumps out of the ports of Jacksonville and Charleston.

Too many book and permitmen seem to think that they do not have to clear through the Savannah Hall, so let this be a reminder that there are to be no pierhead jumps on coastwise ships in these ports.

Of course, we do not mean that pierhead jumping will cease entirely. It is necessary some-

## Evangeline To Have Annual Inspection Before Run Switch

The SS Evangeline, Eastern Steamship Lines cruise ship, will shortly undergo her annual inspection. Because of this the Friday, April 9 sailing to Nassau, Havana and Miami has been cancelled, the company has announced.

Only two more sailings to Nassau are scheduled for the Evangeline's sister ship, the SS Yarmouth. She will sail for the Bahamas on April 16 and April 23 on the regular five-day cruises.

After those sailings, both vessels will be withdrawn from the West Indies run to begin Eastern summer cruises in northern waters. Plans for this cruises will be announced soon.

times, to complete the crew of a ship leaving on a foreign voyage; but on coastwise ships, it is a different story.

Another reminder, while on the subject, is the fact that we are cracking down on drunks and performers in this port.

Our campaign against the lusher has borne fruit in that things are more orderly around here, but we want things to be even better.

If you're riding on a cloud, tie-up down the street, 'cause we'll sure put a hole in your flying carpet.

We've found that posting a copy of the resolution against irresponsibles, published in the LOG May 30, 1947, goes a long way toward cutting down on the men who walk off their ship just before she sails.

## DON'T KNOW SCORE

Many of the men have had no knowledge of the resolution, and do not know that the membership has taken action against jumping ship. Some of the men don't seem to know what the score is when it is pointed out to them that they are wrong.

We suggest that all Port Agents post a copy on the bulletin board so the membership will know the rules. Ignorance of the rules is no excuse, but there is no reason for anyone being in the dark over it.

The rain which fell here for weeks on end has finally stopped, and the flowers are nosing their way up through the ground. Spring is here, and that means spring clean-up time. We'd sure like to have a nice Hall in which to do a little soap and water work.

# Lack Of Sugar Shipments Takes Enchantment Out Of Puerto Rico

By SALVADOR COLLS

SAN JUAN — Shipping has held at a slow pace during the past month, in spite of an expected boom in sugar shipments. Last year at this time the sugar was running, and the ships were buzzing in and out in good numbers.

The sugar season is well under way now, but the expected shipments have not materialized. Some of the "enchantment" of this enchanted Island is missing, now that the jobs are not coming in.

The rum and coke, senoritas and rice and beans are still in good supply, but Spring in the air up north and the boys are getting itchy feet. Here's hoping something breaks for the boys soon.

The Cape Mohican is expected this week along with six or seven others in the Guanica region. If the crew calls us when they hit port, we'd be able to square them away along with the rest. Our phone number is San Juan 2-5996.

## PAMPHLETS ARRIVE

The ILA and UTM are having their troubles again. Any ship hitting Arroyo is being picketed by the ILA. This beef will probably last awhile, so crews are requested to call the Hall as

# Shipping In Mobile Is Still On Slow Bell

By CAL TANNER

MOBILE — Shipping in this port has been on the slow bell for the past week, and prospects for the week coming up look about the same.

We had three payoffs and three sign-ons, and all the payoffs were clean.

The R. K. Hollister, Waterman, which had been out eight and a half months had no disputed overtime at all. Her Delegates certainly knew the agreement inside out.

Almost as clean was the A. P. Hill, another Waterman, which had only a few hours in dispute which were settled speedily. She had been out nearly five months.

The Snakehead in from Alcoa's bauxite run, was also unusually

## On Overtime

To insure payment, all claims for overtime must be turned in to the heads of departments no later than 72 hours following the completion of the overtime work.

As soon as the penalty work is done, a record should be given to the Department head, and one copy held by the man doing the job.

In addition the departmental delegates should check on all overtime sheets 72 hours before the ship makes port.

clean. She is waiting word from the company whether to go for another trip.

So many of the ships that come in these days head for the boneyard that the payoffs don't help a crowded beach too much.

The three ships we signed on were two Alcoas and one Waterman, and all the sign-ons were accomplished with a minimum of beefing.

## NO REST

However, one of the Alcoas, the Edward Scripps, provided a slight headache in the form of a Mate who really believed in working the men. He fired a couple for saying, as a joke, that they had come aboard for a rest.

He changed his mind though after paying the two men a day's wages plus subsistence and the Scripps sailed fully manned with all beefs settled. All we had to do about the remaining two sign-ons was get a few repairs made.

Four ships we had in transit caused us more trouble than did the payoffs and sign-ons.

We had the Morning Light and the A. K. Smiley, both Waterman, the Beaver Victory, Isthmian, and the Paul Buck, an SUP-contracted vessel.

Biggest dispute was on the Morning Light. The Skipper fired a man for not working. The crew felt that the Skipper was wrong, gave 24-hour notice and piled off. The affair finally landed in the lap of a Port Committee.

The A. K. Smiley had a mattress beef, but did not get it entered until the company had closed for the day. This should serve as a reminder to Delegates to waste no time getting their beefs and disputes into the Union Hall. If they want them settled, that is.

The Beaver Victory had a little Mate trouble which was adjusted

all right. The Mate was one of those Isthmian oldtimers who is taking a little time getting used to the agreement. The Paul Buck had a transportation beef.

## BACK BEEF

The membership here is plenty interested in the Financial Employes' strike in New York and the part being played by the Seafarers. The boys crowd the radio and snatch at the newspapers to get the latest news.

The other thing that held the attention here was the Marshall Plan. They certainly bombarded Washington with letters and tele-



grams against the ship transfers and for getting plenty of cargoes for American ships. And it looks as if the effort paid off.

The Marine Allied Workers, an SIU affiliate, is going strong in its organizational campaign. There is going to be some brand new progress to report in a few weeks.

We finally got the new chairs for the Hall, and we put them right to use. You can count on being a little more comfortable around here from now on.

There have been quite a few oldtimers in here, among them: T. Harris Casey Jones, J. Purcell, C. A. Nelson, J. P. Clarke, G. W. Braxton, C. O. Lee, H. Parks, C. R. Dade, E. D. Moyd and E. A. Patterson.

# Galveston Membership Says 'Yes' To Resolutions And Aid To UFE

By KEITH ALSOP

GALVESTON — The general picture in this port is one of good shipping for book members. With two payoffs already behind us and more coming up the situation here is far from cloudy.

The Sulphur Mines and Cedar Breaks paid off this week; and expected to start passing out the green stuff are the Baldwin Hills, Fort Erie and Bret Harte.

In transit here at the moment are the Casa Grande, Platt Park, Tonto and E. F. Ladd. All ships have been covered and beefs settled in SIU style.

The only ship listed on the unorganized board this week is the Bent's Fort, Cities Service. She is tied up at Texas City and has been smothered with litera-

ture and pledge cards by our Organizers. We expect more unorganized ships in and around these parts, and they, too, will get the complete organizational services of our men.

## YES, YES

Two big topics of conversation in this port are the four resolutions being voted and the SIU's aid to the Financial Employers' Strike in Wall Street. The feeling is a big "yes" in both cases—"yes" for the resolution and "yes" for all-out aid to the white collar workers on the picklines.

It is a little hard to visualize Wall Street workers on a picket-line, but we're sure glad to hear they are going all out for union benefits. We're four-square behind them.

# New York Sends Out Call: Rated Men Needed

By JOE ALGINA

NEW YORK — The Union has always urged crews to enforce the SIU contract on their ships and to see to it that the Companies do the same. As a result the hours, conditions and work done have been stabilized throughout the industry.

The contract, however, is not inflexible. Leeway is given in all contracts so that in unusual conditions adjustments can be made, making it possible for the ship to operate close to normal.

An example of what is trying to be pointed out here is the case of the John A. Donald, Smith & Johnson.

The ship arrived in New York, and paid off without any difficulty. The only beef was the galley stove which had gone on the bum, making it possible for only one oven to operate for baking purposes.

## ADJUSTED HOURS

The Night Cook and Baker found his normal working hours interfered with, and so did his baking outside his usual working hours. This was okay with the Baker and no beef was made, but one of the crewmembers was under the impression that this was wrong. He had the Delegates call a meeting to clarify the matter.

The crew in meeting agreed that the only time the man could bake would be outside his regular hours. That was supposed to put an end to the matter, but when the ship arrived here in New York the beef was brought to the Hall.

Patrolman Purcell, who covered the payoff, found that the Baker was right, in that he could only bake outside his regular hours and because it was due to a breakdown of the stove, it was perfectly all right. Of course, under normal operations he would not have baked any time other than during his regular hours.

The crewmember who first raised the issue was worried, and justifiably so, that this might set a precedent for working outside the hours stipulated in the contract.

We want to stress that the contract is our bible and we urge the membership to see that the company does not try to force

men to do anything which is prohibited in the agreement, but in the case of an emergency such as this, the Baker did what was correct.

Aside from this, the crew would have suffered in not being able to have bread and other baked goods during the voyage.

The point here is that it's up to the crew to use its own discretion in handling a situation. Something like the galley stove breakdown is a case where a little elasticity should be employed.

## IT'S BOOMING

Speaking of elasticity, shipping in New York has stretched out like a rubber band. In fact, it could be referred to a boom. It could be referred to as a boom. It we've been able to report such good shipping and it is with pleasure that the "Seafarers Wanted" sign is hung out once more.

Men in all ratings are needed here, so grab your gear and



head for this port. There are jobs aplenty.

One of the reasons for the good shipping is the increased number of ships hitting port during the past week. Among them we had the Wacosta, Fairport, Canton Victory and Belgium Victory—all Watermans, and all good payoffs. They all had the usual number of minor beefs, but they were no trouble for the Patrolmen.

Isthmian's Cape San Martin came in and paid off with little trouble. There was a haywire crew aboard who had managed to pick up a few logs, but the Patrolman had most of them lifted.

The Cavalier was a smooth payoff again this week. She has been an easy one for us to

handle in recent weeks. The SIU crew aboard is working well together and the company has stopped a lot of its hardtinting.

The Cavalier men, like several other crews, donated a good-size sum of money to the UFE strike.

A couple of other clean payoffs worthy of mention are the South Star and Burgess, both South Atlantic. Both ships were clean and a real credit to the Union. There were several others equally as clean, but this winds up the honor roll for the week.

## RARE BEEF

The Colabee, American Hawaiian, popped up with a beef that we seldom encounter any more. She is in the coastwise trade and while in Galveston picked up a couple of men. When she hit New York she paid off the crew and headed for the shipyard.

The company refused to pay transportation to the Galveston men. The beef hung fire for a couple of days while the company played coy, but in the end they paid up and the boys headed back to the Gulf.

This particular matter is in black and white in the contract, and by now the companies should have come to realize that it means what it says; but every once in awhile one of them will try something funny. It does them no good—we always stick it out until we collect it all.

## SKETCHED IN SOUTH AFRICA



"Gichi" is the title of this pencil portrait of a Durban boss stevedore. Despite its careful detail, the artist Seafarer Norman Maffie, had to work fast to get it on paper.

"I had to sketch this fellow 'on the fly' when he didn't know I was looking at him," Maffie writes, "because he was superstitious of having his image made."

Brother Maffie was on the SS Joliet Victory at the time.

# Why Bosuns Get Grey Hair

By JOHANN WUNDERLICH

I read a lot about why a Bosun gets grey hair, and it sure is no wonder that they do considering the kind of nonsense they have to put up with at times.

I haven't got grey hair yet, of course, and I won't as long as the drugstore sells dye, but there sure have been times when I expected to discover a few streaks of grey after finishing a tough voyage—specially during the war, when we were blessed with those wonderful characters who came to us in our hour of need from the honorable "We-make-you-into-a-man" academies at Fort Trumbull and other reformatories around the coast.

but he prevented me by barking at me sharply, "Have my baggage brought on board while I report my presence to the Master."

I would not dare call them any bad names, as I'll have you know I am supposed to be a gentleman (not to be confused with one of those who hang around the "Crossroad Cafe" on 42nd St. and Broadway.)

Words like "—" (unspeakable) and "—" (unprintable) never pass my tobacco-stained lips which are being sterilized by the purest alcohol in liquid form (that is, since they quit using alcohol in the production of shoe polish).

But before I forget the main topic, which is my near-in-the-future grey hair, I'll tell you fellows about one of my dear friends who came, during the war, to assist me in the maintenance of the twenty-year old rustbucket I was on at the time.

## ENTER THE ADMIRAL

The ship was docked in Brooklyn, on a sunny afternoon, as the story tellers always start their story.

