

In Memoriam

AGIC, MICHAEL	Wiper
CASSIDY, WILLIAM PERRY	Pumpman
CASTAGNA, PASQUALE	Oiler
CLARK, EDWARD BERTRAM	Wiper
CORCORAN, WILLIAM JAMES	Utility
CORREA, JULIO CERVONI	Oiler
DANIELSEN, KARL	AB
DIGIOVANNI, DEWEY JUSTIN	AB
FAIRWEATHER, PAUL	OS
FEURTADO, JAMES HEADLEY	Bosun
GALLIGAN, WILLIAM THOMAS	Messman
JORDAN, SHERMAN LESTER	OS
KATRENICK, EMIL JOHN	Oiler
KENT, RAY PANNEL, Jr.	Messman
LYON, LEE BYRON	Utility
MAGEE, VINCENT PATRICK	Fireman
MALPASS, CHARLES	AB
MEARS, ERNEST NEAL	2nd Cook
MURPHY, JOHN BENJAMIN	Steward
McCULLOUGH, DANIEL PATRICK	AB
McGALL, EDWARD JOSEPH	OS
NELSON, ERIC	Carpenter
NORRIS, WILLIAM PATRICK	AB
PABON, JOSE ANTONIO	Utility
PEARSON, MAX MURRAY	Wiper
PETERSON, WAYNE RUSSEL	Fireman
RADCLIFFE, CARL LEWIS	AB
RICHARDSON, AMITHMAN C.	2nd Ass't
RODE, FRED	Messman
ROGG, RAY	Messman
SALAMONE, NICHOLAS	Fireman
SCHLUBECK, FRANCIS	Messman
SHANOWER, MAYNARD AUSTIN	2nd Cook
STROEMPLE, GEORGE LEONARD	Oiler
THARP, LEO GERALD	2nd Cook
TURZAK, JOSEPH CHARLES	OS
WATSON, HUGH	Deck Eng.

U-Boats Are Striking Again In The Atlantic

AFL Presses Fight Against May Bill

MIAMI, Fla., Feb. 6—After studying reports on the manpower situation, the executive council of the American Federation of Labor holding its winter session here pronounced the general war production picture "excellent" and called upon all its affiliates to rally behind the effort to defeat the May National Service Bill in the Senate.

President William Green announced that the 108 international, forty-eight-State federations and 1,000 central bodies affiliated with the federation have been asked to wire all members of the Senate to vote against the May bill and for the Taft substitute, which provides for the retention of the principle of voluntary service and the control of civilian workers by the civilian agencies. The May bill has been denounced by the AFL as entailing "compulsion and involuntary servitude" and as subjecting civilian workers to military control.

German claims of sinking 43,900 tons of Allied shipping in the Atlantic, plus two large destroyers, focused attention on recent developments which may indicate that the U-boat has taken a new lease on life. The U-boat of today is faster, more efficient, and harder hitting than that with which Germany opened the battle of the Atlantic. The ingenuity of German designers has done much to offset the advantage of aerial reconnaissance and radio location devices.

Some naval commentators believe no one factor has done more to increase the submarine menace than the "schnorkel," a floating lung enabling a submarine to remain submerged 20 to 30 days, according to a German claim.

The Germans also have boasted of the success of a new towing device called a "water donkey," a small, specially equipped submarine which tows a full-sized U-boat at the end of a long cable. The Nazis have indicated that the donkey is supposed to conceal the presence of the big one by calling attention to itself. Another German "secret weapon" is described by Stockholm as a "submarine eye." It is reported to be a motorless, collapsible, one-man autogyro air-borne from a submarine deck at the end of a 300-yard steel cable. It is said to enable the crew to spot potential victims within an hour's range.

All of these technical advances add up to the fact that the U-Boat menace is not ended in the Atlantic. If any proof of this were needed, look at the SIU casualty list printed on the left. There are 37 testimonials of the danger merchant seamen continue to face.

Let no man tell the seamen that the war is over, and they are riding the gravy train.

Insurance Rates Are Halved for Seamen

WASHINGTON, Feb. 6—Reduction of premium charges on individual war risk life insurance covering the lives of seamen from \$1 per \$1,000 to 50c a \$1,000 for each month of coverage, regardless of the voyage involved was announced by the War Shipping Administration today.

The new rate, effective March 1, 1945, will apply to all new lines written as well as renewals and will continue in force until further notice.

