

# SEAFARERS' LOG



Official Organ of the Seafarers International Union of North America

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No. 44

## SEAFARERS FOR THE DEFENSE



Seated in the crew's mess of the T. J. Jackson to talk over the strategy of the defense of two Seafarers facing a bum murder rap in British Guiana are (l. to r.): Joseph Volpian, SIU Special Services Representative (back to camera); James Carter, Sr., Stewards Delegate; Earl De Angelo, Ships Delegate; James Carter, Jr., Chief Cook, a witness; Frank Knight, AB, also a witness; and James H. Parnell, Deck Delegate.

## Jackson Crew Rallies To Shipmates' Defense

The members of the crew of the T. J. Jackson, Alcoa which paid off in New York last week after three months on the Bauxite Run, have raised \$553 for the defense of two of their Brothers in jail in Georgetown, British Guiana, charged with murder. Certain that the facts in the death of a Georgetown launch captain add up to a hideous accident that seamen anywhere could run into, the boys from the Jackson say they will go to any length to see that Brothers Ralph M. Youtzy, AB, and Robert Boutwell, OS, get the best defense possible in the British colonial courts.

Although the Union is not involved, officials in New York are bending every effort to see that Youtzy and Boutwell get fair trials and that defense lawyers are given the facts to show the affair to be a case of accidental death in a fight provoked by the deceased captain.

To this end the New York Branch is collecting statements and depositions from witnesses, and corresponding with defense attorneys in Georgetown and the boys' families.

### SNAPS FINGERS

The launch captain was drowned when he went overboard in a fracas which he started, all SIU witnesses agree.

The Jackson was anchored off Georgetown in the Demerara river ready to sail with the tide the morning of October 2. Toward three o'clock that morning the First Mate and four men, Youtzy, Boutwell, Charles Robertson, AB, and Frank Knight, AB, came down to the liberty launch operated by the Sproston Agency after a night in the town.

The launch captain refused to take them out to the Jackson, claiming that he had no run scheduled, and trouble began.

From then on one thing led

to another. The Mate, John G. Doyle, asked the launch captain to accompany him to the agency to make a special arrangement, and the captain refused this request, too.

Angry words followed and the captain snapped his fingers in Boutwell's face. After a little more stuff like that, Boutwell and the captain were in a fight from which Boutwell emerged the winner, according to Robertson and Knight, and Chief Cook James Carter, Jr., who had arrived on the scene.

The captain again refused to check with Sproston's. Instead, he went into the wheel house

(Continued on Page 8)

## Four Cities Service Ships Cast Vote; Observers See 75 Percent For Seafarers

Voting of the unlicensed personnel in the Cities Service fleet of tankers got under way this week with the Seafarers International Union taking a commanding lead in the first four ships voted. On the basis of unofficial reports from the observers who watched the balloting, the SIU now leads by more than 75 percent. The four ships which have voted so far are the Chiwawa, the Paoli, and the Cantigny, all voted on October 23, and the Abiqua, which held its bargaining election on October 28. A fifth ship, the Logan's

Port, was balloted in East Braintree, Massachusetts, on October 30, but results of the election were not available when the LOG went to press.

Only three more tankers remain to be voted. They are the Council Grove, the French Creek, and the Lone Jack. As soon as they hit port, National Labor Relations Board officials will go aboard them to poll the men.

### TRIBUTE TO SIU

General Organizer Lindsey Williams stated that as far as could be ascertained only a small percentage of the votes were being cast for the company. This is directly attributable to the poor way the Cities Service Oil Company has always treated its employees, and to the excellent reputation the Seafarers enjoys along the waterfront.

Voting on the ships culminates a drive started by the SIU in October, 1946, when the Union first took steps to be recognized as collective bargaining agent for the unlicensed Cities Service seamen. As soon as the majority of the men had signed pledge cards, the Union filed for an election, and on October 20, 1946, the NLRB handed down a decision calling for the voting to begin.

Full text of the NLRB ruling was carried in the LOG last week.

## Williams New Director Of SIU Organizing Drive

NEW YORK—Following up a recommendation made by six SIU officials, Lindsey Williams was appointed General Organizer of the Atlantic and Gulf District at the membership meetings held on Wednesday, October 22. Pointing out that the "real future of this Union lies in organizational work," the recommendation called upon Brother Williams to "make a complete study and report of the entire organizational picture since its inception."

Brother Williams comes to his new job with a wealth of experience gained from many organizational drives, in particular the Isthmian campaign. He is an original member of the Union, and has been active in all SIU strike actions, as well as having sailed in all areas during the war.

The recommendation, signed by J. P. Shuler, Secretary-Treasurer; Paul Hall, New York Agent; Cal Tanner, Mobile Agent; Earl Sheppard, New Orleans Agent; Robert Matthews, Headquarters Representative; and Joe Algina, Acting New York

Agent, and approved by membership action, is as follows:

"The SIU has spent considerable money over the past two years in an organizational drive. While this drive has cost us money, it has resulted in gaining for the Union thousands of jobs.

"This drive must continue, and to that end we recommend that Lindsey Williams be placed in charge of organizational work as General Organizer, subject to the conditions laid down by the 1945 Agents' Conference. We base this recommendation on the previous work of Brother Williams, whose record as an organizer speaks for itself.

"The lessons learned from the previous organizing campaigns of the Union can assist us in the future. They will help us to draft a program which will be of great assistance in planning what is to be done in the organizing field, as far as seamen are concerned.

"We therefore further recommend that General Organizer Lindsey Williams make a complete study and report of the entire organizational picture since its inception, and on the basis of his report and findings, a definite program be drawn up and submitted to the membership for action.

### SIX POINTS

"This report is to deal with the following subjects:

1. Background of organizational drive of the SIU.
2. Internal obstacles faced by the Union at the inception of the drive.
3. External problems facing the drive in the form of dual unions and the ship-owners.
4. Problems which were run

(Continued on Page 3)

## Russia Runs WFTU, AFL Delegates Say

SAN FRANCISCO—The World Federation of Trade Unions was set up as a "camouflaged and delicately controlled instrument of Soviet imperialist interests and foreign policy," the AFL convention asserted in a strongly worded declaration denouncing the international labor body to which the CIO adheres.

It was only natural, the declaration said, that the AFL as the "strongest national body of free trade unions in the world"

should come into head-on collision with the WFTU.

The declaration contended that the WFTU had "failed dismally" to protect the economic interests of workers, and that it had thrown its weight behind "so-called trade unions" in the Soviet dominated countries of Europe.

In Germany, the declaration stated, the WFTU had treated courageous anti-Nazi trade unionists as "second-class citizens."

Moreover, it pointed out, "The largest affiliate of the WFTU—the so-called Russian trade union council—does not enjoy any of the most elementary rights of organized labor in free lands."

In the UN's social and economic council, the WFTU consultants had hewed to the Communist line, avoiding all basic issues confronting world labor and opposing constructive programs offered by the AFL, the declaration claimed.

# SEAFARERS LOG

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 OF NORTH AMERICA**  
 Atlantic and Gulf District

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 GEORGE K. NOVICK, Editor



## A Good Job — SIU Style

Whenever Seafarers take on a problem, they tackle it with characteristic thoroughness. Particularly is this true of any move to strengthen the organization and eliminate weaknesses which tend to hamper its drive forward.

A case in point is the all-out campaign against performers launched by the membership several months ago. Already this campaign has produced noteworthy results. Performers, gashounds, foul-ups, shipboard cut-ups and every other variety of harmful characters are on the wane.

Small in number when the drive began, they have been rendered practically insignificant now. One thing is for sure—the membership has demonstrated that performers in the SIU will soon take their place in the museum of things that used to be.

But until the last performer has been straightened out, we cannot relax our attention to this problem. One single irresponsible man who refuses to assume his share of the load aboard ship can toss a monkey wrench into the machinery. It has been repeated over and over again that foul-ups are, in the final analysis, taking jabs at their shipmates and at the entire Union structure.

The fact that a gashound misses his ship in far off Arabia, or that a guy slips away from a payoff with a couple of spoons in his pocket, may seem insignificant in the general scheme of things. But that's wrong. In fact, its just the reverse.

Actions such as these echo loud and long. They carry right into the negotiation sessions between companies and the Union. They provide the companies with the very shield they're looking for with which to ward off our negotiating committee's demands.

So the performer's activities have far-reaching effect. Putting it simply, he's undermining our chances for a better living, and our foes on the outside are enough to handle without us having to put up with snipers from within.

The membership has recognized this fact. The determined and successful manner in which the membership is gradually ridding the Union of performers is all the proof that's needed. Let's make it a clean sweep. With the performers out of the picture nothing will stand in our way. We will be able to devote our entire energies to the accomplishment of even better wages and conditions for all hands. Let's continue our vigilance by making certain that no one man's activities jeopardize the jobs of all.

In the words of Seafarer Sam, "You have the best Union in the world, let's keep it that way!"

# "Lightening up..."

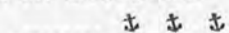


## Men Now In The Marine Hospitals

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.

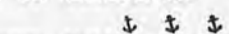
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- REUBEN VANCE



By PAUL HALL

A question currently coming in for quite a bit of discussion at shoreside and shipboard meetings is that of promotions aboard ships.

Under present Union shipping rules, any crewmember, other than Wiper, Ordinary Seaman and Messman, is eligible to accept a shipboard promotion after making one round-trip. In the discussions of this rule, a large number of members have expressed the opinion that it should be changed and that no promotions whatever should be allowed on board ships.

The question itself is a good one and since so many members are interested, let's discuss it further here.

In normal times, promotions aboard ship have been known to encourage guys to be company men. Putting it simply, for example, some ABs felt that if they were extra nice guys for the Mate there would be a chance for them to go Bosun on the next trip. The same applied to Oilers, who hoped to go as Deck Engineers, and Cooks, who were eyeing up Steward ratings.

**Doesn't Pertain to All**

Certainly it is true that many guys, who don't have the slightest trace of company-mindedness, have accepted shipboard promotions. But the question has not been raised in regard to these men. The point put forward by those interested in changing the rule is that considered all around, the present rule is not of good advantage to the membership. In fact, if it continues as is, there appears to be no doubt that with a slowdown in shipping, unpleasant situations might arise.

There's another big point in favor of changing this rule, say those members against the present method of shipboard promotions. As it stands now, it is possible for the average Bosun, Deck Engineer and Steward jobs to be actually replaced aboard ship, instead of being hired off the Union hiring hall board. For instance, a job originally calls for a Steward but a Cook is called for, instead.

Another point raised by those opposed to the shipboard promotion is the fact that if a guy is shipped from the Hall, he must present to the Dispatcher actual proof of his qualifications for the job he is seeking. On the other hand, they say, unless the rule is changed some of the promotions that will take place in the future will probably be based not so much on the guy's ability and qualifications for a job, but—according to his popularity with the Mates, Engineers and Skippers.

**More View Points Needed**

At the present time, it appears that a majority of the membership is in favor of changing the shipping rules to halt shipboard promotions. But there are two sides to the question and all hands have not expressed themselves on the subject. On this score, therefore, more viewpoints must be considered. If any member feels this shipping rule under discussion should be retained as is, he should express his views not only in meetings, but writing letters to the SEAFARERS LOG, where they can be published for all to read and mull over. This is one of the best means of presenting your particular side of the picture, and the same goes for those who favor changing the rule.

At any rate, the whole subject should be more thoroughly chewed over in shipboard and shoreside meetings and direct recommendations made. Let's hear from ships' crews on this matter and then, after kicking it around, we can either change this rule or go on record as leaving it status quo—whichever way we may decide.

**Performers on Decline**

The membership's drive against gashounds has had notable results. Performers in the Union appear to be on the decline since the membership's campaign began. There are still instances, however, of performing going on aboard ship.

A ship arriving in New York recently for a payoff had no less than half the crew gassed up. Not only do these guys run the risk of being rolled for their dough, but, even more important, they are hurting their shipmates by causing so much confusion that the rest of the gang does not get proper representation. This stuff must stop!

A point well worth passing along is one that was raised by one member at a recent meeting in this port. He pointed out that many of these gashounds get "sanctimonious" when brought up on charges and ask to be given a break. The Brother emphasized that in several cases where "breaks" were given, not only was the Union hurt, but damage was done to the individual good Union man who is not a gashound.

Let a guy get as drunk as a hoot owl, if he wants—but in the proper place, at the proper time. On board ship and at payoff definitely are not proper places or times. The majority of us agree that gashounds actions constitute as much of a threat to us as do shipowners' attacks. In self-preservation, we, as good Union men, must continue our drive to halt these pot shots at our security.

**Respect For Contract Insures Steady Shipboard Improvements**

By JOSEPH VOLPIAN  
Special Services Representative

Conditions aboard ship today are definitely on a plane never before enjoyed by merchant seamen.

True, there is still much to be desired, but the fact still remains that the long, hard struggles of the Seafarers to better life aboard ship has produced results that sailing men of twenty years ago probably never dreamed of.

Shipboard gear which the Union today regards as essential equipment, but which in days past were only seamen's pipe dreams, were not donated out of the shipowners kindness.

They are the fruits of much sacrifice. And to keep them and lay the way for further improvement of shipboard life they must be preserved and respected as such.

In the main, Seafarers today understand this situation clearly. By their growing determination to stamp out shipboard practices detrimental to the general well-

fare of all hands and the Union, they are demonstrating that the gear on our contracted vessels are not pinwheel prizes.

You don't go around chalking up major improvements in the maritime business by snapping your fingers. It takes struggles at every turn and pronounced gains can only be measured over periods of time.

But on the other hand, with a snap of the fingers these conveniences and the chances of adding to them can be harmed considerably.

Every blanket, every towel, every pillow slip, every knife, fork and spoon that is damaged, or removed from a vessel makes the job a bit tougher.

**CONTRACT BINDS**

The specific items which your Union demands as shipboard gear are covered by contract. But in order for a contract to be valid, two parties must uphold their respective ends.

We, in demanding these conditions, want it in writing; the shipowner, likewise, wants it in

writing that we are a responsible organization.

So it follows very obviously that the guys who pilfer and destroy ship's property are gnawing at the roots of our prestige and accomplishments as a responsible Union. Their actions lessen our chances for securing future improvements.

They even make it extremely difficult to retain that which is already accomplished because shipowners are opposed to replacing gear that has been willfully destroyed.

When shipowners fail to abide by the terms of their contract, when they fail to pay extra money for extra work performed as agreed, we call them chiselers. We take steps to see to it that they live up to the agreement.

We, too, are bound by contract. Through our Union, each Seafarer is expected to perform his work, obey the law and protect the lives and cargo aboard ship. Failure to comply eventually leads to a breakdown in conditions for the simple reason that our contract wouldn't be worth the paper it is written on.