I had a hell of a hangover acquired at the Midtown the night before and was taking a breathing spell at the gangway, shooting the breeze with the gangway Watchman, when up the gangway walks what seemed to be an admiral, all togged out in a high pressure uniform with three stripes on his sleeves.

He stopped at the platform, turned facing the short end of the vessel (that's what he called it) and saluted the garbage barrels on the poopdeck where they were hanging outside the bulwarks.

As we were expecting the new Chief Mate that day, I presumed it to be him, and I stepped closer intending to introduce myself,

His tone of voice nearly set me on my haunches, but not wanting an argument before sizing him up, I had the baggage taken on board, and placed in the Chief Mate's room. I expected to hear more about it later, as it cost the company four hours overtime.

About half an hour later my friend, the admiral, comes storming down into the welldeck aft where we were battening down the hatch.

"Where in hell are my bags?" he shouted. I considered whether to pop him one there and then, or wait until later, but with my



blood at the boiling point I escorted him topside and showed him the bags on the deck in the Chief Mate's forecastle.

He looked at the sign above the door then turned to me with a silly grin on his ugly mug, and said: "But I am not a Chief Mate. I am the new Ordinary Seaman. I was sent over from Sheepshead Bay."

And they ask me if I have grey hair yet. No, not as long as the drugstores have dye on display on their counters.

# Crews Add To Frisco's UFE Strike Gifts

By S. CARDULLO

SAN FRANCISCO—This week was a payoff-less one for this port. We had three ships in transit and managed to put a few men aboard, but other than that shipping is pretty much at a standstill.

The Monroe Victory, one of the transit ships, stopped off long enough to allow its crew to come down to the Hall to cast their ballots.

The feeling was straight down the line "yes" in favor of the proposed resolutions. At the same time the fellows got the score on the SIU aid to the United Financial Employees' strike in Wall Street and in no time, they mustered \$34 for the strike fund.

They deserve a pat on the back and a mention in the LOG, so here they are: J. C. Stewart, M. Smith, E. Higginbotham, F. Alipio, W. Parrott, B. T. Williams, J. Gafman, J. D. Bean, F.

Harper, E. Boyer, L. C. Balin Jr., W. E. Higgins, C. Bell, P. Losado, L. McMains, O. Beltram, K. Holden, F. Waller, J. Rodowski, D. Bennett, E. Hickman, R. Heins, P. Ryan, L. Pekee, J. Martinex and J. P. Silva.

## CAME THROUGH TOO

The men of the Monroe Victory had hardly cleared the Hall when the Rider Victory crew reported a donation of \$24 for the UFE strike. Those who made donations are: J. A. Charrier, C. Ford, C. Meyer, J. Gilliard, W. Johnson, C. H. Griffin, W. Walden, L. Bruce, S. Phillips, E. Schaeffer, F. Teller, J. Ward, D. Reecker, J. Barr, F. McKnight, John Utz, J. Wade, B. Murillo, P. Edwards, F. Facholski and D. Mock.

Both donations have been forwarded to the United Financial Employees strike fund.

The crew of the Purdue Victory visited the SIU Hall here, bright and early Sunday Morn-

ing. In fact, their arrival was the occasion for opening the Hall to allow them to vote. Despite the heavy dew which came down in torrents, these men waded in to cast their ballots.

While the Purdue men were in the Hall we held an impromptu class on shipboard conduct. It was pointed out that our contractual gains could be endangered by the actions of a few gashounds and performers.

Upon leaving, they were given literature and urged to hold weekly classes for permitmen aboard ship to teach them more about our Union and what our Union stands for.

Here's a little local chatter: Brother G. Metting has been staying here to help on the balloting committee. Stevie Boguski, the wandering Philadelphian, has been giving him a hand. Stevie says he can't wait until the voting is over so he can go where he'll be surrounded by the blue, blue water.

# The SIU-Contracted Companies: Alcoa

To better acquaint the SIU membership with the ships they sail and the SIU-contracted companies behind them, a series of short histories of those companies and their ships will be run in the LOG, starting this week.

Some of the companies have long and interesting records in American maritime history—some of that history was made with SIU crews aboard the ships. The first is the story of the Alcoa Steamship Company.

Writers of advertising copy have been knocking themselves out these past winter months, painting glowing pictures of the beauty to be found on the islands of the Caribbean.

Beautiful scenery, picturesque villages and haunting tropical nights—all of it yours to enjoy as part of a cruise aboard a sleek, modern passenger liner leaving in just a few days.

Chances are that the cruise described has been mapped out for one of Alcoa Steamship Company's three luxury vessels, the Cavalier, Corsair and Clipper—all crewed by SIU men.

Well known are these ships, but less romantic and definitely not up a copywriter's alley are the other 65 ships of the Alcoa fleet. Their "raison d'être" is not to carry passengers to "picturesque ports" but to carry bauxite from the mines of Dutch Guiana to the United States.

Bauxite, according to Webster is "a white to red, earthy, or claylike aluminum hydroxid of varying composition, the principal source of the metal aluminum."

To the men who sail the bauxite ships, it's just plain misery.

## BACK AGAIN

Like any bulk cargo it gets into the foc'sles, the galley, into the food, the clothing and the skin of the men on the ships. Every trip ends with the men swearing "never again," but a week or two later they're taking them right back out again.

The long haul from the mines to the plants in the United States and Canada begins in Paramaribo, Dutch Guiana. There the ore is placed aboard shallow draft ships able to navigate the shallow Suriname River.

From there it is transported to Trinidad where it is transferred to barges and then placed aboard larger ships and moved to American and Canadian ports near Aluminum plants.

Mobile is the principal American port and Montreal is the Canadian stopping off place.

Although the company has been in existence for over 25 years, it wasn't until 1939 that they acquired ships of their own. At that time the SIU stepped into the picture and organized the company shortly after it acquired its first ships.

Until 1939, the company was known as the Ocean Dominion Steamship Company. As such, it chartered ships for the bauxite trade from both foreign and American operators. Moore-McCormack ships were used as well as Norwegian, Canadian and others.

## NEW NAME

The first ships acquired were five "Point" ships purchased from Swayne and Hoyt Steamship Company. They were the Point Chico, Point Brava, Point Caleta, Point Salinas and Point Palmas.

In 1940, the company changed its name to Alcoa and at that time absorbed the Aluminum Line. The names of the five

point ships were changed to Alcoa Guard, Guide, Cadet, Scout and Pilot.

About this time the company purchased four Hog Islanders. The Sarcoxie, Schodack, Brush and Coelleda. They became the Ranger, Leader, Master and Trader.

The last lot of old ships purchased was six merchant type ships from the laid-up fleet of the last war. They became the Mariner, Voyager, Shipper, Carrier, Rambler and Partner.

About this time they bought an old Laker, the Edwin C. Hale. This, the baby of the fleet, became the Alcoa Transport.

With this the Alcoa fleet numbered 16 old-type ships of varying designs and vintage. All ships added to the fleet since then have been newly built.

In April, 1941, they added the first C-1 to the fleet—the Pathfinder built in Staten Island by the Maritime Commission and purchased by the company.

## WARTIME GROWTH

The company's real growth, like so many other shipping companies really came about with the war. The tremendously increased need for vital aluminum for airplanes and other weapons of war resulted, naturally, in the demand for a greatly expanded bauxite service.

To Alcoa Steamship Company went the task of transporting the ore required. This assignment meant, of course, the addition of many ships to its fleet and, just as important, the expansion and improvement of terminal facilities both in the United States and Trinidad.

For ships the company took what it could get. The War Shipping Administration allotted them ships of all types and descriptions. They ranged from ancient Lakers to Hog Islanders to new efficient ore carriers.

In the early days of the war the Germans were determined to cut the flow of bauxite to the plants. Upon its delivery rested the fate of the nation's entire airplane program.

Many Alcoa ships, both old and new, found their final resting place in the waters of the Caribbean or the Gulf of Mexico as a result of U-boat action.

## TWELVE SUNK

Twelve Alcoa ships were lost to direct enemy action and one ship, the Alcoa Prospector, was so badly damaged in a bombing that it was declared a total loss.

In spite of the heavy losses along the bauxite route, enough got through to keep the plants going night and day. The terrific job done in getting the bauxite through is shown by the fact that, in 1943, more than seven times as much bauxite was discharged and delivered to the plants as in any previous year.

Another Alcoa wartime activity was to haul general freight for the construction of defense bases from Bermuda through the Caribbean Islands to the coast of South America.

Shortly before the war, Alcoa

had inaugurated a passenger service through the islands. The war saw these ships used to transport thousands of laborers, engineers and military personnel to bases.

## NEW ROUTES

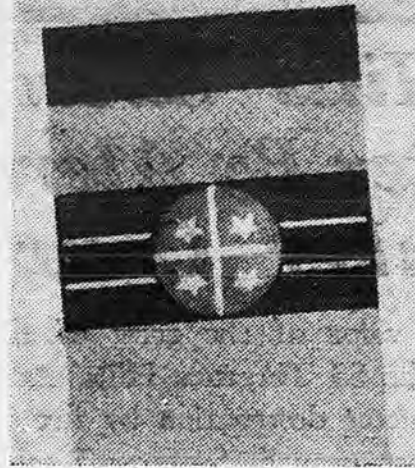
In addition to operations in the Islands the wartime expansion saw the company open routes all around the world.

The company now, in effect, operates two fleets, one serving its regular trades and the other covering world wide trade routes.

In this they try to arrange for a triangular itinerary. For example: An Alcoa ship will load bulk cargo in New York, discharge in a European port and load a cargo for Trinidad.

There, after discharging, the ship will load cargo for New York. It doesn't always work out that smoothly, but they try to work out a course somewhat of that nature.

In postwar maritime, the company plans to maintain a large fleet of ships, partially owned and partially chartered, for the bauxite trade between Paramaribo and Mobile, and for transportation of general cargo over this route and other routes run-



The company's stack design is black topped with 4 white stars on a red stripe covering a gray background.

ning off New Orleans, Baltimore, New York and Canada.

## HAPPY ACCIDENT

Of course the company intends to maintain operation of its three passenger ships. The three ships, incidentally, became part of the company's postwar plans almost accidentally.

When the war ended the three vessels were partially completed Victory hulls in the Kaiser ship-

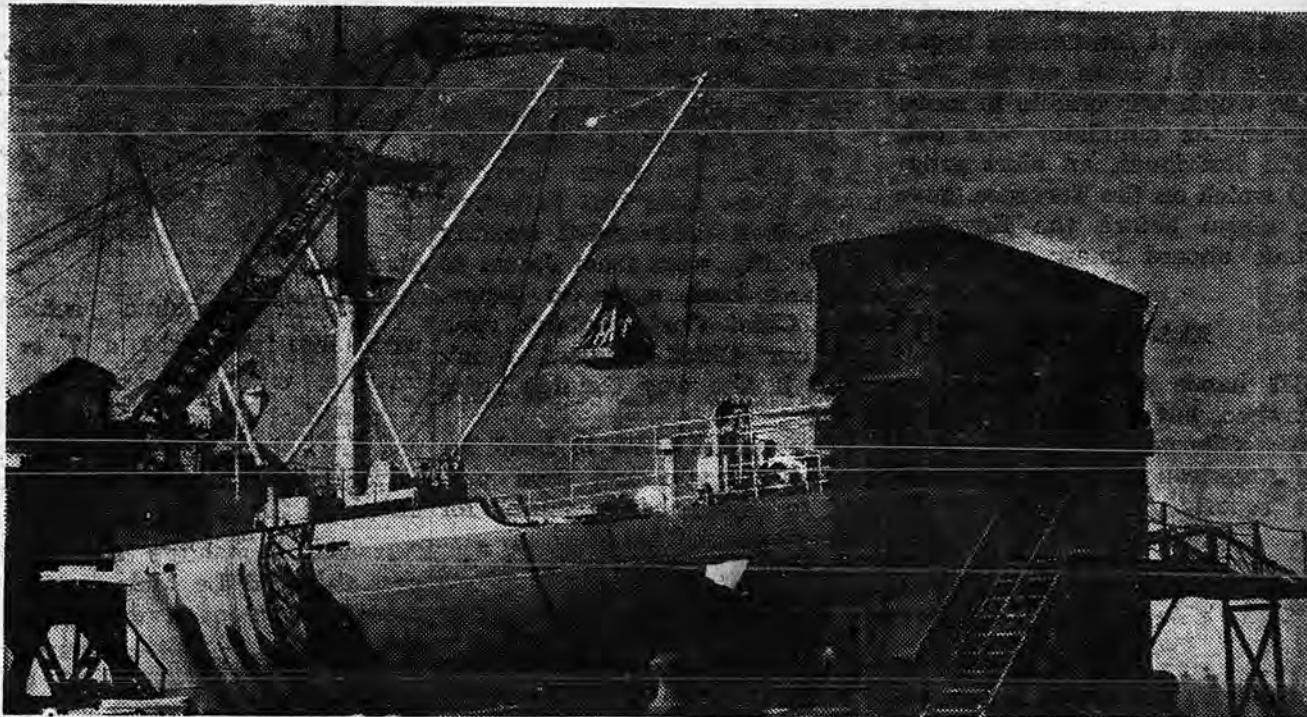
yard in Portland, Oregon. The company was asked if it was interested and, almost overnight, decided to complete them as combination passenger-freight ships.

