

SEAFARERS LOG

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No. 41

AFL GARMENT WORKERS RALLY AGAINST UNION-BUSTERS



Some 50,000 members of the International Ladies Garment Workers Union staged a mass demonstration in New York last week and pledged an all-out fight against racketeering elements who are attempting to smash the union. The huge crowd, part of which is shown in photo above, enthusiastically cheered the Seafarers who responded to a call for aid in the ILGWU's organizing drive on non-union shops, operating under protection of racketeers.

Shipping Decline Traced To World Poverty

The basic fact behind poor shipping these days is the decline in overseas commerce to a level described as the worst in 30 years. In addition, despite the 50-percent provision in the Marshall Plan legislation, American ships now are carrying less than half of U.S. foreign trade for the first time since 1942.

Reasons for the latter situation are several. For one thing, there never has been devised an adequate plan for policing the Marshall Plan cargoes.

For another, the beneficiary nations have resorted to all kinds of skulduggery to get extra cargoes for their ships. The finger has been pointed publicly at the British and the Dutch, among other, on several occasions.

The reasons for the decline in total trade are more profound, as numerous recent surveys have disclosed.

DESTITUTE EUROPE

At the bottom is the almost world-wide devastation, both economic and physical, caused by the war. Europe is destitute. There is no country that can buy much of anything except through Marshall Plan credits, and it is beginning to look as if the Plan itself were a drop in the bucket, if Western Europe is to be fully rehabilitated.

Trade with South America is also down. In general, this is due to a shortage of dollars in South America. But American ships are getting fewer than they should of the cargoes now going to South America because

of artificial barriers being raised by Brazil, Argentina and other nations.

In an effort to build up their own merchant marine, Brazil gives rebates to shippers using Brazilian ships.

Argentina requires that government purchases, amounting to 90 percent of Argentine imports, come in Argentine ships. Other countries have equally complicated controls detrimental to American shipping.

The Maritime Commission is protesting these anti-American practices, many of which date back 20 years or so. Whether anything will come of the protests is another matter, for the Commission must work through the State Department, which never does anything for the merchant marine. SIU line af-

fects is, of course, Mississippi.

One result of this combination of elements is that in May the U.S. merchant marine carried only 47.7 percent of all American waterborne commerce and only 40.4 percent of American dry cargo exports.

These figures contrast sharply with the January figures which were 56.0 percent for all commerce and 53.5 percent for dry cargo exports. There is no reason to believe that the figures for the months since May will be any more cheerful.

Before the war, when the U.S. merchant marine was pretty constantly neglected, less than 30 percent of American overseas commerce went under the American flag. Unless the present trend is checked soon, many fear that it will reach the dreary

prewar level.

Despite the decline in world trade, many foreign lines seem to be active. Typical of the situation is a report from Mobile where shipping for Seafarers has been close to the vanishing point in recent weeks.

According to the Mobile Register of September 29, Mobile expects to have more foreign ships during October than in any month since before the war.

Dutch, British, Swedish, Spanish, Italian, Danish and South American vessels are included in the list. Port officials say that there has been a steady increase of foreign-flag arrivals in recent months, the same months in which the percentage of American participation in American commerce has been slipping downward.

Isthmian Signs 2-Year Contract At New Pay Rate

Isthmian signed a new two-year agreement on Wednesday, October 6, the A&G Negotiating Committee announced. Holding resolutely to their bargaining plan, the SIU negotiators forced Isthmian to grant the same wages, including overtime, which other companies granted. First break in the operators line came after Seafarers job-actioned the Mississippi Company's SS Del Norte in New Orleans. Subsequent job actions

on other ships brought the members of the Atlantic & Gulf Ship Operators Association into line.

The negotiators also induced Isthmian to make the wage and overtime provisions retroactive to August 17 to jibe with the wage increase on other lines. The contract will run until September 30, 1950.

Isthmian is now running 50 ships, about half of them C-3s. For the most part, Isthmian runs to the Near and Far East.

The old Isthmian contract expired August 21. Negotiations commenced immediately, and parleys have been held at frequent intervals ever since. The effective date of the new contract is August 22.

The Negotiating Committee also announced that they are making progress in talks with the Cuba Distilling Company, on whose molasses tankers the SIU recently won an NLRB election. Only a few minor points remain to be squared away, they said.

The new contract with Isthmian is the SIU's second with

that company, which finally was organized after an intensive two-year campaign and a nine-day strike in August, 1947.

At the conclusion of the strike, Isthmian gave in on the Hiring Hall. Wages and working conditions were negotiated last fall, the entire contract being signed in November.

The SIU's victory over Isthmian amazed the world's waterfronts, for Isthmian was known everywhere as the last big non-union American company.

Cities Service Bargaining Unit Still Unsettled

NEW YORK—Oct. 7—The decision by the National Labor Relations Board regarding the composition of the bargaining unit which will vote the remaining nine Cities Service ships has again been held up due to the stalling tactics of the CS representatives. When the NLRB hearings concluded, it was stipulated by the attorneys on both sides that briefs would be filed by October 8.

Following this, lawyers for the company attempted to have Benjamin B. Sterling, attorney for the SIU, agree to a three-week further delay, and when he refused, they went to the NLRB where they were granted ten additional days.

If the company lawyers throw no more monkey wrenches into the legal machinery, briefs on both sides will be submitted to the NLRB no later than October 18.

PREVIOUS RULING

The company's efforts are directed primarily at excluding Stewards, Bosuns, Machinists and Pumpmen from the bargaining unit on the grounds that men sailing in these ratings are super-

(Continued on Page 15)

Nominations For A&G Posts Pouring Into Headquarters

With a week remaining before nominations for offices in the Atlantic and Gulf District for 1949 close, from the nominations already filed indications are that a record number of Seafarers will be placed in nomination and appear on the referendum ballot.

The nominating period ends on October 15, and a heavy number of men is expected to be placed in nomination before the deadline. At that time a rank-and-file Headquarters committee will go over the qualifications and rule on the eligibility of each man.

Last year, 65 Seafarers met the qualifications and contested for 37 Atlantic & Gulf District posts. This year, 33 posts will be filled from a field expected to top last year's number of candidates.

Nominations for office were officially opened on September 22, with the adoption of a Headquarters resolution designating the positions to be filled.

The resolution pointed out that in accordance with the economy program, Mobile, Norfolk, Galveston and Philadelphia will operate with one less Patrolman. The San Francisco post will not appear on the ballot because it is

still in an organizational status.

The ballot will list 1 Secretary-Treasurer, 3 Assistant Secretary-Treasurers, 11 Agents and 18 Patrolmen.

PIC AND STORY

As was the procedure last year, candidates, in addition to submitting their qualifications to the Secretary-Treasurer, are required to enclose a passport size picture of themselves and a statement of not more than 100 words listing their Union records.

These will be published in the SEAFARERS LOG a short while before voting begins.

Balloting will commence in all

Atlantic & Gulf ports on November 1 and continue until December 31. Booths will be set up in all Halls and voting facilities will be such that Seafarers will be able to cast their ballots with a minimum of time involved.

With a week remaining before nominations close, the Union urges all men possessing the qualifications to put themselves into nomination so as to insure the greatest possible selection by the membership.

Qualifications necessary for office in the SIU, as set forth in the Union constitution, are listed on page 3.

SEAFARERS LOG

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OF NORTH AMERICA

Atlantic and Gulf District

Affiliated with the American Federation of Labor

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267

Real Solidarity

The following letter was recently received by the Atlantic & Gulf District of the Seafarers International Union:

"Thank you for sending the LOG to me regularly. I'm enjoying your paper because your fighting spirit enlightens me and others in our work of building up a free, independent German seamen's union—towards the Brotherhood of the Sea for all.

"Yes, we over here have to put up daily everything we have in our bodies to meet the resistance of the old reactionary German shipowners and their stooges on one side. On the other hand we have to take care of Stalin's stooges, too.

"While patrolling the docks in the harbor of Bremen I pass by your ships—those giant ships, well-fed, well-manned, with the best general conditions, and now a new two-year agreement containing your outstanding Hiring Hall clause. In other words, you have everything we haven't got!

"We have got to start from the bottom up, but we hope to meet your good conditions in the years to come. Yes, we keep our union steady as she goes, with the help of the International Transportworkers' Federation and her Seamen's Charter.

"We shall reach our goal—the Brotherhood of the Sea—for all who sail the seven seas in order to make their living in a peaceful world.

"Your fraternally,

"Frank Pietzak

"Port Organizer—Bremen"

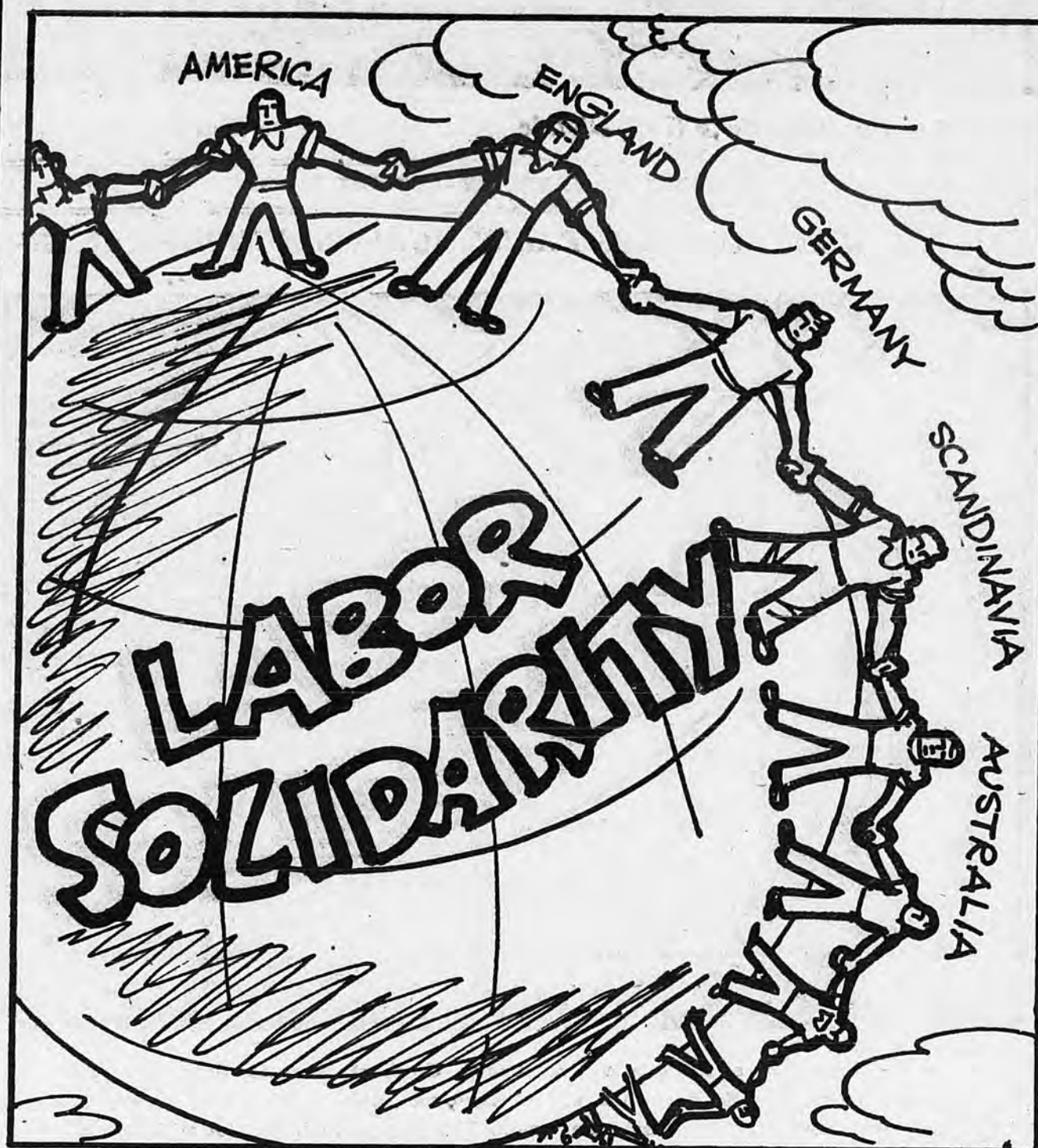
Accompanying this letter was a clipping from a German newspaper. The clipping tells the story of the recent convention of the ITF in Oslo, where it was decided to take action against the phony transfers of American ships to Panamanian and Honduran registry, merely to get around granting the wages and conditions which U.S. seamen have won through the years.

The news story calls for support of the German seamen in any action undertaken by United States maritime unions and expresses the solidarity that the German merchant seamen feel for their Brothers across the sea.

The quoted letter and the clipping illustrate once more what members of the SIU have long known to be true about the non-Communist sections of the labor movement—both in the United States and abroad. During the 1946 General Strike, the unions affiliated to the ITF volunteered their immediate support, and foreign longshoremen's unions stated emphatically that they would not work cargo loaded in the U.S. during the strike.

In other emergencies this same sort of solidarity has been evidenced. And now, as the SIU and other American maritime unions face a world-wide action to put a halt to the "paper" transfers of ships to Panamanian and Honduran registry, it is comfortable to know that the seamen's unions in foreign countries are prepared to take their stands on the sides of the workers and against the greedy shipowners.

"FIRM FOOTING"



Men Now In The Marine Hospitals

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

NEW ORLEANS HOSPITAL

J. DENNIS
R. BUNCH
P. L. SHAUQUEUE
J. B. GEISLER
A. R. KING
S. C. FOREMAN
E. J. DANCY
E. LAPARI
J. H. BIBBS
V. W. RUSSELL
O. HOWELL
V. P. SALLINGS
C. GREEN
H. C. MAPHEY
ALVIN WARD
S. KINZAN
G. R. GRAY
J. L. HUGULEY
R. L. FLIPPIN
K. V. PETTERSSON
C. W. JOHNSON
R. P. GRAVES
M. HENBERT
A. AUGUSTIN
E. P. BADON
R. L. BARBER
L. KAY
A. M. PETET
S. LE BLANC
A. M. PETIE
J. J. McKENNA
S. A. GLENN
ALBERT McMAHON
E. M. LOOPER

Q. REEGO

J. M. MITCHELL
D. W. PRINCE
S. W. McDONALD
J. L. SAUL
R. M. HESTER
M. H. SIMONEAUX
HARMAN McNAB

GALVESTON HOSPITAL

W. C. McCUISTION
JAMES MATTHEWS
H. R. WILLIAMSON
J. A. GIVENS
D. HUTCHISON
J. MAPP

MOBILE HOSPITAL

JOHN F. GERSEY
WILEY HINTON JR.
ROBERT ARMSTRONG
H. R. LOWMAN
GEORGE KALEEL
T. W. TAYLOR
A. C. MALPIN
T. C. BALLARD
WILLIAM D. JOHNSON

STATEN ISLAND HOSPITAL

A. EWING
A. VANELZUELA
M. CASTRO
J. McNEELY
A. JENSBY
D. DeDUISEN

Hospital Patients

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

Mimeographed postcards can be obtained free at the Social Service desk.

Staten Island Hospital

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

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

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

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

T. ZEMRZUSKI
W. H. NUNN
J. BOUYEA
W. HUNT
R. L. JOHNSTON
K. C. CROWE
C. OPPENHEIMER
W. H. PERRY
T. MANDICK
C. NANGLE
C. W. HALLA
P. G. DAUGHERTY

SAN JUAN HOSPITAL

W. EISENDER
J. B. GARDNER
E. RICHARDS
R. TORRES
E. B. HOLMES

SAN PEDRO HOSPITAL

L. TICKLE
T. C. KELLY
M. BYERS

BOSTON HOSPITAL

VIC MILAZZO
JOHN J. GEAGAN
JULIUS HENSLEY

Qualifications For Office

Qualifications for office in the Seafarers International Union, as provided for by the Constitution and By-laws, are as follows:

- (a) That he be a citizen of the United States.
- (b) That he be a full member of the Seafarers International Union of North America, Atlantic and Gulf District, in continuous good standing for a period of two (2) years immediately prior to date of nomination.
- (c) Any candidate for Agent or joint patrolman must have three years of sea service in any one of three departments. Any candidate for departmental patrolman must have three years sea service, as specified in this article, shall mean on merchant vessels in unlicensed capacity.
- (d) That he has not misconducted himself previously while employed as an officer of the Union.
- (e) That he be an active and full book member and show four months discharges for the current year in an unlicensed rating, prior to date of nomination, this provision shall not apply to officials and other office holders working for the Union during current year for period of four months or longer.

Any member who can qualify may nominate himself for office by submitting, in writing, his intention to run for office, naming the particular office and submitting the necessary proof of qualification as listed above.