If you want to retain the present standards in the maritime industry, if you don't want a return to the old days but want to go forward toward even higher standards, don't take a chance on fouling up.

Live up to your end of the contract.

**Tidewater Crewmen Switching To Seafarers, Says Tankerman**

Disgusted with rotten shipboard conditions and the phony company union's failure to take an interest in them, unlicensed personnel aboard tankers of the Associated Tidewater Oil Company are turning to the Seafarers International Union as their sole hope.

This situation was revealed by tankerman Charles M. Silcox, who paid off Tidewater's SS David McKelvey in Bayonne last week, after a 24-day trip.

Silcox, an AB, said that "approximately 80 percent of the unlicensed personnel aboard the McKelvey have declared themselves in favor of the SIU as their collective bargaining agent."

The Tidewater men are anxiously eyeing the conditions in effect aboard tankers belonging to companies contracted with the Seafarers, Silcox said.

They are disgusted with the phony nature of the company union, which he described as a paper organization. It never has represented the men, nor has it accomplished anything for them.

As a sample of the type of conditions existing on Tidewater tankers, Silcox mentioned several of the more outstanding beefs on the McKelvey.

Licensed personnel aboard the vessel continually "hogged the work of the unlicensed men, with the Mates painting on watch," he said. ABs don't go to the bridge during the day, while the OSs work on the bridge during the daytime wheel watch.

Payoffs are always delayed, practically no consideration being shown to the crew at any time, he added.

Overtime amounts to little or nothing, Silcox said, and the Stewards Department men are kept at work painting, sougeeing, etc., after five o'clock.

He said that in view of the general conditions on Tidewater tankers and the treatment received by the men, it is not difficult to understand why they want a collective bargaining



CHARLES M. SILCOX

agent like the Seafarers to bring them up to the same high level enjoyed by crews of tankers contracted to the Union.

A hearing on the petition, originally scheduled for Oct. 28, has been postponed until Nov. 5, owing to the illness of John Pennello, NLRB hearing officer, it was announced by General Organizer Lindsey Williams.

**Union Program To Undergo Complete Study**

(Continued from Page 1)

into in the course of organizational work.

- 5. Results of the organizational work to date.
- 6. Future organizational program of the Union.

"The fact cannot be ignored that the real future of this Union lies in organizational work, and we must gear ourselves to go into this field with all our forces, and must make every possible effort to organize every unorganized seaman, deep sea, Great Lakes, and inland waterways."

Brother Williams' report to the membership will be carried in next week's edition of the LOG.

**DRAWING UP A PROGRAM**



New General Organizer Lindsey Williams confers with other SIU officials in drawing up a program for future organizational work. Left to right, Paul Hall, New York Port Agent; Brother Williams; Bob Matthews, Headquarters Representative; and Sal Colls, San Juan Agent.

# Dispatcher Urges Crew Enforce Rules

By PAUL GONSORCHIK

NEW YORK — Last week we attempted to clarify several of the shipping rules which occasionally are misinterpreted by some of the membership. There are others which also should be clarified.

One of these that is butchered badly pertains to Permitmen. I am not quoting the rule word for word, but the rule says, in effect, that a Permitman may stay on a ship for one or more trips, providing the trip or trips, does not exceed sixty days.

In other words, a Permitman can, under this rule, stay on a ship for three 20-day trips, or two 30-day trips, or one long trip that may run 60 days.

## 60 DAYS ONLY

Whichever he may happen to make, the Permitman is finished aboard his particular ship when the 60 days are up. He must payoff that ship—not leave his clothes aboard and then come to the Hall and register in the hope that he will be sent right back to the ship.

He must get off entirely, come to the Hall and register, for nine chances out of ten, the job has been taken by another member.

Only in the event that no one has taken the job and it is still on the board, and you have proof that you have piled off and registered can you throw in for the job.

Bookmen should cooperate with the Union Hall in the enforcement of this rule. When you see Permitmen aboard your ship for over the 60-day period, notify the Hall.

Your cooperation will be gratefully appreciated by members ashore who are waiting for those jobs.

The Patrolman generally notifies all Permitmen aboard over 60 days to payoff, but some Permitmen have pulled fast ones—a very foolish thing to do.

Failure to get off on schedule means a violation of the shipping rules, which, in turn, puts a man on charges.

## MAJORITY RULES

If Bookmen have never stopped to think about why a man can ship out almost any time from the Hall, it is because of the 60-day clause in your shipping rules.

If the Permits were Bookmen instead, they wouldn't have to come off, of course, and you would have less of a turnover.

It appears to me the rules were made for the benefit of the majority of the membership. There are no exceptions where the rules can be suspended. They must be lived up to by all hands.

The shipping rules can only be changed by a referendum vote up and down the coast.

Discussion on these matters should take place on the floor of the membership meetings, where each and every one can have his say. It's your Union. Keep it that way!

# HERE'S WHAT I THINK...



QUESTION: What do you think will be the biggest problem facing the Union next year?

GERHARD PETERSEN, AB:

I've been sailing for more than twenty years, and the Taft-Hartley law is the worst piece of labor legislation I have ever heard about. It shackles the labor movement, especially seamen's organizations, because it could be used to abolish our Hiring Halls. The operators would like to see that happen so that they could hire men right off the docks, and force seamen to scramble for jobs. We've gone through that before, and no seaman that I know wants to return to those dog-eat-dog days. We've got to wipe that law right off the books.



RICHARD CLARK, OS:

The Taft-Hartley law will be our biggest problem. Not only ours, but the biggest hurdle for the entire labor movement. Congress has fixed it so that the power of unions is cut to the bone, and for seamen, that could cause plenty of damage. If our Hiring Halls are taken away, then the gains made by seamen over a long period of time will be gone with the wind. Ships will be sailed by scabs off the beach, and seamen will be reduced to begging the shipowners for jobs. That's why we've got to defeat the new law, and soon!



GUNNAR KRISTIANSSEN, AB:

As far as I'm concerned, the thing that will have the greatest effect on seamen is the way our ships are being sold to foreign countries. If this practice continues, soon there just won't be any more American merchant marine. Jobs are already getting scarce, and every time a ship is sold, that's more jobs American seamen will never get. Then the ships come into competition with our own flag ships, and U. S. operators howl that they have to cut wages to meet what foreign seamen are paid. One way or another, we're in the middle.



JIMMY CRESCITELLI,

Chief Cook:

We've got two real problems; one, the Taft-Hartley law, and two, the shipowners. With seamen not allowed to maintain the closed shop, the shipowners will hit us with everything they've got. And they have the law on their side. No matter what we try, the shipowners will fight us tooth and nail. They will attempt to lower our wages and force conditions down. Our only answer must be an all-out fight against the provisions of the Taft-Hartly law, and at the same time, we've got to keep fighting our real enemies, the shipowners.

# Crewmembers Of Fort Frederica Find Way For Speeding Up Repatriation Situation

Disliked though it is, the sale of American tankers to British firms is increasing and with it large numbers of SIU crews are finding themselves faced with repatriation problems once the ships have been delivered.

In the past few weeks several crews have returned to the U. S. with stories of poor treatment by American company agents in England, and long delays in being returned home.

One SIU crew believes it has found a method for eliminating these problems.

The crew of a ship recently delivered to England, the Fort Frederica, a former Pacific Tanker vessel, found itself blocked at every turn in its desire to get transportation home, and found that it was encountering the same problems faced by previous SIU crews.

## EXIT SCRATCHED

When they turned their ship over to its new owner in London they were taken ashore and billeted in a second rate hotel with four men to a room.

Moreover, they were deprived

of their cigarettes and allowed only one carton of cigarettes for the expected month lay-over.

During their wait they were repeatedly told they would be repatriated immediately, but several times, after getting their gear assembled for the departure, they were detained and the crews of different companies put aboard ships in their place.

Following a run-around of two weeks, the crew decided to take action to expedite a departure. A meeting of the crew was called, and a decision was made that the Chief Steward, Sylvester Zygarowski, send a cablegram to the New York offices of Pacific Tankers.

The cablegram was dispatched giving the crew's grievances and within 24 hours the crew was notified that air transportation was ready—two days later the crew was back in the States.

## DID THE TRICK

By taking action to shortstop the stalling tactics of the company's English agents, the crew immediately received action on its beef.

Without taking a stand and dispatching a wire to the com-

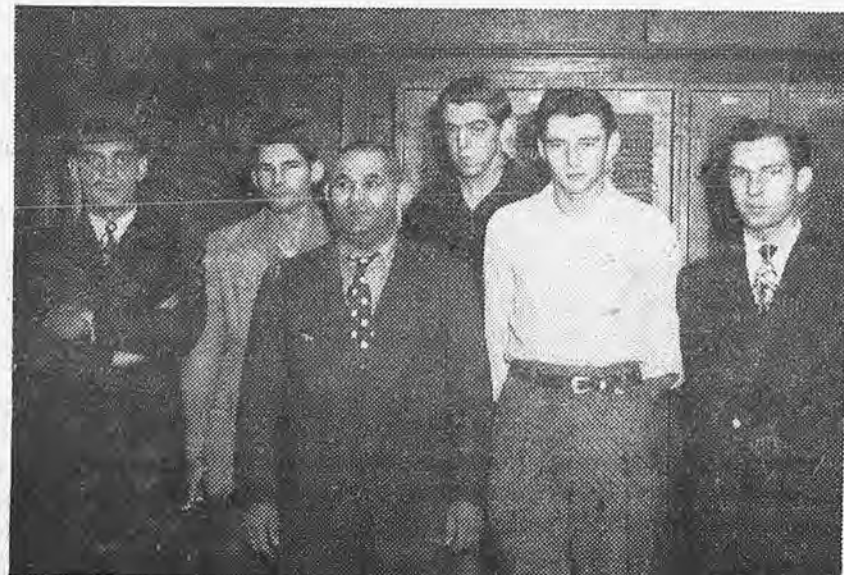
pany they feel they would still be cooling their heels in London.

As a word of advice to Seafarers who might find themselves on the beach in England in similar circumstances, the men of the Frederica suggest that they

immediately cable the American offices of the company.

If action comes as quickly as it did in their case, they feel that the cost of a cable more than pays for itself in a quick flight back to the United States.

## ACTION GOT THEM RESULTS



Part of the Fort Frederica crew which found a quick method for being repatriated following the delivery of the vessel to an English purchaser: left to right, G. H. Dixon, Chief Mate; Marlow Barton, AB; Sylvester Zygarowski, Chief Steward; Charles Brown, MM; Willis Ziegenagel, OS; and Lyman Dodge, Radio Operator.

## New NO Hall Will Fit Bill For Seafarers

By EARL SHEPPARD

NEW ORLEANS—Shipping has slowed down a bit here lately but activity on the waterfront continues to move along at a satisfactory pace.

The Marine Allied Workers, which is chartered by the Seafarers International Union, is making gains in the field.

Membership in this SIU affiliate is on the increase and its financial condition, therefore, is becoming stronger each day.

At the rate it is taking in allied marine workers, it can be now said that the Union's condition is sound, both numerically and financially.

The Hall recently acquired in this port, a large three-story building located on Bienville Street, between Chartres and Decatur Streets. This piece of property offers a great many possibilities.

If the membership approves of it, the top floor can be rented out to other unions, several of which have already expressed an interest in such an arrangement. In this way, the new hall can be made to pay for itself.

On the same piece of property, directly behind the main three-story building, is a one-story structure, which later can be converted to recreation quarters.

Having the recreational facilities in the rear building would be a first-rate setup. It would in no way interfere with the regular conduct of the port business, being separate and apart from the rest of the activities.

### NOVEMBER TITLE

We expect to receive title to the new building sometime in November. Until we do get the deed, however, we are not going to make any alterations.

The old building, which we are still using, is up for sale. We have received several offers for it but we are holding out for a better price.

All in all, the new building will be a good deal for all hands. There will be much more room, which long has been badly needed here. And the recreation room will give the fellows ample room to loaf and pass the time away while on the beach.

By the way, the doorman down here is none other than Martin "Moon" Koons, whose exploits are known far and wide.

## NO NEWS??

Silence this week from the Branch Agents of the following ports:

- BALTIMORE
- BOSTON
- BUFFALO
- CHICAGO
- CLEVELAND
- DETROIT
- DULUTH
- JACKSONVILLE
- TAMPA
- TOLEDO

The deadline for port reports, monies due, etc., is the Monday preceding publication. While every effort will be made to use in the current issue material received after that date, space commitments generally do not permit us to do so.



## Purser Gets All The Tough Breaks In Book And Winds Up Behind The Old Family Plow

By JOE ALGINA

NEW YORK—If there is ever an election for the hard-luck guy of the year, I have my candidate all ready. No one could out-do this guy for getting the bum breaks and for flubbing the dub—he had them all.

The boy I have in mind is the former Purser of the Moczowski, Bernstein Shipping Company. Why I say former, you'll soon understand.

This character was told to hit the ship in Port Richmond so he wandered down to the docks in Richmond, Virginia, but not a sign of the Moczowski did he see.

Our boy, perplexed that he was, put in an indignant call to the company office. Over the wire he got the sad news—Port Richmond is in Philadelphia.

There he was, 200 miles from the scow and not a rocket ship in sight. When he finally reached Port Richmond the ship was already three days at sea.

### MORE TO IT

This was sad enough, but the worst was yet to come.

The ship returned to Philadelphia and he managed to get aboard for the second voyage.

Everything went well during the trip. He sold the crew all the cigarettes it wanted and got along with the crew. In fact, almost the entire crew intended to make another trip.

When the ship was nearing port on its return, the crew asked to declare its cigarettes and have them put in the bonded locker.

He told the boys that a declaration was not necessary, they need only put the weeds in the bonded locker. One fellow insisted on declaring his cigarettes so the Purser took care of him.

In came the Moczowski and, as always happens, the boys from the customs came aboard. In their nosing around they found a few cigarettes in the foc'sle lockers and were forgiving about that until one bright guy sounded off.

"We got you guys stuck," he retorted, "all of our cigarettes are in the bonded locker." With raised eyebrows the customs agents scanned the manifest and saw only the declaration of one crewmember.

To say the least, the boys in blue were disturbed, but not to the extent of the crew when at the payoff they found their pay impounded.

The boys who hadn't bothered to declare their cigarettes were denied their pay and told to report to the Custom House for trial.

The Union represented the men at the trial where they were hit with fines totalling \$500. The fines could have been hung on the Purser, but the crew felt that he had a tough enough time

already and was a pretty good guy in spite of a few loose rivets.

The men paid the dough, but the Union is working on the case and expects the company to reimburse the men for the fines.

I guess it is pretty evident why I said former Purser. He is now far away from the sea pushing a plow. The chances of fouling up the works are pretty small now unless his horse gets frisky.