The plans were drawn and the ships launched in 1946. It was the last act of the Kaiser yard which then closed its gates. The ships, fast and modern, have room for 96 passengers and 8,500 deadweight tons of cargo.

Why Alcoa ships are so named is not exactly clear. The story is that somewhere there is a vice president in charge of names. When ships are to be named, he calls in his aides and, so it is rumored, picks a letter out of the alphabet and asks for names beginning with that letter having no more than a certain number of characters.

For example: For the letter 'P' they decided on the Polaris, Pegasus and Pennant, each having seven letters. Sounds simple, doesn't it?

The company now operates 65 ships, of which they own 16; the rest are chartered. The present fleet, both owned and chartered, has a total displacement tonnage of 844, 781 tons. A good sized fleet and a long way from the little known, pre-war, Alcoa Steamship Company.



The Alcoa Pegasus discharging bauxite cargo in New Orleans after making the shuttle run from Trinidad.

## Only Ore Ships Keep Port Baltimore Afloat

By WILLIAM (Curly) RENTZ

BALTIMORE—Slow continued to be the word for Baltimore again last week, and we believe things will stay that way for a bit.

There were a few ships paying off, most of them Ore scows. We signed on six ships and four of them were Ore. In fact, Ore just about holds this port up when things aren't so good.

Most serious beefs of the week were on the Richardson, a Bernstein ship, and the crew held up the payoff until everything was settled properly.

The situation on the Richardson was simple enough. The Mate and the Captain just did all the work and did the crew out of a lot of overtime they should have had coming to them.

## SMART BOYS

This sort of thing went on throughout the trip. The crew kept a record right along until the payoff, which was the right

way to handle the beef. In the end everybody received his overtime.

The Richardson bunch was a smart crew. They knew that the overtime was due them, and that the Patrolmen would get it for them provided the record was straight.

Most of the talk here is about the help the SIU-SUP is giving the Financial Employees in their beef with Wall Street. News in the local papers is read eagerly as soon as the papers are out.

There is also a good deal of talk about the pay increase the

Union won last month and about the possible effect of the Taft-Hartley Act on the SIU Hiring Hall, when the agreements are renegotiated this spring and summer.

We are still keeping a sharp eye out for those unorganized tankers. Whenever one comes in you can be sure we hit it, but there haven't been many around lately.

There are a few men in the hospital here. We wish them a speedy recovery, and hope they'll be back on the high seas before long.

## New York AFL Joins UN Appeal For Children

NEW YORK—With the full endorsement of AFL President William Green, AFL locals in this city are mobilizing their members for participation in the program sponsored by the United Nations to help feed, clothe and heal 230,000,000 impoverished children in other countries.

The program, called the American Overseas Aid-United Na-

tions Appeal for Children, is a single drive in which 25 overseas relief agencies in this country are taking part, and includes the foreign relief program of the AFL's Labor League for Human Rights.

Trade union members in many foreign countries are donating a day's pay to the program. America's share is set at \$60,000,000.



# SHIPS' MINUTES AND NEWS

## Torrance Hills Saved From Disaster By Alert Italian Tanker Crew

The quick-thinking and valor of the crew of the Italian tanker Olterra saved the SS Torrance Hills, American Pacific Tankers, from utter destruction by fire in Suez harbor the middle of last month, Seafarer Rocky Gomino, Engine Delegate on the Torrance, writes from Egypt.

At approximately three o'clock the morning of March 13, the Olterra was steaming slowly into Suez preparatory to passing through the Canal. At the same time, another Italian ship, the freighter Gaeta was heading out of the harbor to go down the Red Sea.

In the darkness, the two Italians collided after the Gaeta had missed the Torrance by only a few yards. A few minutes later, the Gaeta managed to get clear as the Olterra burst into flames.

The Gaeta avoided the threat of the fire but the Olterra began drifting right down on the Torrance which was unable to move because the circulator was out. David Rodriguez, an alert gangway watch on the Torrance, gave the alarm before the Egyptian guards aboard knew what was up.

### ALL HANDS

All hands turned to on the Torrance, but it was the efforts of the Olterra crew which saved the American ship, Rocky Gomino reports. They managed to



steer their ship away from the Torrance and head her for a reef.

By that time the Olterra was completely aflame, Gomino says, and the Italian Chief Mate lost his life in the fire. However, the Torrance Hills was safe.

After the gangway watch gave the first alarm, the Torrance got its fire alarm and whistle going full blast. Let Rocky Gomino give you the picture:

"When I went out on deck, a few seconds before our alarm went off, the sight that met my eyes was tremendous. The tanker was engulfed by flame and it seemed that there was fire for half a mile. At first it seemed like a bad dream, like the world coming to its end, it was so near to us. And yet we were lucky.

"Even though we escaped the fire the crew was alert and ready, the Deck Gang and Stewards Department on deck manning the hose and the Black Gang below decks attempting to

plug up the hole where the circulator was."

Grateful for the good seamanship of the crew of the Olterra, Gomino closes his account of the conflagration with "a silent prayer in my lips for the Italian Chief Mate."

### HARD LUCK SHIP

The circulator trouble which forced the Torrance to put into Suez was only one more in a series of near-disasters and hard times which had dogged the ship all the way from San Francisco across to Japan, down to the Philippines and Singapore and around to Ras Tanura. She was en route to Bremen when she ran into the fire.

The first leg from the Golden Gate to Japan was all right, Gomino says. But from then on things went from bad to worse.

The food deteriorated steadily as the ship went from Japan to Ras and back again to Japan. "Our Chief Cook couldn't cook and our Chief Steward didn't care," is the way Gomino sums it up.

Then orders came to head for Ras once again and then proceed to Greece before sailing for Galveston.

On the way, the motor broke down with heavy seas running and the Chief Engineer had to ask the Captain to stop the ship. Temporary repairs were accomplished while the ship, under jury rig, was drifting toward a reef and an SOS was being sent.

### FIVE KNOTS

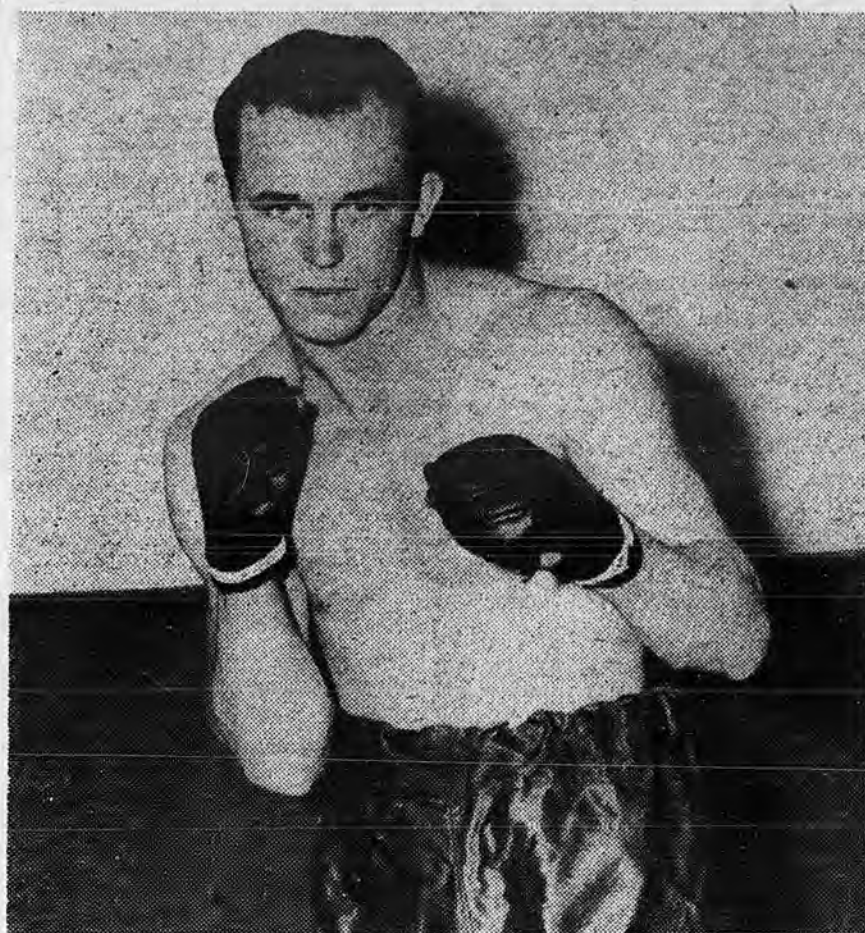
Just in time, the engines were started and the Captain pointed for Manila—at five knots per hour. The last two days, however, the Torrance was under tow by a tug from Cebu. She laid up in Manila for five weeks.

Finally she left for Ras Tanura but had to put into Singapore on the way because of blower trouble. She made it to Ras at last, loaded, and departed from the Persian Gulf with orders for Bremen. And so to Suez.

Perhaps there will be even more details of the Torrance Hills' hard-luck story in the near future because Rocky Gomino writes that the boys expect an East Coast payoff.

## Send Those Minutes

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



SEAFARER PAT DONAHUE

## SIU Middleweight Scores Handily Over Cuban Champ

NEW ORLEANS—When Seafarer Pat Donahue outpointed foxy Jesus La Mala over the 10-round route at the Coliseum here recently he definitely established himself as an up and coming middleweight.

Although Donahue actually went into the fight a 7 to 5 favorite, with the smart boys, a good deal of dough was riding on La Mala, an outstanding middleweight himself who was billed as Champion of Havana.

It was Donahue's aggressiveness that did La Mala in. After taking a bit of a drubbing in the first round, Pat came back to win an easy decision. In fact, after the sixth round, the last one in which the Cuban showed

much, Donahue had pretty easy going.

The judges' decision was unanimous. Once Donahue solved La Mala's fancy footwork and learned how to keep away from the left hook he went on to win by carrying the fight to his opponent.

Moreover, Seafarer Pat, who joined the SIU in 1947, showed that he could take a punch as well as dish one out. In fact, on the basis of the easy victory over La Mala, Pat and his manager are looking for bigger pugilistic game.

## MINUTES OF SIU SHIP MEETINGS DIGESTED FOR EASIER READING

**RICHARD MOCKOWSKI, Mar. 21** — Chairman W. W. Scudder; Secretary R. Rife. Meeting called to order by C. Kinser. Department reports no beefs. Discussion of problem of keeping mess-hall clean and discussion of laundry problem. Men using sinks instead of laundry buckets. Decided to enlarge ship's library. One minute of silence for Brothers lost at sea.

**CAPE SAN DIEGO, Mar. 28** — Chairman A. J. Tremer; Secretary C. Tobias. Overtime claimed for Stewards Utility men because Captain, Purser and Steward counted linen. Overtime disputed. Matter of Captain's demand that crewmen sign six-dollar chits for cots to be referred to Patrolman. Stewards Delegate Don Hunter to refer lack of action on ice box repairs to Patrolman. Chief Cook asks for extra man. Steward claims Isthmian cut his stores list, is assured crew will back him in a beef. Voted to collect five dollars a man for washing machine

and steam iron. One minute of silence for Brothers lost at sea.

**CHOCTAW TRAIL, (no date)** — Chairman Donald P. Stafford; Secretary Alfred Bernard. No beefs reported by the department delegates. Motion by Brother June that milk be checked as it comes aboard in Gulf. Motion accepted that all hands give 24 hours notice before quitting ship.

**BELGIUM VICTORY, Mar. 25** — Chairman George Brazil; Secretary C. G. Marr. Brazil elected Ship's Delegate by acclamation. John Hopkins elected Engine Delegate, also by acclamation. Voted complete cooperation in keeping quarters and mess halls clean.

**BELGIUM VICTORY, Mar. 25** — Chairman George Brazil; Secretary C. G. Marr. Voted that Delegates make up repair list. Also voted to check slopchest for next trip, and also to check hospital supplies. Deck Delegate Clark warned performers.