The Rap Is A Stiff One



While in this country black markets boom, unchecked by light penalties, the army takes a more grim view of looting of war supplies for the European black markets. Above, an officer at a court-martial in Paris reads verdicts of imprisonment up to 50 years for 182 enlisted men and officers convicted of stealing military supplies for black markets. (Federated Picture)

Electrician Boost; Passport Deadline; Agent's Conference

By JOHN HAWK

The War Labor Board has approved the increase in wages for Chief Electricians from \$185.00 to \$207.00 a month effective, February 3, 1945 for "C" type vessels operated by the Bull & Alcoa Steamship Company.

The rank and file committee that was elected at last Monday night's meeting to assist the officials here to draft and negotiate wages and working conditions to cover reefer engineers did not show up, therefore nothing was done on that matter. However, a meeting is scheduled with the Bull Line next Thursday to negotiate on same, so if any of you reefer engineers have any suggestions to make, drop into my office or see Brother Hall N. Y. Agent or Brother Volpian, Engine Patrolman, before next Thursday.

Customs Inspector Cawley dropped into my office and notified me that from now on Merchant Seamen who cannot show

their State Department Seamen's Passport or who cannot show proof that they have filed an application for same will not be allowed to sign on a ship.

If you don't have a passport or have not filed an application for one, it is advisable to visit room 507, Customs House and apply for same before you are assigned to a ship by the dispatcher. This will save you a lot of useless running around New York.

I received wires from all Branch Agents except Savannah that the Tally Committee report

(Continued on Page 2)

SEAFARERS LOG

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A Letter From The N. Y. Labor War Chest

To all AFL unions in Greater New York.

Greetings:

The New York Labor War Chest, AFL section, opened its Service Bureau at 10 East 40th Street, New York 16, N. Y. on February 1, 1945.

The AFL Service Bureau is under the direction of Miss Sarah E. Marshall who, for many years, has been director of the Information Bureau and Social Service Exchange of the Welfare Council of New York City.

This Service Bureau will help all AFL members and their families in metropolitan New York to secure proper assistance from health and welfare agencies, public as well as private. In addition, it will assist honorably discharged veterans with employment problems in trades organized by our unions. The effectiveness of these services for veterans and civilians will depend upon the cooperation and interest of the unions.

This communication and the attached Bulletin No. 1 of the Service Bureau should be turned over to your Sick Committee, Welfare Committee, or officers in charge of these activities and responsibilities in your union.

It should be clearly understood that this bureau, which is made possible by the contributions of all of our unions to the New York Labor War Chest, is at the service of all of our unions. This bureau belongs to all AFL unions in Greater New York, and no charge will be made at any time to unions or members utilizing

its services. All authorized officers of AFL unions in the City of New York are therefore urged to feel free to confer with the bureau regarding the problems of any of their members or problems of veterans that come to their attention and affect their trade.

We ask your assistance in making known to your membership the establishment of the bureau. Please fill out the enclosed self-addressed post card and return it to us at your earliest convenience.

Fraternally yours,
JAMES C. QUINN
Secretary

Hawk Report

on Elections of Officials and Constitutional amendments was concurred in, so accordingly I have notified all our Agents that the duly elected officials will take office Feb. 5. I also notified all Agents that today is the last regular meeting to be held on Monday. In other words there will be no meeting next Monday night, the next regular meeting will be a week from next Wednesday, February 14, 1945.

It has been customary to call an Agents Conference yearly to formulate future plans and policies of the union. Also to discuss the problems of the union in general and the local problems of each Branch and to acquaint the Agents with one another for the purpose of effecting better cooperation and coordination be-



—The Call

Educational Program Is Projected By N. Y.

By PAUL HALL

Within the next few weeks the New York Branch intends to present to the membership a fully rounded educational program—a program aimed primarily at the young new members of our union. We believe that this is necessary, not so much because the new members are not union conscious, but rather because they must be more than that in the coming period—they must be union leaders.

On the founding of the SIU, the membership consisted only of a few thousand of the most militant and union conscious seamen in the entire maritime industry. Today, the big majority of these oldtimers are at sea, while many others have died in action in this war. So, in the past 3 years, our ranks have been augmented by thousands of new members, many of whom never heard of unionism before except through scare lead articles in the papers and the slander columns of some of the labor hating shipowner stooges.