It's too bad the whole business had to happen. If the guys had kept their mouths shut when the Customs was aboard, the whole matter wouldn't have come up. I guess it taught them

a lesson that you can't tell the cop on the corner to go fly a kite.

The moral of the story is: Don't take a chance, declare everything regardless of what the Purser says.

The ship itself was a good scow with a good Skipper. Except for a couple of guys who took advantage of the Captain's good nature the crew worked together as a well-knit unit.

### SHARP SHIPS

We had some good payoffs in the Port of New York this week. The Robin Grey, Carolyn, Bull Line and Ingersoll, Waterman, all came in and paid off without any difficulties.

The Yarmouth, Eastern, is destined to hit the cruise run in a few days and will hit the same run as her sister ship the Evangeline.

This week the Union made an agreement with Waterman whereby Waterman ships signing on here with a stop in Mobile will take on stores down there. The company feels that it can better store its ships in that port.

The Mobile Agent will see that the ships hitting in there get proper stores before shoving off.

## Mobile Shipping Holds Steady And Future Looks Even Better

By CAL TANNER

MOBILE—Shipping in this port has settled down to a steady pace with jobs about equaling registration. Right now, book men can sign on as fast as they register, but it does take permit men a few days to get out.

Actually, things slowed down for about ten days due to the fact that all the Waterman ships were waiting for assignments, but they are beginning to move and we expect things to pick up fast and soon.

Waterman is the big company here with seven to ten ships paying off each week. However, some of the Alcoa ships are beginning to come into port after making their last trips to Canada before winter really sets in. We expect to have a port full of Alcoa ships in the very near future.

Patrolmen really have been on the ball for the last couple of weeks, working day and night to get every ship paid off the day it hits port. In the two weeks, they have paid off 18 and signed on 11.

Coal and nitrate shipments are taking the lead here. Both Waterman and Alcoa have coal shipments to Europe and Waterman has been sending out quite a few Liberties and C-2s loaded with nitrate for the Far East.

Men on the beach are learning to keep out of the way of the local Gestapo—the city police—

and are giving Monkey Wrench Corner the cold shoulder. These Mobile cops will throw you in jail if you so much as look like you want a beer.

To make it worse, the fine for a seaman is just about three times as much as the fine for anybody else. Watch your step when you hit the beach in Mobile.

Some of the boys in the Marine Hospital here had a few beefs, but Union officials got on the ball right quick and in a few hours had everything settled. The boys in the hospital now report that things are going smoothly and that they are being well treated.

Jordan and Morris, the Patrolmen who contacted the Morning Light, one of Waterman's C-2s on the Puerto Rico run, say she is one of the swellest feeding ships they ever have eaten on and that the boys on her are really fattening up.

More power to the Stewards Department on the Morning Light. Keep up the good work.

The Hall here put in a coca cola machine recently. Members can grab a cool one now without going outside for it. We expect to get a cigarette machine in the near future.



## Tip To Seamen: Avoid The Hook For Time Being

By BLACKIE CARDULLO

MARCUS HOOK—The "Standing-Room-Only" sign is up in this port and we expect it to be hanging there for a few weeks to come due to a sudden lull in shipping down here.

The beach here is loaded to capacity with poor old Marcus Hook fairly bursting at the seams. There are men enough on the beach here to take any jobs which might materialize during the next week, so my tip is: avoid Marcus Hook if you're ship-hungry.

The ships hitting port during the past week, of which there were a few, didn't help the situation any; in fact, they added to our woes. They paid off their crews here, and then were either sold or laid up.

Just in time to take care of the influx of involuntary beach-combers, we acquired the new Hall we've been talking about for weeks.

### GOOD NEWS

I think a lot of our old friends, I mean the many boys who shipped out of here last winter and almost froze in the process, will be happy to know that we have taken up a new residence.

We have fixed up the new place so that it is a real sharp looking spot. It has plenty of room for all hands, not to mention the comfortable oil heat.

The downstairs will be fixed up in the near future as a clubhouse, and will provide a place for the fellows to rest their



weary bones. The hard chairs in the old Hall were giving the boys curvature of the spine.

I guess I have made it known in previous reports that we needed a new Hall badly and the place answers most of our problems of handling the many men working in the organizing drive and carrying out the routine business of shipping.

### QUESTION, MR. TAFT

We see that the illustrious Mr. Taft is throwing his hat into the ring for the presidential nomination. My, my, what a foolish boy! How does he think he can antagonize ten million union members and still get their votes?

Maybe he is a firm believer, as Robert Bruce was, in the old saying, "If at first you don't succeed, try, try again."

Question of the week: What SIU man slept soundly through a fire in his own house in Marcus Hook—and him a volunteer fireman?

Just in case you insist on coming down here in spite of the poor shipping, the address of the new Hall is: 811 Market Street, Marcus Hook.

# Shoregang Jobs Hit Skids In PR But Shipping Booms In Island

By SALVADOR COLLS

SAN JUAN—While shipping is keeping a good pace, shoregang work in this port has hit the skids, at least temporarily.

Up until this week there has been plenty of work to keep the beachcombers busy, but now it looks like they might have to take ships if they want to turn a buck or two.

While a few of the beachcombers have swallowed their pride and shipped out, the beach is becoming more crowded with sun-loving Seafarers from the mainland coming ashore from every ship.

A few weeks ago I mentioned that the local cops were bothering SIU members around here. Now the situation is reversed—when there are a few ships in port, the cops swoop down and run all the women into the clink where they are fined two bills

for just hanging around the waterfront.

### BEEFS LESSENING

Coincidentally with the slow-down in shoregang work we have had a slackening off of beefs in this port. There is no relation between the two, however.

We had a beef on the Ponce De Leon, Waterman scow, revolving around the Chief Engineer and the ship's water.

The ship had recently been acquired from the Navy and, as always, she was all fouled up. She has only one line from the domestic service tank, but when she hits drydock in Mobile this is going to be corrected.

The Wild Ranger was in port looking like a brand new job. She was clean as a whistle and not a beef aboard, thanks to the fine job done by the Ship's Delegate.

At the moment we have four ships in the island ports and four here in San Juan Harbor without a single beef pending on any of them.

### DIFFICULT TASK

I hope these ships pull out without having any beefs or shortages crop up.

Sometimes it's pretty hard to get replacements to the Island ports due to the fact that most



of these jobs don't allow enough time for a man to get his gear together and get aboard the ship.

That's the number one reason for these ships sailing shorthanded in spite of all we do to see that this doesn't happen.

This being meeting night here at the Hall, we have enough men to crew a couple of ships; but tomorrow they'll all be long gone back into the Island's hinterland.

The rumor is that they have struck gold back there; if this is true, I'm going to beat it for Ponce too.

# New SIU Outfit Sails First Ship From West Coast

By W. H. SIMMONS

SAN FRANCISCO—Sailing out of this port last week was the J. M. Davis of the Pratt Steamship Company. This company has just signed the full SIU contract and the Davis is making her first trip under the SIU flag.

This promises to be a big boost to the SIU out here on the West Coast as the company has just purchased four flat tops from the Navy. These ships will go into operation as soon as they clear the shipyard where they are undergoing repairs and re-conversion.

When crews are called for these ships they will go into the South American run to Buenos Aires.

Incidentally, the Serang aboard the Davis is San Francisco's ex-Patrolman Tim Kelly. With Tim aboard I know this first trip will be a good one. What with an old-time SIU man aboard to handle things they can't miss.

### PORT IS BUSY

The old Gold Coast has really been humming of late with quite a few Isthmian and Waterman ships paying off in this neighborhood. We paid off the Franklin K. Lane in Portland last week and the SS Governor is due for a payoff this week in San Francisco.

The Governor has a fine crew aboard and I know the payoff will be a pleasure.

At the moment, we are in negotiations with the Moran Towing and Transportation Company. This outfit has taken over the job of delivering four LSTs and a large tugboat to Lisbon, Portugal.

We are working on an agreement for this delivery job and as soon as the matter is settled I will let the LOG readers in on the details.

Quiet is the word for activity out here at the moment. No strikes in progress and all SUP agreements signed and sealed for another year. From where I sit, it looks like clear sailing for the old Gold Coast.

# AFL UNION SOLIDARITY



When the AFL Electrical Workers began a drive to organize the 1,000 employees of the Western Electric Company in Duluth, Minn., the Duluth branch of the SIU Great Lakes District lent its Hall for a headquarters. This was another example of SIU solidarity with other unions.

# Third Steward Keeps Department Clean;

By JACK (AUSSIE) SHRIMPTON

## The Third Steward

The Third Steward is sometimes called "the Second Steward's man" because he works entirely with that official. He is in charge of all the cleaning stores, crockery, and glassware which he issues on the say-so of his boss.

Another of his jobs is to supervise the work of the Porters and any of the men employed on day work because of a poor passenger list.

This squad of men is called "the Chain-gang" and works on any general cleaning job that the Second Steward wants done, but the Third Steward is in charge of them.

He also looks after the quarters of the Chief, Assistant, and Second Steward, for which of course, they pay him at the end of the trip, and more often than not he will assist the Second in the running of the Deck games and similar matters. On the homeward bound voyage he takes an inventory of his cleaning stores so that the Second Steward can requisition for same.

A good Third Steward, working closely with his Second, can save "the Deucer" hours of work

and worry and is a very important cog in the big wheel of the Stewards Dept.

## The Storekeeper

This rating, aboard a passenger ship, is a hard one to fill, as most of the guys who throw in for it seem to have the wrong idea.

During the war, when Liberties were converted into troop carriers, this rating was generally revived, and almost anyone could have the job for the asking, with the consequence that the wrong guys got the rating and now consider themselves capable Storekeepers, which they most certainly are not.

It is a hard job and calls for a hell of a lot of knowledge of the care of perishable foods and their stowage. The Storekeeper works with the Assistant Chief Steward and between them they control and issue all stores of every description.

The first qualification of a Storekeeper is honesty as he is the first guy that all the petty bums and chiselers of the waterfront try to corrupt. He is often offered large sums of cash, particularly in foreign ports, "to turn his back for five minutes," but he is only a sucker if he falls for

this bull, as nothing can stop the shortage becoming known, with the inevitable result that while the Steward cannot pin the theft on his Storekeeper, he will nevertheless, quickly can him for something else.

These wartime shenanigans are over and the wartime Storekeeper had better realize it. His store-rooms must be spotlessly clean, and he must be able to put his hand on anything at a moment's notice, and to that end he should have a good memory. He gets quite a slice of overtime because it is nearly always impossible for him to fit his working hours into everyone else's, and he must always be standing by his store-rooms during the passenger meal hours.

The Storekeeper and the Assistant Chief Steward take the physical inventory before getting home, and if the former has issued his stores in the proper manner and kept proper records during the voyage this job will not be half the headache that some Stewards and Storekeepers make of it.

### WATCHES STOWAGE

Upon the first sign of spoilage the Storekeeper must consult the Steward, and it is very important that he personally supervise the stowing of the refrigerators so that he can tell the longshoremen where he wants all his perishable stores.

A good Storekeeper can help to reduce much of the waste that goes on aboard passenger ships just by intelligent issuance, and thereby greatly reduce the operating cost of the Department by which a Chief Steward is judged by the Company.

For that reason alone, he is worth his weight in overtime and, as the rating is only one step away from a Stewardship, he need never be out of employment once he has proven his ability to hold the job.

His is one of the most responsible ratings in the Stewards Department. For any man who wants to make a career of seafaring in the Stewards Department this is the job in which he can really show his mettle.

# Shipping Spurt Fizzles Out In Philly

By E. S. HIGDON

PHILADELPHIA—The tempo of shipping in this port remains about the same as last week—pretty slow. We had a little shipping spurt on Monday and Tuesday when we shipped about fifty men, but the prospects for the coming week don't look any too promising.

We had eleven ships in port during the past week, of which nine were in transit and two paid off. For the coming week we expect to handle payoffs aboard the Coastal Mariner and the MV-1 of the Bull Lines.

Why I continue to read the newspapers, I don't know. All I get is high blood pressure, but anyway, the papers this week made known the obvious fact

that the costs of food and clothing have risen far beyond the recent raises granted labor, so it looks like labor will once more be forced to seek adequate remuneration.

While we are on the subject of rising prices it has been a surprise to me that the press has not told us the reasons for the tremendous increases.

### WHIPPING BOY

As I recall, the press walloped hell out of the unions last year by blaming the rise in costs of all commodities on labor. As their proof they maintained that labor was asking for raises far beyond the cost of living.

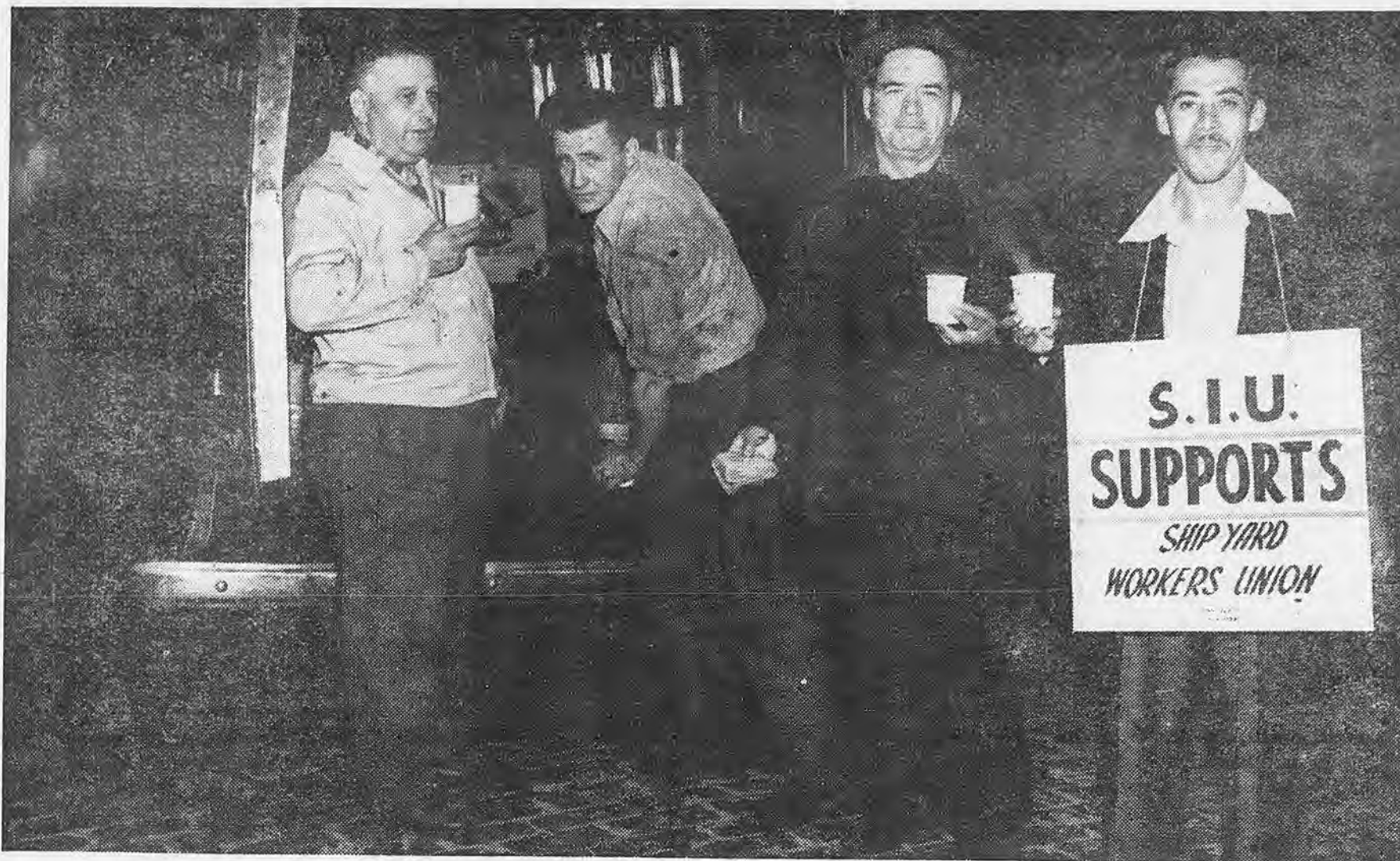
Now I'm wondering what their excuse will be this time.