The notice of intention addressed to the Secretary-Treasurer must be in his office not later than October 15, 1948, when nominations will be closed.

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Every candidate for office in the A&G election scheduled to begin on November 1st, must submit with his qualifications a passport picture of himself and a short biography of no more than 100 words, dealing only with the candidate's Union record and activities.

These pictures and biographical notes will be carried in the SEAFARERS LOG in order to familiarize the membership with all candidates.

Send your qualifications, picture, and short biography to: Secretary-Treasurer, Seafarers International Union, 51 Beaver St., New York 4, N. Y.

Seafarers Contract Would Have Saved Cities Service Crewman

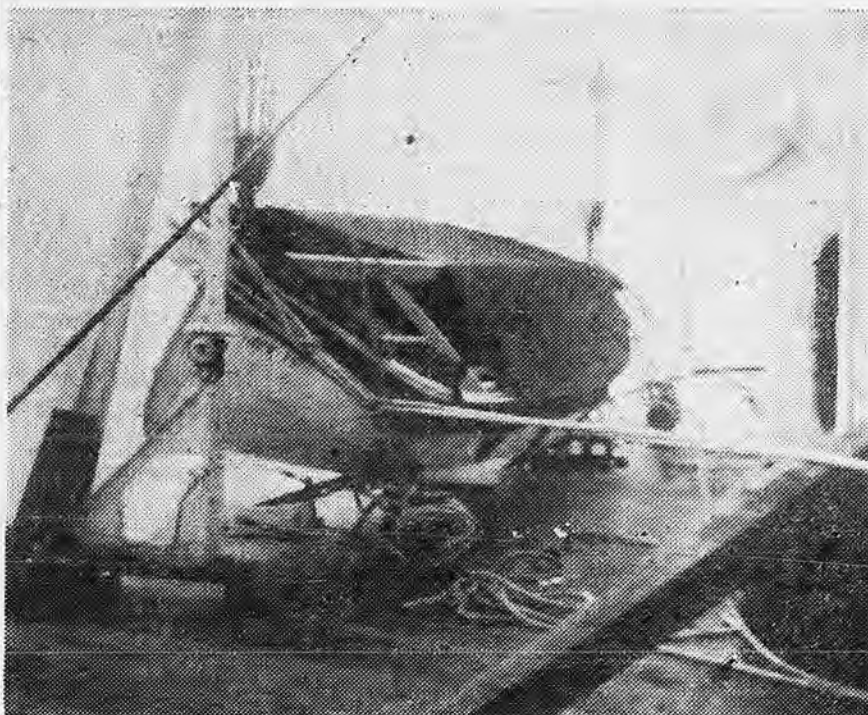


Photo shows the Lone Jack's No. 1 lifeboat as it appeared when the lashing down was completed. The boat was not restored to its cradle, and was lashed down in such a manner that the boat could not be freed in an emergency. It didn't really matter because the boat had a foot hole in its bottom anyway. Edgar Eddy, the seaman lost, was working on the outside of this boat when he was swept overboard.

The Lone Jack's crewmembers know that unsafe working conditions will be a thing of the past, once Cities Service is under contract to the Seafarers International Union.

If Cities Service were under contract to the Seafarers, the accident resulting in the death of a crewmember on the Lone Jack during a hurricane never would have occurred, according to the views expressed to the LOG this week by an SIU book-member, who was aboard the ship as an SIU organizer.

In the opinion of the SIU member, who cannot be named because of the organizing campaign now in progress, Edgar Eddy, an SIU pledged crewmember, was lost at sea because of lax preparation for foul weather before leaving port, incompetency of the Mate and Bosun and inadequate safety precautions.

All of these matters would have been corrected had the crew been represented by the SIU, stated the Seafarer.

The Lone Jack left New York on August 29 for Venezuela with no provisions made for securing deck gear. This in spite of being forewarned of a heavy hurricane sweeping the Atlantic seaboard. Two days out of port, the ship met the full fury of the hurricane and all hell broke loose.

The hurricane winds grew strong, and the ship rose and fell in the sea troughs with a force that sent oldtimers reeling in the foc'sles and passageways.

The winds continued to gain velocity and, late in the afternoon, reached a force of 125-miles-an-hour. The deck crew prepared to work inside until the storm abated, but the poorly secured deck gear dashed these plans.

LIFEBOAT LOOSE

Over the howl of the wind the crew heard one of the lifeboats crashing into the bulkhead of the boat deck. Quick inspection showed that the boat was out of its cradle and was swinging back and forth, each time putting bigger dents in the bulkhead and the boat.

The Mate then ordered the Bosun to turn the deck gang out on deck to secure the boat, before it was smashed to bits.

Somewhat apprehensive, the deck gang moved out on the slippery deck and gingerly made its way to the No. 1 lifeboat.

Exactly what took place then is not too clear, but Edgar Eddy was seen making his way along the outside of the swinging boat.

(Continued on Page 14)

ILGWU Makes Headway Against Racketeers

The organizing drive launched in New York three weeks ago by the AFL International Ladies Garment Workers Union against non-union jobbers operating with the help of racketeering elements is making headway.

Since the appearance of Seafarers International Union members on the garment workers' picketlines, strong arm tactics of the union-busters have stopped completely and the ILGWU has announced that several of the non-union firms have already signed up, with negotiations under way with a dozen others.

Prior to beginning the organizing offensive, the Garment Workers Union called on members of the SIU to serve as temporary organizers. Up to that time, truck owners had been using gangster methods to protect the non-union jobbers. ILGWU members were practically helpless, since most of them are women or elderly men.

"The air is now cleaner than it has been in many months," Julius Hochman, general manager of the ILGWU's Dress Joint Board, said this week. "In two weeks we have put the gangsters on the defensive. We could not permit ourselves to be intimidated by the truck drivers and their henchmen."

At a mass outdoor rally staged in the heart of the garment district, some 50,000 ILGWU members pledged an all-out fight against the hoodlums seeking to smash the union.

A tremendous ovation was given the Seafarers, who were greeted by Margaret DiMaggio, of the Dress Joint Board organizing staff, as "our union Brothers of the SIU."

Among other ILGWU officials addressing the demonstrators were Charles Zimmerman, Secretary, Local 22; Luigi Antonini, Secretary, Local 89, and Julius Hochman, General Manager, Dress Joint Board.



Members of the ILGWU, and members of the SIU supporting them, gather in a street of New York's garment district to hear union officials vow a continuing fight against union-busting racketeers in the industry.

Boston Columnist Praises Seamen For Wartime Service

With torpedoed Seafarers now being processed for induction into the new peacetime Army, it is interesting to read in Joseph F. Dineen's column in the Boston Herald, a fair and forthright statement of the contribution made by seamen under combat wartime conditions.

After pointing out that members of the Army, Navy, Marine and Air Corps were given honors and medals for their bravery and service, he states that "there was none such for merchant mariners who risked their lives and served."

His article goes on to state

that "The argument that they were paid well for what they did is a poor one. No pay is big enough to compensate for life and limb; and some of them, because of their injuries, will never again be able to support themselves as long as they live. ... The sailor in the merchant marine, whose ship was torpedoed and sunk during the war while carrying supplies across the Atlantic or Pacific, might have been far better paid in his rating, but when he was killed he was just as dead as an enlisted sailor in the Navy."

The article is principally intended as a plea for the pay-

ment of compensation for civilian workers — most of whom were seamen—under Public Law 396, enacted by the 80th Congress and "designated to create a War Claims Commission to inquire into the status of members of the merchant marine, civilians who were captured, and internees who were unlucky enough to be in enemy countries when war was declared."

But, for the record, he points out that, "Hundreds of men in the merchant marine were captured, both by the Germans and the Japanese. Technically they were civilians in the employ of oil companies or merchant lines.

... All of them were thrown into concentration camps. In the POW camps of Japan, notably at Osaka, they were fed short rations, were half starved, and were beaten so mercilessly that health was impaired for life."

If other sections of the press had been as fair in stating the nature of wartime service of those who sailed the ships as merchant seamen, then the sight of torpedoed seamen being among the first processed into the peacetime army would not stand out today as a black indictment of the fairness of our whole system of deferment and draft selection machinery.

2 SIU Shippers Lower Rates To Increase Trade

Two SIU-contracted companies announced in the past month plans to step up business by providing reduced rates in the freight and passenger fields.

Seatrains Lines, which operates four ships carrying loaded freight cars, has cut rates up to 50 per cent in its services between Gulf ports and Cuba.

It is expected that the lowered rates will also be applied to Seatrain service between New York and Havana, to avoid giving Gulf shippers a lop-sided advantage over those shipping from the Atlantic coast.

A temporary injunction barring the Seatrain Lines from putting its 50 per cent rate cut into effect until the Maritime Commission ruled on its legality was handed down in a Federal court on Wednesday. The injunction was issued on application of the West India Fruit and Steamship Company, one of the companies named in the Seatrain suit charging anti-trust law violations.

In the passenger field, conservative shipping circles were somewhat startled to hear that the Arnold Bernstein Line planned a round trip passenger service to Europe for \$250 to \$350, if the Maritime Commission approves its pending subsidy application.

PLAN OPPOSED

At the commission hearing of the Bernstein application in Washington last month, competing concerns opposed the company's plan to convert two troop carriers into one-class ships, with accommodations at the price now being charged for tourist facilities in three-class liners. The proposed service would operate between New York and Plymouth, Rotterdam and Antwerp.

Although the Maritime Commission has not yet announced its decision on the application, Arnold Bernstein, head of the company, has expressed confidence that favorable action is forthcoming.

Strongest opposition to the Bernstein plan at the hearings came from representatives of the United States Lines.

They stated that neither the one-class plan or the other proposed Bernstein service—that of specializing in the uncrated transportation of automobiles that tourists might want to take with them—would be practicable.

SEES ACTIVITY

Bernstein, however, confidently pointed out that there is a definite need for the service he proposes. He estimated that there would be excellent business for it for at least 20 years.

The Seatrain rate reduction was touched off by information received by the company that shippers contracted to the Gulf and South Atlantic Havana Steamship Conference who used facilities of non-member companies not authorized by the contracts could be penalized. Penalties range from 15 to 25 per cent of the freight rates on a shipper's traffic for the year.

Shortly after announcing its new rates, Seatrain sued five companies for \$1,800,000 damages, charging violation of the federal anti-trust laws.

HERE'S WHAT I THINK...



QUESTION: The two year agreement which the SIU won from several of the larger Union-contracted companies has been in effect for six weeks. Now that you've had a chance to see it work, how do you think it shapes up?



EDWARD GONSALVES, OS:

The new contract is good for the Union—especially since it is for two years this time instead of one. I'm hoping that it won't be long until we have Cities Service and the other unorganized companies under contract. Those additional jobs will come in pretty handy these days. I'm very well satisfied with the new wage scale, and the working conditions which are guaranteed me in this agreement. As an SIU man enjoying these top conditions in the industry, I will do what I can to help the unfortunate men in the unorganized fields to get in under our contract. (Interviewed in New York Hall.)

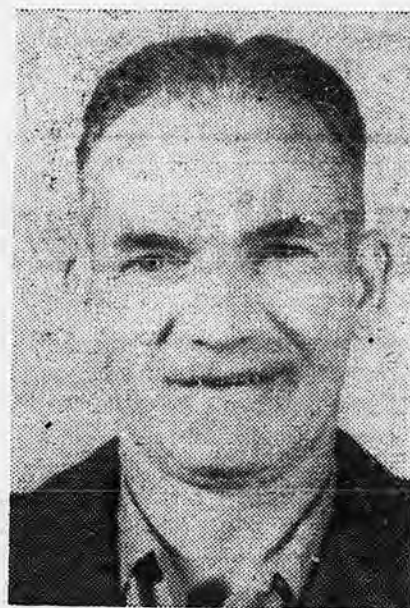
J. G. GREENBAUM, Dk. Eng.:

What is especially good about this new contract, to my way of thinking, is the two-year guarantee of our present manning scales. This new agreement is the best I have ever worked under, and I have never heard of one in the maritime industry that could equal it. The whole contract sounds just about perfect to me but the manning scale guarantee was the wisest move of all. This means that, come hell or high water, SIU ships will be sailing with the present complements for the next two years. The Union Committee that worked out this agreement certainly was on the ball. (Interviewed in Boston Hall.)



D. J. SHEEMAN, Oiler:

Our Negotiating Committee did a fine job on the new two-year contract. They have built the wages up in order to help us meet the high cost of living. We all know what the T-H Law has been trying to do to Unions. Well, Taft and Hartley didn't stop our Negotiating Committee from keeping the Hiring Hall. Of course, we all know that we now have the finest contract in maritime history, and I believe we should give our Committee one big vote of thanks for attaining it for us. Where is there another maritime union that can match the position we now hold? (Interviewed in Boston Hall.)



CHARLIE DWYER, Cook:

I think our new two-year agreement is the finest thing of its kind in maritime history. The SIU still leads the way. Our Negotiating Committee really deserves a vote of thanks for drawing up and pushing through this swell contract. Each and every member benefits greatly by it. Not only the new wage increase, which, of course, is of paramount importance to most of the boys, but our conditions and working rules should insure smooth running for all hands for the next two years. The Seafarers International Union certainly keeps marching on. (Interviewed in Boston Hall.)



ERIC JOSEPH, Wiper:

I think the Union has achieved a great victory because now we have security for a period of two years. The companies have no choice but to abide by the contract provisions for that period of time. Although at first the provision requiring Wipers to paint black gang quarters during regular working hours may have caused some guys to beef, I think it is working out to our advantage. The overtime previously gained from this work was small and the monthly wage increase we won is much better to have than the couple of bucks overtime once in a great while. (Interviewed in New York Hall.)

A. L. CALLAHAN, Chief Cook:

I have a feeling of greater security with the two-year contract. That's one big advantage this contract has over previous ones that should be clear to everybody. And another thing that I liked plenty was that the new agreement has a provision allowing the Union to re-open negotiations on the question of wages and other monetary matters. This is mighty important, because it takes care of any possible increase in the cost-of-living that might otherwise find us at a disadvantage. All in all, I think the contract has about all we want. (Interviewed in Boston Hall.)



JOSEPH PINEAU, AB:

I like the wage increase. When I came into the Union, an AB made 110 dollars a month. Now we have more than doubled that amount. Good wages always are good news. I like the new way of handling Electricians' helpers, too. The new rating, Second Electrician, is a better rating than Assistant Electrician. The two-year provision is pretty fine. It gives us time to do some organizing in the unorganized fleets. We're safe having the two years, because we will be protected by the re-opening clause. I was at sea, but I hear the NMU rode in behind us again. (Interviewed in New York Hall.)



STANLEY BROWN, AB:

The new contract is great! It's the best contract in the maritime industry. The thing I like the most about it is that we won it without having to strike. The AB's pay is more than double what it was when I started a few years ago. It was 100 dollars then, but it's 222 dollars now, which is some increase, if you ask me. Also, we have two whole years in which to prepare ourselves to deal with the companies again. I don't see why we can't use that time profitably by organizing some more companies. Anyway, it's good to be working under the finest agreement around. (Interviewed in New York Hall.)

AROUND THE PORTS



GALVESTON EDUCATION MEETING



Seafarers in the Texas port as they participated in the first of the new series of sessions, in which the entire education program as drawn up by the Emergency Agents Conference was reviewed, and the two-year contract analyzed.

Slow Shipping Adds Many To Mobile Beach

By CAL TANNER

MOBILE — Shipping in the Port of Mobile continues slow, with a total of 59 bookmen and 15 permitmen shipped for the week. We had nine payoffs and five sign-ons during the period.

Ships paying off were the Governor Brandon, a Waterman Liberty now in the shipyard for a 15-day repair job; the Wild Ranger, another Waterman ship in from Puerto Rico; the Alcoa Roamer, which is going back down to the Islands on the bauxite run; the Warrior, a Waterman C-2 going to Greece with flour; the Hastings, also of Waterman and also going into the yards for repairs; and the Alcoa Cavalier, which is going out again on her regular 17-day cruise.

Three other payoff ships headed for the boneyard. These were the Bessemer Victory, Waterman, and the Alcoa Liberties, John Paul Jones and Charles Warfield.

All in all, the payoffs and sign-ons were very smooth, with all disputes being settled prior to the payoffs and sign-ons.

SEVERAL IN TRANSIT

Besides these, several ships were in transit and they were contacted and necessary replacements made. The vessels in transit were the Noonday, City of Alma, Beauregard and Madaket—all Waterman C-2s.

