

SEND PACT AID IN US SHIPS: SIU



Official Organ, Atlantic & Gulf District, Seafarers International Union of NA

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No. 25

Will Act Fast On Vacation Pay, Says Waterman

The Waterman Steamship Corporation has assured Union Headquarters that eligible Seafarers applying for vacation pay would receive prompt payment upon submitting all pertinent information.

In a communication to A&G Assistant Secretary-Treasurer Robert Matthews, a Waterman spokesman said that an applicant should have his vacation pay "within one week from the date which he applied for it in any of our offices," provided he files his application properly.

In order to obtain vacation pay with a minimum of delay, a Seafarer entitled to vacation pay for service on Waterman ships under terms of the Union contract must give his social security number and his correct mailing address, the communication pointed out.

UNION REQUEST

The Waterman letter was received in answer to a Union request that the company check on the procedure for handling vacation applications to expedite payments.

Headquarters acted after hearing a couple of reports that payments were delayed, mainly when applications were made to Waterman offices in cities other than Mobile, where the principle office is located.

Discussions with Waterman representatives revealed that no delays occurred where applicants provided all the necessary information to enable the company to check its records quickly.

WRONG ADDRESSES

The company explained that "we get a lot of requests for vacations from seamen who are not entitled to vacation pay. We have sent out a good many vacation checks to the addresses that the seamen gave us and had the checks returned because of the improper addresses. It could be that some of these seamen are the ones who are complaining about the delay."

To insure prompt receipt of the vacation pay, Union Headquarters advised eligible members to present along with their social security numbers and addresses, the names of the company's ships and the dates they were aboard, when making application for the money.

The whole process can be speeded up, Union officials stated, if only those who are eligible under terms of the contract file for the vacation pay. It is useless for others to do so, and they only cause delay for men with legitimate claims, it was pointed out.

Next Meeting On August 31

Because of the change in the Union's meeting schedule, which has been approved by Seafarers in all ports, the next regular membership meetings of the Atlantic and Gulf District will be held on Wednesday, August 31. Thereafter, the meetings will take place every other Wednesday, as customary.

No meeting will be held on Wednesday, August 24.

The shift in the meeting schedule was made when owners of the auditorium where New York meetings convene informed the SIU that previous commitments made the building unavailable on several of the Wednesday nights on which the SIU would meet this fall.

Since all sessions in ports outside of New York are held in Branch buildings, the membership voted to accept the Headquarters' recommendation that the new schedule be adopted on a coastwise basis.

As a result of the change in meetings, the next issue of the SEAFARERS LOG—which is regularly scheduled the week following the Branch meetings—will appear on September 9, three weeks after this issue.

Remember, the next meeting is on Wednesday, August 31 — in all ports.

Pointing to the "critical condition of the United States merchant marine," A&G District Secretary-Treasurer Paul Hall called upon members of Congress this week to insure 100 percent employment of American ships and seamen in the transport of cargo under the foreign military aid bill.

The A&G District official urged the legislators to support a provision guaranteeing "that all arms shipped to the North Atlantic Treaty countries be carried exclusively in American flag ships, manned by American seamen."

The House Foreign Affairs Committee has already approved a measure authorizing the flow of arms aid to signatories of the North Atlantic pact and other non-communist countries.

Action on the bill in the lower house is expected this week. In the Senate, the arms aid program is still under consideration by the Foreign Relations Committee.

"It is imperative that such a provision be incorporated into the bill before enactment," Hall stated. Otherwise, he added, the US merchant fleet will continue to diminish.

"Every day more and more of our nation's vessels are being laid up for the lack of cargoes. The numbers of unemployed seamen are consequently swelling daily in all sections of the maritime industry," the Union official said.

He pointed out to the members of both Houses that the rapid decline in the American fleet was already a matter of national concern, as evidenced by the committees, headed in the Sen-

ate by Senator Warren Magnuson, and in the House by Representative Schuyler O. Bland, which are conducting surveys with the objective of strengthening the nation's maritime industry.

In his communication, Hall stated, "We sincerely believe that a requirement to insure transportation of all arms aid to the North Atlantic pact signatories will be a step forward toward rehabilitating the American merchant marine, and stemming the alarming rise in unemployment among American seamen."