The Journal of Commerce reported this week that President Truman is going to call a special session of Congress to submit to it a program for the control of inflation.

While he is on the subject of control, we, the seamen, should bring forth our suggested control measures. One of them is to have Congress get control of itself before it gives away our entire merchant fleet and with it the livelihood of thousands of seamen.

When Congress makes a present of our ships to foreign powers, as Senator Brewster of Maine proposes, we can kiss our jobs goodbye and start looking around for forty acres and a mule.

# Baltimore SIU Holds Line With Shipyard Workers



Above picture shows the sign one Baltimore SIU member carried while walking the picketline in support of the striking CIO Shipyard workers. Hundreds of other SIU-SUP men are also doing their part in the same beef.

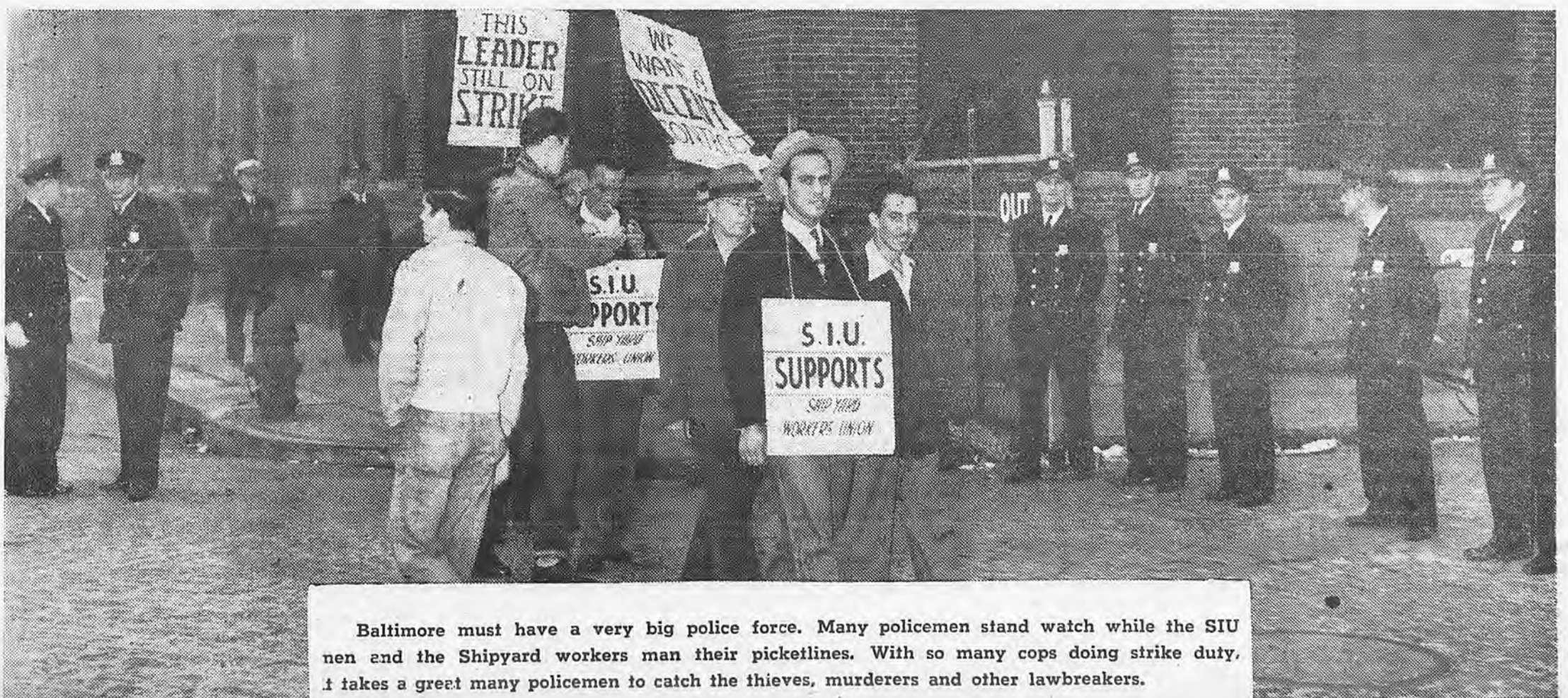
The coffee truck, pictured at the left, is a great morale builder. There's nothing like a cup of hot, steaming java when the going gets tough, and after walking the picketlines for more than five months, as the Shipyard workers and their supporters, the SIU, have been doing, the going is really tough.



They go to picketlines in style in Baltimore. At least the SIU men who stand picket watches with the Shipyard workers do. This truck has seen plenty of service: first during the 1946 General Strike, then the Isahmian Strike, and it is now being used to transport SIU members to various Shipyard workers' picketlines in Baltimore.



The familiar white caps of the Seafarers stand out on the CIO Shipyard workers picketline. From the beginning of the strike, the Union has assisted the Bethlehem Shipyards strikers, and SIU support has helped them keep their lines solid. We helped them in other cities also.



Baltimore must have a very big police force. Many policemen stand watch while the SIU men and the Shipyard workers man their picketlines. With so many cops doing strike duty, it takes a great many policemen to catch the thieves, murderers and other lawbreakers.

# AFL Confab Names Green, Drives On T-H

SAN FRANCISCO—The 66th Convention of the AFL came to a close after a two-week session which saw William Green and George Meany unanimously re-elected President and Secretary-Treasurer respectively. After the convention, Green commenced his 24th term as President.

Also elected unanimously were the following members of the Executive Council: William L. Hutcheson, Matthew Woll, Joseph N. Weber, George M. Harrison, Daniel J. Tobin, Harry C. Bates, W. D. Mahon, W. C. Birthright, W. C. Doherty, David Dubinsky, Charles J. McGowan, Herman L. Winter, Dan W. Tracy. Tracy succeeded John L. Lewis whose name was not placed in nomination.

In addition, the convention took the following notable actions:

1) Authorized a vigorous educational and political drive for repeal of the Taft-Hartley Act through a newly created body, Labor's Educational and Political League.

2) Adopted a clear-cut foreign policy endorsing the Marshall Plan for aiding Europe and strongly assailing the expansionist policies of the Soviet Union.

3) Drafted a positive legislative program for 1948 calling for an effective national housing plan, the broadening of social security coverage and an increase in benefits paid, a national health insurance plan and a boost in the minimum wage level to at least 75 cents an hour.

4) Protested the rising tide of inflation and demanded Government action to lower prices.

5) Raised the per capita tax paid by affiliated unions of the AFL from a base rate of two cents per member a month to a flat rate of three cents, to yield an extra \$1,000,000 a year in income.

6) Voted to intensify the AFL's organizing drive in the South and to extend it into a national drive.

7) Urged expanded federal aid for the nation's educational institutions and for the welfare of school children.

8) Amended the AFL constitution to permit directly affiliated federal unions to sign non-Communist affidavits and use the services of the National Labor Relations Board.

Complaints against District 50 of the United Mine Workers, which several unions claimed had infringed upon their jurisdictions, were referred to the Executive Council.

## Look Them Up

Brothers Ernst Schiwiek and John Zohil are drydocking at the moment in St. Agnes Hospital in Philadelphia.

Time hangs heavy on their hands. A visit or a letter from their shipmates would cheer them up and make their days of hospitalization pass a little faster.

Let the boys know that they are remembered by their fellow Seafarers.

## BROTHERS IN NEED



A swell outfit, the Crew of the SS T. J. Jackson has already raised \$553 for the defense of two of their number held in British Guiana on a murder charge growing out of the accidental death in a scuffle of the Captain of a Liberty launch.

## Jackson Crew Gives Support To Shipmates

(Continued from Page 1)

and, according to the witnesses, came out with an iron bar.

In another fight that followed, the captain and one of his hands were tossed overboard. Witnesses saw them both start swimming ashore. The helper got there, but the captain apparently failed to make it and later on the Georgetown police said they had found his body.

Seven men, including Radio Operator Earl Kiphart who turned up after the fight, were held by the police. The next morning in court, eight "witnesses" who, crewmembers of the Jackson say, appeared virtually from nowhere, "identified" Boutwell and Youtzy as the ones who had shoved the captain and his helper over the side. The upshot is that Youtzy and Boutwell face a murder rap in a foreign port.

During the trip the aroused crewmembers raised \$221 in cash, and when the Jackson paid off they chipped in an additional \$332. But even \$553 will not be enough since defense lawyers are demanding \$2,500 with \$1,000 paid in advance, and neither Youtzy, Boutwell nor their families can raise that kind of money.

### GRIM REMINDER

Union officials consider the plight of Youtzy and Boutwell a grim reminder to SIU members of what can happen to seamen who get in trouble. They point out that seamen are entitled to whatever recreation is available but that they should always remember that foreign jails and courts are rugged. Moreover, they say, American seamen in foreign ports are foreigners themselves.

However, officials know the bauxite run is tough, and that the ports on the run are even tougher. Convinced that Boutwell and Youtzy are facing a bum rap, they are doing everything in their power to help them.

## Maurice The Horse Fouled Up In Canada

By M. QUIRKE

MONTREAL—Every port has its "characters" and Montreal is no exception. The first of these so-called "characters" made his debut here last week, and thereby hangs a tale.

This character paid off the MV Gadsden and then decided to take a hunting trip before shipping out again.

He came in to tell me all about his proposed trip, then took off for the woods, leaving me with visions of deer and moose steaks that would adorn my table on his return.

But there's many a slip twixt the steak and the lip—and Brother, what a slip this turned out to be!

It appears game was not so plentiful as had been expected, so our hunting friend decided to try his hand with the jacking light. He waited for darkness and when it came, off he went.

### SIGHTS "MOOSE"

Luck, it seemed, was riding the range for the hunter. He had been out only about an hour when he sighted his first moose. He drew a bead, pulled the trigger—a perfect shot.

He brought down his target

with the first ball. Only it wasn't a moose—it was a horse.

Our confused friend got away from his kill in a hurry and headed back for camp. On the way back, he ran into another moose — this time a real one, which he knocked off with some very pretty shooting.

As you just can't throw a moose over your shoulder and drag it back home, he was faced with a transportation problem.

So off to the nearest farm he went to bum a horse with which to drag out his meat ration. After promising the farmer all kinds of moose steaks, the farmer agreed to lend him the plug for the job, and set out to harness the nag for the hauling operation.

### WHO DUN IT?

Everything was going off well, until the farmer chanced upon his old grey mare stretched out on the sod cold as ice, with a bullet in its noggin.

Now the farmer was a guy who can't take a joke and promptly called upon the local gendarmes. He loudly demanded to be reimbursed for his late departed plug.

## Marshall Plan Brings New Hope To Germany

SAN FRANCISCO—Denouncing communist aggression in the strongest terms he could command, Dr. Kurt Schumacher, one-armed chairman of Germany's Social Democrat party and survivor of ten years in a Nazi concentration camp, told the AFL convention here that the Marshall Plan had brought "new hope" to devastated Europe.

Schumacher said that although Germany deserved plenty of punishment, there were many Germans worthy of the confidence of their neighbors, and that only if these Germans got that confidence could Europe as a whole be reorganized successfully.

Proof that the German workers wanted democratic freedom was found, he said, in the fact that they had not adopted Communist totalitarianism as had so many workers in other parts of Europe.

After the screams had died down, our character friend, now known as "Maurice the Horse," returned to the Hall with his tale of woe—minus a very fine rifle, and \$150 which he shelled out as a fine for illegal hunting.

But I, of course, am still waiting for my steaks, as Maurice



lost the moose—the real one—to the game warden.

I don't know what moral can be gained from this saga of Maurice the Horse, but if any of you guys are contemplating a hunting trip with our hero you had better take along a pair of specs.

It might save you money.

## Galveston Keeps Close Tabs On Cities Service

By KEITH ALSOP

GALVESTON—With the Cities Service election going on, all Cities Service Tankers that hit the Texas Area will be boarded as soon as they arrive in port.

It will be of great assistance to the officials in Texas if the Ships Organizers call the Galveston Hall, collect, as soon as they dock.

This will be a big help as the territory is large, and unless we get this help, your ship may be ready to sail before we know the ship is in.

Shipping has dropped off here with no ships at all signed on

and only the Del Valle, Mississippi, paid off last week.

The only ships in transit now are the Charles H. Cugle, Waterman, and the Steel Fabricator, Isthmian, both at Beaumont, and the Paoli, Cities Service, at Lake Charles.

The crew of the Cugle wanted more rice and we got some placed aboard, so it looks like plenty of Red Beans and Rice for the boys this trip.

There were some minor beefs, too, but these were all settled in the usual manner to the satisfaction of all hands.

The gashounds have really been giving this port a wide

berth, and the few members ashore who might get involved in drinking sprees are laying off until shipping picks up.

Duke Himler is back from the border after performing on the grunt and groan circuit where he wrestles under the name of Frenchy La Duke.

Brother D. Lee, SUP, is in port waiting for the perfect ship to come in looking for a Bosun.

F. W. Grant, W. Bargone, W. Cannavan, A. C. McAlpin, along with W. E. Rowan and J. L. Harris, SUP, are in the Marine Hospital, but all are on the improving side and will soon be back on the production line.