As a result of their membership in the Seafarers, and their daily contact with the problems of unionism, our younger members have formed an entirely new concept of the rights and privileges of the working man. The old timers in this union, as well as the union itself, owes a duty to these new members—a duty of affording them every opportunity to learn the basic principles of unionism and organization in order that they may prepare themselves to become the leaders of our union, tomorrow.

This issue has been raised time

and time again on the floor at various union meetings. There is no one who wants to see the new membership educated to the responsibilities of leadership more than the old timers. A program of this nature, aimed at preparing and educating these young men is not something that could be put over with a motion and put in the minutes and then carried out in full effect in a few weeks. Rather, it is a program that requires planning so that its success may be assured.

Since I assumed office as Agent in the Port of New York a year ago, this has been one of the questions which this Branch has worked on continually and given much thought. In the minds of the old timers, and this also applies to myself, there has always been a question of "who will some day take the place of the present leadership and preserve the future of the union?"

To that question, there is only one answer—the new member—the young fellow of today who, in a few years, will himself be an old timer. Make no mistake—the post war period will be a tough period and unless we have a capable union conscious membership, as well as a strong, vigorous leadership, then the road is going to be twice as tough. We have a big job ahead.

The organization of the unorganized sections of this industry alone is a gigantic task. This is a task we must accomplish if we are to survive. If Mr. Shipowner can run a section of this industry as an unorganized, scab, open-shop proposition, then he is damn

Money Due

MV HILLSBORO INLET

L. A. Johns, \$142.10; J. B. Burkette, \$75.45; J. Bloss, \$29.72; B. Mins, \$142.49; G. Dunham, \$107.22; R. Brew, \$235.37; J. R. Wagner, \$266.10; J. Tomerlin, \$84.26; G. S. Lawrence, \$142.87; D. Beschler, \$49.10; H. Ender, \$116.52; G. Garrett, \$193.25; R. Moe, \$42.90; C. Neal, \$143.98; M. Hathaway, \$145.97; R. Toturnicki, \$48.32; G. Vourloumis, \$22.57; O. Sturtevant, \$75.84; J. Mers, \$73.12. Collect at Moran Towing Company offices, 17 Battery Place.

SS EDWARD EDWARDS Bull Line

Robert R. Cuberson, AB; W. D. Bradshaw, AB; Joseph A. Von Doltern, AB; Nealcom W. Pervis, OS. No overtime due for security watch—was paid in the regular pay-off on 12/30/44.

SS STURDY BEGGAR Voyage No. 4

Louis G. Skibinski, \$5.51; Arthur Major, \$2.75; Samuel C. Trager, \$3.44; Marian I. Trzcinski, \$2.75; James Rogers, \$2.75; Orrin Brockelbank, \$2.75; Henry C. Gerdes, \$5.51; Charles Raymond, \$5.51; Lawrence M. Fuchs, \$5.51; Harry Huot, \$5.51; William H. Hodge, \$5.51; Fritz W. Hofer, \$5.51; Stephen Vasilchik, \$5.51; William R. Brown, \$5.51; James Minnis, \$5.51.

Collect at Mississippi Shipping Company Office.

SS TALISMAN Voyage No. 5

Henry M. Ward, \$4.13; Nils H. Lundquist, \$4.13; Anthony J. Mikolasovich, \$4.13; Eugeniewicz J. Hamot, \$4.13.

Collect at Mississippi Shipping Company Office.

SS GEORGE POINDEXTER Voyage No. 6

Theodore Fortin, \$2.75; Lloyd McGee, \$2.75; Theron Chase, \$2.75; Marvin S. Cox, \$2.75; Chandless Talbert, \$2.75; Charles B. Young, \$2.75; Richard J. Thornton, \$2.75; Nicholas Kontis, \$2.75; Mario Travaglini, \$2.75; Nickolas Sachuk, Jr. \$2.75.

Collect at Mississippi SS Company Office.

SS ROBERT M. HUNTER

Vouchers for overtime have been sent to the home addresses of the following men: William Kennedy, 8 hours; Robert Vance, 9½ hours; Leo Wallace, 9 hours.

sure going to move heaven and hell to smash all forms of unionism.

With this thought in mind, the New York Branch has been working for sometime preparing a program designed to give every member a chance to know the whole score. A chance so that each individual member may prepare himself to assume any job or responsibility in the union at a moments notice so as to strengthen our front.