TIME ELEMENT

Stressing the value of the recommended provision to the national security, the communication said that in a program designed to tighten US defenses, absolute consideration must be given to the future of the merchant fleet.

The lack of adequate preparation in this respect in the last war, it was pointed out, held up victory and resulted in the loss of thousands of American lives.

In future emergencies we shall have even less time to come up with a merchant fleet to meet the demands of modern logistics, the SIU communication said.

Emphasizing that the "American merchant marine must be kept alive and moving — now more than ever before," the SIU official added: "We trust you share with us concern for the future of our flag ships and the security of a large section of our working population."

"We respectfully urge, therefore, that you support the move to include a provision for 100 percent participation by US ships in the final bill authorizing arms aid."

(For other news about SIU activity in Washington see story on page 11.)

Referendum Vote Ends August 30

As the deadline drew nearer for balloting in the referendum on the General Fund assessment, Headquarters issued a reminder to Seafarers in all ports to exercise their voting privileges.

The final date on which ballots may be cast in this important Union issue is August 30, which will conclude 30 days of voting, as prescribed by the constitution for referendums.

Meanwhile, all A&G Branches reported that members were turning out in large numbers, indicating that the issue to be decided at the Union polling places was recognized as vital to the future operating efficiency of the organization.

"YES" VOTE URGED

Copies of minutes of shipboard meetings reaching the LOG this week revealed that a large number of crews were holding discussions on the assessment question, and were urging favorable action.

At several shipboard sessions, resolutions were adopted calling for approval of the proposed assessment in the best interest of the membership's welfare and security.

MAKES IT EASY

The referendum calls for a "yes" or "no" vote on a resolution, originally offered by 36 Seafarers in the Port of New Orleans, for a ten-dollar assessment to offset the drop in income caused by the current decline in shipping.

The New Orleans sponsors of the resolution maintained that the General Fund must be strengthened, to enable the

Union to continue intact its membership services and "to combat any and all forces that might seek to destroy us."

In view of the fact that "we have just won a \$7.50 increase in pay, which will increase the take-home pay by \$90 a year," the New Orleans Seafarers held that it would thus be easy for the membership to meet the assessment, since it represents only a fraction of the newly-won wage increase.

Others favoring the assessment pointed out, at regular member-

ship meetings, that the anti-labor forces were redoubling their efforts to weaken organized labor, and they offered as evidence the coalition which recently prevented repeal of the Taft-Hartley law.

They also pointed to the fact that the Union must be financially prepared to continue its fights in behalf of Seafarers on the legislative front, where this week two attempts are being made to cut down the hard-won rights now enjoyed by seamen. (See story on page 11.)



Balloting in the referendum on the General Fund assessment has been brisk in all ports from the moment the polls opened on August 1. In photo above Seafarers in the New York Hall wait their turn to exercise their voting rights in the highly important referendum, as ballot committeeman Joe Pacheco checks credentials.

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A Plan For America

According to estimates of last week, between 30 and 40 privately-owned dry-cargo vessels flying the American flag were idle in Atlantic coast ports alone.

These are in addition to the surplus chartered ships returned each week to the Maritime Commission. And if tankers had thumbs 200 would be twiddling this week, for it is estimated that 100 American-owned fuel carriers are doing exactly nothing.

Then there's the vast number of US ships rusting in the boneyards, the only waterfront locations in this country where there are daily signs of expansion.

The reason for this postwar tragedy? Just this: no cargoes, no assignments.

For American flag ships, that is. Other maritime nations are not facing the same dilemma. In fact, they are speeding up their shipbuilding to meet increasing demands upon their fleets.

France, for example, several months ago surpassed her prewar tonnage. And she's still building. So is England, Italy, the Scandinavian countries and others. Panama, of course doesn't build ships, anymore than she has a boneyard. The 800 vessels flying the Panamanian flag are with few exceptions runaways.

Shipbuilding in the US is at a virtual standstill. You can count on your fingers the number of ships under construction in our yards. But you'd need a mechanical calculator to tally those in the boneyard.

So while other maritime nations are rapidly acquiring tonnage in excess of what they had before the war, US maritime is skidding downward—but fast. And accompanying the tragic deterioration of our once large fleet, is the alarming rise in the number of unemployed American seamen, for the most part highly skilled workers—essential in national emergencies.