# SHIPS' MINUTES AND NEWS

## THEIR TRIP MARKED BY SMOOTH SAILING



Crewmembers of the SS Minot Victory say "shipping Isthmian isn't so sought." In fact, they urge Seafarers "not to hesitate grabbing an Isthmian ship."

Identification accompanying photo was as follows: front row, left to right, E. Hall, Oiler; A. Newman, AS; G. Decker, OS; S. Ellis, AB; M. Evans, DM; J. Trosclair, Wiper; N. Costello, Steward. Second row, left to right: D. McElroy, AB and J. Zauher, Ch. Cook. Life ring row: O. Fielding, Asst. Elec.; W. Holland, Ch. Elec.; R. Callahan, OS; D. Cochran, Bosun and W. Smith, AB.

Standing, left to right: A. Pontiff, Util.; R. Taylor, MM; M. Duckworth, 2nd Cook; J. Suhar, Jr. Eng.; C. Iverson, DM; R. Roberson, AB; M. Jones, Jr. 3rd Mate; E. Leary, MM; F. Nelson, AB; R. Grotevant, Ch. Mate; O. Jones, Jr. Eng.; J. Novak, Ch. Eng.; S. Jupp, 1st Asst. Eng., and J. M. Csuka, Master. Taken in Los Angeles harbor, photo was submitted by Ships Photographers of San Pedro.

## Florida Men Hold Lively Meeting In Miami

With the SS Florida scheduled to be in Havana on shipboard meeting night, crewmembers of the P&O passenger ship held their regular meeting at the Miami Branch Oct. 20. The vessel is scheduled to enter drydock for overhaul on the return from the Cuban port.

The meeting was called to order by Sailor Hall at 6 p. m., with 155 Bookmen and seven Trip-carders and Permit men in attendance. Elected to chair the meeting was Major Costello;

Johnnie Roberts was elected recording secretary.

Acting to have all needed repairs attended to while the vessel is in drydock at Newport News, the Florida men instructed the crew taking her to drydock to see that she was returned to Miami in ship-shape condition.

### WARNING GIVEN

One of the crew pointed out that two Deck Department men had worked overtime for time off. A motion carried unanimously warned that any such practices in the future would result in offenders being brought up on charges.

### LAYOFF QUESTION

Heated discussion also centered around the question of what to do with the men laid off while the Florida was in drydock. It was agreed that since only a skeleton crew would be aboard during the overhaul, those men laid off would be entitled to their jobs when the ship returned to Miami. It was pointed out that maintaining a crew on the Florida had posed some difficulties and that the men who had been riding her all summer were therefore, "entitled to their jobs during the season."

Brother Hall told the meeting that since the Port of Miami was being run on a temporary basis, all finances would be conducted through the Tampa Branch, thus enabling both branches to stay

out of the red. He added that no dues payments could be accepted at the Miami branch until it was adequately supplied with dues and assessment stamps.

Prior to adjournment, the oath of obligation was administered to 20 of the Florida crew.

## SIU Hospitalized Thank Del Alba Contributors

When the crew of the SS Del Alba, Voyage No. 3, chipped in for a donation to their SIU brothers at the U. S. Marine Hospital at Fort Stanton, N. M., it was a heart-warming act that won the sincere appreciation of the seven SIU men who benefitted.

In a letter to Earl Sheppard, New Orleans Port Agent, who had forwarded the check, Marion D. Penry, spokesman for the Seafarer patients at Fort Stanton, expressed the thanks of his brothers and himself. The money had been divided equally among them, he wrote.

The donation from the Del Alba crew totaled \$116, and each of the following men was on the receiving end of \$16.57:

J. P. Williamson, R. S. Luffin, J. Supinski, A. McGuigan, C. Middleton, R. B. Wright, M. D. Penry.

## Rice Crew Tosses 'Package' To Hungry Men Of The Hills

Life took on a rosier hue, even if only briefly, for the standby crew aboard the SS Newhall Hills, a tanker undergoing repairs in a Southampton, England, shipyard. The break in the otherwise dull existence came in the form of a "surprise" package delivered last week to the crew by their fellow-Seafarers of the H. M. Rice, an Alcoa Liberty, which made an unscheduled stop in England.

In the package were most of the things the Newhall Hills men have been doing without—candy, gum and "above all, American cigarettes." The Rice crew apparently learned of their Union Brothers' plight from an article appearing recently in the LOG, which described the scarcity of American supplies aboard the battered tanker, victim of an explosion when she was rammed in the fog-bound English Channel several months ago. One of the crew was killed in the accident.

### DEEP THANKS

News of the Rice crew's thoughtfulness reached the LOG in a communication from Barney McNally, a Newhall Hills man. He expressed the whole gang's gratification for the package and a batch of reading matter which accompanied it.

Oddly enough, were it not for something of a minor calamity aboard the Rice, the Newhall Hills lads might still be gasping for a few drags of an American cigarette, writes McNally.

Bound for Finland with a load of coal picked up in Port Arthur, Texas, the Rice put in at the English port when fire broke out in her cargo. It was then that the Rice men pitched the bundles of goodies to their SIU brothers.

McNally says that he, along with George Donnelly and Mickey Mickiewicz, went aboard the Rice to convey their shipmates' thanks. While aboard they talked with the British fire marshall, who said that in all his years in the harbor the situation on the Rice was his biggest headache.

After considering several ways of putting out the fire, McNally

Despite the "hot" condition of their ship, the Rice men are in good humor, McNally reports. Chief Cook Leroy Gulley, is feeding them well and the skipper is a considerate fellow. He gave all hands a draw and the crews of both vessels joined in a "royal drinking party at the Royal Pier, McNally continues.

"Here are the names of the swell gang of SIU men aboard the Rice," McNally writes:

K. Larson, D. Wheller, J. L. Leonard of the Deck Department, E. Elrick, L. McDonald and Marks, H. Leavelle, S. Dopranick, V. Doparnick, P. Miller, Tex Morment. Black Gang men are: R. Boone, G. Bedard, L. Naegel, R. Stewart, B. Waits, P. Sperdando, and J. Michel.

In the Stewards Department are: Edward O. Johnson, L. Gulley, E. Logan, M. Morgan, R. Mixan, R. Bowman, and O. Butler.

And to prove that it never rains, it pours, McNally attached the following postscript to his letter:

### NOT TONIGHT!

"While in the launch going ashore to mail this letter about the Rice, we came across a Bernstein ship in for bunkers. There were many men on her that we knew, so we spent the evening aboard and to hell with going ashore that night. She was the SS Richard Moczowski.

"Our brothers on that ship treated us as well as they did on the Rice. Captain Ross opened the slopchest for us and only for the lack of American dollars we would have had as many smokes as we wanted at sea stores prices. This crew thinks he is one of the best.

"Charlie Palmer is ship's delegate . . . We had to leave in a hurry for if you miss a launch over here you're a dead duck. I didn't get a chance to get many of the Brother's names but a few of them are Peter Moreni, Tennyson Ashe and Bosun George Billick."

"So, for awhile, at least, the Newhall Hills' nightmare was ended.

### Send In Letters On Your Voyages

Dear Brothers:

We've been getting plenty of letters from you about the stinkers and the bum ships.

But we feel sure some of the other Log readers would like to hear about the good times you have in strange ports, too. There are a lot of boys on the beach today who'd like to know what goes on in Rio or Copenhagen, Yokohama or Capetown.

So drop us a line and let us hear what you've been doing. Try to keep your letters to about 300 words or less, so we can print them all. Many thanks, Brothers.

The Editor



quoted the fire marshall as saying, it was decided to have the ship discharge her cargo and that the "fire is to be extinguished during the discharging process."

"And that's what the man said," McNally insists, "He said it, that's what he said. We heard him!"

## 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!

# SEAFARER SAM SAYS: SIU Ships' Minutes In Brief



## CUT and RUN

By HANK

Brothers, don't fail to vote in this coming election. Be an active member as well as knowing your Union constitution, those shipping rules, your Union officials and the news of the Union through your official newspaper, the LOG. Reading the back issues of the LOG and keeping up to date with every LOG that comes out every Friday is the obligation of every man. Whether on ship or ashore, pass those LOGs along to your shipmates.

Brother George Meaney just came in from a trip on the Nampa Victory with a lot of oldtimers aboard. There was Al Southers, Arthur Thompson, "Old Chile" Dusan de Dusan, Joe Kelly, Jimmy Johnston, "Big" Holbrook, Carl Carlson, Tommy Maguire. Their ship broke down and they stayed two weeks in Lisbon—which must have been a welcome treat, as ports go. Brother George Meaney just sent us a letter from the Boston U. S. Marine Hospital, the Brighton: "Tell Chile, Thompson, Pete King and Lee that I'm up here. I previously went over to the Staten Island Marine Hospital and boy, what a terrible set up for admitting patients there. After waiting for four hours there still was no soap. There were three men ahead of men when I sat down to wait my turn. All you need is a cot and a can of food to be all set to wait for another few hours. My address is: Ward 3 West, U. S. Marine Hospital, Brighton, Mass." . . . Good luck, George, and a fast recovery!

Last week we saw that oldtimer, Brother Otto Preussler, with his mustache, showing all the ships (105 of them) he has been on since 1905. Brother Preussler celebrated his 62nd birthday with a night in Havana, Cuba, in the Seatrain Bar, by the way . . . Here are some oldtimers who may be still in town: A. De Costa, F. Lillie, V. Helms, F. Fromm, E. Hill, E. O'Brien, V. Capitana, E. Berg, T. H. Toohy, A. Peterson, S. Calleja, J. Hopkins, O. Srept, B. Ledo, A. Iverson, R. Ayers, E. Larson, I. Sieger, J. Mikalajonas, A. Allie, J. Cobral and B. Ledo.

There's an important election going on right now among the tanker seamen sailing the Cities Service tankers. We are of the opinion that nearly every one of these seamen has heard and seen the wages and conditions which the SIU has won for various seamen—the biggest demonstration, for example, was for Isthmian seamen—and they no doubt are convinced what the SIU can do for them. Of course, no shipping company ever wants a unionized bunch of men sailing its ships—but why should the seamen lose out in plenty of beefs, wages and conditions plus no job security. More and more seamen are waking up to the fact that it pays to be SIU and have that protection of jobs as well as conditions and wages.

Here's a letter from Brother Franklin Smith writing from Mobile aboard the Yugoslavia Victory: "Not a worry in the world about the high cost of living. Plenty of gals to romance with. I'll have you all know we don't stand for no snow down South, suh! Tain't allowed. Yankee stuff. Well, I didn't get me a Far East run—just an old Isthmian inter-coastal trip. But she may go to the Far East yet, while my fingers are crossed. Hope you're not walking the floors at night and the best regards" . . . Brother Woodie Lockwood beachfully writes from San Juan: "A news flash—Tommy Beachie Murray shipped out. Of course it was not in the usual manner. Tommy took the job after an AB was hospitalized. Shipping here has been rather slow and no shore gang work for a week. All the boys have shipped except Red Morgan and myself. Regards to all."

**GALLAGHER (Midland) Sept. 22**—Chairman, Al Smith; Secretary, John Theisen. Minutes of previous meeting read, and accepted. Engine delegate reported progress being made aft, washing machine obtained and other items either obtained or on way. Deck delegate reported new washing machine and shower forwarded, also percolators. Steward delegate reported promise of new shower and other repairs. Mess-room, previously closed, was reopened under condition that it be kept clean.

Motion carried that all members must keep their books paid up while on ship. All hands agreed to drop into union halls whenever possible and to give at least four hours notice before getting off. Thanks extended to Captain and other officers for cooperation in obtaining improvements. Meeting stood in silence one minute for departed Brothers lost at sea.



**MARYMAR, Aug. 31**—Chairman Rhodes; Secretary Steve Stevens. New Business: Motion carried that a six man committee be elected to represent crew in general beef about the quantity and quality of chow. Steward was told by Skipper that he associated with the crew too much. Good and Welfare: Union policy explained to tripcards. Motion carried for entire crew to stick together until all beefs are settled.

**FELTORE, Aug. 30**—Chairman Warfield; Secretary McGinn. Prentergast elected Deck Delegate. Motion made to merge the meeting into a general discussion. Complaint on inadequate number of cups, spoons and knives in the pantry at coffee time. Brother Hanks moved that the stores be checked in port before leaving as there was a shortage of fresh milk, ice cream and everything in the line of food. Hoffman moved that the Patrolman be seen and if possible, have the delegate elected in Hall before coming to the ship so stores can be checked before ship leaves port.



**MONTAUK POINT, Sept. 30**—Chairman Joe Kramer; Secretary George Midgett. Delegates reported everything running smoothly in SIU fashion. New Business: Suggestion by Lawson that all ports forward on main deck be repaired since they are sprung. Discussion by crew on possibilities of drawing salvage money for bringing in disabled ship. Education: Decision to try to hold more regular meetings.

**ALAWAI, July 9**—Chairman Chambless; Secretary Faulkner. Delegates reported no beefs. New Business: Motion by L. B. Moore that permit issued to Messman Raymond Pitts be pulled for neglect of duty and indifferent attitude. Good and Welfare: Suggestions made for keeping the messhall clean and cups washed between meals. Proper clothing to be worn in the messhall.



**ALAWAI, Sept. 21**—Chairman Eckhoff; Secretary Faulkner. New Business: Motion by Tamling that writing desks be put in all crewmembers' rooms. Motion by Allman that a drinking fountain be placed somewhere convenient for the longshoremen. Good and Welfare: Everyone satisfied with the way things are progressing. Some suggestions as to how they could be improved. Steward L. G. Moore and cooks given a vote of appreciation.

**MARINE ARROW, Aug. 31**—Chairman R. A. Michaud; Secretary W. H. Ormsby. Good and Welfare: Suggestion to get new life jackets, cots, pillows and mattresses. Suggestion to check slopchest before leaving port. Decision to ask master to have all hands on duty while raising and lowering booms for reasons of safety. Suggestion to procure new library of books. Agreed to have radio in messhall fixed. One minute of silence for Brothers lost at sea.



**ENOS A. MILLS, Aug. 3**—Chairman H. Kreutz; Secretary Suall. Delegates' reports accepted. New Business: Motion carried to instruct ship's delegate to get report from each department head as to available soap. Motion carried that bosun ask captain for permission to convert black out screens to regular screens for each foc'sle.

**MAIDEN CREEK, Aug. 23**—Chairman C. E. Brown; Secretary Ernest Darpinian. Delegates reported no beefs in their departments. New Business: Motion by Darpinian that each department make a repair list and the individual delegates of each department give these lists to the ship's delegate who will in turn give same to the ship's agent in New York. Discussion on matter of men in Engine Department having to pay for penicillin.