## Potent Potion Quells Panic On Fairisle

There's no sheepskin from a medical school on his foc'sle wall but Seafarer C. V. Vieira, Bedroom Steward on the Fairisle, did everything a Harvard M.D. could do under the circumstances.

Entering the Weser, destined for Hamburg, the Fairisle, Waterman, ran aground near Cuxhaven in a dense fog. In the darkness of night the passengers, thinking the ship was going to sink, became panic stricken and ran pell mell about the decks.

### SUPER STUFF

Brother Vieira rose to the occasion and corralled the passengers. With a few comforting words and general administra-



C. V. VIEIRA

tion of his special medicant, Enos Fruit Salts, the passengers became calmed. "Nothing like it to calm the jelly in one's stomach—should be in every slopchest," commented Brother Vieira. His shipboard bunkside manner kept the passengers in line throughout the night and by morning all were singing the praise of BR Vieira—and Enos Salts.

The ship was taken off the reef during the following day and towed to Hamburg where it is still waiting for a drydock. Brother Vieira returned on the Robert Forbes, SUP, due to illness—Enos can't cure everything.

gestion made that percolators and toasters be requisitioned. One minute of silence for Brothers lost at sea.

**BEAUREGARD, Mar. 28** — Chairman Jimmy Valbuena; Secretary E. Sepulveda. Deck Delegate Sepulveda, Engine Delegate J. Keefe and Stewards Delegate J. R. Brown reported departments in good shape. Voted motion by H. Figley, Steward, that water tanks be cleaned and inspected. Suggestion that eggs and milk be procured in Norfolk. Primo taken ashore injured in Panama, replaced by D. Cavanaugh. Minute of silence for Brothers lost at sea.

**SEATRAN NEW YORK, Mar. 28** — Chairman R. W. Sweeney; Secretary W. R. Flaherty. Swee-



# Digested Minutes Of SIU Ship Meetings

(Continued from Page 8)

ney reported that company said there would be an end to searching seamen coming aboard in Texas but that nothing had been done. Decided to await events. Elected Brother Anderson to post of Deck Delegate. Tabled motion to divide watches into rooms and give Cook more convenient quarters. Men reminded to keep quarters clean. Voted to have Steward get cots. Voted to have delegates draw up and post schedule for cleaning laundry. One minute of silence for Brothers lost at sea.



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**ALLEGHENY VICTORY, Mar. 21** — Chairman J. Kari; Secretary B. Schesmol. Ship's Delegate F. F. Smith reported domestic tank cleaned in Honolulu and other repairs to be made as agreed. Deck and Engine Delegates Lessor and Wuchina reported no beefs. Stewards Delegate Vesagus reported five hours disputed. Discussion of Junior Engineer's leaving ship in Honolulu ended in decision to report matter to Headquarters for investigation. Elected committee to fine performers. Committee members: Jacks of Deck, Devine of Engine Room and Mateo of Stewards Department. A minute of silence for Brothers lost at sea.

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**SEATRAN NEW ORLEANS, Mar. 15** — Chairman J. Kennedy; Secretary K. Pantoa. Ship's Delegate McQuillan reported letter sent to Headquarters regarding man who reported drunk, walked off five minutes before sailing time. McQuillan and Russell moved and second that men responsible for immigration holding up ship be fined. Various repairs voted. Minute of silence for departed members of Brotherhood of the Sea.



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**ALBERT K. SMILLEY, Mar. 15** — Chairman Selsvik; Secretary P. Carter. Elected Paul Carter to post of Ship's Delegate. Voted to fine any crewmember who is not aboard an hour before sailing, fines collected to go to hospitalized men. Repair list approved to be handed to Patrolman at payoff in New Orleans. Ship's Delegate to contact Chief Mate on painting of Deck, Engine Room, showers and heads. Discussion of food. Minute of silence for Brothers lost at sea.

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**ANTINOUS, Feb. 22** — Chairman Laskowsky; Secretary Fred Holmes. New Business: Chairman called for number of aliens aboard and how they stand on citizenship. Men eligible urged to take steps to gain their papers. Good and Welfare: Brother Fred complained that cakes and pies were thrown out after meals and not saved for the night lunch. Chairman reported that gangway watches will be stood, the men to be picked by Mate. One minute of silence for Brothers lost at sea.



**SETON HALL VICTORY, Mar. 21** — Chairman Joseph Faircloth; Secretary Alfred Baer. Delegates reported all okay. New Business: Motion carried not to sign foreign articles until enough paint has been supplied for crew's foc'sles. Motion carried that no men of the crew sign their overtime sheets until they have been checked by departmental delegates and all hours recorded. Good and Welfare: Reported that Skipper spends his time on the bridge insulting the wheel watch; makes slanderous remarks about the SIU. Being an ex-NMU man he wants SIU crew to do overtime work at straight pay as the NMU does.

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**MONARCH OF THE SEAS, Jan. 12** — Chairman D. Rice; Secretary F. Holcombe. Delegates reports accepted. New Business: Motion carried to get ruling from Patrolman regarding working Saturday while watches are set in port without payment of overtime on deck. Good and Welfare: Discussion on Mate's firing of several men in Puerto Rico. It was pointed out that the Mate was right in so doing and the Union should not fight for a bum beef. One minute of silence for Brothers lost at sea.



**ALCOA CLIPPER, Jan. 25** — Chairman Fuselier; Secretary Eckholm. Delegates reports accepted. Treasurer reported \$40 in ship's treasury and suggested that \$10 be used for purchase of books on labor and maritime laws. New Business: Motion by Brother Ski that any direct action against the doctor be held in conjunction with the Union officials in New Orleans. Motion carried that the beer aboard ship be lowered from 20c to 15c a bottle. Motion carried that 2nd Steward desist in crossing out disputed overtime. Pointed out that he can dispute it but cannot cross it out. Good and Welfare: Suggestion that 10c admission be charged to movies, money to go to two messmen who clean up the messroom after the show. Suggestion that the Baker be given a new formula for bread as present crop is not up to par.

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**EDWIN MARKHAM, Feb. 8** — Chairman Zane Turner; Secretary G. R. Craig. New Business: Motion by Brother Joe that action be taken concerning working hours of the Steward Department inasmuch as ship does not carry a galley utility. Feeling that hours of work should be

changed as it is impossible for Third Cook to finish washing pots and galley by the 6 P.M. knockoff hour in the agreement.

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**PAUL REVERE, Feb. 5** — Chairman L. Brown; Secretary G. W. Roberts. Deck Delegate H. Goldsmith reported disputed overtime to be given to Patrolman upon arrival in port. Engine Delegate F. Martin reported Wipers getting raw deal on overtime. Men have been refused overtime for most of the trip and Sunday, before arrival in port, were asked to paint heads. Steward Delegate E. Laurent reported no disputed overtime or beefs. New Business: Motion carried that minutes include fact that all licensed personnel except Captain signed a petition to bar a Union brother-passenger from sleeping topside in the only available space. They claimed his sleeping there would lead to the lowering of their prestige. Motion carried that the 2nd Assistant C. S. Johnson be barred from all Union ships for anti-unionism.



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**CAPE ELIZABETH, Jan. 6** — Chairman R. Lipari; Secretary R. Ohidos. Question as to why notice of meeting was crossed off the board. Brother claims that 24 hours notice was not given. Chairman challenged Brother to show where that requirement was made in the Union constitution. Steward agreed to put out more cold drinks. One minute of silence for Brothers lost at sea.

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**EDWARD N. HURLEY, Mar. 21** — Chairman J. D. Otto; Secretary J. Havlicek. Delegates reported. Pointed out that Deck Maintenance was paid at the rate of one dollar an hour for Carpenter's work. This to be taken up with Patrolman upon arrival in port. A donation of \$75 was made to the SIU Hospital Fund and \$97 to Brother Arne Jensen, Bosun, who was hospitalized at beginning of trip. Repair list approved by crew and copies submitted to Captain and Patrolman. Following served as Delegates: John Messick, Deck; L. Freeman, Engine; W. M. Lowey, Steward, and Joseph D. Otto, Ship's Delegate.



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**SANTORE, Mar. 14** — Chairman D. Eberight; Secretary W. Conley. No beefs in any of the departments. Motion by Rose to elect Ship's Delegate seconded by Eberight. Chief Cook Rechten, elected. Steward Rose explained his setup on supplies and how essential it was for everyone to cooperate so he could bring ship in with good inventory check. After discussion it was decided Black Gang would make coffee in the morning and the Deck Gang in the afternoon; the crew lounge to be used at coffee time. The three departments are to alternate cleaning the laundry. Crew decided that anyone guilty of misusing or damaging equipment aboard ship would be brought up on charges.

## SEAFARER SAM says:



BIG BOOKS FROM LITTLE PERMITS GROW!

THE PERMIT MEN IN THE A&G DISTRICT ARE, MOST OF THEM, THE FUTURE STRENGTH OF THE UNION. HOW THEY DEVELOP AS MILITANT TRADE UNIONISTS WILL DETERMINE THE CHARACTER OF THE SIU IN THE COMING YEARS. IT IS UP TO THE OLDER MEMBERS TO SEE TO IT THAT THE PERMITMEN ARE GIVEN THE OPPORTUNITY TO PARTICIPATE IN THE SIU EDUCATIONAL PROGRAM — AND THAT THEY TAKE ADVANTAGE OF THAT CHANCE. IN ADDITION, HELP THEM TO LEARN TO DO THEIR JOBS IN THE SIU STYLE AND THERE WILL BE NO DOUBT HOW WE WILL SHAPE UP.

## CUT and RUN

By HANK

The SIU-SUP membership's powerful support to the United Financial Employees Union in their strike has dramatically awakened all labor unions to the fact that this is the most important fight since the ridiculous birth of the slave-labor Taft-Hartley double cross against labor unions. And just as importantly it has shocked the big shots of industry into plainly realizing that there are indeed some unions militant enough, clever enough and unselfishly powerful in fighting back these cheap-hearted punk millionaires—fighting indefinitely until solid victory is in union hands and contracts. The vicious insults and distortions served to the public by the union-hating New York newspapers will never be so easily forgotten. In complete ignorance and in deliberate hate they called this fight for decent wages and union job security a "Communist" strike, "ineffective" and honorably weakened by police action (which was beating the strikers after they had fallen down in protest) and police protection of moronic, jittery scabs.

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The newspapers further stated that Wall Street had never seen anything like this AFL strike in 150 years. Well, through this strike we have brought these old-fashioned millionaires down to earth into plain, hard realization of present-day realities—from the viewpoint of these underpaid and insecure white-collar workers. It certainly is about time these untouchable and unreasonable profiteers have seen and heard the full wrath of these AFL union financial workers, proudly supported by their fellow unionized Americans—the SIU and SUP sailors.

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Brother Chuck Allan, the oldtimer was in town, happily on the wagon for some time, who confessed he was sailing out on a long Far East trip aboard the SS Cape Diego... Down in New Orleans, Brother Moon Koons goes fishing regularly in his tin lizzie, a tan-colored Ford coupe. The reason why Brother "Sloppy" Creel is able to go along these fishing trips out at the lakes is because he's just as big in size as Brother Koons and can easily turn to in pushing the car in case of an emergency—which could even be an overload of fish... Brother Bob Schaefer is in town down in New Orleans... One oldtimer here in New York sends his best wishes for everything to Brother Joe Martella.

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The weekly LOG will be traveling faithfully and free of cost to the following brothers all over the country: James P. Smith, of Florida; Lyle Clevenger, of South Dakota; Gerald Dwyer, of New York; Erick Eklund, of Louisiana; John Blaylock, of Alabama; Salvador Franzella, of Louisiana; C. R. Dellinger, of Louisiana; Lewis Greico, of Virginia; Lionel Antorne, of Louisiana; James Campfield, of Louisiana; D. H. Leister, of California; John Geissler, of Louisiana; James Daniels, of North Carolina; G. J. Hermes, of Texas; Harold Fowler, Robert Scott, of New Jersey; Roy Nash, of Georgia; Donald Gray, of North Carolina; Brantley Young, of North Carolina; G. A. Cox, of Tennessee; Edward Harrell, of Florida; Ted Nettles, of South Carolina; L. B. Patterson, of Georgia; Thomas Reilly; Ralph Frey, of Pennsylvania; John Marks, of Louisiana; Otis Edwards of Alabama, and Raymond Salata of Illinois.

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In Washington there is a bill introduced affecting the Merchant Marine—favorably however. It is HR 4163 in the House Interstate and Foreign Commerce Committee which would knock out the 90-day limit on merchant seamen in getting Marine hospital treatment. It would allow medical treatment for seamen unable to work "by reason of age, unavailable jobs or disability." We hope it becomes law.