The details of this program, which shall be known as the Educational Program, will be announced shortly. It is being drawn up with the thought in mind that this past year in the Seafarers has been the most progressive in its history, and with also the thought that unions do not stand still—they either move forward or backwards. There is no happy medium—LET'S GO FORWARD !!!

PHILADELPHIA

Every one knows that we have had a very slow week in the port of Philadelphia. Paid off one ship, the SS James Miller, which was one hell of a boat and extremely filthy. There was little overtime disputed. One messman had sixty hours overtime coming. The cooks had division of wages due because there was one man short. The Captain agreed to pay it all.

The building committee has been working very diligently trying to secure a suitable building for us to move into, as we may be evicted from the building we now occupy. It would be an asset to the SIU to have more members like those on the building committee. They are sincere workers and have only the union's interest in mind.

It was a great shock to the members present when Brother Harry Collins dropped into union hall on Friday afternoon. This was the first time he had entered the hall since his resignation from office. He explained that he had shut down the "Chicken Coop." I believe this is an indication that Brother Collins is about ready to resume office.

About twenty-five or thirty of our good SIU members dropped into Brother Higdon's Patrolman's apartment Saturday evening. There was plenty to eat and drink and a wonderful time was had by all. Evidence of this was their remaining until three-thirty Sunday afternoon. Brother Higdon went to bed at five o'clock Sunday evening and did not rise until 8 A.M. Monday morning.

When there are many ships in port certain members become quite choosy about the ship and the run. They refuse to accept the available runs. After the convoys depart these same men complain to the dispatcher and agent because of the lack of jobs. So don't cry boys and just remember the number of RMO kids we had to ship.

"BUCK" NEWMAN
ED. HIGDON
LEO GILLIS

NEW ORLEANS

Had a very busy week ending today. Had a coffee wagon in from South America and paid off in good shape. Had the good ship Pan-Orleans in this week, no jobs on her as the boys hold her down steady. We still have a few free-loaders show up and try to get by but no dice, the investigating committee doesn't miss these donkeys.

One of these free-loaders had a fine story to tell the boys. He said that on the first trip he made on an SIU ship about three and a half months, he didn't make enough money to join but if we would give him a job which was on board (this was only about three weeks trip) he would be glad to join. The committee couldn't see it that way.

Had a little set-to with the WSA about a guy we rejected. This donkey had made one trip under SIU contract and failed to join, so when we had to call WSA for a man, up he came and back he went. Then the WSA local Big Shot started to holler that we were holding up a ship altho this ship wasn't leaving for some hours. We man-

WHAT'S DOING

Around the Ports

aged to talk a member into taking the job and the ship got away full handed. So much for the phoney tactics of the WSA. They don't seem to want to understand that once we have given a man a chance to join and he doesn't that we will not accept him again.

Shipping around here has been good and the above two jobs are the first that we have had to call WSA for in quite a long time.

Several of the boys who stayed ashore too long received "Greetings" during the past week but so far we managed to get them out and squared away with their various boards. But for pete's sake Brothers, watch your stay ashore or the Army might get you.

L. J. (BALDY) BOLLINGER,
Agent

BOSTON

Shipping has been very slow the past two weeks with expectations for the coming week very good.

Not much to report this week except that if any of you fellows lose your papers, try and get duplicates elsewhere but Boston. Reason: the Coast Guard, (I am informed) will send you to the WSA (Psycho) doctor who in turn will give you the bug-eye before they will OK you for duplicates.

The way this set-up is being worked it is obvious that the WSA doctors are or will supersede the Coast Guard in all matters pertaining to seamen.

When over the other side it would be a fine gesture for the crews of our ships to donate a few packages of cigarettes to the enlisted men in the Army. I know they will be appreciated.

JOHN MOGAN, Agent

NEW YORK

The port of New York had its slowest week for quite a time with 33 ships signing on and 27 paying off and 784 men shipped in all departments. There are still a number of trip card men shipping, but most of them are coming to the hall on their own accord to get trip cards and ship out. This is making it unnecessary to call the WSA shipping hall for men.

There was not a beef brought back from a ship's payoff the past week. All of them were settled at the point of production, which shows progress in the system used in this port of not paying off until all beefs are settled. The crews of all ships are to be commended for their cooperation on this issue.

There have been quite a number of logs hung on some of the crew members paying off lately, but patrolman Joe Volpian has been successful in getting most of these lifted or reduced to a minimum.