**EDWARD LIVINGSTON, Sept. 13**—Chairman J. C. Lockwood; Secretary Virgil W. Caudel. Delegates reported no beefs in their departments. New Business: Motion carried that new mirrors be put in all foc'sles and that the fan be moved in Fireman and Oiler's foc'sle—Motion proposed by Juan Rios. Motion by Dockery that each delegate make up a repair list in triplicate, one for the Captain, one for the department head and one for the patrolman.

**STEEL CHEMIST, Sept. 18**—Chairman I. W. Magarvy; Secretary E. J. Laws. Delegates reported all in order in their departments. New Business: List of necessary repairs read to members present and approved. Good and Welfare: Discussion on keeping engine room doors closed so as to keep intense heat from crew's quarters.

**MARINA, Aug. 24**—Chairman Reynesa; Secretary R. Rodriguez. Delegates reported no beefs in their departments. New Business: Motion to find out from San Juan patrolman if a man who works in someone's place is entitled to get wages plus overtime. Motion by Carbone that no painting be done until Engine department showers and heads are painted. Motion by DeMea that a special time be set aside for exchanging linens.



**COASTAL MARINER, Sept. 21**—Chairman R. W. Mills; Secretary Francisco Cornier. Motion made to accept all delegates reports also to ask patrolman about overtime for the baker making bread between continental ports. New Business: Motion by Mills that all delegates check books and get things in order for patrolmen. Motion by Conners that a meeting be held both when going to Puerto Rico and returning regardless of how few days at sea. Good and Welfare: Suggestion made to have each delegate make a repair list and that one delegate call or go to the Hall to notify patrolman of payoff day. One minute of silence for Brothers lost at sea.

**STEEL CHEMIST, Sept. 28**—Chairman I. W. Magarvy; Secretary E. J. Laws. Delegates reports accepted. Education: New members told about not signing on or off without okay from the Patrolman. Discussion on way crew should conduct itself as good union men. Good and Welfare: Agreed that ship's delegate check the slopchest for quantity, quality and differences of sizes.



**WILLIAM H. CLAGETT, Sept. 16**—Chairman Swanson; Secretary Bullard. Motions carried: That the cleaning of the recreation room be split up between the three departments; that the black gang delegate see the chief engineer about getting a steam pipe for the laundry; that the stewards department empty garbage at the break of the bulwarks aft instead of next to the house; that all departments be less noisy at mealtimes.

**BIENVILLE, Sept. 27**—Chairman Ray Pulliam; Secretary Chuck Welch. Good and Welfare: Motion to have repair list checked over. New Business: Beef about who should paint officers rooms and the messhalls. Suggestion made that all members have their Isthmian strike clearance before they are allowed to sign on. One minute of silence for Brothers lost at sea.

# THE MEMBERSHIP SPEAKS



## Log - A - Rhythms

It's A Tough Way To Make A Living

By Steamboat O'Doyle

When you're sitting in a gin mill,  
And the lights are shining bright,  
And the orchestra is playing,  
And she looks as if she might,  
And everyone is laughing,  
And the whiskey's flowing free,  
And there's a payoff in your pocket,  
And things are how they ought to be  
—Just stop and think a minute  
Of the guys away out there,  
Where the seas are running kind of rough,



With storm clouds in the air,  
And thirty days of watches  
A-staring in their face;  
Not going anywhere at all  
Or leaving any place—  
Then order up an extra drink,  
And down it with a grin—  
Cause you're gonna be a long way out.  
By the time they come in!

## Chief Cook Explains Recent Marymar Beef

To the Editor:

I read a letter in the LOG (page 11) of Oct. 17, written by Lloyd Short, telling why he thought the recent story of the SS Marymar "stinks."

I was the Chief Cook on the Marymar and I want to tell Brother Short that never have I sailed with a more militant crew than were the Brothers aboard the Marymar.

As for leaving the West Coast in such bad shape, I want to point out that the delegates were a hundred percent in favor of a "tie-up," and were only awaiting the green light from Union officials.

Knowing the shipping rules fore and aft, the Delegates were too smart to order the crew on the dock of their accord. The Patrolmen in Seattle and Portland were aboard.

Stores were put aboard at the last minute, and with the aid of a Calmar-hired shipchandler, we were cut short on food supplies.

No doubt, as Brother Short said, Calmer is easier to handle on the West Coast, but the best place to "handle" them is on the East Coast, where their finky headquarters are and where their crackpot Port Stewards operate.

Winston Vickers

## Committeeman



When the picture of the Credentials Committee appeared in last week's LOG, it was noted that two members of the committee were not present for the picture. Above we print the picture of Carlos Lee, Jr., who was one of those left out. Lee was elected by the membership on October 8, and served on the committee as a Deck Department man.

## NEWCOMER LAUDS SIU OLDTIMER'S FINE EXAMPLE

To the Editor:

I wish to submit a well-deserved word of praise for an excellent example of an SIU oldtimer. Although a newcomer to the Union, I can well understand that this is the type of man who forms the backbone of the Brotherhood.

Upon boarding the SS Steel Inventor to relieve the old Carpenter, Robert Morrison, I at first found the quarters in the finest and cleanest shape that I have ever seen.

Later, upon inspection of the carpenter's shop and his stores, I found the same extremely clean and orderly conditions to exist.

I know that this trip will be a real pleasure for there are no backlogs of repairs or neglected maintenance. I only hope that I am a good enough man not to fall down on the example set by Brother Morrison.

Charles S. Johnston  
SS Steel Inventor

## John Wanamaker Men 'Pool' Resources For Weekend Dip



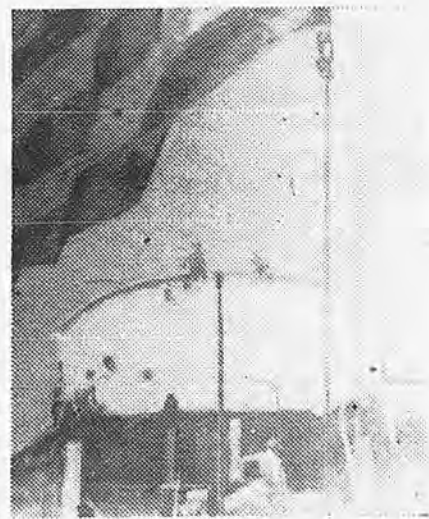
Three crewmembers indulge in some horse-play in pool which was rigged on Wanamaker's after gun deck.

To the Editor:

Very often we read about tough and rough Isthmian skippers, that is why I am boasting about our skipper who doesn't fit this classification.

The Old Man is as good a fellow as they come and has respect for union men. He came up through the foc'sle and has about 20 years of sailing under his belt.

Aboard our ship we are very fortunate to have a swimming pool on the after gun deck, and a fine pool it is. The pool is 24 x 18



Time off on weekends is fun on the Wanamaker. This view of pool makes the ship look like a luxury freighter.

and 5 feet deep. (Enclosed are photos of crewmembers enjoying a dip.)

We fill the pool every Saturday and Sunday. Many afternoons it is lots of fun to swim and take sunbaths. It is not like the days when I started sailing 13 years ago on a whale chaser in the Antarctic. Having this pool makes one feel not like a seaman but like a passenger on a cruise, especially out here in the Persian Gulf.

## POOL SIMPLE

To rig a pool is a simple matter; a few hatch covers and a few wires plus a couple of turn buckles and old tarps. Put them all together and there you are.

How many ships still have the old gun turrets—plenty, so it is

## Sees Hard Job In San Juan

To the Editor:

Two weeks ago I landed on the beach here in San Juan after paying off the SS Edward Livingston. I happened to be the Deck Delegate on one trip and we had plenty of headaches to cure. There were times when we were around the island that we really needed a patrolman, but he would be so busy in San Juan and vicinity that he couldn't make it.

In other words, fellows, we have two men to cover the entire island. Our Agent, Sal Colls and our Patrolman, Ralph Ortiz, are really doing a good job down here, but they need a little help. This island is about 120 miles long and 36 miles wide. That's a pretty big chunk of territory to cover, especially with the travelling conditions they have to contend with.

## BELL TO BELL

Since there are only two men here, only one man can leave the Hall. So, now you haven't even got two men anymore but just one man to cover the island. The Agent has to be here at all times to take care of things. One man just can't take on all the beefs here—it's just not possible. We have the telephone of course, now, and it sure is a wonderful invention and we thank old man Bell for it but it doesn't solve our problems.

While I was Ship's Delegate, I didn't understand these things but I am on the beach now and I am just starting to get educated. I understand many things about our Puerto Rico branch now that I didn't know existed before and we should all try to understand it.

I know right now that 95 percent of you fellows are going to say "Hell, look at Texas." Well, I won't argue that point, but if Texas is like that to, let's straighten things out there, too. I will not give my opinion as to

what we should do about this just now, but just hope that every one who reads this will sit down and think for a few minutes of some solution. What I am trying to point out are the conditions and not a solution. Let's all think it over before we decide on what can be done.

I sincerely believe we can benefit our organization by endeavoring to aid the union officials in Puerto Rico.

Harold Dockery, SUP

## Brother Explains Jackson Beef

To the Editor:

A few weeks ago I was in Mobile during a shipping emergency and was asked to take a job aboard the T. J. Jackson, a ship being moved from Mobile to New Orleans to load cargo. I took the job just to help the Union along and didn't even take a change of clothing with me.

When we arrived in New Orleans, a Patrolman came aboard and told us we'd have to stay aboard or he would see to it that charges were placed against us.

I thought the guy was kidding at first, as we were on coastwise articles and, as the ship was loading for South America, there was nothing to hold us aboard.

Instead of arguing with the guy I stayed aboard the ship rather than cause a fuss. But some of the other fellows weren't so willing to forgive and forget.

Perhaps he didn't realize that we were simply transferring the ship only because the Union had asked us to, and we had every reason in the world for piling off. If he had talked it over with the crew beforehand the matter could have been straightened out and everybody made happy.

Earl D'Angelo

very simple. I did the same on the M. B. Lamar, Waterman, a couple of years ago.

There is not much more to say except that I and a couple of other men here hope that by the time we get to New York this outfit will be completely unionized. I'm only sorry I wasn't able to be out on the picketline to help knock off this company.

We are still in this God forsaken place shuttling between Rastanura, Saudi Arabia and Basrah, Iraq and it is hot as blazes. Having been here since June we will sure be glad when we hit home port again.

H. Skaalegaard  
SS John Wanamaker

## 'MOM' GRATEFUL FOR SENTIMENTS OF GALVESTON MEN

To the Editor:

In reference to the piece in the SEAFARERS LOG of August 22, I was glad to hear that the boys are grateful for what I have done for them while in the Galveston Marine Hospital.

Aiding the boys in the hospital is a life's work with me and I only wish I could do more for these boys. I feel Sweeney the Patrolman here deserves some of the credit, too. He has been a very good friend to the men over here, taking them cigarettes, also home-made cake and money.

Sweeney and I work together in this and I believe he goes to the hospital as often as possible but he can't make the hospital and the ships both the same day.

I wish to thank all the SIU men for the kindness they have shown me during the many visits I have made to their wards.

"Mom" Knowlton  
Galveston, Texas



## Clarify Shipping List Status, Brother Says

To the Editor:

This is a suggestion that has to do with the registration for shipping.

When the Brothers register, their name and number is printed on a slip with the rating registered. So far so good. The list is put up on the counter on the Dispatcher's desk on the second deck.

Now I ask you. Look it over and see if it gives a member any information, which as a rule, he deserves. Does it answer any of the following questions:

1. How do I stand on the list?
2. How many are ahead of me?
3. Should I stand by for a few days, or should I go home?

Many a member would like to go home for a spell in between ships, especially if shipping is slow, as it is right now in the Stewards department.

I suggest and recommend that the registration list be put up to date, so that members come into the hall to register they can see what men are registered ahead of them. And, most important, how many of their particular rating have shipped out from that list.

In this way you will know how you stand. And it can be done by simply drawing a line each day through each rating and name that has been shipped out.

John Jelletto

## Seafarer-Artist Gets Send-Off From Shipmate

To the Editor:

In the days to come the SIU, I'm sure, will be able to boast that a great painter once sailed within its ranks.

At present, waiting the opening of an internationally known school in Belgium is George Mervin, a painter whom many feel will emerge as a great painter in American art.

This may be the answer to the problem which has been confronting American cities of art for decades. Mervin has the confidence and good will of the whole SIU gang behind him.

We wish him good luck and God speed in all of his undertakings. For him we give our best and hope that he will represent the epitome of success.

Few fellows have sailed or will sail with a more sincere "Bon Voyage."

Dennis Saunders

## Seafarers Thanked For Generosity

To the Editor:

We, the committee members named below, wish to take this means of thanking all the members of our great Union and all other friends for their generous donations, which made it possible to help give our late friend, Ben Jacobson, a decent funeral.

Funeral contributions totalled almost \$175.

Mrs. Thelma Fisher, Mrs. Rosalie Stoval, Terry McHugh, Billie Jean Ferdenski, Louis Candle, Mrs. Josephine Curl, M. R. (Pop) Brown.

## SEAFARERS WHO KNOW THEIR ONIONS



Above are the galley men of the SS Bessemer Victory whose chow preparation and service won them commendation as "a first-class Stewards Department—all of them are good cooks. Kneeling, from left to right, are: Jimmie, crew's Messman; Allen, saloon Messman, and Paul Ward, Galley Utility. Standing, left to right, are Jack Levy, pantry Messman; Homer Deadman, Utility; Chervet, Chief Cook; Charlie McCarthy, Night Cook and Baker; Robert Green, Steward, and George Cook, Third Cook.

Photo was taken while vessel was in San Pedro on the East-bound trip.

## Seafarer Asks Consideration For Doorman

To the Editor:

I'm sure the men who check books and permits at the entrances to the SIU Halls along the coast will never win a popularity contest. Their job is probably one of the most difficult which could be assigned to a man, and how they stand the difficulties which daily are presented to them is more than I can understand.

The doorman's job is to stand at the entrance of the Hall and see that only members are admitted. That sounds simple enough, but in practice it is much more.

Most men who come into the Hall, when asked to show their book or other proof of membership, do so. But many feel that it is a pain in the neck to pull out their books every time they come in. Others feel that their being members of the SIU this sort of stuff is the bunk and an SIU man shouldn't be made to dig up his book when asked to do so.

Although the doormen generally gets to know most of the guys as they come in and out of the Halls, it still is necessary for books to be shown every time the Hall is entered. If a man is let in without showing his book because a doorman recognizes him, then all the guys in the line want to know why they have to show credentials and arguments follow.

It's simple just to pull out your book as you walk by. Then there is no tie-up, no need for questions to be asked and everybody is happy.

Some guys seem to feel there is no need for having a doorman. They figure that nobody would want to come in unless he was a member—he couldn't ship any way.

But that isn't the reason the doorman is there. There is more to entering a Union Hall than for the purpose of shipping.