Despite this dismal picture, those in a position to halt the trend have done little or nothing about it. Whenever an opportunity arose, the Seafarers International Union and other sections of the maritime industry offered concrete proposals that would aid in revitalizing American shipping. In several instances, such as the plan pushed by the SIU to employ US ships and seamen in the transportation of Marshall Plan goods, progress was made.

As a rule, sympathy was expressed for the plans but action was lacking. Investigations aimed at strengthening our fleet are under way in Congress at the moment, but there's no guarantee of definite action. Moreover, it will take time.

Something should—and must—be done now. And something can be done, if Congress will adopt the proposal made this week by the SIU to guarantee that "all arms cargoes shipped to North Atlantic pact countries be carried exclusively in American ships, manned by American seamen."

The SIU demand, while no cure-all, will at least take up some of the slack, until a long range program to bolster our failing merchant marine can be formulated.

Those who bear the responsibility for the welfare of our working population, and for the national well-being, should consider and act favorably on the SIU demand for exclusive employment of American ships and seamen in the transport of foreign military aid.



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 them.

NEW ORLEANS HOSPITAL

- J. DENNIS
- L. LANG
- F. LANDRY
- C. ELLARD
- L. WILLIS
- C. D. SHIVELY
- J. B. ALLRED
- W. W. ROYES
- W. SWILLEY
- J. MORTON
- L. E. JARVIS
- C. BACHMAN
- A. MAUFFRAY
- N. I. WEST
- B. H. LAWDERBACK
- P. RAULERSON
- G. MOREJON
- H. R. PITT
- J. E. TASSIN
- A. SYLVERA
- C. BROWN
- D. KOROLIA
- A. ARVANTIS
- S. T. JAMISON
- T. RIGBY



SAVANNAH HOSPITAL

- R. M. GUTHRIE
- E. E. STUART
- W. L. SMITH
- C. A. EZELL
- R. PIERCE



BOSTON HOSPITAL

- BOB FISHER
- VIC MILAZZO
- J. J. FLAHERTY
- FRANK ALASAVICH



STATEN ISLAND HOSPITAL

- H. E. BONEWALD
- N. DORPMANS
- J. P. PROBST
- J. W. FAILLA

W. R. THOMPSON

- M. J. LUCAS
- A. TREVINO
- J. HERNANDEZ
- M. FERNANDEZ
- L. OIEN
- T. KANADY
- I. RHODEN
- M. ROSSI
- V. GROVER

SAN FRANCISCO HOSPITAL

- J. KEENAN
- W. LANE
- R. W. FRYE
- W. SANDERSON
- S. WALERK
- PETER SMITH
- T. ISAKSEN
- M. CARAWAY



MOBILE HOSPITAL

- J. CURTIS
- M. LEOUSIS
- P. VANDEREIK
- E. DAVIDSON
- S. REINCHUCK
- L. HOWARD
- M. J. SMYLY

Directory Of SIU Halls

SIU, A&G District

- BALTIMORE.....14 North Gay St. William Rentz, Agent Mulberry 4540
- BOSTON.....276 State St. Ben Lawson, Agent Richmond 2-0140 Dispatcher Richmond 2-0141
- GALVESTON.....308½—23rd St. Keith Alsop, Agent Phone 2-8448
- MOBILE.....1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
- NEW ORLEANS.....523 Bienville St. E. Sheppard, Agent Magnolia 6112-6113
- NEW YORK.....51 Beaver St. Joe Algina, Agent HANover 2-2784
- NORFOLK.....127-129 Bank St. Ben Rees, Agent Phone 4-1083
- PHILADELPHIA.....337 Market St. J. Sheehan, Agent Market 7-1635
- SAN FRANCISCO.....85 Third St. Jeff Morrison, Agent Douglas 2-5475
- SAVANNAH.....2 Abercorn St. Jim Drawdy, Agent Phone 3-1728
- SEATTLE.....86 Seneca St. Wm. McKay, Agent Seneca 4570
- TAMPA.....1809-1811 N. Franklin St. Ray White, Agent Phone M-1323
- WILMINGTON, Calif., 227½ Avalon Blvd. E. B. Tilley, Agent Terminal 4-2874
- HEADQUARTERS...51 Beaver St., N.Y.C. SECRETARY-TREASURER Paul Hall DIRECTOR OF ORGANIZATION Lindsey Williams ASST. SECRETARY-TREASURERS Robert Matthews J. P. Shuler Joseph Volgian