There came a letter from a new member (who ships as cook) this week which states: "Dear

Brother Michelet, I have been reading your column in the Log I think that it is grand. For the last two trips I've been using your recipes. For the last two trips I've been kicked off the ship for being hungry. This has never happened before. I don't know what is wrong. What do you advise?"

Michelet not being here I sent this answer to the new member: Michelet always calls the crew together before the end of the voyage and says, "Boys this is my last trip I am quitting the sea." This not only saves Frenchy the embarrassment of being kicked off, but it always gets Frenchy a big hand.

The Pan Crescent is in port and at last Waterman has gone to work to better the condition on her (must be going to sell her to Russia).

The SS James Porter of the Smith & Johnson paid off here without a beef. The Crew commended the skipper and skipper was pleased with the crew. He hurried out to telephone his wife that all was well and he would be home soon. He never saw his wife. He died of a heart attack in the telephone booth.

So long Captain Lanstrom. Here is happy sailing on the big ship. There are a number of skipper that we would have missed less than you.

Most of the SS Companies are paying off before night in this port and that is a great help to the patrolmen and the crew.

It is well to be remembered that a good union man stands by his job until properly relieved, whether he be Captain or messman.

J. P. SHULER, Patrolman

We are still holding our own in defending our members before the Merchant Marine Hearing Units. However, second and third offenders may expect to get suspensions instead of admonitions and probations in the future. These people have been building records against seamen for a couple of years and their sentences are based upon the past

record of men charged in addition to the penalty for the current charge.

All Brothers should remember that in filing income tax reports, do not include as income any money earned in 1944 if your ship paid off in 1945. This should be regarded as 1945 income and you will be taxed for it next year.

JOE VOLPIAN
Patrolman

NMU Leadership School Revealed As A "Front"

By STEELY WHITE

Strenuous efforts are being made by the firm of Huberman and Obermaier, "Professors" of publicity and what have you, to sell the idea of their "leadership" school now functioning thruout the Communist controlled National Maritime Union.

The recent expose' in the national press regarding the alien status of Ferdinand Smith and the fact that he was holding office unconstitutionally in the NMU for 8 solid years, is an indication of the democracy prevailing in these top circles and the chances that the dopes who take the Huberman-Obermaier "leadership" course have of achieving leadership. Smith, with the others, maintained himself on the ballots unopposed in every "election." Only when the bubble broke and he was exposed—when his guilt was proven beyond the shadow of a doubt did he resign. As Secretary of the NMU this man passed upon qualifications of all candidates who aspired to run for office.

DISHONESTY

Yet, such is the dishonesty of the hierarchy in the covering up of Smith over this long period of years during which he drew a fat salary as a NMU "leader," that these facts were uncovered and disclosed by outside anti-labor forces and sources. If this had not happened Smith would have been covered up and continued to function as an official until the end of time or the NMU. In this covering up process none of the top officials can escape guilt for they all profited by Smith's activities in hatcheting all bona fide candidates who might have the temerity to dare to run against the control group of the union.

Having been exposed beyond the hope of saving, having resigned, did this faker obey the dictates which he took part in formulating for the rank and file of members, and ship out or suffer expulsion? You are right, Smith stayed ashore. Their slogans of "Win the War" or "We Keep 'em Sailing" did not apply to the hierarchy. His flag waving speeches stopped short there. His shadow, let alone the corporal body of Ferdinand the Fink, did not cross the gangplank.

Instead he applied for citizenship. This opens the way for his return to his former position un-

SAVANNAH

Things have been quiet around this port this last week. Had some replacements on a West Coast ship that came in here and finished up the crew on one that was in dry-dock and got her out OK. Will ship a deck crew for a new West Coast ship the first part of the coming week and will have a new Liberty out the last part of the week. Have plenty of men registered at the hall at the present time so shouldn't have much trouble getting them crewed up. Unless something comes in unexpected don't have anything in view for this port any time soon.

CHARLES WAID, Agent

der the loose and undefined NMU Constitution.

HAM HEAD IN THERE

Hamhead Curran plays his role as a skill and confidence man on behalf of Finky Smith by putting up a show of opposition and howling that "hands must be kept off this election." By the fact that the Communists are actively engaged in campaigning for Smith and Party control in the NMU ports, and Curran knows this, any plea to keep "hands off the election" weakens the opposition to Smith in the ranks and strengthens the hands of the active agents in their drive to reelect Smith.