For example, a guy drifts in from a ginmill half gassed, hits the recreation room, flops on a couch and snoozes for an hour or two, then he wakes up, takes another shot of poison and starts

looking for a fight. He tries to dump a few guys and ends up throwing the whole place in an uproar.

Another guy, not a member, comes in and buttonholes an official to pour out a tale of woe. He ties up whatever business the guy is trying to do for the membership and naturally the affair ends with the guy being escorted to the door.

### IT'S YOUR HALL

What I'm attempting to point out here is that although you are asked to show your book, so is every other member. It is your hall and you are the only ones entitled to enjoy its facilities. Every man in the Hall is known to be a union brother otherwise he wouldn't get past the door.

The officials can then spend their time handling membership problems.

The members, too, however, must live up to the rules of the union when admitted to the Hall. The membership has gone on record to refuse admittance to

drunks and gashounds while carrying a load.

Convincing the guy himself that he is in no shape to enter the Hall is another matter. Some guys get belligerent and want to dump the doorman, others go out and take a walk. It's not the doorman's desire to show his authority when he bars a man, he's just trying to spare the rest of the members the trouble such a man would cause should he be admitted.

### HE'S A MEMBER, TOO

Also the doorman is authorized to examine any member's book and question the bearer.

To sum up the matter, the doorman is a member of the Union like yourself and was not imported from upper Slobvonia to give you a hard time. He will listen to any Brother with a complaint or beef and see that he is sent to the proper department.

I think we should bear all this in mind the next time the doorman asks to see our book.

Walter Bennett

## Poet 'Pop' Martin Tries His Hand At Letter Writing

To the Editor:

Met Philly! Met Marcus Hook! Met some kind-faced bartenders all done out in white aprons. Met Blackie Cardullo who captured what traveller's checks were left and threatened to throw me onto the first one that sailed.

Saturday they rode me to Philly where I went aboard this Bull line cockroach brooder and it was such a relief after the Del Sud's air-conditioned luxury that I went on the wagon and hereafter will attend to all psychological aberrations, deficiencies, and what have the other "alcoholics anonymous," by writing you guys.

Make no mistake, it is but doggerel, but, if in a few months my mind lifts to the Elysian Fields (sounds grand, but what and where are they?) I will see if I cannot write in an adult manner.

I have been watching for more of the Junk to come up in print (Brother Martin is referring to the verse he has submitted and which appears frequently in the LOG, and it isn't junk—Ed.) but it seems you are a lucky editor and have quite a few subscribers sending stuff along to you, which is fine.

The sailor is using the mind he is blessed with to think and if you uncover one sailor who is really gifted you are a successful editor. Keep going.

James (Pop) Martin  
SS Amelia

## Clipper's Chief Officer Hails SIU Crew As 'Best'

To the Editor:

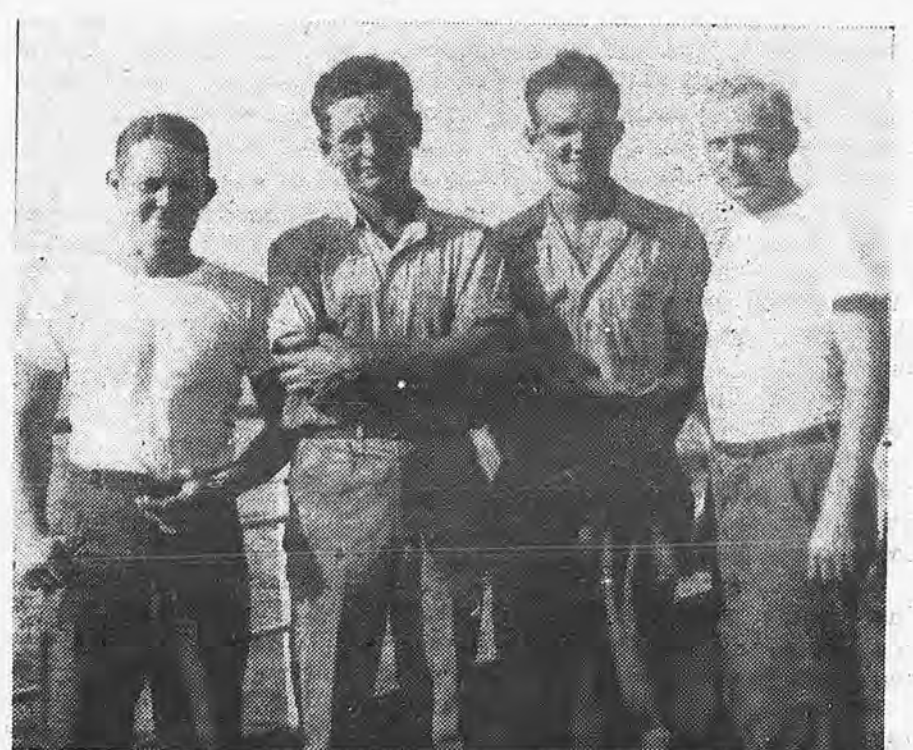
I would like to take the pleasure of commending the crew furnished by your Hall for the SS Alcoa Clipper.

Having sailed as Chief Officer for almost four years I feel justified in saying they are the best crew I have ever had on any ship, not only for being good sailors but good Union men.

Again I wish to express my appreciation and thanks, for they have aided greatly in the successful operation of this new passenger liner.

B. C. Cannon  
SS Alcoa Clipper

## CREWMEN OF THE MV HALF KNOT



Aboard the Alcoa vessel are, from left to right, Jim Thompson, OS; Bryant, Bosun; William E. Wilson, AB, and Whitey Sicrest, AB.

In photo at left is Fred Harris, Chief Electrician aboard the Half Knot. Pix were submitted by Brother Thompson.

# Scenes From Maffie's Sketchbook: Short Trip Aboard The Jane O

Deserting his familiar habitat of San Juan, where he sketched scenes reproduced recently in the SEAFARERS LOG, Seafarer-Artist Norman Maffie took a berth aboard the Gulf Canal Lines ship Jane O.

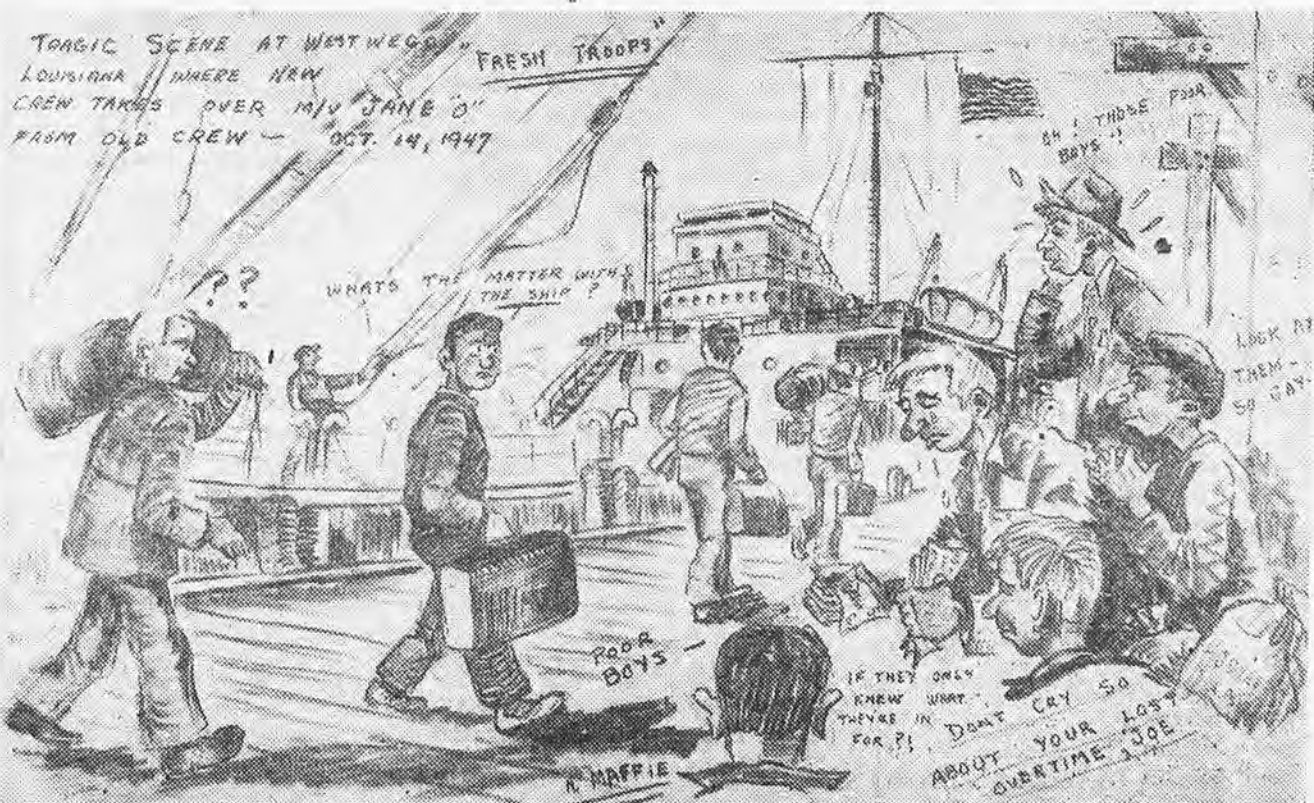
The trip from San Juan to New Orleans produced the sketches below and tell the sad story of what happened when one beachcomber left home.



Brother Maffie contemplates his brashness while being tossed around aboard the Jane O. Formerly the LST 526, she gave the crew a difficult moment when she lost her starboard screw 500 miles from New Orleans.



According to Brother Maffie, the payoff was really the payoff. Everyone emerged with a headache and without money for an aspirin. Warren Wyman, SIU organizer, handled the payoff for the crew and was ready for a straight jacket after battling for the crew's overtime.



Brother Maffie and his cohorts shed copious tears for the new crew going aboard the Jane O. Soon the wounds will heal and before too long another ship will look attractive to this avowed beachcomber and off he'll go again.

# Held Over In Port Bombay, Elizabeth's Beefs Multiply

To the Editor:

Here in Bombay we found out about the tie-up and victory over Isthmian Steamship Company. All of the SIU, SUP and unorganized men aboard are pretty happy, but the stiffs and NMU men are feeling down in the dumps.

The radio man gave us the good news which he had gleaned from a Boston newspaper. I haven't received any mail since being aboard and I have a feeling that I'm not going to get any.

I went all over Bombay trying to get a copy of the SEAFARERS LOG, but no soap. From the American Consulate on down there were no late paper available. The fellows here want to know if we can get LOGS forwarded to us as we'll be here a couple of weeks and then in Calcutta about three weeks. We are anxious to get all the news and what procedure to take as it is sure no picnic on this ship.

The draws are few and far between. They broke their hearts yesterday and said we could get one carton of cigarettes each; the first time since before we hit Haifa.

### TIME DRAGGING

This is the most miserable trip I've ever had and I'm not alone in my sentiments. We are just wasting time, and how time drags when there is very little shore leave. We had shore leave

### Steered To SIU By Kin, Brother Gets Decent Deal

To the Editor:

Maybe I'm stepping out of line, but I think the SIU has taught me that the Union puts out the LOG for all members to express themselves freely—so here goes.

I am a very recent member (three months to be exact) in the SIU but in the short time I have come to appreciate what a strong and able Union can do for the working man.

Before I joined the SIU, I sailed a year for Army Transport and I may add, it was an unforgettable year. While in ATC, overtime was at a bare minimum—or if you were a brown nose, maybe a little bit more.

Now I know what work I am supposed to do and if I am doubtful I can go to my delegate and ask him any question and get a satisfactory answer, something ATC had never heard of.

All in all, a union is a wonderful thing to have for all and any kind of working man who expects to get a decent deal from the company.

May I add that my two brothers, who are good union men, induced me to join the SIU—a debt I'll never be able to repay.

Charles Hampson  
Brooklyn, N. Y.

in this port; the first since St. John.

We expect to take into our port of payoff a record load of beefs on overtime and the lack of soap. We are getting no powder and only one cake of face soap per week.

You try to figure out how we are keeping clean, but don't let



the soap companies in on the secret—they'd go out of business.

Here's the way the Skipper and his stooge try to keep a man pinned down: They figure your base pay, take out slops, allotment and 20 percent for taxes regardless of whether you have taxes taken out or not.

Then they figure out your allotment two weeks ahead for the first month on articles and a month ahead thereafter. They do not allow any consideration on overtime or anything else. Smart boys, eh?

### FANCY FIGURING

For instance: I get \$197.56 per month. The first month they figure \$70 allotment, \$30 slops. Then for my next month they figure \$70 allotment, \$40 taxes for a total of \$210.

With my salary of \$197.56 I then owe the company \$13.44 for my first month of work, but if they owed me that much I'd only get \$6.

Nice set-up, no? How would you fellows like to come out here and help me. I mean, to pay the company for letting me work for them. Maybe we could buy a few ships and do the same thing ourselves, it sounds like a lucrative business.

George Freshwater  
Cape Elizabeth  
Bombay, India

### MARINE HOSPITALS SHOULD TREAT KIN OF SEAMEN

To the Editor:

I don't see why it shouldn't be possible for merchant seamen to have their wives and children admitted to all United States Marine Hospitals, as well as to the Public Health clinics.

This service is extended to the families of men in the Coast Guard, and I also understand that civil service employees now bring their wives and children to the Marine Hospitals for medical treatment.

For this reason, as well as many other good ones, I feel that the question of why seamen's families shouldn't be accorded the same treatment is a valid one.

This is a very important thing to seamen, and I think all men are interested in having the services of the Marine Hospitals extended to their families.