S U P

- HONOLULU.....16 Merchant St. Phone 5-8777
- PORTLAND.....111 W. Burnside St. Beacon 4336
- RICHMOND, Calif.....257 5th St. Phone 2599
- SAN FRANCISCO.....59 Clay St. Douglas 2-8363
- SEATTLE.....86 Seneca St. Main 0290
- WILMINGTON.....440 Avalon Blvd. Terminal 4-3131

Canadian District

- MONTREAL.....404 Le Moyne St. Marquette 5909
- HALIFAX.....128½ Hollis St. Phone 3-8911
- PORT ARTHUR....63 Cumberland St. Phone North 1229
- PORT COLBORNE...103 Durham St. Phone 5591
- TORONTO.....111A Jarvis St. Elgin 5719
- VICTORIA, B.C.....602 Boughton St. Empire 4531
- VANCOUVER.....565 Hamilton St. Pacific 7824
- HEADQUARTERS.....512 McGill St. Montreal Plateau 670

Officers Training Schools — Good or Bad?

By JOHN BUNKER

(This is the first in a series of articles on maritime by John Bunker, retired A&G District member. Brother Bunker is now maritime reporter for the Christian Science Monitor.)

Recent controversy over possible closing of the Kings Point Merchant Marine Academy and the state nautical schools is being received with mixed feelings by seamen and shipping people generally.

Some will say that their closing would be small loss. They will argue, especially about Kings Point, that the government's training program for officer personnel was getting to be too much like West Point or Annapolis—departing too much from the basic needs and traditions of the merchant service.

Others, of course, will defend both the Kings Point school and the state nautical academies as essential training units for the merchant service.

Whether these schools keep open or not, the controversy over their value and their need emphasizes the importance of an adequate officer training program for the American merchant marine.

It is no sense to deride these training schools, and then to offer nothing in their place.

To say that the merchant marine, advancing as it has far beyond the days of 30 years ago when celestial navigation was considered the most essential schooling for a deck officer—to say that the merchant marine needs no officer training program at all is almost like saying there is nothing a prospective officer need know that he can't learn himself in spare-time study.

NOT SO, NOW

This kind of argument was all right years ago, perhaps. It's archaic now.

The establishment of the Kings Point Academy as a wartime emergency measure was highly desirable. Those were the days when ships sailed out with third assistants shipping as "firsts" and junior third deck officers standing a third or even second mate's watch. Officers were needed—thousands of them—quickly.