How is it that Curran did not think of preferring charges against Smith? You guessed right Brother. That would have dynamited Smith and even forced his expulsion on two counts—1. He was in office illegally, 2. He did not ship out as called for under the rules laid down by the hierarchy themselves which apply to all non-Communist members of the NMU.

COVER-UP

How does it happen that the remarks of Curran regarding Smith were ordered struck from the minutes of the January meeting of the NMU membership by the manipulation of the Communist chairman William McCarthy and his comrades who controlled the packed meeting? Yes, you see it again.

How does it happen that Curran was sent to London pronto right after this meeting and will be gone long enough for the Party to put over the reelection of Ferdy the Fink? Yes, you are right once more.

Such then is the "leadership" of the NMU, their democracy and fair play. And it is in this light that the suckers are asked to attend a "leadership" school run by arch parasites dragging down heavy sugar from the dues paid by the membership to poison their minds and bolster up the tottering and unscrupulous Communist hierarchy.

Such is the phony opposition by this trade union racketeer Joseph Curran.

Keep A "Log"
In Your Pocket



BEACH-HEAD RUN BRINGS WHITE HAIR TO SIU BROTHER

If anyone thinks that merchant seamen don't go through hell, that person should take a look at the two pictures below of brother Michael Mikulas. The photo on the left was taken just before he shipped on the deep sea tug Sankaty Head on May 16, 1944. The photo on the right was taken eight months later when he paid off on January 20, 1945. In that eight months period he lost every hair on his body, and after a period of complete baldness finally grew a thin white fuzz on the top of his head. He now shaves once every three weeks.

Here is what happened to Brother Mikulas during his eight month trip. His tug worked all ports in England, and was in Dover during its last shelling. The tug then helped build the break-water off the Normandy beach-head, and was under constant shelling for days on end.

Mikulas finally got a few days off and went to London to relax. The V-1 rockets came over and a building collapsed on top of him.

By this time his body was completely without hair, although he felt well enough otherwise. It was only after getting out of the war zones that his hair began



to come in—pure white.

Apparently medical science has no explanation for this shedding. Mikulas has been to see doctors in practically every port in England and the United States.

They all shake their heads sadly and admit complete helplessness.

Only one saw-bones said that he knew the cure. "What you need my boy," he said, "is a nice long sea voyage in the salt air."



By "FRENCHY" MICHELET

Now that the Navy is reducing the personnel of the gun crews on a number of SIU ships the quarters formerly occupied by these men should be made available to the unlicensed personnel to relieve the present overcrowded condition. The delegates on all vessels where the gun crews have been so reduced should immediately contact an accredited representative of the union to assist them to secure these badly-needed quarters for our own men. Any undue delay in tackling this problem may afford some shore-side screwball with nothing better to do, an opportunity to display his ingenuity in utilizing these quarters for other purposes.

Every steward department man should familiarize himself with the provisions of the supplement agreements to the agreements between the union and the various contracted companies. Very few brothers are familiar with these agreements.

We have just been given a beef involving five members of the crew of the Delta's Thomas B. Robertson which recently paid off in Charleston. The steward department delegate on this vessel had lumped together meals served to persons from ashore with those served to persons carried on the vessel and served as passengers and had arrived at a grand total of 1672 meals. Under certain conditions this is the correct procedure, but in breaking down the beef we found that the vessel had carried an augmented steward department and conse-

quently came under the provisions of supplementary agreement covered by the 100-149 manning scale.

Under this scale a combination 2nd Cook and Butcher, Baker's Utility and one Utility for every 12 persons over 100 is carried, thereby eliminating the extra meals that would normally have been payable when an eleven man steward department is carried. All that was payable as extra meals under these circumstances then, was 225 meals that were served to persons from ashore. In questioning the brothers who brought in the beef it was brought out that two men were short the required steward department complement during periods of the voyage, so a division of the wages of the absent members is apparently collectable.

As we are to shortly take over the agent's post in the port where the company has its headquarters, we propose to go over the whole affair. However, this beef never would have arisen had the men involved been familiar with the provisions of the supplementary agreements. In our forthcoming "Hints to Cooks & Stewards" we are devoting a chapter to a clarification of these provisions. If all steward department men will carefully peruse this chapter it will give them a clearer picture of the whole emergency wartime setup. (We hope!)

Here are some excerpts selected at random from our "Hints, etc."