Quite a few oldtimers are presently on the beach in Mobile now. Among those seen around are Colon Aubert, Mel Shipley, Lefty McNorton, Lester Lord, Johnnie Morris, George Truesdell, J. W. Demouy, J. H. Jones, Jack Lynch, Willie Reynolds, Robert Reynolds and Charlie Spencer.

BEACH FILLS UP

The slowdown in shipping is causing the beach in Mobile to fill up again. Most of the crews that got off the three vessels which headed for the boneyard,

and the three scows being repaired in the shipyard, are registering here.

Consequently, the shipping list is pretty long. So if you are not



in a position to sweat out a couple of weeks on the beach, you had best detour around Mobile for the present. We'll let you know via the LOG when shipping picks up and is normal again.

Voting is continuing on the ten-dollar General Fund Assessment. The majority of the men on the beach eligible to vote have done so. As their ships hit port, men are coming in to cast their ballots.

Mobile, from the sentiment ex-

pressed by many Brothers, will probably ring up an overwhelming majority of "Yes" votes, when the final tally is recorded.

EDUCATION CONTINUES

The second in the series of education meetings was held Tuesday and keen interest was displayed by the entire membership in the proposed uniform shipping registration rules. Three or four other topics were also discussed by the members.

These informal meetings are one of the best ways to get the opinions and feelings of the membership on various questions that come up from time to time, but which never gets to the regular meetings.

On the Mobile labor front, the only beef hanging fire is that of the Waitresses Union, AFL, which has a picketline around one of the local restaurants and is doing a pretty good job of it.

The Seafarers are, of course, respecting the girls' picketlines and doing all they can to help them. We hope to be able to report by LOG time next week that the waitresses have won their strike.

San Juan Seafarers Kept Busy By Shipping And Shoregang Work

By SAL COLLS

SAN JUAN — We have had a lot of ships during the past week, and have settled a lot of beefs to the satisfaction of the members concerned.

The MV Ponce sailed short of an Oiler, but every beef aboard her was squared away. The SS Monarch of the Seas made five jobs, and we have six jobs on the board as this is being written.

We can't fill those six jobs, either. It seems that some of the rated beachcombers on this

Island just don't want to know where the Hall is located.

One of our most confident beachcombers got off the SS Angelina for a vacation—Brother Woody Lockwood. We think he will have a long wait if he is after the Ponce.

BEISBOL

Tony Viera gave us a hand taking care of the Ponce, incidentally, since we had to hurry to an ILA meeting.

We haven't had a chance yet to get an education program going, so many of our members are working in shoregangs. However, the voting on the General Fund Assessment has been proceeding at a good pace.

For those sportsmen who follow baseball, the professional games are about to start here. As usual, there will be a lot of players from the mainland and the games will be fast. Incidentally, don't come around looking for "aguacates." The season is just about over.

The beachcombers would like to hear something about Tommy Murray, and hear from Norman Maffie, the "sketch man," and some of the rest who have spent some time on the Island. "Old-time beachies," the girls call them.

It is about time we thanked the Editor of the LOG for sending the paper to the people here whose names and addresses we

The most interesting thing we have had down here was the Educational meeting we held last week. (Ed. Note: See picture on this page.)

We had a long discussion of the new two-year agreement, analyzing it in great detail. Everybody present took an interest in the discussion, and a great many points about the contract were brought to light which pleased the membership.

LIKE CONTRACT

Incidentally, everybody here is pretty enthusiastic about the contract. Its improvements over the old one were the occasion for some fine compliments for the Negotiating Committee.

The MCS and MFOWW have pickets at the entrance to the Todd shipyard here. These men are covering the MCS and MFOWW ships under West Coast contract, and constitute a token line. They are making no effort to shut the yard down.

We are keeping close tabs on the organizing program. Men here are encouraged to try for jobs on the organizing agenda, and we do our best to find new ways to get them aboard.



gave him. The ones who get it sure like it. They say they always find interesting information and stories in it. And when it is late reaching Puerto Rico, as it sometimes is through no fault of the Editor, they call the Hall to ask where it is.

The other night, one of our boys took some LOGS to a small but shipshape bar called El Botecito. And you would be surprised at the way it was received by the people there, including a lot of students who read it word by word between beers and boogie-woogie records.

West Coast Strike Expected To Continue For Long Time

By A. S. CARDULLO

SAN FRANCISCO—The Coast is still tied up and the best advice we can offer is that all hands stay away from this port.

We are urging the men on the beach here to head for the East or Gulf coast ports, or else get a job ashore, as the strike looks like it will be a long, drawn-out affair.

At the moment, the outcome of the beef seems to hinge on Bridges' signing the anti-commie affidavits. Right now, Bridges is suing the Waterfront Employers Association for \$700,000 for call-

ing him a communist. But if he isn't, then why the hell doesn't he sign and let the men have a chance to get back to work?

HOW COME?

Another thing we'd like to know is where the WEA comes off getting so het up about fighting the commies after being so buddy-buddy with them for so long.

The working stiff is really getting the worst end of this situation. The strike is driving the longshoremen to accept help from anybody. We quote from one of their flashes: "Two-and-a-half tons of canned food have

been collected at a communist rally for the strikers."

Everyone seems to agree that we should send the alien commies out of the country. Then why all the pussyfooting, like holding the top commies and then releasing them under \$500 bail to continue their subversive activities. There are a lot of sailors who have been held for a lot less. These commies deserve the same treatment that non-commies would get in Russia.

INTERESTED, NOW

We also see where Representative Hartley is now calling for

a special session of Congress because of the present waterfront situation. Wasn't he one of the ones who didn't want Congress called back to curb the high prices?

The oil strike out here is still on, but it looks as though a settlement is near. The Boiler-makers are ready to go out, too.

As this is being written, the SS Mastmar, Calmar, is being paid off. This makes four Calmar and three Isthmian ships hanging on this coast without crews.

There are still quite a few men on the beach, but their ranks are slowly thinning out.

Cool Weather Brings Tankers Out Of Lay-Up To Aid New York

By JOE ALGINA

NEW YORK—We can thank the sudden cold snap in the northern parts of the country for the better-than-last-week shipping we are experiencing in this port this week. The upswing isn't great, but it is enough to give us some hope for the coming weeks.

We crewed three tankers from lay-up this week and we expect to see more come out when people start burning up the oil in their home tanks.

Incidentally, we can thank the organizing department for all three of the ships. The Nathaniel Palmer, Sweetwater and John Marion have all been added to the SIU fleet through the organizing program adopted by the SIU. They are coming in very handy during this lull in shipping.

FEW PAYOFFS

The number of payoffs handled this week was down from normal and consisted of the Seatrain Havana and Seatrain New Jersey; Beatrice and Emilia of Bull Line; Evangeline, Eastern; John B. Waterman, Waterman; Steel Flyer, Isthmian, and Colabee, American-Hawaiian. All were good payoffs and quickly squared away to the satisfaction of all.

The Patrolmen Say—

Linen Losses

Too frequently there are beefs about the handling of linen, with subsequent shortages at the payoffs. All of this can be cleared up once and for all, if each crewman would cooperate with the Chief Steward by stripping his bunk and turning in the soiled pieces at the time the clean linen is issued.

Some Stewards hesitate to check each piece as it is turned in because of the time involved, and because he doesn't like to appear to question the good intentions of his Union Brothers and shipmates about getting the old linen in to him.

Unfortunately, this trusting sort of Steward has many times found, at the end of the trip, that his shipmates have left him virtually "holding the bag," with linen missing for which he is personally responsible.

COST-PLUS PAST

So, snap out of it Brothers! The days of \$20 exchange, and of Government cost-plus operation are past. When you fail to take care of ship's gear, you are cheating your shipmates and undermining Union conditions!

There is no excuse for a man stacking ahead two or three issues of linen in his locker. Let's do the right thing. The linen isn't yours — but it's yours to use.

Whether the Steward counts the pieces as you turn them back or whether he allows you to turn it in at your own convenience, cooperate by seeing to it that yours is turned in promptly. Be a Union Brother!

Benny Gonzalez

We signed on, in addition to the three tankers all ready mentioned, the Robin Wentley and Marine Star, Robin; Afoundria and James Jackson, Waterman; Steel Designer, Isthmian. Not too impressive a showing.

Due to the West Coast strike, a lot of intercoastal ships are tied up here waiting for the big beef to break. It doesn't look too promising for these ships in the near future, however.

BARREN OF BASEBALL

Very little else can be said for activity in this port. We aren't playing host to the World Series, except on television, so the local baseball devotees are writing off the past season and are hoping for better results next year. It makes a good show on television here in the Hall and is well attended by members hailing from Beantown and Cleveland.

This week the local papers have been carrying the story of a lawyer who robbed his family of a million-and-a-half bucks. A month or two ago a judge over in New Jersey, who was a bank official, robbed the depositors of half-a-million. Both of these guys were respectable members of their communities, but they got money hungry.

BIG TIME BOYS

The papers gave both stories quite a play, but managed to remain objective throughout. I hate to think what would have been the consequence had a working stiff, especially a seaman, copped that cabbage. Hearst's No. 1 hatchetman and the rest of his crowd would have made it meat for their columns for weeks.

As it is, these guys will probably only get slapped on the wrists and discharged with a suggestion that they be better boys from now on.

Uniform Registration Rules Will Help Several Ratings

By LLOYD (Blackie) GARDNER

PHILADELPHIA — Although there were three payoffs in this port last week, shipping continues rather slow. All three vessels were on short trips, so there were very few replacements.

First to arrive for a payoff was the SS Rosario, a Bull Line ship. The payoff was fairly clean, with a little disputed overtime which took a few hours to square away. The Rosario took about five replacements.

The other two payoffs were both Mathiasen tankers, which docked and paid off down in Marcus Hook. The SS Cabins paid off on Thursday evening and the SS Julesburg on Sunday morning. Both these ships are on short runs to Venezuela and coastwise ports. Both paid off very clean and free of beefs.

GOOD SHIPS

These two tankers are fine ships and Mathiasen is a good company to deal with. As soon as the vessels hit the docks here, the company orders a seven-man

gang from the Hall to load stores and other materials. This is a good deal for the ships' crews—and also for our guys on the beach, as it gives them a chance to make a few bucks.

On these two Mathiasen tankers, we shipped a total of 20 men. Not much, of course, but it all helps to take up the slack when shipping is slow.

Ships in transit also helped to take a few men off the beach. Among these were the SS Steel Designer, Isthmian; SS Marine Star, Robin, and the SS Topa Topa, Albert K. Smiley and John Laurence, all of Waterman.

The effect of the West Coast strike was felt here this week, when the SS Calmar of the Calmar Steamship Company was held back at the last moment, just as she was ready to sail.

Although she is already loaded, the company decided to keep her in port until the Pacific beef is settled. She is in an idle status, with a skeleton crew aboard.

BETTER BREAK

Although, as I have said, shipping is rather slow, it is particularly tough for certain ratings, such as Chief Steward,

Chief Cook, Deck Engineer, Electricians and Bosuns.

I point this out because the newly-proposed uniform registration rules will give these ratings a better break. These rules are being discussed constantly, and the membership seems to be all for them.

Here's a sad story. Every day some guy comes into the Hall here and shows his book, while he explains that he is only two years in arrears. And since he



has been working ashore, he can't show any strike clearances. Now that things are a bit tough on the shoreside, he wants to become a good old SIU man again. He'll be willing to take



The Yarmouth crew had a good payoff way up in Nova Scotia in the town for which the ship is named. The men seem to have enjoyed the unusual experience of paying off and signing on in a foreign port. Standing (left to right): D. G. Hodge, Watchman; an unidentified crewmember; E. B. Tilley, Boston Agent who handled the payoff; W. J. Sampson, BR; J. E. Sweeney, Oiler; and O. Engelson, AB. Kneeling: A. Melanson, OS; and F. McGuire, AB.

By E. B. TILLEY

BOSTON—No payoffs in sight in the port of Boston, not a single one!

So what do we do? We find a payoff. In fact, we boarded Eastern's SS Yarmouth and rode her all the way to Yarmouth, Nova Scotia, where we paid her off and signed her on.

The SIU scores another first, we think. Not only is the SIU the first in the maritime wages and the first in maritime conditions, but it is the first maritime union to pay off an American ship in a foreign country with an American Port Agent aboard and a U.S. Shipping Commissioner present.

What made things better yet was the fact that the payoff itself was a sweet one, SIU style. There was nary a beef. The

three Delegates really had their departments in tip-top shape.

'Still another first! In our experience as Patrolman and Agent, this was the first time we ever saw a company payoff with two days' wages and weekend overtime in advance.

It surely is proof that the Yarmouth has a swell Union crew when the company takes the risk of paying out money that hasn't yet been earned.

This was the Yarmouth's last trip to Nova Scotia this season. However, she's still sailing.

Right now, she's on a six-day cruise to Bermuda. When she returns, she will be in this port for a few days before making a 12-day trip to Havana, Miami and Nassau. If there are any further plans for her we'll let you know.



W. J. Sampson, BR, had no beefs to report from the Yarmouth's payoff up north. The Yarmouth was in tip-top shape, the Boston Agent writes.



J. E. Sweeney, Oiler, had the Yarmouth's Engine Department in first class shape for the Nova Scotian payoff, according to the Boston Agent's report.

any ship and pay up his dues after making a trip.

Sure, we all feel very sorry for this type of fair weather sailor, and we generally escort them from the Hall with these words of comfort:

"Your story has touched my heart, I feel for you, believe me, but there is not a damned thing that we can do for you. Get out, and stay out!"

VISITING SAILORS

We had the pleasure of a visit from an old friend and shipmate this week. That streamlined gent from down New Orleans way, Brother Santos Garcia, blew in (all 360 pounds), stayed a few hours and headed out again. Glad to have seen you Santos. Stop by again soon.

Also had a visit from Whitey Banks. After one evening spent in the company of a certain lady of ample proportions, he took off for parts unknown, sporting several visible bruises and a hurt and indignant look. Sorry, Whitey, I should have warned you. She used to be a lady wrestler!

That's all for this week, so I'll say so long for now, with the hope that more ships find their way up to Philadelphia.

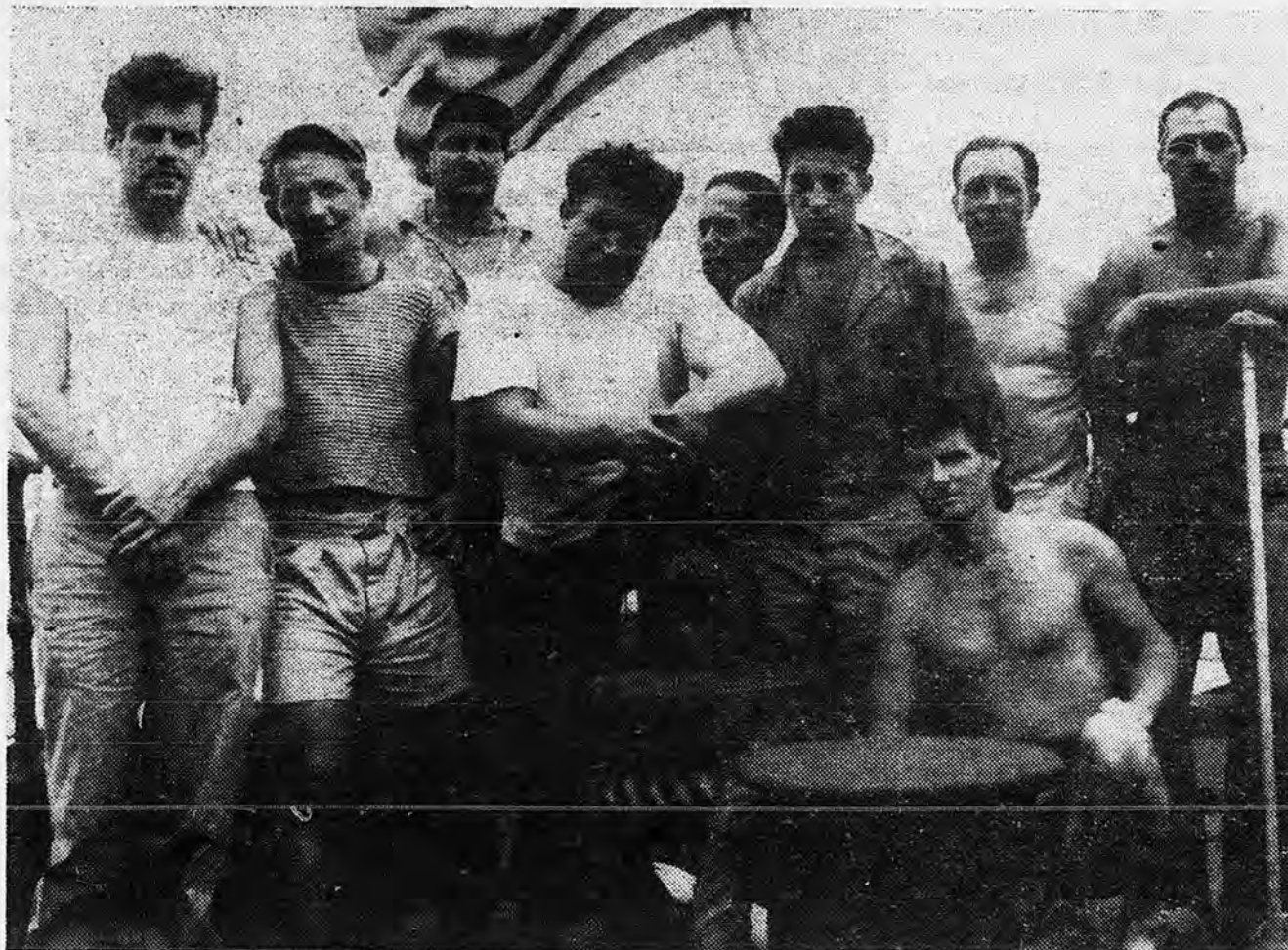
Steel Artisan, Jackson Call At Manila



Aboard the SS Steel Artisan, Isthmian, when she called at Manila last month were (left to right) Seafarers R. Gilbert, Hendrix Svenson and I. Brazil. Ludovico Agulto, the "Manila Watch," who delivered LOGS to the ship when it docked, said these men and their shipmates kept the Artisan sparkling from stem to stern.