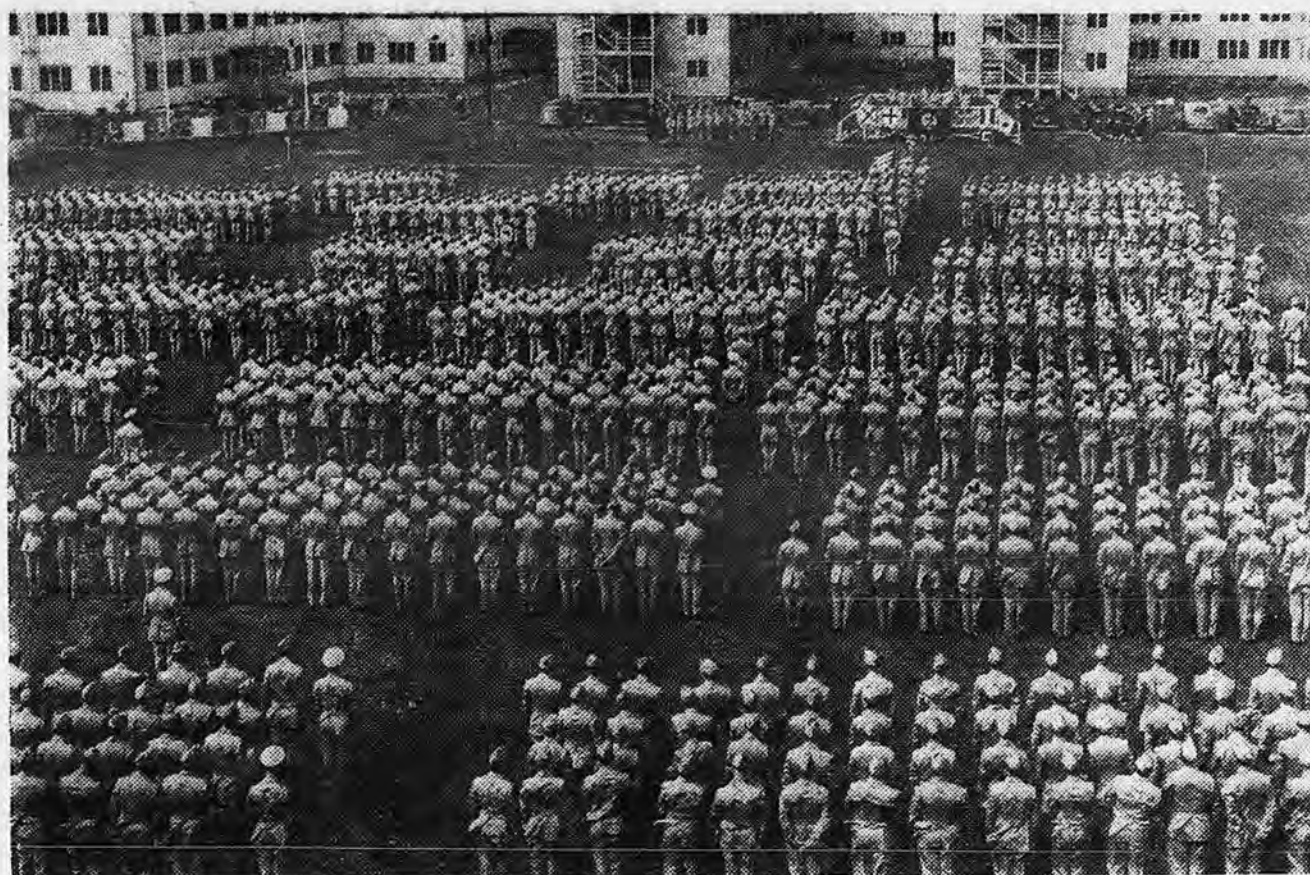
Today, however, tells a different story.

With the American merchant marine now at about the prewar level, with hundreds of wartime deck and engine officers intending to stay at sea, and with several hundred more young "thirds" being turned out each year by Kings Point and the state academies, the question is becoming acute as to where they all will get jobs.

ADVISABILITY QUESTIONED

The writer has visited many a ship during the past year on which all the licensed deck officers had at least a first mate's ticket. There are some ships in which all the officers are licensed masters—days reminiscent of the '30s, when it was not surprising to go aboard a freighter and meet half a dozen mates shipping "before the mast."

It is only logical, therefore, to question the advisability of continuing Kings Point. It would seem, job conditions being what they are, that a further exten-



One reason why the officer training program for the American merchant marine is of paramount concern to the shipping industry today. These hundreds of merchant marine officers are lined up for graduation ceremonies at Fort Trumbull, New London, Conn., the officer training school of the US Maritime Service during World War II. Many of these men are still at sea, competing for a shrinking number of officer vacancies.

sion of life for this "Annapolis of the Merchant Marine" is an unjust drain on the public purse, as well as an imposition on those hundreds of qualified officers who cannot find berths under present conditions.

There is another important question about the usefulness—indeed we can even say the DANGER—of continuing Kings Point.

From the earliest days of the American merchant marine, it has been a cherished tradition of the service that a man "before the mast" could, by hard work, diligence, and self-application, rise to officer status.

Ask many a skipper or chief engineer today—many a port captain or shipping company executive—how he became an officer, and he'll answer proudly: "Through the hawse pipes" . . . "through the foc'sle."

This is a great tradition, this being able to advance yourself by conscientious work and self-study. But it is a tradition liable to be lost, if the federal government continues with its desire to make Kings Point a "closed shop"—another Annapolis, another West Point.

HARDER AND HARDER

Many companies, of which United States Lines is one example, are showing an almost exclusive preference for Kings Point in hiring their new officers.