Remember: Never stick a knife or fork into a roast while cooking—the meat will "bleed" and be less juicy. Turn the meat when necessary with two galley spoons.

In making cream of tomato soup a pinch of bicarbonate of soda should be added to the tomatoes before the milk is added to prevent curdling.

To skim sauces, push the saucepan to the edge of the range, throw in a spoonful of cold water and the grease will rise to the surface where it can be readily removed.

Flour raisins before adding them to a mixture to prevent them from settling to the bottom. Run fruit fritters for breakfast often. They are just as easy to make as hot cakes and they do much to insure a happy and contented crew. Ship style fruit fritters simply call for a sweet batter spiked with the juice of three lemons and containing pineapple, bananas or apples chopped fine. Don't forget the melted butter—it marks the difference between a good and an excellent fritter.

(innocent, you may be sure) games of hide and seek. A coffee-time like no other that ever was, that one!

All in all, even Frenchy could ask for no more. And by the way, if you're lucky enough to call at that paradise port of Guanta down Venezuela way, give our regards to Maria Elena and say that when we get back again we'll have something nice, very nice for her.

E. Z. DUZZIT

Assessment Deadline

All assessments, including the 1945 Strike and Hospital assessments, are to be paid before April 1, 1945 if you want to remain in good standing. If these assessments are not paid, and you lapse into bad standing, all rights and privileges of membership in the Atlantic and Gulf District will be withdrawn.

Remember. April 1 is the deadline—so get it paid if you want to stay in good standing.

Editor's Mail

Editor of the Log

Dear Sir and Brother:

Believe it or not, there's still one port in this otherwise gummed-up world that's unspoiled. And that's the one-dock harbor of Guanta, Venezuela, which has only recently been opened to off-shore traffic, due to the development of a new oil field. Not since a ship your correspondent was aboard called at Media Luna, sugar central in Cuba, has he touched upon such a (well, nearly) virginal theatre of operations.

In appearance, the place is the embodiment of that sailor's heaven Frenchy Michelet has been dreaming out loud about lately. The ship rounds the headland, squeezes in between two small islands and there ahead, 'twixt the sparkling blue waters and a grove of waving cocoa palms, is Guanta. No modern buildings mar the romantic view except the dock warehouse, the customs and a government building—all else is untouched (and unwashed). The houses of the benighted natives are mud walled, thatch roofed affairs, and the one open-air movie has barbed wire strung between its three different-priced sections.

So much for generalities. Guanta is too small to support more than two pleasure resorts—one of which we proceeded to call the Stork Club and the other, Roseland. The former was more elegant, having a dance floor out back (dirt floor, that is, and no music except when some Don Juan showed up with a guitar). Except for a thatch overhang on one side, it was open to the stars. An Indian maiden present would nonchalantly go to one of the corners every so often and pump her bilges—in full view of all comers. But what's that between amigos?

Then too, the Stork Club had a whole electric light all to itself (the juice was cut off at mid-



night), some fringed paper decoration (it being Christmas-tide), and home-made tables and chairs. The chairs weren't made to fold but they did anyway, and without previous notice.

The Roseland had as an added attraction a small zoo—of pigs. Out back was a mama pig with a brand new litter, and as we sat on beer cartons imbibing, a pet shoat would stroll in and out of the room. Their refrigerator, while not electrified, was nevertheless serviceable, being a rusty oil drum. And it was while helping to empty it of its bottles of beer that our chief cook, Luis Cohen, ran out of Venezuelan currency. But being a resourceful gent and bound to drink his quota for the night, what does he up and do but sell his khaki jeans to the madame and then amble back to the ship clad only in his shirt and shorts . . . a spectacle we will long and fondly cherish.

As for those Indian maidens!

They were as amiable as a Mayor's Reception Committee, only more so. Once you got on friendly terms with them, money was no object. And don't picture all of them as pickle-pussed and misshapen, not by any means. Other and less printable shenanigans aside, three of us spent an idyllic morning with a trio of them. When coffee time came one morning and no coffee made we three decided to go ashore, paint-splattered as we were, and grab a beer instead. When we got to the Stork Club, we ran into the girls bound for the nearby stream with bundles of laundry balanced on their conks. So we decided to give them a hand and went along. There followed three hours of good clean fun, a little of it spent in helping the girls wring out their assorted dresses and panties. The rest of the time we idled away by cracking cocoanuts open with rocks, by splashing around in the stream, and by playing