# THE MEMBERSHIP SPEAKS



## Look Out For 'Sheik Spud,' He Puts Guys Behind 8-Ball

To the Editor:

All of you men sailing through the Suez Canal, especially you men aboard Isthmian ships, might not have heard of a sharp practice the skippers are pulling in Port Said. It's a neat one and one worth being wary of.

In Port Said is an Arab who goes by the name "Spud Murphy." This guy has an agreement with Isthmian (he carries a company pass), and possibly other companies, to bring his suitcases, pocketbooks, hassocks, etc., aboard the ships and set up business.

Of course he does this with the skipper's permission, but his



ADD GILHAM

Murphy, for your information, is a big fat guy, 5-feet, 8 inches tall and weighs about 250 pounds. He habitually wears a fez and a greasy dark suit or bedsheet. Take a tip, boys, don't let this guy rob any more of us.

Add Gilham  
SS William H. Allen



prices are double and sometimes triple those of the bumboats.

Why not buy from the bumboats?

Sure, but the skipper, who gets a commission from "Spud," runs the boats away. He doesn't let them get close enough for a little change for change or outright purchase.

### 10 PER CENT. BOYS

The Captain, at least in our case, was very accommodating. He gave us credit against the slopchest and paid Murphy out of his own pocket. Why not, he couldn't lose.

Total score for Murphy and Captain, Inc.: Winners by exorbitant prices and cumshaw. The crew: Behind the eight ball as usual when they allow a deal like this aboard ship.

The only thing I can suggest is that you have your delegate ask the Skipper to forbid this guy aboard and, failing in that, refuse to do business with him.

### AGENT'S STAND WON HIM 3-DAY STAY IN HOSPITAL

To the Editor:

I would like to voice my heartfelt thanks to W. (Curly) Rentz, Baltimore Port Agent, for coming to my aid on March 12. On the previous day I suffered a painful foot injury aboard the Ft. Donelson, and as yet can't walk on it.

On Thursday night I was finally able to get as far as the Marine Hospital but because my foot was neither broken nor fractured I was told to shift for myself.

After giving them a hard luck story and gaining sanctuary for the night, the powers that be insisted on my vacating the premises the following day.

I called the hall and a short while later, Curly came down and won me a three-day stay.

Edward Wickak

## B.C. Seafarer Confines Trip To Scrapbook

To the Editor:

I've been a member of the SIU for four years and even though I'm anchored here in Vancouver, I still hold onto my book as one can never tell.

I go down to the Hall once in awhile and gab with our Agent, Dave Joyce. He is a good joe and a personal buddy of mine, although he is a pal to any sailor who enters the Hall.

Things are slow up here in B.C. as far as the deep-water goes. I like to keep tabs on shipping even though my marine activity since getting married has been confined to keeping a scrap book of all marine oddities and pictures.

The LOG is kinda slow in arriving at the Hall here so I'd like to have it sent to my home. I haven't been able to get one around here for over a month. Here's a poem written by a Kaslo, British Columbia, girl which I think is pretty good:

It's miles and miles to Antioch  
And leagues and leagues to Spain

And now your letters must go  
To a different port again.

I've long since ceased of  
worrying,  
The candle has burned low,  
I've shut the door for fear of drafts,

At last I really know.

That you can't help your  
wandering,

That urge to seek and roam,  
Oh, someday, turn your ship  
about

And steer her safely home.  
Stan Wilmoit

## Got A Story? Send It In!

The minutes of a meeting held aboard an SIU ship recently contained a request which we would like to see granted. However, we must rely upon the membership's response to do so.

The crew, under Good and Welfare, suggested that the SEAFARERS LOG devote two pages in the LOG to cheerful news, praise of men and crews and interesting experiences instead of moans, groans and beefs.

Well, we still want to hear from Seafarers who have beefs—they serve a good purpose—but as the crew mentioned cheerful news is just as interesting and we'd like to print more of it.

That's where you come in. Something unusual is always happening to seamen and crews wherever they drop the anchor. That incident ashore in the last port gave the whole gang a laugh. It'll probably meter a guffaw or two in the LOG.

In the words of the big advertising outfits: Don't hide your light under a basket.

Just give us the details, pictures, too, if possible, and we'll do the rest. The address is: SEAFARERS LOG, 51 Beaver St., New York 4, N. Y.

## His Blood Boils At CG's Power Move

To the Editor:

I have just received the March 19 LOG and am doing a slow burn over the article reporting the Coast Guard's pushing of legislation to give them more power over the merchant marine. What sent the old red blood corpuscles churning through my veins was their asking for power to check competency of seamen.

This is an insult!

I have spent 30 years at sea, 23 of which were under the U. S. flag. On February 22, 1943, after being torpedoed and picked up from a lifeboat in the North Atlantic, the Commandore of the Coast Guard vessel Spencer sent orders to the Skipper of the Canadian corvette which had picked us up to get back in line and leave the lifeboats alone as they would be picked up later.

### LEAVE THE SEAMEN

At the same time, however, the Commodore gave orders to a Polish destroyer in our convoy to stand by the Coast Guard vessel Campbell which had been rammed by a German submarine. In other words, take care of our boys and to hell with the merchant marine.

There were 175 survivors on the small Canadian corvette in addition to its crew of 75 men. The Spencer, however, did not take one single seaman aboard.

Now the Coast Guard wants to have more to say about the men they had no use for during the war. I say to hell with them. More power to the SIU in the coming battles.

Henry Sorensen

## Log-A-Rhythms

### The Whip

With a slug of gin aboard the old Ponce scow,  
And a mile and a half at sea,  
Old "Willy the Whip," his chops did lick,  
And gazed at his Wipers three.  
With a look of disgust and some distrust,  
He turned and said to me:  
"My whip I snap and I'll break their back  
If they try any stunts those three."  
From Orleans we sailed with this joker so large  
He had a gut like the bow of a barge,  
And a low pressure hat, and a little moustache—  
His belly didn't come from mush hash.  
"This gang I'll run, all work and no fun,"  
Seemed to be his favorite pun:  
An Electrician he jumped and got himself bumped,  
So right to old Chiefie he run.  
"What is the reason for all this teasin'?"  
Orders to them I can give."  
"Go ahead," said the Chief, "You Simon Legree,  
And I'm sure you'll answer to me."



This broke his heart and he near burst apart,  
So back to his Wipers he stormed:  
I'll lay you and flay you, you dirty slaves,  
My power is all shot to hell,  
"Electricians I can't run, but I'll have my fun,  
You'll work from bell to bell."  
Like he said, it was from bell to bell,  
While the engine room went slowly to hell.  
The Wipers were there from eight to five,  
But they move so slow he doubted much  
if they were alive.  
This trip is far from over yet,  
But it's one that I'll never forget.  
No doubt the plant is doomed to hell  
For we use a whistle instead of a bell.  
From day to day he'll rant and rave,  
But if it sends him to his grave  
He'll wear the Wiper's legs to the hip—  
This terrible character: The Whip.  
—Cartoon and poem submitted by Mike Hook

## Brother Seeking 'Extras' Hurt Union, Dutchy Writes

To the Editor:

I can't agree with the special privileges Brother Ben McCormick (LOG, March 12: Feels Chief Electricians Rate Greater Privileges) feels he is entitled to. After all, the SIU is a democratic outfit where all full book members have a vote and equal rights under a constitution devised by them to protect themselves.

In the case of a strike to better wages, conditions or whatever reason, every man is equally involved regardless of rating. A Wiper or Ordinary seaman is just as important as a Chief Electrician on the picket line.

As to the Bedroom Steward making the Electrician's bunk, why doesn't he do as most other Electrician do, that is, piece them off for six or eight bucks a

month. The guy will do a good job for the extra dough and the Electrician can well afford it.

Brother McCormick mentioned having participated in the organization of a company, but if he happened to let it slip that he was in favor of greater privileges than the rest of the crew, he was doing the Union a disservice and possible injury.

Here on the Steel Scientist, everyone I have spoken to has become quite angry over the Brother's article. The feeling here is to hurry and make it known that the Brother is speaking for himself only and does not have the backing of the boys aboard the Steel Scientist, and this Chief Electrician in particular.

Dutchy Moore  
Chief Electrician  
Steel Scientist

Say SIU Killed Phony Baltimore Law



Seafarers Fred R. Hicks (left) and Roy Hufham, take great pride in their Union's militancy.

To the Editor:

By chance the other day we ran across an article in the Baltimore Sun. It told this story.

A member of the Baltimore City Council proposed a city ordinance to make the SIU ship nobody but members whose homes were in Baltimore. This was supposed to be due to the lull in shipping.

How about it boys? What do you think of this phony idea? Really phony, isn't it?

Yes, boys, it was killed. Killed instantly by the militant SIU

way of going things. But what are these phony politicians going to dream up next?

And about this new draft law—if passed? What would happen then? Do we seamen go into the Army or do we get deferment?

Well, so long and smooth sailing.

Fred R. Hicks, Jr.  
Roy Hufham, Jr.

(Ed. Note: Nothing definite on the draft, which was only recommended by the military. When, and if, something comes of it, we'll let you know.)

Liz Skipper Goes From Bad To Worse, Stops Night Chow

To the Editor:

We would like to keep you informed of the "change in heart" of our infamous Captain of the good ship Cape Elizabeth, Isthmian.

After the revealing write-ups he received recently in the LOG on a previous trip, and after his smooth, earnest insistence that he did not get an even break in those write-ups, we figured he would change his ways, and we would have a pleasant trip.

Well, he didn't. And neither did we. As soon as the ship cleared the States, the Master stopped being Captain and elevated himself to God.

From then on, his conversation went something like this: "Do as I tell you! Say 'sir' when you speak to me! Wipe that smirk off your face! Look at me when you speak! You're logged! Are you complaining? Okay, that's four for one! Mate, get the manacles!"

BAD TO WORSE

And so it went—from bad to worse. When the Captain found out that we wouldn't knuckle under to his tyranny he changed his tactics.

We were kept aboard ship at anchorage. No launch service. He stopped night lunch and coffee. He even had the Chief Steward, a company stiff if ever there was one, search every nook and cranny for hidden milk, sugar and coffee and lock up the cups in the galley. We

went hungry until breakfast time.

Of course, the topside had theirs. They passed the key to their pantry from Mate to Mate for coffee on every watch and for night lunch.

The Captain was going to show us who was boss all right. He refused even to talk to the Ship's Delegate. Maybe he ran out of answers or maybe he really believed he was God. We don't know yet but we will all be there at the payoff to find out.

The Chief Steward seems to have gotten religion from the Captain. At any rate he has patterned his methods to resemble those of the man up above. He has had some members of his department logged—not because the work wasn't done but because the men didn't take a full eight hours to do it.

HURRYING BACK

When the boys reminded him that he was also a Union member and that things were difficult enough without his making them worse he said not to give him any of that Union boloney.

The crew send their thanks for sending us the LOG in Manila. It was one of the bright spots of the trip.

We are due in New York about the middle of April.

Frank F. Steele  
Chief Electrician

(Ed. Note: Brother Steele's letter was endorsed by the crew.)

Berea Engine Men Pick Up Load Of Guff On Way Around World

To the Editor:

The "SS" forward of most ships' names means "Steam Ship," but forward of Berea Victory it means either "Slave Ship" or "Starved Ship."

We crewed up in Mobile on Friday, Nov. 14. That was in the morning. In the afternoon we signed articles. But we didn't check the slopchest very thoroughly, an omission much to our sorrow later on.

We got rid of the Steward the day we were to sail because he wouldn't sober up. The Mobile Hall sent another man who was busted to Third Cook before we reached Manila. He got off with a bad arm in Cebu.

We had a Filipino Steward for a while but he jumped ship before we left the Philippines. The Chief Cook became acting Steward. He admits he's not much of a cook anyway and we agree with him.

As yet, the Deck Department doesn't have very many beefs but woe unto us in the Engine Room.

We have a Chief Engineer known as "Whitey" and a First

Assistant who should be called "Franco." Guys like these two make men want to quit the sea.

BREAK RULES

Between the two of them they have broken just about every Union rule in the agreement and a couple of maritime laws. Every body in the department from the Second Engineer down has caught merry hell from them one time or another. Nobody in the Black Gang will have anything to do with them.

We sailed short one Oiler and they made a Wiper into an Oiler. Then they gave him hell because he didn't know as much as an Engineer. The kid never had been in an Engine Room before.