~ ~ ~

Also making Manila in September was the SS Andrew Jackson, Waterman. Some of the men identified in crew photo at right are Tom Franzone, I. Levy, Mike George, Pedro Cruz and Pat Leary. These lads weathered a typhoon that left Manila's principal streets flooded for two days. According to Agulto, who boarded the Jackson at Pier 13 after the storm subsided, all hands agreed the experience was a rugged one.



Like the Artisan, the Jackson showed shining evidence that a hep crew of Seafarers was manning the vessel. The Stewards Department was reported right on its toes, satisfying the stomachs of all hands. Among the men responsible for the balanced menus set before the Jackson's gourmets are the lads from the galley in photo above. Left to right: Joseph Blanc, Gerlad Sinkes, Ralph Hamson and Bert Edson.

~ ~ ~

Agulto writes that the Jackson lived up to the SIU standards, and that the men were very glad to get the latest copies of the Union newspaper. Those he asked proved to be willing subjects for his photographic shots.

~ ~ ~



Looking cool and happy in photo at left are Brothers R. Sweasky (left) and J. Smith, two of the sturdy Seafarers manning the Steel Artisan. That's no Indian rope stunt. Smitty is just supporting himself on one of the Artisan's lines.

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Doing the best they can to get a laugh with the props at hand, Brothers Brazil (left) and Svenson mug a little for the cameraman. Anyway, with sound it was better.

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A note accompanying the pictures from Agulto says: "I promised to return to take more pictures but was unable to make it, as I happened to leave my pier pass home and the harbor police would not let me enter the docks without it. Please extend my apologies and regrets through the LOG."





SHIPS' MINUTES AND NEWS

Crew Finds Ras Tanura Club No Paradise Yet

Things are a little better these days at Ras Tanura, but you still wouldn't mistake the burg for New York or Baltimore or New Orleans. It's true that the Arabian-American Oil Company has established a seamen's club. However, the place is so small, and Aramco has

rigged it with so many Navy-like restrictions that the crew of Isthmian's SS Allegheny Victory sent in a strongly phrased resolution pointing to the club's present shortcomings, and demanding that Aramco really provide for seamen's welfare.

Enclosed with the Allegheny resolution was a set of the rules by which Aramco says seamen must abide if they are to use the shoreside club at all. They read like Navy rules and nobody would be surprised if they were signed "By order of the Commandant" instead of "Arabian American Oil Company."

ARAMCO CHILL

Rules one through four are the ones which demonstrate that Aramco really is set up to give seamen a chilly reception, or at least as chilly a one possible in Ras Tanura's blistering heat. The first four rules follow:

"1. Liberty parties may be limited, both in the duration of time and in the number of ship's personnel allowed ashore, depending upon the number of ships in port. The agency will determine these items and will issue passes accordingly, which passes are to be presented upon entry of the club."

"2. Each vessel is required to furnish its own transportation to and from the East Pier (Oil Pier) with the liberty party. The party will then walk to the Seaman's Club near the end of the pier. There is to be no loitering along the way, nor is smoking permitted on the pier."

"3. No one is permitted to leave the immediate area of the Club House, and to do so constitutes an illegal entry into Saudi Arabia Government property and possible imprisonment. Any misunderstandings that may occur with the nationals must be called to the attention of the agent for settling."

"4. It is our wish that all men conduct themselves in an orderly manner as rowdiness will not be permitted at any time. The Arabian American Oil Company assumes no responsibility for injuries that may occur while ashore, and will hold the ship's owners responsible for any damage done by their personnel."

BEER BANNED

The remaining four rules, worded in the same militaristic tone, point out that a seaman must provide his own swimming trunks and towels, must leave his camera behind, and can use no money but rupees. They prohibit the bringing ashore of either beer or liquor and bar the sale of either at the Club. They also point out for the benefit of Masters that very little money is required. As a

sop to seamen the rules finally provide for, an Aramco representative to be around to answer questions.

Both the rules themselves and the manner of their presentation aroused the resentment of the Allegheny crew whose resolution follows:

"We the crew of the SS Allegheny Victory condemn the rules and regulations governing the Seaman's Club of the Arabian-American Oil Company in Ras Tanura because:

"1. The club is under Aramco's jurisdiction.

"2. The rules limit the parties going ashore.

"3. The club has inadequate space, having a capacity of only about 50 men, while the company's own club accommodates all its employees.

"4. The rules bar the serving of liquor or even beer, although Aramco, it is known, has plenty of both for its own employees."

"We the undersigned feel that the Arabian American Oil Company has no right to set forth rules and regulations for seamen to adhere to. The seamen are on American vessels and are in no way attached to Aramco. We find that the Government of Saudi Arabia does not deprive seamen from going ashore in their land, but that Aramco does."

The resolution was signed by 34 men, and was enclosed in a letter to Headquarters.

The club in Ras Tanura, inadequate though it still may be, is a considerable step forward, however, and was obtained through pressure applied by Seafarers, notably those on Isthmian ships.

Pennmar Crew Asks Extra Man In Stewards Department

Maintaining that the scale of the Stewards Department of Calmar's liberty-type vessels is below requirements, the crew of the SS Pennmar at a September 19 shipboard meeting petitioned the Union Negotiating Committee to do its utmost to change the contract next time around.

The meeting, of which Russell Brinn was chairman and Donald Hall secretary, took the subject up under good and welfare. The petition was composed after lengthy discussion and was signed by the full unlicensed complement.

The text of the petition was as follows:

ASK ADDITION

"We the undersigned, unlicensed crewmen of the SS Pennmar, Calmar Steamship Company, do hereby petition the Union Negotiating Committee to do all it can to have the manning

scale of the Stewards Department of all Calmar liberty-type ships increased by the addition of one Utilityman.

"Inasmuch as the present manning scale of the Stewards Department on Calmar's ships is below that on other SIU-contracted vessels, our claim to have the best contracts in the maritime industry is that much impaired.

REDUCED MANNING

"This reduced manning scale tends to throw a double burden on the two Messmen who must double as Pantrymen to make salads, iced drinks and wash dishes.

"We also request that this petition be printed in the LOG, so that the crews of other Calmar vessels can copy it, sign it and send it to the Negotiating Committee."

Incidentally, the Pennmar is

EDUCATION FEATURES DEL NORTE TRIPS



There are plenty of oldtimers riding the SS Del Norte, as this picture of one of the ship's education meetings indicates. Veteran Seafarers will spot the following among others: "Blackie" Bankston, Bill Kaiser, "Red" Hancock and Bob Creel. Del Norte crewmen are proud of their education meetings which Brother Bankston, Bosun, was instrumental in starting. Picture was taken in June.

Del Norte's Shipboard Education Program Produces Results: Crew Has SIU Know-How

One of the highlights of any trip on the SS Del Norte, one of Mississippi's three crack passenger ships is the ship's education meetings.

The Del Norte's up-and-coming education program was started late last spring when oldtimer "Blackie" Bankston, who rides as Bosun, got it going. Like the overall education program put into effect last month by the Emergency Agents Conference, the Del Norte's meetings are aimed at making Seafarers the best-informed crews in maritime.

On their 47-day run from New Orleans to Buenos Aires and intervening ports, the Del Norte men really find time to study SIU affairs.

The education meetings deal with all aspects of Union problems. The contract is analyzed in detail. The boys learn their conditions and their jobs backward and forward including all the passenger ship specialties. They also are well informed on SIU history and on the entire maritime industry.

The value of the shipboard

program becomes evident when the Del Norte is in New Orleans. Nobody takes a more active part in the New Orleans Branch meetings than the men from the Del Norte. It was the alert Del Norte crew which "induced" Mississippi to come to terms on the two-year contract which resulted in the rest of the industry's falling in line.

Incidentally, there will be a fourth passenger-cargo vessel joining the Mississippi fleet one of these days. The Maritime Commission recently granted Mississippi an eight-year operating subsidy on condition that it obtain another ship. Preliminary plans are for a ship of 10,000 tons with diesel propulsion.

Stewards Department And Paint

The LOG has received several letters recently, asking for a clarification on Stewards Department men painting. The answer is: NO! THEY DON'T!

The Stewards Department has plenty to do to take care of their own work without taking on a job entirely alien to their normal duties. This matter was clearly discussed on page four of the LOG for March 26 by New York Patrolman, Freddie Stewart; but just for the record the LOG has again checked with the Headquarters office and here is the dope:

The Union has fought to free the Stewards Department from the responsibility of painting in addition to their regular duties. At the same time the Union has obtained many improvements in the working conditions within the Stewards Department which allows for a fair proportion of overtime. So, to protect your working conditions and your contract do your own work, and let the other departments do theirs—which includes all of the painting!

Digested Minutes Of SIU Ship Meetings

PONCE DE LEON, July 25— Chairman M. Hansen; Recording Secretary Roy Mullins. M. Hansen was elected Ship's Delegate. Motion made under New Business to investigate the ship's water as to quality and quantity, and to have the Ship's Delegate talk the matter over with the Captain, with the understanding that if it is not taken care of at the first port all Delegates will go to the American consul. Under Good and Welfare there was discussion on making coffee and cleaning the urn. One minute of silence for Brothers lost at sea.



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KATHRYN, July 25 — Chairman Oquendo; Recording Secretary W. Fontan. The Ship's Delegate reported that he had made every effort to have the water cooler fixed without avail. Under New Business F. Morciglio made a motion, seconded by Manuel Rodriguez, to have 100 watt bulbs put in the foc'sles. Motion by Torres, seconded by Estrella, that new and larger fans be installed in every room. Motion by Zaragosa, seconded by F. Morciglio, that a radio be installed in the messhall. All motions carried. One minute of silence for departed Brothers.



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ALCOA CLIPPER, July 28— Chairman Vic Moriana; Recording Secretary M. Greenberg. The Ship's Delegate, Lloyd Blanchard, reported that he had been instructed by the SIU Patrolman to advise the membership to straighten out trip card men who are giving a bad time to the head of their departments. He further informed the members not to wait until sailing day if they are going to quit the ship, and make it hard for the Union to get replacements. It was agreed that he should write suggestions to New York that might help in improving the contract. Report accepted. Motion carried under New Business to have the Patrolman straighten out the Assistant Purser. Motion made to take action against trip cards on their last trip if they foul up their work. Under Good and Welfare Brother Mauffry brought up the subject of purchasing an ice-box to keep the beer cold. The Ship's Delegate stated that a three man committee elected last meeting was looking for one. It was agreed to tax each bottle five cents—which would come to \$90 a trip—to pay for the box. One minute of silence for departed Brothers.



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BESSEMER VICTORY, July 25 — Chairman John Williams; Recording Secretary Andrew J. Martel. The Delegates reported 31 full books and three permits. Motion carried under New Business that each department take its turn in keeping the laundry and reading room clean. Motion made to have the Delegates speak to the First Assistant about getting parts for repairing the crew's refrigerator. One minute of silence for departed Brothers.

ALCOA PURITAN, July 28— Chairman W. Tracy; Recording Secretary C. L. Stringfellow. The minutes of previous meeting read and accepted. Motion Under New Business by Stringfellow, and seconded by McGee, that any man performing aboard ship on sailing day or at sea be brought up on charges. Under Education there was discussion on the injury performing does to the Union. The Ship's Delegate asked all men not familiar with the agreement to read it. Under Good and Welfare members were asked to use common courtesy in ordering meals from Messman. One minute of silence for Brothers lost at sea.

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STEEL SCIENTIST, July 12 — Chairman G. Pierone; Recording Secretary D. O. Harvey. Delegates reports made and accepted. Motion made to set spare table in PO mess for seamen passengers—carried. Under Good and Welfare it was suggested that seamen-passengers be moved into the Cadet's room, and that they be fed after the crew. It was decided to make up a list of stores needed, and that a committee be formed to get shell-back cards for those who crossed the line this trip.



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MALDEN VICTORY, July 29 — Chairman C. Honoroski; Recording Secretary W. J. Walsh. The Engine Delegate reported disputed overtime for Oilers and Wipers. Under New Business, motion carried that the galvanized pots placed on board be replaced with peacetime equipment. Various repairs and additions to the stores and slopchest were discussed.

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SEATRAN NEW JERSEY, June 28— Chairman Chermesino; Recording Secretary Bob Burns. Minutes of previous meeting read and accepted. The Stewards Delegate reported that cots had been left on deck in the last port and asked that they be taken care of hereafter. He asked that men in the department get squared away on their time off. Motion made under New Business by Kelly that men leaving the heads dirty be fined—carried. Under Good and Welfare, the card players were asked to clean the messhall after the games or pay the messboy to do the job. One minute of silence for departed Brothers.

LAHAINA VICTORY, July 18 — Chairman O'Connor; Recording Secretary Brother Hay. Under New Business motion made by Pollins that ship be fumigated in port. Motion carried to inform the Patrolman of the Purser's action in disputing overtime of his own volition, and of his failure to give proper medical attention. Under Good and Welfare, it was suggested that anyone thinking of preferring charges, bring the matter before the meeting first to see if it could be straightened out on the ship. The Stewards Department was complimented on the good chow during the voyage, and it was suggested that a letter be sent to the LOG to this effect. Brother Goering suggested that the First Assistant be brought to the black gang Patrolman's attention. One minute of silence for Brothers lost at sea.

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FELTORE, July 31— Chairman J. H. Jones; Recording Secretary Judson Palmer. The Engine Delegate instructed his department to turn all overtime indirectly to him and not to give it to the Engineers so that he could have it properly checked. Under Good and Welfare the crew was warned not to drink with the officers aboard ship. One minute of silence for departed Brothers.



~ ~ ~
SEATRAN TEXAS, July 25— Chairman William E. Pepper; Recording Secretary Harry J. Stocker. Minutes of previous meeting read and accepted. The Delegates reported the standing of the membership. No beefs. Motion made to instruct the Steward to order buttermilk. Under discussion the Steward pointed out that by ordering more buttermilk there would be less sweet milk allowed. Brother Henry made amendment to try sixty quarts of buttermilk and one hundred quarts of sweet milk. Carried. Motion carried to ask Patrolman to get vacuum-packed coffee aboard. Under Good and Welfare various repairs were discussed. William H. Butts was elected Ship's Delegate. It was suggested that the Ship's Delegate be changed semi-monthly so that all would learn the responsibility of leadership. One minute of silence for lost Brothers.

Get A Receipt

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

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

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

SEAFARER SAM says:



THE NOMINATING PERIOD FOR A & G OFFICERS RUNS UNTIL OCT. 15TH. QUALIFICATIONS FOR CANDIDATES APPEAR ON PAGE 3 OF THIS ISSUE. ALL NOMINATIONS AND PROOF OF ELIGIBILITY MUST BE IN THE OFFICE OF THE SECRETARY-TREASURER NOT LATER THAN OCT. 15 — SO, IF YOU HAVE ANY NOMINATIONS TO MAKE... SEND THEM IN AT ONCE!