It is getting harder and harder for the man who puts in his three years in the foc'sle, and then gets his ticket at a private school, to find a berth at sea. It may, sooner or later, be impossible.

It is also quite conceivable that shipping firms, as they become more heavily subsidized by the government, will be "induced" to hire their officers from the government's own training school.

The maritime unions, including the SIU, are right in keeping a weather eye open on the government's proclivity to train merchant marine officers, when there are no jobs.

They are right in criticizing

the bureaucrat's love for keeping something in operation, whether it is needed or not. They should be ever watchful that no government training system—selecting, as does Kings Point, the "cream" of American youth—usurps the right of the American sailor to rise in his profession.

However, the maritime unions should be careful lest they destroy the present officer training program without putting a substitute in its place. It wasn't so long ago, remember, when American ships carried a very large percent of foreign-born officers because there were not enough adequately trained American men to take the jobs.

WHAT THEN?

If Kings Point and the state maritime academies are abolished what would we have in their place? We couldn't drydock our merchant marine without any assurance that it is getting some flow of "new blood" for the future.

We couldn't be the only nation in the world not training our future officers in the ever-developing techniques of marine engineering, navigation, cargo handling and ship operation.

Perhaps the best answer is in some kind of an academy which, while schooling a certain number of youngsters on a three-year training program for third mate's or third engineer's license, will also admit each year so many men "from the foc'sle" for a special short term program of officer training.

HARD SCHOOL

And, to give credit where credit is due, let's recognize the contribution of the state nautical schools to our merchant service over many years.

The Massachusetts, New York and (until its recent demise) the Pennsylvania Academies date their history back more than 50 years.

They trained their cadets in the "hard school." Many of the men at sea who criticize these

academies would never have survived the strenuous "boot" system and the hard program of work-while-you-study that has been traditional at these state schools.

The writer knows not a few men who have pursued long and successful careers at sea after graduation from the state nautical schools.

Few of them came from any but average American families. They were men who, in most cases, couldn't have afforded a college education.

Yes, the time has come to assess the value of Kings Point and the accelerated state officer training programs, but let's do it sensibly.

Let's do it with the welfare of the American merchant marine in mind. Let's not say "to hell with the training schools," and offer nothing in exchange.

Let's plan—but plan well—for the future.

(A future article will discuss the history and training programs of the various state nautical schools.)

Four Tankers Rebuilt To Haul Dry Cargoes

Four SIU-contracted Liberty-type tankers are among 13 such ships being rebuilt to haul dry cargo because of the drop in demand for fuel carriers.

The tankers are part of a group of 40 that were sold to private owners by the Maritime Commission to meet the severe tanker shortage during the winter of 1947-48.

Conversion work has already been completed on a number of the tankers, and consists mainly of the removal of cargo pumps and special bulkheading. The job requires about 14 days of work.

The SIU tankers being reconverted and their owners are: SS Harry W. Peer, J. M. Carras, Incorporated; SS Chrysanthystar, Intercontinental Steamship Corporation; W. H. Carruth, Transfuel Corporation, and the SS Nathaniel B. Palmer, the Palmer Shipping Company.

Faulty Gear Blamed For Seafarers' Death

Faulty lifeboat equipment was blamed for the fatal injury to Seafarer Burton Packard aboard the SS Twin Falls Victory in Wilmington, Del., on August 5, according to word received this week from James Sheehan, SIU Agent in the Port of Philadelphia.

Brother Packard, an OS, died in a Wilmington hospital of a skull fracture, 24 hours after he fell to the water in a lifeboat that had broken loose as a result of a defective motor casing in the winch machinery.

The SIU's Philadelphia Agent reconstructed the accident as follows:

The Twin Falls Victory, Waterman, was alongside her Wilmington dock. Brother Packard and two other members of the deck department were placing the cover over the offshore lifeboat when a leak in the motor casing caused a short circuit and started the motors.

With the motors running, the



BURTON PACKARD

lifeboat was hauled up until the falls were two-blocked. The motors kept running and caused such a strain that the wires parted, causing the boat to fall to the water.

The two men working with

Packard succeeded in jumping clear of the falling boat. Packard attempted to do likewise, but the boat cover swung over him and trapped him in the falling boat. He landed on his head when the boat struck the water, sustaining the skull fracture which caused his death.