We picked up another Wiper in the Panama Canal who never had been to sea before. Ever since he came aboard the First has given him a hard time. A very hard time. He curses him for everything he does.

This fellow has done his best to please the First but the First just gets worse. When the First wants a Wiper he comes to the

second grating and gives a whistle as if whistling for a dog.

If the Wiper doesn't run—and I do mean run—the First dresses him up and down for taking so long to get there.

He ran one Wiper so hard that the boy would jump from his bunk at night and ask if he was calling. But the Chief was just as bad as the First.

I had my hand operated on in Manila and the doctor told me to come see him every day so that he could check how the hand was doing. The Chief refused to let me go saying that the doctor's note didn't mean a thing to him.

THREE WEEKS HEALING

Moreover, he told me that I would be logged if I went.

So I had to turn to with one hand to do repair work in the Engine Room. This was tough because the doctor had warned against getting the hand wet. I had a nice time with that hand which took more than three weeks to heal.

The First keeps the rags locked up so most of the time we don't have any. He told one Wiper to use his shirt for rags if he wanted any.

The First won't give us Oilers a flashlight. He's been saying he hasn't any flashlights. However, yesterday he came down with a new one for his own use. Furthermore, I myself saw a dozen new flashlights come aboard when we stored in Mobile.

One day the plant kicked out when all of us were in the Engine Room. At the time, the First was holding a lever on a generator. He called the Third, but the Third didn't hear him. So the First grabbed the Wiper we'd gotten in Panama who was about four feet away. He grabbed him by the head and jerked him over by the generator to hold the lever.

Nobody said much at the time. But two days later, the same Wiper was in the machine shop fixing a vent and asked the First for some help.

The First had a handful of taps and he drew back to hit the Wiper who managed to jump out of the way.

The Engine Delegate saw the Captain about this incident but not much came of it.

These are just a few of the beefs—and we are still a long way from home.

JAPAN TO FRANCE

We originally left Mobile with a load of nitrate for Japan and went through the Canal past Honolulu. We unloaded the nitrate at Nagasaki and were in Japan for both Christmas and New Year's.

From Japan we went to the Philippines and took on a load of copra for Marseille, France. We came to France where we are now through the Suez Canal.

Except for the Chief Engineer and First Assistant we have some fairly swell fellows aboard. My own watch Engineer, the Junior Third Assistant, is an SIU man named Dewey (Smoky) Bradley and a better man for the watch couldn't be found.

I will now cut off the steam, hoping to get action on these beefs when we get to the States.

Monte Blue  
SS Berea Victory

Coast Guardsmen Take Dim View Of CG, But Enjoy Log

To the Editor:

While lying here in the Staten Island Marine Hospital, where I've been a guest since before Christmas, listening to a radio broadcast advertising for enlistments in the Air Forces, I heard a Coast Guardsman say:

"Yes, they promise you this and that—just like the Coast Guard. Then afterwards..."

Well you can guess what he said next.

But the real point of this letter concerns a statement another Coast Guardsman made. At the time I heard it I thought no truer words were ever spoken, and I still think so.

"Just like the Coast Guard," this man observed, "to want to take over the merchant marine and run it when they can't even

do for themselves. They can't run their own business right, how could they run the merchant ships."

Yes, Brother, there are a lot of CGs here, and every chance I get, I see that all of them see the LOG. Furthermore, they like reading it.

Hope to be getting out some day, but the way things are progressing, I'll be here for sometime.

It sure is slow going, especially for a guy who likes to be on his way all the time, going places and doing things.

If anybody wants to pass a little time writing me a letter, I shall be glad to hear from you.

George T. Freshwater  
Marine Hospital, Room 244  
Staten Island, N. Y.

FOUR GOOD UNION MEN



These SIU members, pictured during a recent trip aboard Isthmian's SS Steel Worker, believe in doing a job that reflects favorably on themselves and the Union. Left to right: Francky Ruf, Jerry Rosenthal, V. Meehan and Keith Forster. Picture was taken by Al Storace, who was Ship's Delegate at the time.

# Brother Finds Ship Sales Repeat History

To the Editor:

At the end of World War I, which the merchant marine had an intricate part in winning, the seamen set about to obtain the democratic wages and conditions they so rightfully deserve.

As the record will show, the American flag ships were transferred or laid up to rot by the hundreds because of the narrow minded excuses that they could save money for the taxpayers and companies in so doing. But look what happened:

The merchant marine was allowed to decay while merchant seamen starved and the monopolistic powers transferred their marine capital and influence to foreign countries.

As we know when the second World War broke out, these big wigs were caught with their economic pants down. The American people were also caught with no merchant marine; a shortage which meant the loss of thousands of soldiers and sailors caught in war zones without equipment.

## "WON'T HAPPEN AGAIN"

The USA then built the largest merchant marine afloat and the government took the cost out of the citizen's pockets. We were assured, while being fleeced, that such as what had happened to our ships would never happen again. Now look at it:

The merchant marine of this recent war lost men by the thousands and the scars can be seen everywhere. In the beginning of the war all of the armed forces suffered greatly for the lack of the merchant marine.

The seamen in the last war were 100 percent volunteers and consisted mostly of men having physical defects. These men serviced and operated ships comparable in size to those used by the Army and Navy with one third the number of men.

These men were called draft dodgers in a service where there was no non-combat duty. They were called unpatriotic whenever they asked for better wages. They did the job, however, and the war was won.

Where are the remains of our large merchant fleet which our children and their children will pay for? The greatest part of

our fleet is in foreign countries or rotting or has been sold at a price that we, the taxpayers, know nothing about.

Many government vessels have been given away, sold, transferred and loaned to foreign countries the world over. Many ships are decaying in our harbors and inland lakes while our trained seamen are waiting for jobs. Foreign countries are cornering world trade thus suppressing American commerce at the expense of the US taxpayer.

## NO FORESIGHT

All Americans realize that we need a powerful merchant marine in war and peace for security and economic reasons, yet bureaucrats are willing and ready to give it away to anyone not seeming to care whether or not they are turned against us in the future.

Goods lost behind the Iron Curtain are important to us but they can be replaced far easier than ships from our scarce supply of steel.

The companies that do most of the transferring to other flags have champions in some men for their belief that ships cannot be operated at American labor prices. This is unsound reason-

## SUGGESTS LOG RUN COMIC STRIP

To the Editor:

I appreciate our SJU paper very much and read every line of it.

But my son's paper comes here also although he is on an African trip right now on the SS Robin Hood.

I read the paper carefully but really don't need two of them.

I like your ship's minutes. Suggestion: Why don't you have a Seafarer cartoonist collect interesting experiences of the men and put them in a comic strip.

Mrs. Sylvia McDonough  
Judson, Indiana

(Ed. Note: A comic strip idea has been under consideration for some time. When it is completely planned look for it in the LOG.)

## Joe and Modest Mutt



Joe Spoder, Wiper, aboard the Joliet Victory, restrains "Henry Halfastern" who looks like he has his eye on a nice hunk of beef just outside the camera's eye.

ing because many companies are satisfied to have good wages for their men and still make millions yearly.

Some non-union seamen who have enjoyed raises through union efforts are scared that they will lose their jobs because of company bankruptcy resulted on the too high wages being paid.

The greedy in this industry are playing the innocent and ignorant for huge profits and, at the same time, gyping the little fellows. The seaman's salary is no higher than union men ashore who work for companies that are well satisfied to profit largely each year and do so.

## TRANSFER PARADE

From the Keys to Portland, Maine, from the Canal and in foreign countries, the transfer parade of ships can be seen daily. The big wigs, are using ERP, UNRRA and other alphabetical agencies to befuddle the taxpayer in the disposition of our ships which we need badly.

They are placing American commerce in jeopardy by being penny wise and pound foolish.

This seems to be the end of the act, brothers. Yes, this is where we came in. The witches are making the brew and it will have a bitter taste when we are called on again and again to preserve the democracy our so-called intelligent administrators place in peril by not keeping our merchant marine powerful.

The curtain is going up—this is where we came in.

Paul Parsons

## MUST HAVE LOG AT HOME OR FACE DAUGHTER'S WRATH

To the Editor:

I happened to bring home a LOG. My daughter got her hands on it. After reading it, and finding out all the news, she learned what a real Union her Dad belonged to and she remembers the old days.

It is a "case" now if the LOG is not sent home, the welcome mat will not be out on the doorstep for me. So kindly be sure to send it always.

Eugene P. O'Brien  
Prospect Park, N. J.

(Ed. Note: Lest there be any estrangement between Brother O'Brien and his daughter we are making sure the LOG goes to his home.)

# Enjoyed Self In Drydock; Bum Food Was Only Hitch

To the Editor:

Ahoy, there, Brothers.

I'm down here in this quaint little old city of New Orleans, Louisiana, one of the busiest shipping centers in the U. S.

I shipped out on a standby job. Stayed aboard her 10 days, took sick and came over to the Marine Hospital.

The admitting doctor immediately ordered me to bed as a cardiac case. Much to my surprise, too.

I've had at least a couple of hundred doctors run that scope over my chest. Not one ever said there was anything out of order with my heart—wonder what gal caused it?

I wish to say right now, however, that that the doctors with whom I've come in contact here in ward 2-G are just about tops. There is no guess work on their part. They make thorough tests and examination for everything—the results are amazing. There isn't a man in this ward who hasn't shown marked improvement.

## LADY DOC

Our own doctor is a little lady, no less, by the name of Dr. Patterson. She really knows her Ps and Qs—which, I guess, stands for pills and quinine.

She's as cute as a speckled pup, and bubbling over with sweetness, kindness and efficiency.

The nurses are right on the ball too. Can't speak too highly of them. But—well, did you ever see a Seafarer who didn't have

a beef? I suppose I'll have to blame the dietician for this one.

Fact is, we practically starve here. Especially bed patients.

The food is always cold and scant. The meat is tough and poorly served.

Last time I was in this hospital was in 1921. What a difference. Then we had wooden



shacks here and most of the patients were mariners. Today there are nice modern brick buildings. In addition, there are a lot of GIs and CGs with their families, all patients.

Take it easy, Boys. Don't rush here to get sick. Dr. Patterson is married.

O. K. Jones

## 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.



## SEAFARER, IN COLLEGE, INQUIRES ABOUT WAR SERVICE CERTIFICATE

To the Editor:

I wonder if you could furnish me with the following information, or tell me where I can obtain it:

1. What requirements are now needed to get a merchant seamen service discharge?
2. To whom can I write so that I can get an application sent to me in the mail?

I write for this information because I am now enrolled in college and am unable to get to one of the Union halls.

Herbert Reiter  
Lewiston, N. Y.

ANSWER:—We presume you are referring to a Certificate of Substantially Continuous Service, which is issued by the U. S. Maritime Commission. Last week's LOG explained what's needed and how to file but we're glad to repeat it:

All seamen who served aboard American vessels between May 1, 1940 and July 25, 1947 for a continuous period of one year, 75 per cent of which was seetime, are still eligible for a Certificate of Substantially Continuous Service.

These certificates may be procured by writing to: Seamen's Wartime Service, Benefits Unit, Marine Personnel, U. S. Maritime Commission, Washington 25, D. C.