CUT and RUN

By HANK

We're still laughing about the super-phony shipowner who got so seasick in his air-conditioned office that he launched a ridiculous pipe-dream for seamen. This landlubbing millionaire tied himself up in watermelon knots in telling the Maritime Commission and the newspapers that if seamen want to raise their standard of living and have job security, pension rights (and perhaps rocket trips some day to the moon) there should be a program where they can join the Naval Reserve—so the government can have these seamen (or stand-by finks) available when required. For strike-breaking or sailing Panamanian ships, may we ask? When will the shipowners start buying and building ships? When will they stop chiseling seamen—especially in fouling up their rights for unemployment benefits? And when will they stop laying up chartered ships thereby throwing thousands of seamen out of jobs?

~ ~ ~
Brother William Robertson, a New Yorker, said he was sailing landlubbing style up to Connecticut to see his shipmate, Brother Johnny Ward, who injured his leg ashore... Brother Richard Martinez, who has been making a home out of the Del Norte as Deck Steward, was in town and out again last week. Smooth sailing every 47 days to you and the crew... Chief Steward Thomas "Pops" Foster aboard the MV Gadsden wrote a swell letter from Turkey—praising the crew, the skipper, the mate and the hand painted pottery of Turkey... Brother Ed Larkin writes saying he's learning to speak pidgin Venezuelan down in Las Piedras. He also mentions that Alcoa ships hit Amuay Bay down there and that he will recommend a few places where the LOGS can be mailed.

~ ~ ~
The following Brothers will receive the weekly LOG mailed free of cost to their homes: Lynn Gilmore of Pennsylvania, Eugene Conrad of Wisconsin, F. L. Carson of North Carolina, Henry King of New York, Albert De Forest of New York, Ray Tusing of Oklahoma, Dennis Saunders of New York, T. E. Frazier of Virginia, Victor Engel of New Jersey.

~ ~ ~
Brother Norman Kirk sent in the following item: He says, "When making the port of Baltimore take it on the slow-bell, Brothers. Brother H. Johannsen was taking it on the full-ahead one night and woke up the following morning in an embarrassing situation. Beware, Brothers, take it on the slow-bell"... Here are some oldtimers who may still be in town: Bosun J. Pasinosky, Chief Cook L. Lopez, H. J. Lamy, J. D. Lane, Jack Kirby, V. Erikson, J. Bibeau, H. Philip, A. Silvestri, W. Lieberman, V. Hammargrenn, E. Gibbs and J. Prabs.

~ ~ ~
Brothers, before you go to the hospital read your shipping rules. Read them, observe them. If you're still confused, have them explained by the officials. Don't handicap yourselves and there won't be any beefs... Brothers, the West Coast maritime strike is no joke. The shipowners, with the help of the Taft-Hartley Law, have created a crisis and are wrecking a part of our shrinking merchant marine in order to destroy the unions. If the special session of Congress doesn't settle this strictly collective bargaining dispute, then the suddenly patriotic shipowners should be a little more ridiculous and turn the whole thing over to the United Nations.

THE MEMBERSHIP SPEAKS



Seafarer Analyzes War-Made Mates; His Diagnosis: Anti-Foc'sle Fever

To the Editor:

On the majority of the ships, it is surprising to see how young the Chief Mates are. They are mostly in their twenties or early thirties. Some of them are very fine fellows, who have very good judgment, are reasonable, and get along fine with their crews. Such mates are a credit to their profession. We wish them the best and hope they reach the top of the ladder and, in due time, become Masters of ships.

But there is another type of Chief Mate that we can not speak so well about. Lacking knowledge of the job he is filling and using screwball tactics. He is a disgrace to the industry. The majority of men in this class are wartime products who should learn more about seamanship before sailing as mate in the first place.

He likes to impress the crew that he knows all about the ship. Some even tell you that they graduated from the foc'sle, but if you dig up their past you find that they only stayed in the foc'sle long enough to get the sea time for their licenses. That means that just when they were beginning to learn something about seamanship, they deserted the gang for the bridge.

QUICK BOOST

This type of mate is very proud of his accomplishment, for he sees himself on a job that, before the war, took the old-time mates years to achieve.

You see him walking around the decks with more airs than an admiral, and you see the weird schemes that he tries to work on the crew. He claims that he wants to improve the ship when he changes everything around just to be different from the mate who was there before him.

He wants to make a hit with the company, so he fails to order tools that are needed to keep the expenses down. Then he sings the song about having to do the best we can with the tools we have.

He has such an inferiority complex that he doesn't like to have an oldtime sailor on the gang. When he gets one, he rides him, in the hope that he will quit, and if he doesn't, he fires him at the end of the trip.

Young fellows, like himself, are what he wants—the ones that he can kid with and at the same time put things over on without getting into trouble with the Union. Unfortunately, the majority of young seamen don't know the Union rules very well, and let this type character get away with almost anything.

As to knowing how to keep up a ship, he has very little ability, and comes out with schemes, which he thinks are new, but in reality were proven impractical years ago by experienced men.

I know of a mate who wanted to give the main deck a coat of

tar under the red deck paint. Just think what a beautiful deck he would have when the heat of the sun melted the tar and it came out through the red paint! As it was he didn't get to do it, for the Bosun showed him what would happen.

PLUG 'EM UP

Another mate wanted to keep the ship's side spotless, so he had Chips plug all the deck scuppers with cement to keep the water from running over the side! Everytime it rained, the decks were flooded and of course he never could keep the ship's side clean.

Again, this type mate thinks that he is going to have good weather all the time, and can't seem to catch onto the trick of keeping ahead of the game on the work. As a result, when the bad weather comes and the crew can't work on deck, he gets mad about it, and is ready to take it out on the first man that comes in contact with him—usually that man is the Bosun or the Carpenter. This is another reason "why Bosuns get grey."

He runs around the decks like a chicken with its head cut off. The majority of the Captains don't interfere with the mate, even if they know he is incompetent, for they want to keep peace in the family. So, Mister Mate is the lord of the deck,

and makes things miserable for the deck force.

It is of no use to try to get along with this type of mate. The only way to deal with him is to report him to the Union officials when you get in. They will contact the company, and in due time the mate will get a letter calling him down. You would be surprised how these jaspers change over night when the company reprimands them.

(Name Withheld)

ELBOW GREASE WITH A SMILE



Two unidentified crew members of the SS Gadsden, American-Eastern's "heavy-lift" locomotive carrier, are demonstrating how an SIU crew keeps a ship in good shape. Photo was submitted by Seafarer Nagy. The Gadsden is making a series of voyages to Turkey.

Wartime SIU Member Asks Info On AB Blue Tickets

To the Editor:

Enclosed find one dollar in appreciation for my weekly copy of the LOG. I haven't sailed since the war, but I like to keep up with the news. Congratulations on the better working conditions and wages. I think the SIU will grow and prosper as long as they continue to be fair in all dealings, and democratic within the membership.

I would like to ask a question: I hold a wartime AB certificate with discharges totaling a little over a year of actual sea time. Should I send in my ticket for a new one-year ticket, even though I am not planning on going to sea in the near future?

If you think I should, can it be done in Baltimore, and if so, where?

Leighton S. Bishop

(Ed. Note: According to the Shipping Commissioner in New York, men holding wartime AB certificates will be signed on, where there is an opening, as a "short time" or blue AB ticket holder. Therefore, if you hold such a wartime ticket, there is no point in changing it until you have the required three years sea-time to get an unlimited ticket. As to the second ques-

tion, all matters pertaining to the issue or re-issue of certificates, in Baltimore or elsewhere, are handled through the local offices of the U.S. Coast Guard.)

FINDS HUGER TOPS, EXPECTS NO TURNOVER

To the Editor:

I have just made a trip to Hamburg on the SS Daniel Huger. This is one of the best crews I have seen in some time. We have a few oldtimers including Guy Whitehurst, John Schupstiks, Bill Higgs, and Johnny Nordstrom.

There is a swell topside on this ship too. I would especially like to recommend Captain A. C. Klop. He is one of the best Skippers I have ever sailed with, not at all like those who won't give a Seafarer the right time of day.

There is no friction on the ship and everything runs very smoothly. Most of the gang has been on here more than one trip. A guy sure can't go wrong to grab this ship—if there are any replacements.

Red Darley
Deck Delegate

Warns Of Travel Shakedown Operating In Port Mobile

To the Editor:

Three SIU Brothers, Del Arnold, A. Goldarb and I, were waiting for a taxi in Mobile recently, to go to the bus depot, when we fell into conversation with a fellow named Jimmie Williamson, who was driving up to West Virginia.

We mentioned that we were going to New York, and he asked us if we would like to share expenses going up. We struck up a deal at \$30 a piece.

This required the man to drive on up to New York and back to West Virginia.

We had just loaded our bags in the car and were waiting for Williamson to get in, when Stanley Russel, who runs the Dixie Auto Travel Service (not to be confused with the Dixie Taxi Service run by Joe Palooka), drove up behind us.

He told us that we couldn't make this trip because Williamson wasn't licensed to carry passengers. He passed out his business cards and stated that he would take us for \$50. He told Williamson's wife that if we did go, he would charge Williamson \$10 for each of us for letting him take us.

NO UNION

We were going to dump the guy when Williamson said he would talk to him. I asked him if he were organized, and he said no, he didn't have to be organized. He showed us passes from Steamship companies—Isthmian, Luckenbach and Lykes Brothers.

We told him that we would make the trip whether he liked it or not. He said, threateningly, we'll see about that. We drove off.

We had just left the city limits of Mobile when we saw his car following us with three or four more men inside. The car followed us for a while, but we headed for the Florida state line, and lost it just before we got there.

The trip went along all right after that. This is just a warning to the membership of the kind of a skin-racket this fellow is running down there. We advise all not to patronize him.

Clarence Doby, AS

OVER ILLNESS, BROTHER LOOKS TO SEA AGAIN

To the Editor:

Due to illness I have been at home for a few months, but am about ready to sail again now.

I would appreciate having the LOG mailed to me so that I can try to pick a good port with a lot of shipping (I hope), and also be able to try and locate some of my shipmates.

I would very much appreciate a copy of the new agreement, and wage scale, if you have one handy.

Melvin B. Long
Emporia, Florida

(Ed. Note: The LOG is being mailed to you weekly, and a copy of the new agreement and wage-scale will be sent promptly.)

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.



This Seafarer is identified as "Henry, AB" by the Gadsden's Steward, Frank Gardner, who took this picture. Gardner says Henry was a good seaman and a good poker player.

Thanks Crew For Stake

To the Editor:

When you're down in Mobile and have business in New York, but don't have the necessary shekles for the bus fare, what can you do? Sometimes that is a tough question to answer.

But if you happen to be a friend of the crew of the Daniel Huger, you've got an ace in the hole. I want to thank this crew for the collection they took up that helped me out when I needed it. Thanks, boys!

"Tiny" Mease

Build Up The Union Funds, Ex-Miner Advises Seafarers

To the Editor:

Here is what I think: You did not ask me, but I have heard much about the \$10 question—so here it is!

When I was a coal miner years ago, we had no strike fund, and were little better off than peons. Today look at the miners! And the strike fund is the heavy hammer. So, say I, make it \$20.

I am not a book man yet; but my only hope is that I will be soon, for the SIU is the tops, and the more money we have in the kick, the harder we can kick!

Here is a little info on our Bosun and his pal Duffy. Brother Engals is the Bosun's name—late of the Caleb Strong—and in Trieste, Italy, Boats and his pal go ashore and meet up with the girls. Of course, they get stewed—really gassed up—and Duffy steals Boats' gal. I found him crying in his beer!

COULDN'T BE BEAT

All hands had a good time. The Captain, Rasanack I think his name was, was a good guy. In fact it was the best SIU crew I have sailed with so far. The Engine crew was good, and the Steward was a swell guy.

LOG 'TICKLES' SIU PATRONS OF TEXAS BAR

To the Editor:

Here's thanks for the weekly issue of the LOG that we receive here. Although a little late by the time it gets down this far, lots of the Brothers are glad to run across back issues.

For instance, Brother Perry, Steward of the Bull Line, SS Carolyn, was very much pleased to see his picture and comment in the September 3 issue of "Here's What I Think."

Another was Brother Ferrara, who was tickled to see your correction in the August 20 issue of the same column in reference to the cross-up in names.

So, thanking you and the Union for your courtesy, we're hoping that we'll continue to receive the SEAFARERS LOG.

SIU Members
The Texas Bar
San Juan, PR

I did hear a little complaint about him, but I can't see how he could have done better. The Chief Cook (I never could pronounce his name) was okay. In fact the Stewards Department was as good as could be expected.

Now you asked for this in the LOG; so from now on you can expect to hear from me each trip. I have been holding back waiting for the other guys to write something for us.

But I suppose they were like me, afraid that it was not good enough for the LOG. Don't forget what I said—make it \$20 next time; for in the next two years, we must gird for the battle, and I mean battle. No holds barred. A real live Union is always looking ahead.

And the SIU has blazed the trail. A good motto would be: "We lead—Others follow!"

So good so far. Thanks for the \$12.50. Well done!

W. G. (Pop) Rennie

Brrrr!



This is a reminder: Cold weather's coming. Seafarer Glen Vinson snapped this picture last winter aboard the SS Steel Navigator in New York right after the Big Snow. Gives you the shivers.

Member In Hospital Urges Support Of General Fund

To the Editor:

I am writing this letter to the LOG to urge all members to vote in favor of the new General Fund Assessment, as a means of union security.

I am an oldtimer who was a union man before joining the SIU, and I know of the many hard struggles that we have had to suffer to gain what we now have. We must protect those gains.

The shipowners are very wealthy, and are able to hold out against us unless we are prepared financially to hold out, too. To the new members who don't know, I could tell of the many changes since I first started to sea; but it is too much to attempt to tell in one article to the LOG. So I urge all permitmen to get the dope directly from some oldtimer who will be glad to inform them—for he knows that the permit men of today are the membership of tomorrow, upon whom will fall the duty of running the Union. Each

will then have his own obligation to the membership.

It is true that today we are in better condition than any other maritime union, so let's work hard and keep it that way.

KEEP UP WORK

Now while I am at it, let me salute the New Orleans Branch for their help toward the membership in regard to hospital service. I have been confined in the New Orleans Hospital for a long time, and all have been ready to offer me help. They have kept up their weekly visits, bringing the hospital benefits, and keeping us up to date on what is going on. I hope that members in other hospitals are treated as well by the officials of the Union, and thought as much of as we are by this branch.

Brother Paul Warren is making the visits now, and he has distributed Union Literature around the hospital. The booklet on charges is new to me, and I hope all will read it and abide by it. It will be helpful to all. I know, for I have almost been a victim of phony charges. Not that I was guilty, but the head of my department saw a chance to get even with me for something that happened ashore.

It didn't work though, thanks to the alert Brothers of the crew of the ship at that time.

Say hello to the gang at the Council Bar, and thanks for everything.

J. W. Dennis

Keep Her Steady As She Goes

We all know that the Seafarers is tops in the maritime field, and has the best contracts and conditions. We got to be that way the hard way—and let's keep it the way it is.

Here are some of the things you can do:

1. Hold regular shipboard meetings
2. Attend the shoreside meetings, and take an active part in them. Bring up your beefs before the membership, not in a ginmill.
3. Keep those gashounds and performers under control. They are among the Union's worst enemies.
4. Do your job to the best of your ability.
5. Don't take time off unless you are authorized by the department head.

Asks Question On Painting; Patrolman Gives SIU Stand

(Ed. Note: Because of the many questions raised on the subject of Stewards Department painting, the following typical letter is answered by Patrolman Freddie Stewart with the hope that this will clear the air in this matter.)

To the Editor:

Kindly print the enclosed article in reference to article printed in the September 10 LOG by Brother Freddie Stewart.

We, the members of the Stewards Department aboard the SS Canton Victory, now lying at the Brooklyn Army Base, wish to disagree wholly with your statement concerning the painting that normally was done by members of our Department. Our whole Department is 100 percent book members, and as such we feel we have the right to express our views concerning this very important matter in reference to our painting.

Our contract reads that we are not required to paint without the payment of overtime. But it definitely does not state that we cannot paint. It is true that the Union has brought about good conditions for us, but we have plenty of time in our off-hours to sougee and paint with the permission of the Master aboard, and also with the full approval of our Union Brothers in the Deck Department.

WANT SHIP CLEAN

As an SIU-contracted ship, it is our full duty to have a clean ship at all times, and if our Captain wishes us to paint to keep our ship in shape, we feel that we shall paint as long as we have capable painters aboard.

The Deck Department has plenty of painting to do, with overtime, which normally would not interfere with our painting. We feel Brother Stewart's article was strictly against our Union contract as there is no reason given in it for him to base his opinion on.

Sixty percent of our overtime has been derived from sougeeing and painting, and therefore we feel that where a man is capable of doing such work, he should be permitted to do it.