George Meaney





# BULLETIN BOARD

Bolton, L. A.	19
Bolton, S. F.	14.72
Bolton, Thomas J.	7.52
Bomareto, George	21.70
Bomira, V.	2.92
Bomyoff, Kenneth W.	2.92
Boncel, Anthony J.	3.20
Bond, Robert M.	9.30
Bonds, Minor Clarence	1.45
Bone, Thomas H.	.46
Bone, Vincenzo	2.47
Bonecutter, J. D.	3.51
Bones, George R.	4.98
Bonesio, Roma I.	7.46
Boney, Andrew	28.26
Bonnell, William	50.06
Bonura, V. T.	.27
Booker, Joseph H.	1.33
Boone, Albert	5.94
Boone, James L.	1.44
Booth, A. C.	29.00
Booth, Alton R.	4.65
Booth, John L.	28.00
Booth, Lionel	21.99
Boothby, Richard P.	4.66
Boothe, Joseph W.	12.94
Booy, Arend	35.00
Bor, Norman Ray	8.48
Bordelon, Thomas A.	4.14
Bordine, Jack F.	1.88
Borelli, Donatti	87.59
Borman, Curt	4.53
Born, Clifford H.	10.92
Borrero, Anibal	1.15
Boruta, Victor A.	3.96
Bose, Warren	17.26
Bosley, Paul R.	7.42
Boss, W.	6.11
Bosse, Joseph E.	10.26
Bosworth, Chester J.	5.50
Bosworth, Robert	9.03
Botheler, James K.	8.95
Bothelho, Arthur	7.48
Bothelho, Louis	16.09
Bothe, Melvin H.	2.12
Bothne, E. A.	2.67
Bothum, Lester L.	.94
Botona, Santiago V.	.35
Boubede, Albert H.	26.20
Bouchelle, Howard P.	.46
Boucher, Edmund F.	1.10
Boudousguie, Angelo	15.47
Boudreaux, D.	.79
Boudreaux, Willard	3.31
Boufford, Roland	2.82
Boully, John P.	.16
Bouras, Frank	1.87
Bourdon, Arthur P.	4.00
Bourdon, William F.	15.30
Bourg, Junice A.	7.60
Bourland, Charles	21.94
Bourland, Clarence S.	14.30
Bourlier, Vernon	.46
Bourne, Charles C.	12.26
Bourque, John F.	8.39
Bouskila, Chaloun	21.25
Boutin, Raymond Joseph	11.66
Bouton, William T.	12.92
Bouzon, William J.	44.37
Bovay, John W.	33.14
Bowen, Llewellyn R.	11.71
Bowen, Richard L.	2.48
Bowers, Clifton C.	26.60
Bowers, Emery F.	16.36
Bowers, Robert	10.60
Bowie, James T.	13.24
Bowland, J.	4.21

## Unclaimed Wages

### Mississippi Steamship Company

501 HIBERNIA BLDG., NEW ORLEANS, LA.

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

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

Bowles, Raymond H.	9.86
Bowling, Elmer G.	8.91
Bowling, Harry L.	.45
Boxley, J. J.	1.40
Boyce, Daniel H.	12.43
Boyce, Julian F.	20.09
Boyd, Harold C.	5.94
Boyd, Ralph S.	35.77
Boyd, Shelton Francis	1.95
Boyd, Wesley Lee	1.40
Boyd, E. A.	4.90
Boyer, Ronald J.	12.33
Boyer, Stuart H.	4.66
Boylan, David R.	2.23
Boyle, John	8.91
Braby, Frederick	42.67
Brace, Luke A.	13.60
Bracken, James C.	.69
Braden, Kenneth H.	20.59
Bradfield, Jerome K.	22.66
Bradford, W. C.	1.68
Bradley, Charles A.	15.25
Bradley, Harold J.	.69
Bradley, Harry L.	29.39
Bradley, James R.	9.80
Bradley, Maurice R.	38.88
Bradley, Robert C.	.76
Bradley, Stephen J.	9.80
Bradshaw, David A.	.99
Bradstreet, Kenneth E.	13.77
Brady, Bill J.	8.35
Brady, Edward W.	59.87
Brady, Paul G.	43.42
Brady, William H.	1.87
Bragg, J. W.	.98
Bragg, John S.	14.01
Bragg, Lawrence E.	7.08
Bragg, Virgil H.	1.72
Brain, Robert L.	9.59
Brake, Robert V.	17.45
Branch, Earl	4.26
Brandon, P.	3.30
Branaam, John W.	.94
Brannies, Harold	7.16
Branquillo, Vincent T.	4.41
Brantley, William J.	.92
Branum, James M.	11.82
Braselton, D. B.	.46
Bratsos, Theodore	7.34
Brand, Flower P.	120.54
Bray, James E.	1.98
Bray, Wallace	4.00
Bray W. F. (or William)	1.30
Brazauskas, Victor	1.48
Brazell, Dennis H.	10.26
Brazil, James F.	5.60
Brecheem, Jesse Leon	7.94
Breedlove, Leon J., Jr.	55.61
Breeland, Harold D.	44.34
Breen, H. V.	60.00
Bregy, T.	2.23
Breksa, A.	7.59
Brennan, Earl E.	11.88
Brennan, Francis G.	3.73
Brennan, Jos, Patrick	79.36
Brennan, Wm. E.	2.19
Brennan, Wm. S.	7.42
Brenner, William P.	9.50
Brephy, J. C.	.86
Bresnan, Leo F.	.69
Brett, Theodore L.	19.20

Brewer, Andy R.	22.19
Brewer, Billy Juril	7.72
Brewer, E. G.	5.88
Brewer, M.	5.20
Brewer, Theodore	.20
Brewer, W.	.79
Brewer, William H.	.20
Brewster, R. A.	30.34
Brialmont, Marius A.	58.97
Brian, Mattie	2.62
Briant, Louis Paul, Jr.	28.35
Brice, Richard A., Jr.	60.69
Brickman, Leonard	61.78
Bridgwell, Henry L.	.94
Bridges, Irac	6.03
Bridwell, Richard	11.28
Briggs, John	38.26
Bright, Joseph L.	13.53
Bright, J. R.	1.11
Brightbill, Kenneth	11.02
Brightwell, Marvin O.	10.20
Brindle, John N.	2.23
Brininstool, Keith A.	.45
Bristol, James T.	2.97
Bristow, Fred L.	7.23
Brittingham, Frank	2.23
Britton, Harry E.	9.91
Broaders, Edward J.	4.14
Broad, George B.	34.83
Brochowicz, John Henry	26.60
Brockelbank, Orrin A.	7.62
Brodbeck, William J.	10.71
Brody, Ward A.	5.10
Broich, William	12.14
Brokjob, Peter	8.83
Bronson, Calvert	16.23
Bronson, Leon	.60
Brooke, Osborne M.	26.98
Brookins, Frank	39.14
Brooks, Charles E.	4.14
Brooks, Clint D.	22.91
Brooks, Clandyn L.	7.00
Brooks, James	.33
Brooks, John W.	13.44
Brooks, O. M.	11.58
Brooks, Richard A.	.94
Brookshire, Earnest B.	10.28
Brookshire, Eston G.	51.62
Broom, Russell S.	.72
Brophy, J. C.	8.89
Brothers, Norman T.	23.46
Broussard, Howard	26.48
Broussard, Jake	1.98
Broussard, J. E.	.01
Brouner, Reolef	9.04
Brown, Albert F.	8.84
Brown, C.	.90
Brown, Charles M.	3.06
Brown, Charles W.	10.74
Brown, Clare R.	4.92
Brown, Curtis	2.49
Brown, E.	2.97
Brown, Earl A.	23.34
Brown, Earl T.	27.44
Brown, Edward M.	2.23
Brown, Edwin H.	.89
Brown, Edwin O.	29.39
Brown, Elbert O.	2.83
Brown, Frank	1.48
Brown, George	.89
Brown Grady C.	10.93

Brown, Tom C.	3.79
Brown, William B.	11.71
Browne, Francis	3.03
Browne, Richard D.	9.03
Brownell, George	19.48
Browning, Alan E.	10.50
Browning, Daniel	1.89
Broyles, William N.	2.84
Brozyna, Mitchell	2.34
Bruce, Billy J.	41.72
Bruce, Charles	20.79
Bruce, Harry W.	1.78
Brunell, Victor D.	40.38
Bruner, C.	2.47
Bruner, Harry	20.62
Brunkhorst, E. J.	5.60
Brunner, William L.	1.37
Brun, G.	1.50
Bruns, Arthur A.	.94
Brunson, Forrest H.	17.79
Brunson, L. P.	1.34
Brush, George R.	12.37
Bryan, John F.	3.96
Bryan, Kenneth G.	3.12
Bryan, Riley	2.16
Bryan, William A.	.59
Bryant, Arthur J.	.94
Bryant, Clinton	18.98
Bryant, Edward C.	2.97
Bryant, Elvin E.	5.19
Bryant, Frankie L.	.71
Bryant, John S.	4.13
Bryant, Joseph P.	13.10
Bryant, Levin	23.96
Bryant, Richard	8.39
Bryson, Francis W.	1.07
Brzastowski, Peter S.	1.44
Bucci, Anthony P.	6.93
Buchanan, Mack	.39
Buchanan, Stephen F.	21.00
Bucher, N. C.	14.39
Buckalew, Donald H.	1.87
Buckelew, Charles L.	8.58
Buckley, Rodney S.	.79

## PERSONALS

### A. B. SCOTT

Contact the American Express Co., 253 Post St., San Francisco, attention of Mr. E. C. Brink. This is in reference to traveler's checks.

### JOSE LUIS ALAMO

Get in touch with the Department of Welfare, City of New York, 149 W. 124th Street, New York 27, N. Y. Attention of Celia Sootin, Case Supervisor.

### JOHANNES SOLOMAN MAKI

Contact Mrs. Shirley Wessel, Supervisor, Missing Seamen Bureau, Seamen's Church Institute of New York, 25 South Street, New York 4, N. Y.

### ALFRED E. COLLINS

Contact Freedman, Landy and Lorry, 900 Jefferson Building, 1015 Chestnut Street, Philadelphia, Pa. This is relative to your claim against the Sun Shipbuilding and Drydock Company.

### LESLIE J. BRILHART

Your parents request that you get in touch with them.

### ERNEST HJALMAR SJONBECK

You are asked to get in touch with D. Ringquish, Olandsgaten 39, Stockholm, Sweden.

### ABRAHAM J. HALL

Your brother, Jack Hall, desires that you contact him at

219 Hubbard Street, Brooklyn, New York.

### SALVADOR BENNETT

Get in touch with Emanuel Friedman, 51 Chambers Street, New York, 7, N. Y.

### GEORGE TICAKK

Contact Peter Eskrick, 214 North Chapel Street, Baltimore 31, Md.

### JERRY PALMER

You are requested to contact Dan Brown, c/o A. Fulgo, 60 Bay 10th Street, Brooklyn, N. Y.

### RALPH BOYD

Contact City of New York, Department of Welfare, Division of Foster Care, 902 Broadway, New York, N. Y. Attention of Mr. D. Perlin, Social Investigator.

### FRANK McCANN

Your mother requests that you get in touch with her at 217 48th Street, Union City, N.J.

### AUDLEY C. FOSTER

Your wife asks you to get in touch with her at 15 Pierce Avenue, Jersey City 7, N. J.

### HEADLEY WHITE

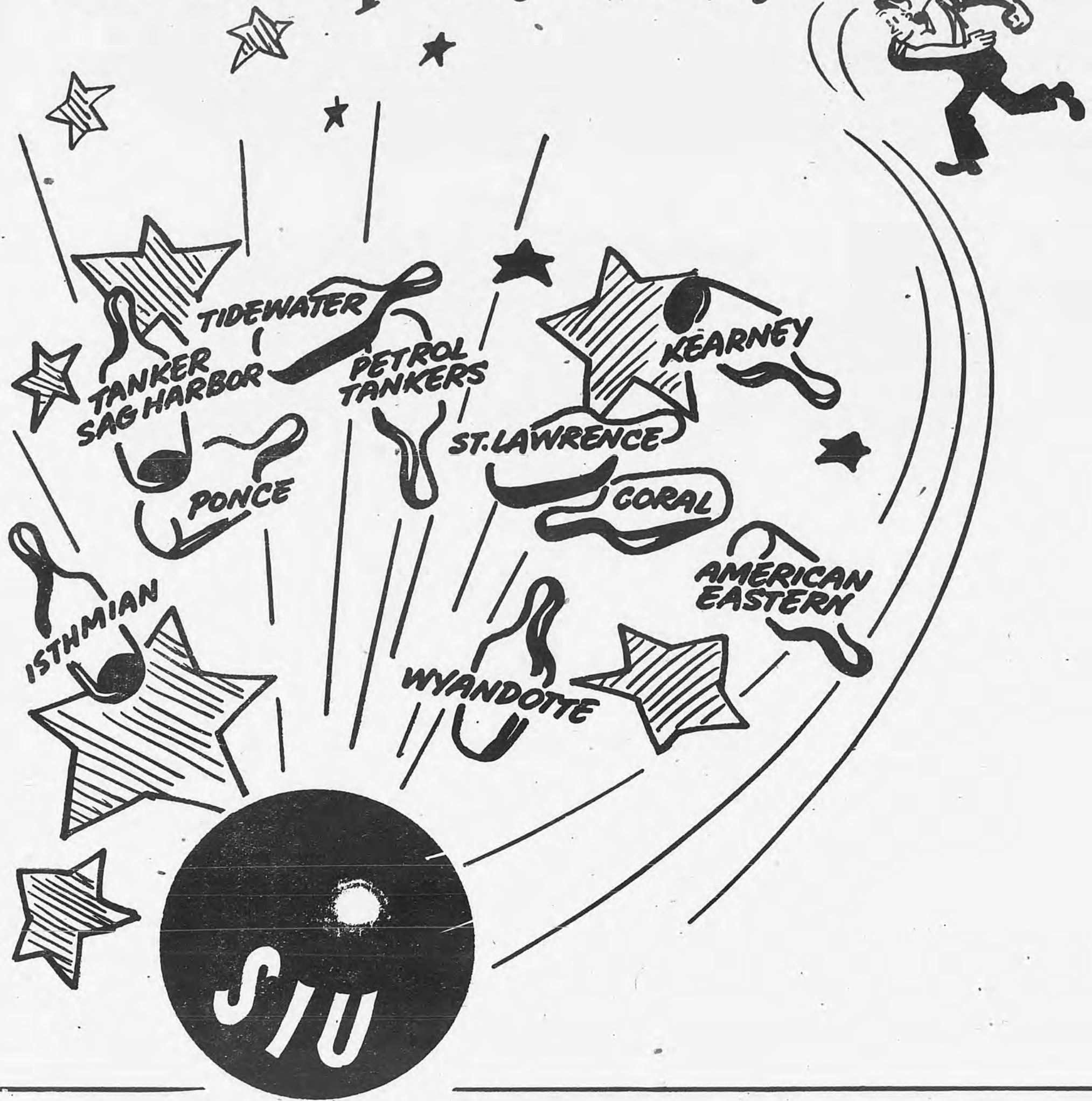
Contact Mrs. Mabel White, c/o Central Islip State Hospital, Central Islip, Long Island, N. Y.

## NOTICE!

The following crewmembers of the SS Robert Trent in December, 1945, are requested to get in touch with Joseph Volpian, Special Services Representative, New York Hall, regarding the death of James Leon Schrader: P. L. Whitthaus, Harold E. Rosecrans, Burnet Smith, Ernest Dililo, George Ruel.



# Set 'em up in the next alley!



The SIU is rolling up a perfect score in beating bad conditions, low wages, and job insecurity for seamen everywhere - deep sea - lakes - and inland waters. Still the leader in maritime - The Seafarers Int. Union of N.A. - AFL.