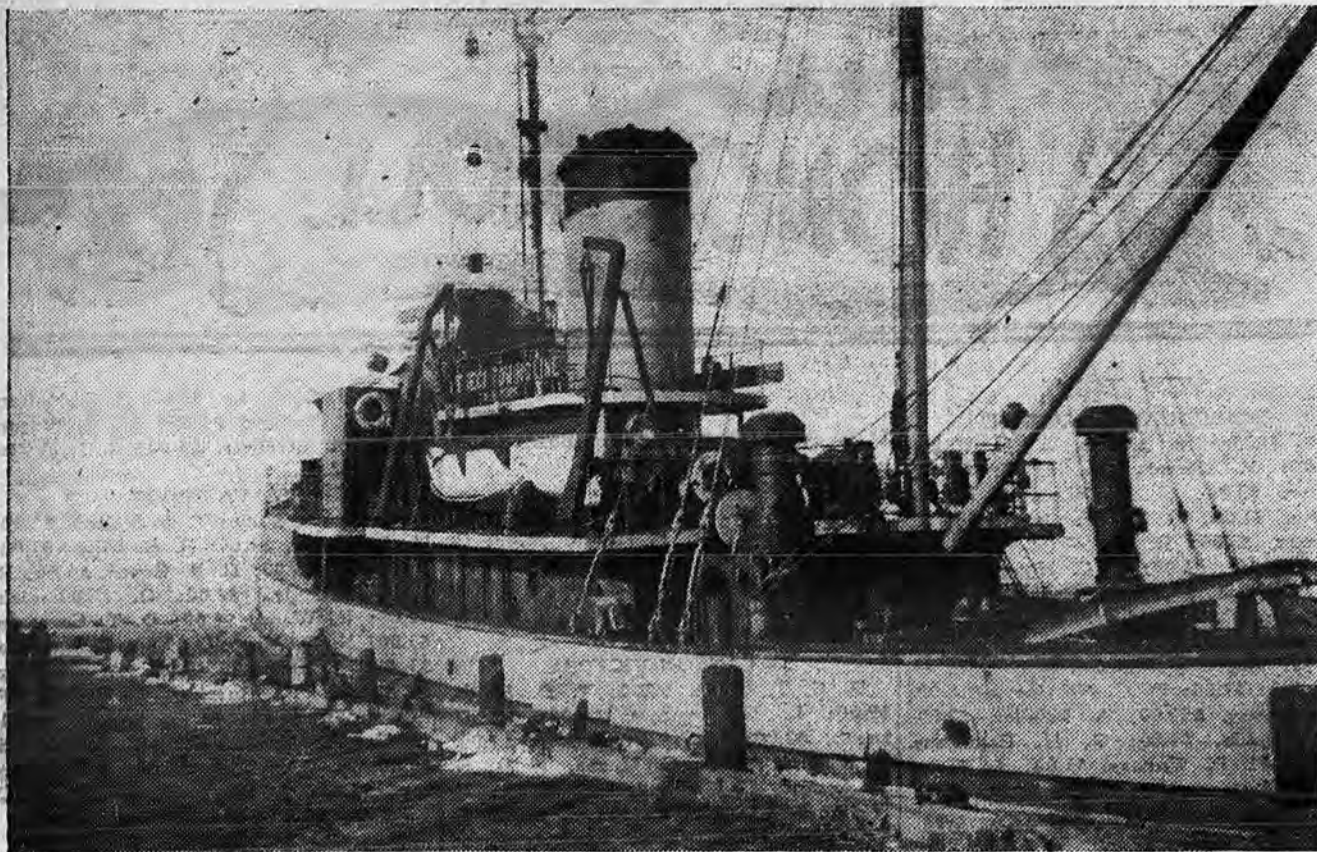
You will then receive an application blank which is to be filled out and returned to the Commission with discharges or other documentary proof by registered mail. Photostats are acceptable. All material papers, including the Certificate, will be returned to you by registered mail.

## SUNTANNING CREWMEN OF THE JACKSON



Nothing formal about these guys. The boys of the Andrew Jackson, Waterman, gather together long enough for Ted Filipow to snap the scene for the record. Left to right: Nip Peters, Wiper; Pete D'Anna, AB; Tom Welsh, AB; Red Dineen, AB; Jimmy Manley, passenger; Dutch Irving, OS; "Tiger" Thompson, AB; and Ray Reid, OS.

## RESTING AFTER A GRUELING JOB



The tug Dorothy Ann Meseck, manned by SIU crew, as she lay alongside Wilmington, N. C., dock after towing Liberty tanker George Kendall from New York. Job was complicated by series of reversals when tow chains and cables broke at sea. After Kendall drifted for two days, she was again taken in tow with a manila line. Photo by Louis Lombardi, OS.

## Brother Urges 'Willing' Clause In Next Pact

To the Editor:

In the negotiations for contract renewal this year the main issue may well be the retention of the Hiring Hall clause in our agreement.

Beyond a doubt the shipowners will insist on certain changes in the Hiring Hall section in conformity with the Taft-Hartley slave law, which forbids the closed shop contract.

The possibility that the SIU will have to take strike action to defend the agreement, or to enforce whatever demands are made, or to prevent chiseling by the companies, brings up the question of whether it is possible to strike without running the risk of being sued for vast sums of money in damages by the shipowner combine.

## SS Dan Willard Trip Begins With Bum Fuel, Ends In Fog

To the Editor:

The SS Daniel Willard, South Atlantic, took bunkers in Charleston and proceeded to Port Arthur for grain. From the start we had trouble.

First in the engines: condenser, boilers and everything. The fuel was bad, and we ran out of water on the way to Europe. Result: the boilers nearly melted.

On the return trip we ran short of fuel. And we took 78 days to Marseille and back.

We are being repaired now.

Of course, the above wasn't all. We ran short of food too, and the steering engine went on the blink twice.

We had a 10-day storm, and when we got to the mouth of the Mississippi we were fog-bound two days. At least, we never had a dull moment.

We hope the repairs will be sufficient to tide us over this next trip to Italy.

We don't want so much trouble again.

Alvin C. Carpenter  
Second Cook

Ed. Note: Brother Carpen-

In this respect, the current coal miners' strike should be carefully observed because of the very effective method the miners' union is using to get around the miles of red tape and endless 80-day waiting periods, which a union must comply with, or risk being sued for violation of the Taft-Hartley law and/or being sued in court.

To get around this for the purpose of taking direct action, the miners included in their last agreement a little section known as the "willing and able" clause.

This willing and able clause is very simple. It merely states that the union members will stay on the job and not quit work so long as they are willing and able to work.

ter sent pictures with his letter. Sorry we couldn't use them, but they wouldn't reproduce clearly.

### Rubery Thanks Balto Patrolman

To the Editor:

I would like this letter to appear in the LOG, thanking Patrolman Ben Lawson and Johnny Hatgimisios, the Steward Patrolman, for their cooperation in straightening out minor beefs at the payoff of the SS Cape San Diego in Baltimore.

They are two swell guys. We had no time to write them and send them our thanks as we had been out six months and were in a hurry to get home.

By the way, we have another Union member. I had a Valentine present of a son weighing 13 pounds and eight ounces. He will carry on in his father's footsteps.

John Rubery  
Dorchester, Mass.

(Ed. Note: Congratulations on the new Union member. He's probably squawking about the chow already.)

The outcome of this coal strike should be watched carefully. If the miners win out, then by all means let us incorporate the "willing and able" into our next agreement.

Benny Goodman

## Give Support To Officials You Elect, He Says

To the Editor:

Sailing today is not what you would call a bed of roses but it is a great improvement over what it was some years back and I for one have no desire to go back to the lousy conditions under which seamen were forced to live and work.

And to what do I owe the improvement of my conditions?

To my own individual efforts to some extent, yes; but what use would my own efforts amount to without yours?

It was by pooling our combined resources that we joined together to form a Union. From our ranks we selected the most capable to represent us in dealing with the employers.

A great many of us, however, seem to think that our job is finished after our elected officials take over the helm and so we sit back and let Joe carry on from there. Is that fair to them?

### BOOST 'EM

Are they supposed to carry the load alone? No!

Your job is to give all the help you can—not to sit back and criticize when they make a decision that is though necessary for the majority but doesn't suit you.

If you have a suggestion to make, send it to the Secretary Treasurer. It will receive the utmost attention and, if helpful, will be used to improve our Union and what it stands for.

William McKay

## Eight-Month Shuttle Run Makes Crew International

To the Editor:

We don't know too much about the score around the U. S. ports, but figured maybe you'd like to know what is going on out here in the waters in and around Ras Tanura and Western Europe.

To begin with, we signed on the Petrolite June 6th, 1947, in Mobile knowing it was a non-union ship that had been voted union and was waiting for a contract.

We left Mobile on the 10th of June with a full crew and went to Corpus Christi to load—from there to Galveston for bunkers.

In Galveston the Second Cook paid off under mutual agreement and no replacement was hired so we left the States short of a Cook. The Steward filled in and did a pretty poor job of cooking on the way to Le Havre.

We stayed in Le Havre for a few days and then left for the Persian Gulf short one Deck Maintenance man, and still no Second Cook.

The trip to the Gulf went a long fine except an Oiler hurt his back during fire and boat drill and was laid up. From Ras Tanura we went to Port De-Bouce in Southern France. On the way our Pantryman got sick so he and the Oiler got off. In their place we took aboard a couple of Englishmen.

### TOOK NMU MAN ABOARD

We made the trip and returned to Casablanca. While we were there a fellow who paid off for medical reasons from an NMU ship came down and asked for a job. He was hired as a galleyman.

The Captain hired a Jewish fellow as Second Cook and when we got under way we found out the galleyman had been Steward on his previous so he was made Second Cook and the fellow who



was supposed to cook couldn't fry an egg and was demoted to Galleyman. With that set-up we made our third trip to the Gulf and back to Le Havre.

In Le Havre the two Englishmen paid off and we picked up a Dutchman and a Russian. From there we went to Panillac where the Jewish fellow and the Fireman who was hurt in Le Havre paid off. We picked up a Finnish fireman and left on our fourth trip to the Gulf.

In Algiers the Pumpman who had gotten hurt on the way paid off so the Maintenance man moved up to Pumpman. We then pulled out for Casablanca.

In this port the Chief Cook and Wiper paid off under mutual consent. Another Jewish fellow signed on as Wiper but nothing was done about the Cook so the Second Cook we picked up in Casablanca was made Chief Cook and the Steward filled up

again. We left on our fifth trip about the beginning of December.

### LOST THREE MEN

This time we were pretty lucky. We came back to a decent port, Antwerp. But we only stayed a few hours and left before sailing time was up. We left without our Chief Engineer, the Finnish Fireman and the Russian Galleyman.

We pulled into Donges, France, three days later. The Agent had sent the men who missed the ship down there to catch it. Before we left Antwerp we picked up a Deck Maintenance and hardly knew how to treat him after going seven months without one.

We left on our sixth trip the 25th of January. On our way to the Gulf we picked up four Egyptians in Port Said and now we're on our way to God only knows where.

Enough of our often changing crew. A few words are due the Skipper and his wife. She is signed on as Purser but what she does is beyond us. There have been a few men sick enough to stay in their sacks, but never did the Purser come to visit them unless sent for.

The Skipper is quite a "lumberjack." He sells liquor in the slopchest. If a man gets one drink too many and returns to the ship, the old man logs him; but if a man gets drunk on the booze sold in the slopchest, nothing is done about it.

### SMOKES RACKET

When we left the States we had seven months supply of cigarettes. We've been out here for eight and one-half months, and we're just about out of smokes. The old man has them in the slopchest for \$2.70 a carton but he won't let us sign the slopchest card, he wants us to sign the draw list.

His latest form of amusement seems to be telling the Cooks how to prepare the chow. He tells them to go easy on the sugar, salad oil and flour because they cost money. His next plan is to make the trip more miserable is to ration the eggs.

Well, we have only three more months to go and we sure hope it's not any worse than the last eight and one-half. We'll sure be glad to see the good old U.S.A.

B. C. Jones  
Deck Delegate

## THANK UNION FOR BATTLING SHIP TRANSFERS

To the Editor:

The Union's efforts on behalf of the American seamen to stop the government practice of placing vessels under foreign registry is gratefully appreciated by the crew of the Grover C. Hutcherson. We know that you spared no effort in our behalf in fighting this vicious practice.

Here's luck and quick success in anyother undertakings in behalf of the American seamen.

18 Crewmembers  
Grover C. Hutcherson



PERSONALS

SYLVESTER BARNES

Get in touch with Irene Chicoine, Division of Labs. & Research, New Scotland Ave., Albany 1, N. Y.

JULIAN MINESES

Communicate with Mr. or Mrs. Cruz by calling EVERgreen 4-2789.

GEORGE F. COLEMAN

Your mother asks that you get in touch with her as soon as possible at 453 Western Ave., Lynn, Mass.

RICHARD C. WOERNER

Your cousin, Lawrence Hoffman, Jr., wants you to get in touch with him at 1819 N. Keeler Ave., Chicago 39, Ill.

FREDERICK E. BROWNLOW

Get in touch with Lorie Brownlow, 125 East 24th St., New York City, at once. Has a letter from your brother, Dennis. Very urgent.

BRIGIDO RIVERA

Communicate with Mrs. Shirley Wessel, Seamen's Church Institute, 25 South St., New York City.

ALEXANDER SOKOLOWSKI

Contact Mrs. Shirley Wessel, Seamen's Church Institute, 25 South St., New York City.