Joseph W. Labrosse
Stewards Dept. Delegate
SS Canton Victory

To the Editor:

I hope this will serve as a double-barreled answer to the questions that have been raised in regard to Stewards Department painting.

The Seafarers International Union has fought to divorce painting from the routine duties of the Stewards Department. At the same time the Negotiating Committees have been successful in the fight for substantial wages which would necessitate men in the Department not painting or doing other alien work in order to boost their pay.

Article V, Section 16, chipping, scaling, and painting, specifically states: "Members of the Stewards Department shall not be required to chip, scale or paint."

This section is in line with the Union's effort to force the employers to equalize work sufficiently to render overtime work unnecessary. Back of this is the desire, first, to distribute work among as many people as possible; and second, to protect Union members, as human beings, from excessively long and irregular hours of work.

One major objective of the whole labor movement has been to shorten hours of work. The SIU has done this, and at the same time has forced regular wages up far above what used to be earned even with long hours of overtime.

A direct result of shortened hours has been increased manning scales. In the Stewards Department there has been added the Night Cook and Baker, Pantryman, and Utility Man, whose routine work, only a short time back, was overtime for the few men that were required to do it.

Take a look at the wage pattern this Union has set from 1944 to 1948, as printed on the back page of the LOG, September 24, wherein, for example, a Messman saw his wages boosted from \$87.50 to \$189.97 per month. What reasonable Union man would jeopardize this program by haggling over painting overtime?

Freddie Stewart

OS Asks Clarification On Books

To the Editor:

I am a permitman who has been in the Union over two and a half years on deck. You had an article in your September 17, LOG, called "From The Sixth Deck," by Eddie Bender, in which he has listed the qualifications for membership—if and when the books are opened.

On his third qualification he has, "a rating other than Messman, Ordinary Seaman, or Wiper." Now I am an Ordinary Seaman who cannot get an AB ticket, because of the eye test that the Coast Guard gives you. But I would like to get a book.

Would you please put this in the SEAFARERS LOG, for I believe that many other Brothers are in the same spot, and I would like this to come before the membership.

Harry I. Lowther

(Ed. Note: Eddie Bender clarified this by pointing out that an Ordinary Seaman who cannot get his AB ticket, but

who has sailed in the SIU for three years, and who has obtained his Bosun's endorsement from the Coast Guard (which they issue on 18 months sea time), as allowed to register and sail as Bosun. Thus, in this case, Brother Lowther will be eligible to sail as Bosun and get a book, if the books are then open, after sailing another six months.)

A YEAR AGO ON THE MOCZKOWSKI



Snapped aboard the SS Richard Moczowski last winter are (left) Walter Bentkowski, Wiper, and Henry Ford Tanner. The ship was under Bernstein's house flag at the time but is in the boneyard now. Bentkowski wants his old friends to know that he can be reached at 6022 Duffield, Philadelphia 24, Pennsylvania.

Membership Views On SIU's New Transportation Rule

(Ed. Note: Following are two letters on the new transportation rule adopted by the membership at meetings in all ports. The rule was proposed and adopted for the purpose of providing a greater turnover of men on the beach and also to encourage companies to put more ships in service and thus provide more jobs. The rule is that men returning from a foreign trip who are due transportation money must accept the money and pile off the ship.)

To the Editor:

We have just paid off in New York after a six weeks trip to Hamburg from New Orleans, and I wish to report a very good trip with a clean pay-off.

Since this letter is in a more or less critical vein, I hardly expect to see it in the LOG, yet being a member of this democratic organization I feel that I have a perfect right to voice my personal opinion.

(Ed. Note: The LOG is the voice of the Union, and as such welcomes critical opinion from the membership. All such letters are printed.)

During this trip the new contract went into effect. Practically the whole deck crew wanted to make another trip, since this one was of such short duration and all had been on the beach for several weeks before getting the ship. Thus we only stood to pay off with "peanuts."

Personally, I was in debt, and one more trip would have gotten me out of the red. On my previous trip, we were on articles only 28 days when the ship went into the boneyard. Following this, I was on the beach six weeks before getting out on this one, for Bosun jobs are not so numerous as one might think.

CREW TAKES SIMILAR VIEW

To the Editor:

We, the undersigned members of the SS South Star, do hereby strongly oppose this new amendment to the transportation rider in our present agreement, which requires that all members must accept transportation and get off the ship, regardless of the length of the trip.

This amendment counteracts our hard won gains for transportation money which we gained in 1946, and thereby makes it virtually impossible to obtain vacation pay, and makes our vacation clause in our agreement absolutely useless.

We therefore recommend that no radical changes be made in the transportation rider in our agreement, or shipping rules, without a ballot vote being taken up and down the A&G coast over a period of 60 days. We

SAYS NORFOLK HOTEL OFFERS GOOD DEAL

To the Editor:

I am taking advantage of this opportunity to let the rank and file of the SIU know of the hospitality, courtesy and reduced rates being granted to bona-fide seamen at the Victoria Hotel, Norfolk. Many Brothers as well as myself have put up here. There is a good restaurant in conjunction.

These people have donated financially to the Seafarers cause on several occasions, and it behooves us to patronize them.

I advise all SIU men to contact Agent Ben Reese upon arrival in Norfolk about this Hotel, for he assisted in getting these conditions and is familiar with the set-up.

Frank S. Mitchell, Sr.

Now, after six weeks, I'm back on the beach trying to get another ship, and stalling my creditors.

LONG CAREER

I can show discharges that cover my entire career as a seaman since 1939. They show that I have 75 percent sea time during this period. I have responsibilities and must work. I simply cannot live on the beach.

My personal opinion is that there should be a provision made that a man can stay on the vessel at least 90 days—since one of the cardinal principles of unionism is job security.

I believe that this idea should be kicked around and discussed. I talked to at least 50 members yesterday, and not one was aware of the fact that this provision was now a Union rule.

We had the best Night Cook and Baker on this trip that I have ever had the pleasure of sailing with. We had hot cinnamon rolls or coffee rolls every morning for breakfast, hot rolls for lunch, and hot French bread for dinner every day. His cakes and pastries were not only very good, but plentiful. Thanks a lot, Eddie Rohde, you were really on the ball.

William L. Kuschke

think this would only be fair to the majority of our members who are at sea.

We do hereby relate an example of what this new amendment would mean: Take a man who has been on the beach for at least 60 days. He takes a ship going to a European port for an estimated trip of from thirty to forty days. The man is probably in debt for half of his payoff before he starts. He arrives back in the States to a port in another transportation zone, and has to accept transportation and pile off the ship in accordance to this new amendment.

OTHER OPINIONS?

This man has nothing to look forward to but going right back into debt again. Therefore, we would like to know how other members feel in regards to this amendment. We hereby recommend other Brother members to clarify their feelings by writing to the SEAFARERS LOG. We recommend that all names signed below be printed in the LOG, and that a copy of this letter be posted on all notice boards in SIU Halls up and down the A&G coast.

Signed:

Edgar G. Bukman, Alexander Janes, James H. Nelson, Robert Woodward, Robert M. Godwin, Charles R. Gilbert, William M. Todd, Henry Lanier, John Shukas, J. E. Barringer, J. W. Mason, Ismael Galares, F. Danan, John V. Rooney, C. O. Mreguy, R. O. Carter, C. W. Palmer, Jack D. Brown, Rowland R. Williams, John Ulas, Peter M. Desposito, Harry Porter, Valentine Benepart, Marion J. Akins, James J. Boland, Louis A. Romero, Arza Smith, Edwin R. Fitzgerald, John Cohul, Robert G. Hauptfleisch, George Santo.

DOCKSIDE IN BAIE CAMEAU



Taking the late summer sun in Baie Cameau, the Canadian paper port, are two crewmen from the SS Colabee. At left is an unidentified Fireman, at right is Benson, the Watertender.

'The Voice Of The Sea'

By SALTY DICK

What month of the year do the SIU seamen talk the least? (February — only 28) . . . Some time ago you probably saw a cartoon of me with a flash-light going ashore at Curacao. The reason I took a flashlight ashore was because it was dark, and for no other reason. The boys are still kidding me. . . . Has anyone seen Pete Lola, the Greek? The last time I saw him was in Boston in 1945. He was at the Silver Dollar drinking champagne. Today he's probably drinking 7-Up.

Charles Fischer from Brooklyn once told me the wedding bells were getting louder in his ears every day. (Flash! I now hear he has a wife in England.) . . . What happened to the beautiful plans the Arnold Bernstein Co. had? Have you heard any more rumors? . . . It pays to buy Argentine pesos in Brazil or Uruguay. In BA there's a law they can't sell it over six. . . . Eddie (Whitey) Misloskey from Boston is one guy I can't locate. The last time I saw him was at the dog-house (Seamen's Church Institute) laughing at a Mickey Mouse movie. He really got a bang out of Mickey.

LIKES DOGS

I have always enjoyed having a dog on board for mascot. The average seaman seems to enjoy having animals around. I'll never forget the trip I made in 1941 on the SS West Imboden to East Africa. A deck hand had a gorilla for a pet and one afternoon, while I was taking a siesta, I heard a noise and awakened to see this monster coming through the porthole toward me. A wise guy had locked the door and I was trapped. I still say I'll take the dog or cat for a pet.

Watch your step at Santos, Brazil. The Customs want a declaration of everything. Too much business is going on, they say. . . . Who's the guy who's afraid to make a long distance phone call for fear the cost would be too great? He stutters. . . . Do you know what Santos means? The translation is Saints — and you and I know what Saints they are. . . . I believe the day is near when a certain maritime union will break up. Too much friction

will cause a fire. . . . Do you think Napoli, Italy, is the world's most beautiful harbor? If not, tell Leo Monset, 2nd Steward.

You'll be surprised to learn why the audiences in Brazilian movie houses laugh when Bing Crosby boo-boos. Ask when there. . . . Saw a gal in Brazil who fell in love with Bing Crosby. She wrote to him, and Bing sent her his picture. She paid \$13 for a picture frame. She was bored stiff when I couldn't sing. . . . I wonder if a foreign money exchange run by the Union would be a benefit? Does any one know? . . . Since I read George Swift's article about Boca Grande on Gasparilla Island, Florida, I've been thinking of going there. One of the boys got hooked up there and is now driving a Cadillac. I'll be satisfied with an old Ford.

Corsair Men Present Gifts To Wedding, Stork Arrival

To the Editor:

The good ship Alcoa Corsair has once again proved itself to be one of the best SIU contracted ships. If not the best! It has the ability to come through on anything from birth to marriage.

A large bouquet of flowers and a dozen telegrams was sent to Mrs. Joseph Martello, wife of our SIU Dispatcher in the port of New Orleans, on the birth of a future SIU Stewardess.

WED-LOCKED

Gone, but not forgotten, our former Ship's Delegate, Danny Byrne, left us for the holy bonds of matrimony, with a vote of thanks for a job well done, and with four months house rent paid by the crew in appreciation. And, as we sent him on his merry way on the doubtful sea of matrimony with our best regards, we voted out of our ship's fund \$100.00 as part payment for the movie projector for the New Orleans Hall. Now we can all enjoy ourselves whenever we have the misfortune to lose our home on here.

The baseball team, which has won three games so far this sea-

Feels Fund Rise Gives SIU Power Over Shipowners

To the Editor:

Just a few lines in regard to the \$10 General Fund Assessment. I am speaking from a viewpoint that concerns all our SIU Brothers who may not realize what a valuable issue this is.

I always have been in favor of building up a General Fund so that when our Negotiating Committee faced the ship operators about renewing our contracts, they wouldn't hesitate one minute because they will know that we have a reserve fund to feed and sleep our brothers longer than the operators can hold out.

Why? Because this \$10 assessment guarantees and assures each and every seaman that he will have a place to sleep and eat every day that his ship is tied up. And, Brothers, that is one swell consolation, especially for Brothers who may be thousands of miles away from home when and if a strike is called.

SURE OF VICTORY

I have been an active member of the SIU here in New Orleans, and I have seen some tough times here on the picket lines, but I always knew that our Negotiating Committee would come through with banners flying proudly, hailing another SIU victory.

They have never lost out in a major dispute yet—and, Brothers, that is the tradition of the SIU! So let's all put our shoulders to the wheel and go down the line and vote "Yes" for a \$10 General Fund Assessment. Let's insure our security and keep the SIU banner flying high at all times, hailing our leadership. Smooth sailing!

Victor Miorana

son, and still remains undefeated, will break out in our new uniforms next trip—thanks to our Stewardess, Jennie Rizzuto, Ship's Secretary-Treasurer.

SNAPPY UNIFORMS

The traditional white caps with the letters SIU sewed on them and sweaters with the word "Seafarers" across the chest, will be the uniforms. We will forward the LOG a picture of the team in the near future.

In our shipboard meeting for September 5 the crew went on record one hundred percent to concur with the New Orleans recommendation for the new General Fund Assessment of \$10. Thanks to the foresightedness of our SIU officials, we have not had to hit the bricks to obtain our new contract. This General Fund Assessment might keep us from having to hit them two years from now. Money talks any time!

Charles O. Lee
Ship's Delegate





Shore Job

By BILL GILSTRAP

The waterfront is far away,
And the morning streets are
quietly sleeping;
But I see a big ship push her
way,
And hear her engines leaping.

Clear in the dawn-light on the
sea,
Roll with the swells, the mast-
heads bobbing;
Changing watch walking down
the lee,
And the glistening staylines
sobbing.

Break out plain in the morning
mist,
Decks washed clean to hail the
dawning,
Sleepy fireman knuckling his
fist,
To greet the day with his
yawning.

The job's secure without a
slip,
And the bonds are good, the
gain unailing;
But I'd give it all to ride a
ship,
No matter where she's sailing.

AFOUNDRIA'S WINCH REPAIRMAN



The Deck Engineer of Waterman's SS Afoundria pauses long enough to have his picture taken. He's working on one of the winches. Photo was submitted by Jerry Palmer.

Says Santos Bar Owner Is SIU Pal

To the Editor:

Just a few words about Manuel Lopers who runs a gin mill in Santos, Brazil—The America Bar.

This Bar has been open since 1936, and it has been patronized by many members of the Seafarers who touch this Port. To-

day all the Mississippi scows make Santos, and there are many SIU men who run steadily to South America. They all stop at the America Bar to pick up a SEAFARERS LOG, and to change their money with Manuel Lopers, who gives the best figure in Santos.

Some fellows buy their stamps and mail their letters with other Seafarers over a glass of beer. You don't have to worry about being rolled here, for Manuel Lopers is known to all seamen and depends on seamen's trade. He was a seaman himself before he opened this place.

He told us stories about seamen who have missed their ships in Santos, or have made the jail, or gotten into jams, and have found Manuel ready to help them out with money for food and a place to sleep.

I asked him if these men ever paid him back. He said yes, that they always come back. He has found seamen to be trustworthy and honest. He sends word that he would like to see Moon Kouns, who used to entertain with his singing, and some of the other boys who haven't been down that way for a while.

Crewmember
SS Del Rio

sheets, mattresses and clean pillow covers. The foc'sles are bigger and better ventilated than ever. We have more nourishing and palatable meals, and the best of all—we have representatives ashore fighting at all times for our justful rights, better conditions and higher wages. We have, in most cases, the respect of the employers and officers for whom we work.

We have indeed gone a long way since the days of Andrew Furuseth, but there are bigger fights ahead of us than ever before. When they come, remember what millions of seamen have sacrificed to enable us to have the conditions we enjoy at present.

Then we will realize that nothing is too much to give when it is for something we believe in.

J. F. Wunderlich, Jr.

Feels Honor Due Men Who Paved Way

To the Editor:

Andrew Furuseth, our famous forefather of seamen's unions said, when told that he would be jailed if he did not discontinue his activity on behalf of the seamen who at that time were suffering beyond human endurance, "They can not put me in a smaller room than I have always lived in. They can not give me food simpler than I have always eaten. They can not make me any lonelier than I have always been. Let them come!"

Whenever I remember the spirit of this great fighter for a fair living for seamen, I realize how small my donation in the present-day struggle will always be alongside his enormous sacrifice.

We have gone a long way since then. Our bunks have clean

Crew's United Effort Nets Water Cooler, Soft Sacks

To the Editor:

Fellow Brothers, here are some beefs that I found on the SS Anniston City—Isthmian—when I boarded the old lady on September 18th. Although this ship has been going to the Persian Gulf, she has never had drinking fountains. It seems although the men who have been on this ship could stand drinking hot water, or else they went through the trouble of getting ice cubes to cool their water every time they took a drink. I wonder what happened when they ran out of ice-cubes? Did they sit down and wait for the machine to make some more?