REED EDWIN HUMPHRIES

Write to your brother, H. Grant Humphries, 141 West

SIU HALLS

SIU, A&G District

- BALTIMORE .....14 North Gay St. William Rentz, Agent Calvert 4539
BOSTON ..... 276 State St. Walter Siekmann, Agent Bowdoin 4455
GALVESTON .....305 1/2-23rd St. Keith Alsop, Agent Phone 2-8448
MOBILE .....1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
NEW ORLEANS .....339 Chartres St. E. Sheppard, Agent, Magnolia 6112-6113
NEW YORK .....51 Beaver St. Joe Algina, Agent HANover 2-2784
NORFOLK .....127-129 Bank St. Ben Rees, Agent Phone 4-1083
PHILADELPHIA .....614-16 N. 13th St. Lloyd Gardner, Agent Poplar 5-1217
SAN FRANCISCO .....105 Market St. Steve Cardullo, Agent Douglas 2-5475
SAN JUAN, P.R. ....252 Ponce de Leon Sal Colls, Agent San Juan 2-5996
SAVANNAH .....220 East Bay St. Charles Starling, Agent Phone 3-1728
TAMPA .....1809-1811 N. Franklin St. Claude Simmons, Agent Phone M-1323

SUP

- HONOLULU .....16 Merchant St. Phone 58777
PORTLAND .....111 W. Burnside St. Beacon 4336
RICHMOND, Calif. ....257 5th St. Phone 2599
SAN FRANCISCO .....59 Clay St. Douglas 25475
SEATTLE .....88 Seneca St. Main 0290
WILMINGTON .....440 Avalon Blvd. Terminal 4-3131

Gt. Lakes District

- BUFFALO .....10 Exchange St. Cleveland 7391
CHICAGO .....24 W. Superior Ave. Superior 5178
CLEVELAND .....2602 Carroll St. Main 0147
DETROIT .....1038 Third St. Cadillac 6357
DULUTH .....531 W. Michigan St. Melrose 4110
TOLEDO .....615 Summit St. Garfield 2112

Canadian District

- MONTREAL ..... 1227 Phillips Square
VICTORIA, B.C. ....602 Boughton St. Empire 4531
VANCOUVER .....565 Hamilton St. Pacific 7824

Seventh St., South, Salt Lake City, Utah.

STEPHEN FINN

Your father is seriously ill. You are needed at home.

MELVIN E. RICE

Write to your mother, care of Tech. Sgt. C. E. Holland, 18124544, Sq. B, 1377, AAFBU, Westover Field, Mass.

KANE DONNER

Information received says there has been a death in your family. Get in touch with your wife.

BILL THOMPSON

Get in touch with your father, W. E. Thompson, 1141-9th Ave., South, St. Petersburg, Fla.

ROBERT (BOB) ARBUCKLE

Write to Robert L. Bicknell, 1018 State St., Indianapolis, Ind.

NORWOOD T. STEADHAM

Formerly of the SS William James. Please get in touch with Mrs. Rose J. Steadham, 87 Lancaster Ave., Brooklyn, N. Y.

STEPHEN SHACK

Get in touch with Joseph Scheck, care of SS Roy K. Johnson, Alcoa Steamship Company, 1 Canal Street, New Orleans, La., or through Red Vincent.

ARMAND RIOUX, Ch. Steward

Your son, Maurice Rioux, is very anxious to hear from you. Write to him at 1203 Plymouth Ave., Fall River, Mass.

EDWARD WITKO

Your mother and father are anxious to hear from you. Please write or phone them.

JOHN T. ANNAL

You are urged to get in touch with your mother.

MATT FIELDS

Get in touch with Anthony O'Brien, 43 Upper Rutland St., off Summerhill, Dublin, Eire.

FRANK SURWILLA DON NORROW

Contact Dick Campau, 603 Neff Road, Grosse Pointe, Mich., as soon as possible.

MICHAEL R. BAAL

Please get in touch with your family at 97-33 101st St., Ozone Park, L. I., New York.

WILLIAM W. SILVERTHORNE

Please contact your mother, Mrs. C. V. Williams, Munden, Va. It is important.

COY H. GILBERT

Get in touch with your attorney, immediately. Very important.

THOMAS E. FOSTER

Contact your sister, Mrs. Minnetta Hanrahan, 20197 Picadilly Road, Detroit 21, Michigan.

CHRIS GIATRAS

Get in touch with John Gahagan in reference to luggage left in Mobile. His address is 1733 Summerfield, Ridgewood, Queens.

Book No. 50475

Will holder of this book please report at 6th floor of SIU Hall in New York, at first opportunity. This is of importance in squaring your record.

Unclaimed Wages

Mississippi Steamship Company

501 HIBERNIA BLDG., NEW ORLEANS, LA.

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

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

Table with 3 columns: Name, Amount, Amount. Lists names like Sheeks, Addison W., Sheely, B. E., Sheets, Warren I., etc., and their corresponding amounts.

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.

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:

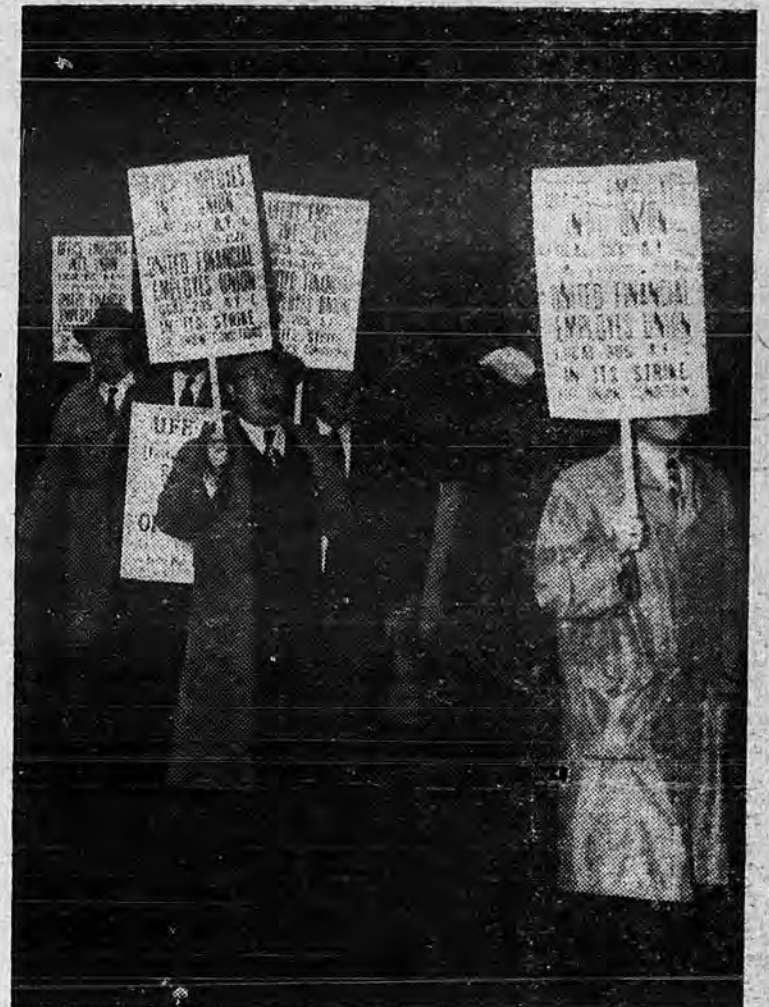
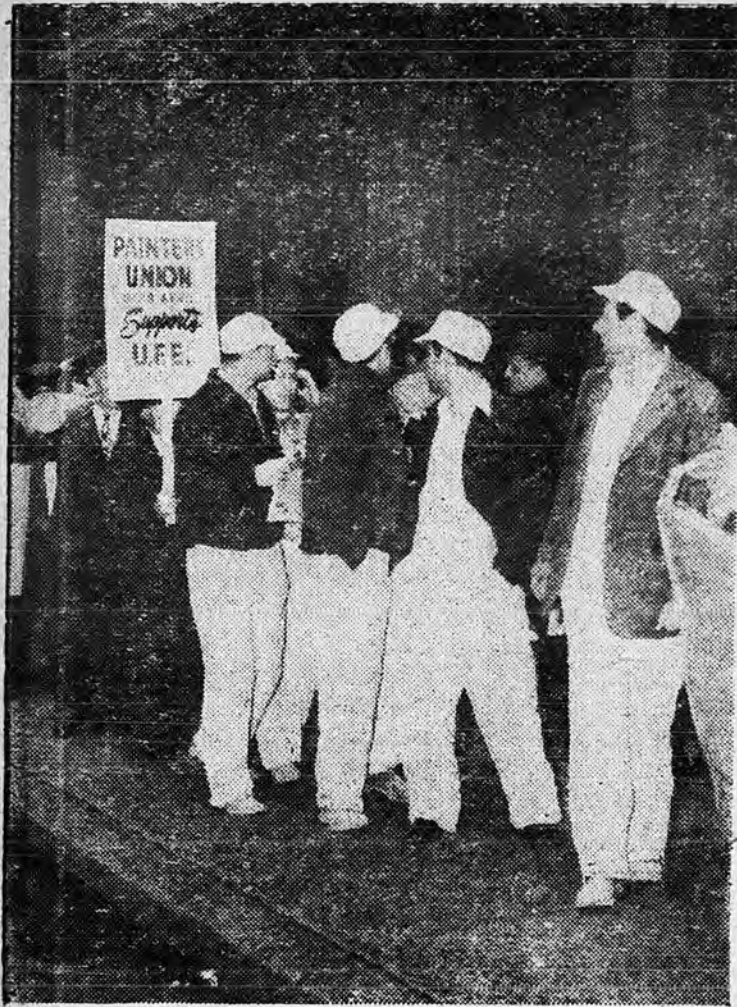
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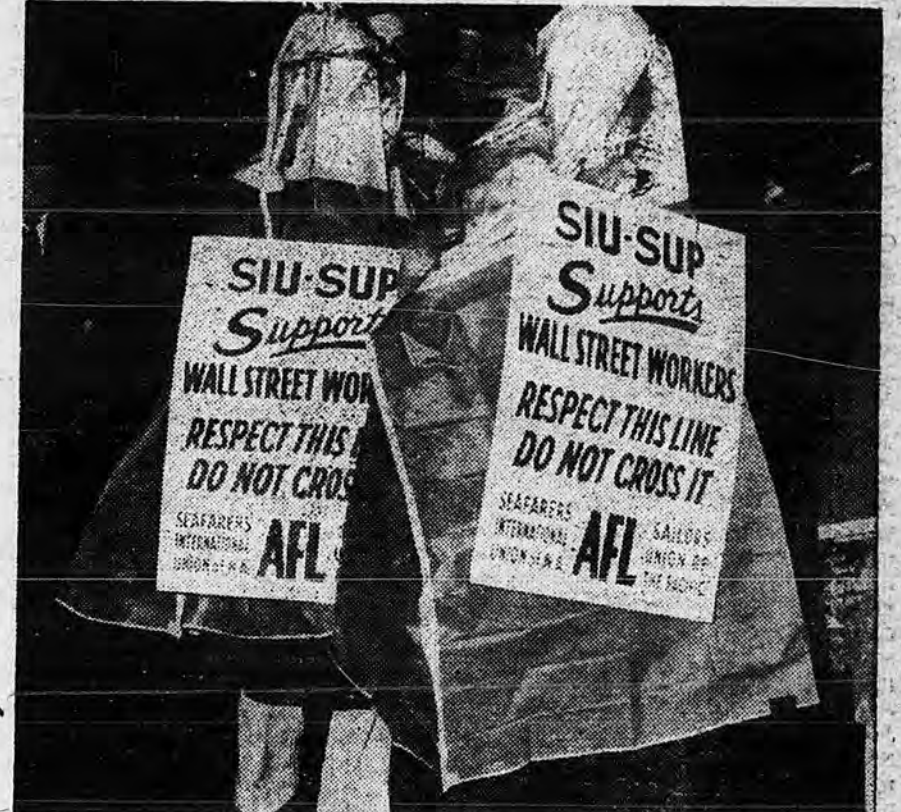
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# UFE Has Friends In Time Of Need



Labor shows its solidarity: more than 50 unions are actively aiding the UFE beef. On the left are picketers from District Council 9 of the AFL Painters. Above, members of the Association of Catholic Unionists, noted anti-commie labor progressives, march on the line. Right, members of the OEIU, Local 153, help their brother unionists.



Without taking a break, marchers on the picketline eat their noon-day meal. Sandwiches and hot coffee are provided on each of the lines. A good portion of the food has been donated by various AFL Hotel and Restaurant Workers' unions. Besides food, these unions have also been represented on the picketlines by members who marched side-by-side with the UFE

Even the rain failed to dampen the enthusiasm of the pickets. The bad weather was taken in stride, and those pickets without raincoats were provided with wartime gas-repellent capes as protection against the April downpour.



Beaten pickets lie on the ground with their arms around their heads to protect them from police violence. One police lieutenant has stated that he personally saw no violence. Picture on the right, taken at the height of the action, shows a lieutenant actively directing the police in their strike-breaking efforts.