When we asked the company representative for water coolers he said that the other men had gone without cold water and we could do likewise. However, after we talked it over we got one in our messhall. Note: The officers got one too.

With a little bickering we were able to get mattresses and pillows. Also we received four cases of books and two bundles of magazines.

I would like to add, that the men who made the last trip left this ship in a general mess. Gear was all over the decks, the mess-rooms were filthy, the foc'sles were full of everything from spirit bottles to nuts and bolts. I hope that the next ship these fellows get off the they leave in better condition than they did this one. Give the next guy a break, will you?

Also they could have left us some sort of a repair list so we could have had things done when we had a chance. As it is the inconvenience that they went through on the last run, we will have to endure on this trip. All of this could easily have been avoided if they had left a repair list.

While I'm in the mood for

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.

Hold those shipboard meetings regularly, and send those minutes in as soon as possible. That's the SIU way!

writing, I will make a suggestion. If it is good let it be printed.

How about publishing in the LOG the rate of exchange of all moneys of different countries? I believe that it would help avoid a lot of confusion and from time to time, whenever a change is made because of inflation, it could be published. This would prevent seamen from being cheated when they change their American money.

This is the first time that I have sent an article to the LOG, but it won't be the last. If this proves to be a good ship, I will stay on for another trip, so you are bound to read more about us soon.

John C. Vega

(Ed. Note: Money exchange varies from day to day in many countries, and, furthermore, the disparity between official and un-official rates is so great, that it is impossible for a weekly paper to keep up with exchange values. Each man can learn the local exchange rate when he hits a foreign port by reading the daily papers or by checking with the American Express, a bank or a reputable business concern.)

Savannah Hospital Cures 'Hopeless' SIU Patient

To the Editor:

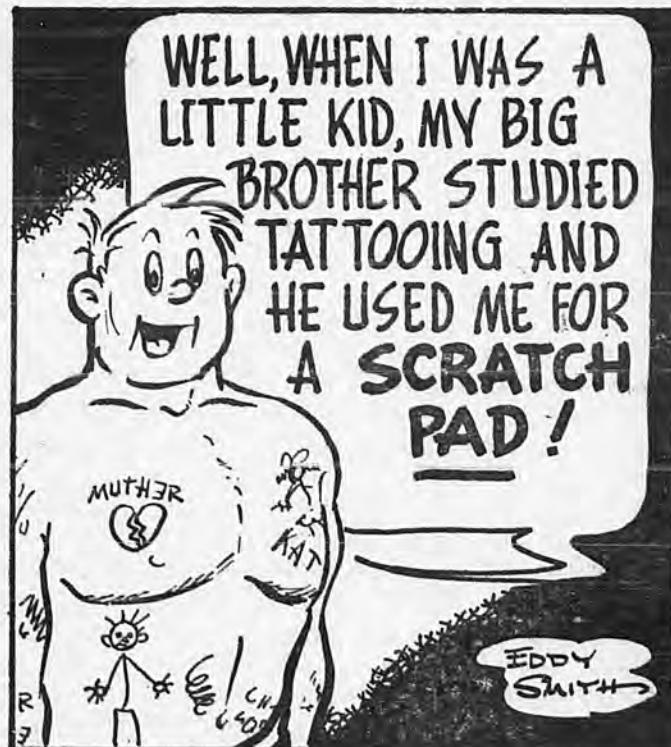
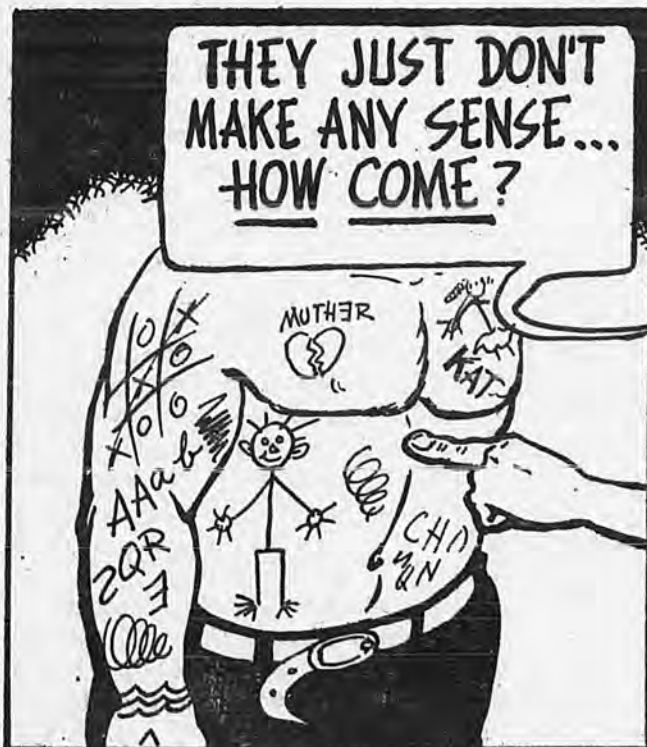
Doctor Rogers and his staff of the Marine Hospital, Savannah, Georgia, cannot be praised too highly for the wonderful job they have done in restoring me to health.

After the staff of the Hospitals in Washington, D.C., Baltimore, and Norfolk had turned down my case as hopeless, I checked in at Savannah. Seeing the possibility of a successful operation, though an unusual one, Dr. Rogers gave the word, and I was wheeled into the operating room.

Eight days later I was up running around the wards and offering to take on any one twice my weight for three rounds.

I must report that the Savannah Hospital is tops in food, that its doctors are the best, the nurses cute, and that the penicillin needles have cushions on them.

Ray A. Kaiser



Seafarers Contract Would Have Saved Cities Service Crewman

(Continued from Page 3)

He was not tied in nor did he have anything which to grip. Suddenly the ship pitched. The lifeboat swung out from its moorings and pitched Eddy into the sea. It had happened so quickly that the whole deck gang had not yet arrived on deck.

Immediately "man overboard" was sounded. The crew, attempting a rescue, worked its way along the rail with great difficulty and threw lifelines into the sea. Eddy was seen in the seas for a brief moment and then disappeared.

The deck gang stood along the rails watching the churning seas for any sign of Eddy, but he did not reappear. The Captain, informed of the accident, reversed the ship but the search was futile.

SLOW RESPONSE

The Seafarer who told the story stated that no general alarm was sounded when Eddy went overboard, and it was almost two hours after his disappearance before the rest of the crew was called to lookout positions.

Also, the Seafarer pointed out, at the time the deck gang first went on deck the men tried to tell the Mate and Bosun that it was too dangerous to work, but they would not listen.

Instead of being cautious, Eddy was allowed to go to a very dangerous position. It was especially foolhardy, the Brother stated, inasmuch as Eddy was making only his second trip to sea and, in addition to being inexperienced, was unaware of the danger involved. Thus he did not hesitate when shunted out on the pitching deck.

After a search of several hours for any signs of Eddy, part of the crew was posted as lookouts and the Mate then returned the deck crew to the job of lashing down the lifeboat.

POORLY DONE

The boat was secured, but in a manner never seen before by most of the experienced men aboard.

The deck work wasn't completed, however, as the Mate then turned the men to securing the other lifeboats which, by then, had broken loose from their cradles.

If anything had been learned

by the loss of Eddy, it was soon forgotten. When the deck men approached No. 4 lifeboat, the Mate ordered one of the seamen to take the same position Eddy had held earlier.

The man, an oldtimer, refused, and in strong language told the Mate and Bosun what he thought of their seamanship.

The Brother who related the story to the LOG showed complete agreement with the oldtimer. The Bosun, he stated, like the Mate, knew practically nothing about securing boats. SIU oldtimers aboard the ship explained to them the proper way to lash down a boat for foul weather.

SOUND ADVICE

The crew pointed out that running a cable from the padeyes across the boat's gunwales to the deck and set with a turnbuckle would secure a boat for the wildest blow.

Instead of this, the Mate and Bosun used their own unorthodox method (see cut). By the time the job was finished, the pelican hooks on the boats were broken and long gashes had been ripped in the bottoms of

the boats. None could have been used in an emergency.

The loss of Eddy and the damage to the boats and the bulkheads would not have taken place had the ship been properly secured before leaving port, the Brother stated.

The company, however, will never feel obligated to do these things without the SIU seeing to it that all provisions for safety at sea are met, the Brother pointed out.

SIU IS EFFICIENT

Moreover, he said, a Bosun such as was aboard would never be sent from an SIU Hall. Any SIU Bosun would know his job and have the guts to stand up to an incompetent Mate who threatens the lives of the crew.

Some satisfaction was gained for the crew when the ship prepared to leave its destination in Venezuela. Another hurricane was reported, but this time the ship was secured for sea in the manner outlined by the SIU members aboard.

The Mate and Bosun learned something of seamanship, but it was too late to do any good for the lost crewmember.

The Girl With 100 Dresses

By JOHN LEGGE

Rosa lived in a run-down section of Palermo. She had a clean, trim little body and saw fit to cloth it in bright colors and soft fabrics of attractive cut—she had the largest wardrobe of any girl I have ever known.

Definitely she was not a woman of "questionable repute." There was no question about Rosa! She lived for pleasure and she lived to give pleasure.

I took her all over town—and one could well be proud of the appearance she made. Dress sets the tone of a country; for in a democratic set-up, any good-looking girl has a chance to fix herself up and look as well as the next. But in Palermo, only a rich girl can hope to have an attractive dress.

We went to restaurants and theatres, and one day I took her



to the beach, which was an hour's drive through the olive groves in a horse and buggy.

I remember that she had the carriage-man lay the top back, so the people could better see her bright green dress and her saucy hat with the feather on it.

FOR ALL TO SEE

But there was one thing that I couldn't understand, and didn't like very well: When we passed peasant women, walking barefooted in the dust beside the road, she fairly raised out of her seat to beam on them.

It made me uncomfortable, for

as a prosperous foreigner in a war-ravaged country, I always prefer to be inconspicuous and not flaunt my easier living in the faces of those who are striving to get along in very poor circumstances.

I was especially puzzled, since Rosa conducted herself with such masterful deception among well-to-do Italians at the Clubs and good resorts where I took her, with neither boldness nor timidity. She took all in her stride as though she had always been secure within it.

ORIENTAL SPLENDOR

When she first took me to her room, up four tortuous flights in a dingy and crumbling building, I stood aghast at the oriental splendor. Silk tapestries of mauve, pink and blue, thick North African rugs on the floor, and painted lamp shades with heavy fringes—and her dresses!

In a curtained closet beside her bed, hung at least a hundred beautiful costumes. And later, when she knew me better, she opened chests of drawers crammed with more dresses neatly folded in tissue paper, silk slips and blouses.

It was easy to understand how she had afforded them—as long as she wanted them. In fact she would often say (as she ran along glibly in her very fair English, while she showed her treasure), this kimono was given her by a First Assistant on an American ship, these silk pajamas were from a Mate on a British tanker, this dress from an American Army Sergeant. Many others she had bought in the black market with her easy money.

THE ANSWER

I gleaned she had started in business about the time of the American occupation, which could give her ample time to collect her hoard.

But the answer to her strange

snobbishness I came onto quite by accident.

Opening a drawer absently one morning in search of my misplaced tie, I saw, quite alone, a plain, little white dress, laborious hand-embroidered at the collar and hem.

Rosa glanced up and saw me, and then buried her head in the pillow of the bed, smothering hysterical sobs.

I consoled her as best I could and finally she told me the story of her wedding—or near wedding—and of the little white dress which she had worked on for long winter months till the day she had put it on and walked down the road toward the church and her wedding.

She had been ashamed to be walking on this day, but she held her head high till a fine Fiat had sped by, splashing mud over her.

She had turned and fled in tears. She fled from her family and her festive-minded friends, back down the road, past her home and into the city.

That night she had made two thousand liras.

After that her family, friends, and fiancé would not speak to her. The more prosperous she had become the more they hated her.

The next day I bought her a new dress and hired a broken-down car—the best available. It was my last day in Palermo, and we drove out through the olive trees to the beach.

Ships Delegates

Aboard ship the arm of the Union is the Ships and Department Delegates. A good crew, for its own protection, picks its Delegates early, and carefully. Have you and your shipmates elected your Delegates? If not, do it now!

SEAFARER WINS SCHOLARSHIP ABROAD



SIU member Irwin Sull was one of the four American trade unionists awarded a Ruskin College (England) scholarship for 1948-49. In photo, taken prior to their sailing for England, are (left to right) Brother Sull; Warren Rovitch, Detroit, Ex-cello Local 49, UAW-CIO; Esther Demeo, Oak Ridge, Tenn., Local 210, United Gas, Coke and Chemical Workers, CIO, and Ernest Calloway, Chicago, United Transport Service Employees, AFL. A fifth winner is already in England.

One scholarship is provided by Sir Robert Mayer, two by the British Trades Union Congress, and two through British Foreign Secretary Ernest Bevin. The grants, available to American students with high school education and experience in the American labor movement or adult education, cover tuition, board and room at Ruskin College in Oxford from October 1948 to June 1949.

Seafarers who wish to be considered for the Ruskin scholarships, which are granted annually, should watch future issues of the LOG for announcement of the 1949-50 competition.

Books In Review

ARIANE, by Claude Anet, Penguin Signet, 144 Pages, 25 cents.

Subtitled, "A Famous Novel of Unconventional Love," this fascinating story holds the attention from beginning to end. Provoking and challenging—the reader finds himself translating the emotions and problems of a brilliant and lovely girl from her exotic locale in Czarist Russia into the terms of his own life, and the love he has known. Preconceived ideas are shaken. Without a word of preaching, the universal theme of love is presented freshly and impersonally in these characters.

Seamen, especially, whose lives have brought them into contact with many women and loves beyond the censoring opinion of home communities, and who often have come to take a cynical and supercilious view of love, will find themselves accepting the worldly arguments of Ariane.

Then they will receive a jolt at the end, when these sophisticated people discover that "One cannot put love in its place. Once born, it invades the whole being."

AUTOBIOGRAPHY OF AN EX-COLOURED MAN, by James Weldon Johnson, Pelican Mentor Books, 144 pages, 35 cents.

A reprint of a justly popular book first published in 1912. Johnson was variously a teacher, lawyer, successful song writer and US consul in Venezuela and Nicaragua. This story of a light-skinned colored man who finally decides to cross the color line is an interesting one, and one that is still valid today. The style is a bit on the antique side, but this 36-year old book still packs the wallop.

Draft Boards

The dates set aside for draft registration have passed, but 18 through 25-year-old seamen who have been out on ships have five days in which to register after reaching a U.S. port.

If the seaman lives in the port reached, he should register at the board nearest his home; if not, he can get the address of the nearest board from the Dispatcher in the SIU Hall.

For men hitting New York, whose homes are elsewhere, the following are the addresses of draft boards in Manhattan easily accessible from the Union Hall.

80 Lafayette Street, Manhattan (near City Hall), and 44 Court Street, Brooklyn (near Boro Hall).

PERSONALS

JOHN FOLLIS

Bill O'Conner and Abe Goldfarb wish you to contact them, care of SIU Hall, 51 Beaver Street, N. Y.

JOE PERUN

Contact your sister, Mrs. Mary Hollister, 620 North 3rd Street, Toronto, Ohio.

JERRY CANNON

Your friend A. P. O'Connor wishes you to get in touch with him at 2602 Carroll Avenue, Cleveland, Ohio.

JOHN L. NEWTON

Contact Emma McGilvray, Lola Apartments, 2622 San Marino Street, Los Angeles, California.

STANLEY E. DUDA

Your mother and sister wish to hear from you, at 319 Litchfield Avenue, Elmont, Long Island, New York.

ABDUL R. HASSAN

Your wife is anxious to hear from you. Her address is 176 West 82nd Street, New York.

JOHN LAMBERT NEWTON

Rev. P. R. Stockman, Supt. and Chaplain, Seamen's Church

SIU HALLS SIU, A&G District

BALTIMORE14 North Gay St.
William Rentz, Agent Mulberry 4540
BOSTON276 State St.
E. B. Tilley, Agent Richmond 2-0140
Dispatcher Richmond 2-0141
GALVESTON308 1/2-23rd St.
Keith Alsop, Agent Phone 2-8448
MOBILE1 South Lawrence St.
Cal Tanner, Agent Phone 2-1754
NEW ORLEANS523 Bienville St.
E. Sheppard, Agent Magnolia 6112-6113
NEW YORK51 Beaver St.
Joe Algina, Agent HANover 2-2784
NORFOLK127-129 Bank St.
Ben Rees, Agent Phone 4-1083
PHILADELPHIA614-16 No. 13th St.
Lloyd Gardner, Agent Poplar 5-1217
SAN FRANCISCO85 Third St.
Steve Cardullo, Agent Douglas 2-5475
SAN JUAN, P.R.252 Ponce de Leon
Sal Cells, Agent San Juan 2-5996
SAVANNAH2 Abercorn
Charles Starling, Agent Phone 3-1728
TAMPA1809-1811 N. Franklin St.
R. H. Hall, Agent Phone M-1323
HEADQUARTERS...51 Beaver St., N.Y.C.
HANover 2-2784

SECRETARY-TREASURER

Paul Hall

DIRECTOR OF ORGANIZATION

Lindsey Williams

ASSIST. SECRETARY-TREASURERS

Robert Matthews J. P. Shuler
Joseph Volpian

SUP

HONOLULU16 Merchant St.
Phone 5-8777
PORTLAND111 W. Burnside St.
Beacon 4336
RICHMOND, Calif.257 5th St.
Phone 2599
SAN FRANCISCO59 Clay St.
Douglas 2-8363
SEATTLE86 Seneca St.
Main 0290
WILMINGTON440 Avalon Blvd.
Terminal 4-3131

Gt. Lakes District

BUFFALO10 Exchange St.
Cleveland 7391
CHICAGO, Ill.3261 East 92nd St.
Phone: Essex 2410
CLEVELAND2602 Carroll St.
Main 0147
DETROIT1038 Third St.
Cadillac 6857
DULUTH531 W. Michigan St.
Melrose 4110
TOLEDO615 Summit St.
Garfield 2112

Canadian District

MONTREAL1227 Phillips Square
VICTORIA, B.C.602 Boughton St.
Empire 4531
VANCOUVER585 Hamilton St.
Pacific 7824

Institute, 211 Walnut Street, Philadelphia 6, Pa., asks that you reach him.

JOHN C. CARR

Your family asks you to contact them at 121 S.E. 12th Ave., Portland, Oregon. Your youngest sister has been seriously injured.

FRANK PALMER

Mr. Shell, of Shell Art Gift Shop, is anxious to hear from you. His address is 109 Market Street, Hattiesburg, Mississippi.

WILLIAM TYRIS DUNCAN

Your wallet is at the SIU Hall, 51 Beaver Street, New York— inquire on the fifth floor.

JAMES F. ROUSE

Inquire at the Baggage Room, SIU Hall, 51 Beaver Street, New York, for your wallet.

BOB AND BILL BARRETT

Get in touch with your mother at Peachland, N.C., at once.

GEORGE TAZZANI

Get in touch with Stan Brown at 1400 East 93rd Street, Brooklyn, New York.

JULIUS C. HOEY, Jr.

Your mother is anxious to hear from you. Her address: Mrs. Julius C. Hoey, Sr., 1119 Mandeville Street, New Orleans.

FRED PETTINGILL

Joseph Loney, 1515 W. Monroe St., Chicago 7, Illinois, asks that you write him.

H. J. FOY

Write your father at 630 South Palmway and 7th Ave., Lake Worth, Florida.

EARL J. LAWS

Get in touch with your old shipmate of SS Steel Chemist, Charles C. Oppenheimer, 51 Beaver St. "Thanks Earl."

W. H. PETERSON

Dorothy Peterson, Route 1 Box 333, Lakewood, New Jersey wants you to contact her.

EARL McCASKEY

Georgia Foster requests that you get in touch with her. Her address: PO Box 212, Columbus, Ohio.

NOTICE!

SS DE SOTO

Will Brothers who were on this ship in February 1948 and know the whereabouts of the gear left aboard by Erkki Matinki, OS, please write to him or send the gear collect. Address Erkki Matinki, c/o Maria Moseley, 415 East 73rd St., New York City.

Will the holders of the following receipts for money paid in Mobile to Patrolman W. J. Morris on the week ending September 11, 1948, please get in touch with the record clerk on the Sixth deck, 51 Beaver Street, New York. Give your full name and book number, and quote the receipt number you hold. This is important. Receipt numbers: 68128, 68123, and 68127.

WILLIAM M. OLYAYK

Your check is being held for you at SIU Headquarters, 51 Beaver Street, New York.



BOSTON

SS YARMOUTH

V. Morton, \$1.00; L. Goodwin, \$1.00; Z. Williams, \$1.00; J. Patrice, \$1.00; J. H. Hightower, \$1.00; C. A. Krause, \$1.00; E. D. Simpson, \$1.00; H. Downey, \$1.00; C. McCormiskey, \$1.00; C. H. Minor, \$1.00; A. Green, \$1.00; J. W. Depina, \$1.00; A. Oyhus, \$1.00; G. Merlesena, \$1.00; E. Cabral, \$1.00; J. W. Bereford, \$1.00; J. Pinkus, \$1.00; A. Melanson, \$1.00; D. K. Hines, \$1.00; L. Nagle, \$1.00; S. O. R. King, \$1.00; C. McDowell, \$1.00; W. C. Hardy, \$1.00; E. Doane, \$1.00; F. McGuire, \$1.00; D. G. Hodge, \$1.00; A. Eklund, \$1.00; J. H. Hunt, \$1.00; G. H. Taylor, Jr., \$1.00; G. H. Taylor, \$1.00; N. N. Ridley, \$1.00; R. Peck, \$1.00; R. Brock, \$1.00; T. Aldridge, \$1.00; R. J. Murphy, Jr., \$1.00; W. J. Sampson, \$1.00; M. Soobramoney, \$1.00; A. Gabriel, \$1.00; C. Willis, \$1.00; A. Trotman, \$1.00; G. Edwards, \$1.00; R. Bullard, \$1.00; F. Daniels, \$1.00; P. A. Saunders, \$1.00; J. Keesley, \$1.00; G. Taylor, \$1.00; C. E. Smith, \$1.00; F. J. Gardner, \$1.00; M. McCatty, \$1.00; H. H. Franks, Jr., \$1.00; R. M. Antoine, \$1.00; R. Hannibal, \$1.00; G. Nichols, \$1.00.

C. G. Rattigan, \$2.00; R. Doucette, \$2.00; J. J. Williams, \$2.00; O. Engelsen, \$2.00; H. H. Power, \$2.00; J. E. Sweeney, \$2.00; W. D. Canty, \$2.00; L. Melanson, \$2.00; W. Lake, \$1.00; J. Styles, \$1.00; A. Edwards, \$1.00; J. A. Anderson, \$1.00; D. W. Hunter, \$1.00; B. R. Johansen, \$1.00; F. A. Smith, \$1.00; S. L. Madden, \$1.00; W. H. Willridge, \$1.00; J. Murphy, \$1.00; R. Burbine, \$1.00; W. J. Burbine, \$1.00; Ed. J. Amerault, \$1.00; E. K. Nutt, \$1.00; R. C. Wagner, \$1.00; J. Hanson, \$1.00; P. D. Vroom, \$1.00; T. Sullivan, \$1.00; N. Richardson, \$1.00; J. J. Cox, \$1.00; J. H. Penswick, \$1.00; W. Frasier, \$1.00; J. McPherson, \$1.00; A. Furtado, \$1.00; W. Lieberman, \$1.00; P. Brownfield, \$1.00; P. King, \$1.00; N. Keyes, \$1.00; H. Watson, \$1.00; T. N. Loudon, \$1.00; W. Merriwether, \$1.00; G. C. Patrice, \$1.00; L. R. McDonald, \$1.00; R. Carrington, \$1.00; R. S. Parsons, \$1.00; E. Sullivan, \$1.00; A. Daniels, \$1.00; E. E. Glasford, \$1.00; W. R. Osborn, \$1.00; G. Tolliver, \$1.00; J. D. Booker, \$1.00; R. M. Churchill, \$1.00; G. N. Clarke, \$1.00; C. A. Carr, \$1.00; E. C. Blake, \$1.00.

NEW YORK

INDIVIDUAL DONATIONS

S. R. Lanier, \$10.00; Jacob Cooc, \$5.00; Jack N. Berger, \$5.00; Henio Edder, \$5.00; K. A. Kasemets, \$5.00; T. Blower, \$1.00; Christian W. Ladwig, \$2.00; Joe Wright, \$1.00; G. Kraker, \$5.00; Frank Bloom, \$5.00; J. H. Rudolph, \$2.00; J. Buivid, \$5.00; James E.

Cities Service Bargaining Unit Still Unsettled

(Continued from Page 1)

visors within the meaning of the Taft-Hartley law.

Previously, the Board certified the Union as the bargaining agent for the men aboard seven CS ships as a result of the overwhelming victory scored by the SIU in a bargaining election held last year. But the men aboard ships added to the fleet while the election was in progress were ignored.

This reversed the ruling which had been handed down by the NLRB in the Isthmian case, where the entire fleet had been certified even though ships were added to and subtracted from the fleet during the course of the voting.

Negotiations regarding a contract for the personnel on the ships already certified are underway. The brief filed by the Union will be printed in the LOG after it has been submitted to the NLRB.

Rivers, \$5.00; Frederick V. Davis, \$5.00; E. Gorum, \$8.00; E. Natvig, \$2.00.

SS EMILIA

F. Y. Phelps, \$2.00; H. M. Blackwelder, \$2.00; W. Robinson, \$1.00; B. Edwards, \$1.00; H. Whitley, \$1.00.

NOTICE

Crewmembers who were on board the following M/V ocean tugs during the time they salvaged the vessels listed below, are urged to get in touch with Abe Rapaport at the offices of Benjamin B. Sterling, 42 Broadway, Room 1711, New York 4, New York:

M/V Great Issac

On February 3, 1947, when the SS Virginian (being towed to Brunswick, Georgia) broke away from the Great Issac.

M/V Farallon

When the SS W. C. Latta was salvaged and towed to Hampton Roads after the Latta ran out of fuel.

M/V Farallon

At the time of the salvaging of the Panamanian flag ship SS Ionian Leader, March 15, 1947. The Ionian Leader was towed into Norfolk.

M/V Great Issac

From March 18 to April 2, 1947, when the SS John Dickinson was being salvaged.

M/V Point Vincente

When leaving Ponte Delgada, Azores, May 14, 1947, salvaging the SS Kern Hills.

M/V Trinidad Head

When she took over the tow from the M/V Point Vincente on July 9, 1947, and towed the SS Kern Hills into New York on July 14, 1947.

M/V Trinidad Head

Salvaging the SS Sinclair Opaline, which ran aground at the mouth of Cape Fear River, January 8, 1948.

MONEY DUE

The following men have pay vouchers awaiting them at the New York office of the Isthmian SS Co., 17 Broadway.

SS TRINITY VICTORY (Voyage No. 5)

Howard Gillespie, \$1.33; Alton Yuknis, \$4.24; Evald Fak, \$2.65; Vincent Garvey, \$5.83; John Eliasson, \$2.65; Earl Young, \$7.42; Egon Pedersen, \$10.07; Charles Kull, \$8.48; Robert Downs, \$4.77; Thomas Bourque, \$10.07; Andrew Ponik, \$1.33; Juan Medina, \$4.24; Ferdinand Nunziaute, \$4.77; Theodore McHenan, \$1.06; Raymond Clark, \$5.83; John Harley, \$1.06.

SS MARQUETTE VICTORY (Voyage No. 6)

Herbert E. Grant, \$3.18; John B. Gunter, \$6.36; James C. Magnusson, \$5.30; Wilbur L. Fowler, \$4.24; George E. Pickles, \$5.30; Roy N. Ingram, \$4.24; Albert Freund, \$4.24; Peteris, Ozols, \$1.06; Jerker T. Nilsson, \$4.24; Charles A. Disputo, \$7.42; Michael Cooper, \$8.48; Carl V. Silvers, \$26.50; Jesus Alto, \$6.36; Richard R. Adamson, \$21.20; Alfred W. Daines, Jr., \$3.98; Steve W. Cox, \$5.30; Carl E. Seale, \$17.23; Mevin Mason, \$17.23.

SS STEEL INVENTOR (Voyage No. 76)

George W. Rohring, \$7.29; Arnold G. Heinvali, \$7.29; John J. Laycock, \$4.77; Thomas A. Cositt, \$4.77; Joseph G. Presster, \$4.77; Harold E. Arlinghaus, \$4.77; Bror H. Johanson, \$4.77; Manuel B. Battista, \$4.77; Stephen Shack, \$1.06; Ralph Frey, \$72.88; James E. Behm, \$1.06; Richard H. Severson, \$4.24.

SS LEGION VICTORY (Voyage No. 4)

Clarence H. Hughes, \$20.14; Walter P. Piatek, \$6.36; Sidney J. Navis, Jr., \$3.18; Norman E. Hendrick, \$6.36; Frank F. Reese, \$6.36; Basil K. Johnson, \$8.48; Tom A. Sanchez, \$6.63; Frank J. Lawless, \$9.28; Uno Lapvetelainen, \$15.90; Homer S. Whitley, \$21.20; Van J. Sawyer, \$32.86; Virgil G. Riley, \$7.42; Howard K. Pearson, \$1.06; Albert M. Blazio, \$3.98; William F. Utley, \$4.24; James C. Ralston, \$9.01; David L. Blakeney, \$14.31.

Notice To All SIU Members

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

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

PLEASE PRINT INFORMATION

To the Editor:

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

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Book No.

Seafarers Straightens Out Isthmian Ship



Above, Pete Salvo, Oiler and Engine Delegate of the Queens Victory (left), and Wilfred Roux, FWT, take in the sights of Abdan. Prices were too high for any purchases, but there was no charge for looking. Brother Salvo sent in the pictures appearing on this page, and also the story about conditions on board the Isthmian vessel.

Some men learn the easy way, some men learn the hard way, and some men never learn at all. At first, the Chief Engineer of the Queens Victory, Isthmian, shaped up like the last category, but a good SIU crew and on-the-ball Union representatives turned him into a guy who just had to find out the score the hard way.

The hard-time started as soon as the ship headed out of Baltimore, in early July, bound for the Persian Gulf. Oilers were ordered to work in the fireroom, and when Pete Salvo, Engine Delegate, asked the First Assistant if he had read the agreement, the First answered that he didn't have to—he had instructions from the company on what was overtime and what wasn't.

From then on, the Engine Gang had to work from bell to bell, and when they turned in OT, the Chief told the Skipper that they were turning in phony overtime, and refused to mark it down. The Captain finally persuaded him to enter the disputed time. When he was caught painting, the men put in for that overtime.

All this might have been ridiculous, but the First and the Chief continued to force the men to work from bell to bell in temperatures ranging up to 152 degrees. Even after the Captain died from the extreme heat, this continued. And in the meantime, the overtime built up.

When the ship returned to Baltimore, the Union officials went aboard and things started to warm up. From New York, Port Captain Holiday was sent down to straighten out the mess. When the dust had settled, all but a few hours OT had been paid, and those few hours were sent to New York for clarification.

Pete Salvo and his buddy, Wilfred Roux, plus five other bookmen signed on the ship for another round-the-world trip, just to make sure that the reforms they fought for will not be neglected by the ship's officers. The First Assistant really learned his lesson, and when the Queens Victory came to New York, he gave Brother Salvo time off to come to the Hall to tell his story.

Looks like he learned the hard way—but he learned.



The shark, above, caught by Brother Anthony Suzzo, was only one of the three hooked by the crewmembers while the ship was in the Persian Gulf. While the man-eaters look pretty small, they can do a great deal of damage to an unprotected swimmer. Ask the man who's lost an arm or a leg to these terrors of the deep. This one won't do any more harm.



The stifling heat in the Persian Gulf proved too much for the Skipper of the Queens Victory, Captain Janssen. He was buried in Abdan, after which a Mate from another Isthmian vessel took over command of the ship. Above is a view of the funeral procession as it wended its way through the narrow streets en route to the cemetery.



At the cemetery the Skipper's casket was lowered slowly into the ground while the rest of the crew stood watching. When Captain Janssen died, the Chief Engineer had no one to stop him, and he proceeded to make life miserable for those men under his command. But he reckoned without the power of the SIU, and he learned a lesson when the ship arrived in Baltimore.



The foremen of the dock workers in Ras Tanura lined up for a picture in a playful mood. This port used to be a hell-hole for seamen, but certain improvements have been made and now seamen have the opportunity to relax for a short while when in that port.



Pete Salvo and a new friend, "Broadway Sam," a passenger who was returning to his home in Persia after 52 years in the United States.



In the Persian Gulf, the heat was almost unbearable. The temperature sometimes went as high as 152 degrees. When that happened, members of the Deck Gang played a hose on each other, but in the Engine Department, it was a different story. For details, see story on this page. Of course, the situation is not the same on all Isthmian ships. And even on this vessel, a militant crew and efficient shoreside representation guaranteed that the next trip and all subsequent trips would be better. For details about new contract with Isthmian see page 1.