Sheehan reported that shipmates of Packard said he was "a good shipmate and a very willing worker."

When informed of his death, the Twin Falls crewmen contributed \$61.50, which Port Agent Sheehan forwarded to Packard's mother in Millelac County, Minn., where the body was shipped for burial.

Brother Packard, who was born in Minnesota on June 14, 1927, joined the SIU Atlantic and Gulf District in Norfolk. He was issued Book No. 45242 on April 27, 1946.

He was in good standing at the time of his death and Union burial benefits are payable.

Read Contracts And Avoid Beefs, Says Baltimore

By WILLIAM (Curly) RENTZ

BALTIMORE—Despite the arrival of a number of payoff ships, shipping in this port is on the slow side. Men are remaining aboard most of the incoming ships because of conditions.

In view of this situation, it is inadvisable for men to come to Baltimore hoping to ship out in a hurry. There are enough men on tap to fill any of our immediate needs. We'll keep the membership informed through the LOG, and as soon as there is an upswing you'll read about it.

Several of the port arrivals during the past two weeks were in-transits. There were a few Waterman, Bull and Isthmian ships that came in here to load up.

One of the payoff beefs we had was on the Robin Gray. It involved the black gang and it should serve to emphasize a point. For some reason, a greater proportion of beefs in this port lately are in the engine department.

READ AGREEMENTS

Our observation is that the men in this department are not fully familiar with the agreement between the Union and the particular company for which they are sailing.

Therefore, we strongly advise all hands to read their agreements closely. Just make sure that the agreement you're reading covers the company whose ship you happen to be on.

Copies of our contracts are available in all Union Halls, and the name of each company appear clearly at the top of each one. The black gang men should take special notice of this suggestion.

No sensible seaman will deny that the SIU has made its membership the best represented, best informed and best paid seamen in the world. The Union is striving to keep up that record, but it must have the means to do so.

HELP YOURSELF

That's why it is necessary to vote yes on the referendum on the General Fund assessment.

The income of the Union has fallen off because of the drop in shipping. It's simple to see that, unless our General Fund is strengthened, the Union cannot long maintain every one of the services it now offers.

A "yes" vote on the ballot will insure your security by giving the Union the needed means to continue the fight in your behalf.

Well, Brothers, the Port of Baltimore regrets to announce that a real friend of the seamen here will be lost to us. Dr. Wilson of the Baltimore Marine Hospital will soon be leaving his post here, and all hands sure will miss him.

He has always gone out of his way to offer a helping hand and provide first-class treatment for ailing seamen. In fact, that has been true of the entire staff of the hospital.

We all want to wish Dr. Wilson the best of luck in taking up his duties elsewhere. Wherever he does go, seamen will be meeting a friend.

The Good Life Aboard The SS Cardinal O'Connell (ATS)



By TED ANDRYSIAK

In-Transits Pay Courtesy Visits To Savannah

By JIM DRAWDY

SAVANNAH—In-transit ships were responsible for most of this port's activity during the past two weeks, but we're looking forward to a slight improvement in shipping.

We expect to put a new crew on the William Carruth the latter part of next week. She's in drydock at the moment. Payoffs are scheduled for the SS Southland and the SS Southport on Monday and Tuesday of this week.

The in-transit ships were the Steel Surveyor and Steel Fabricator, Isthmian; Monroe Victory, Waterman; Cape Race, South Atlantic, and Jean, Bull Line.

There were no beefs on these vessels.

SUBSTITUTE

The Jean, by the way, is taking the place of the Dorothy for a couple of trips. That about covers the shipping side of the Savannah picture.

Brother James Maxwell, who was injured the other night when his car overturned, is still under the doctor's care and all hands are wishing him a speedy recovery. The damage to Maxwell's car is estimated at 800 smackeroos.

A couple of the local lads went to Galveston recently to ship. They stayed only long enough to look things over, then doubled right back.

Seafarers in the local Marine Hospital this week are R. M. Guthrie, E. E. Stuart, W. L. Smith, C. A. Ezell and R. Pierce.

The rains came aplenty during the past week, but for nought as far as we're concerned—it's still hot as Hades.

Pipe-Line Run Liberties Hit Wilmington

By E. B. TILLEY

WILMINGTON—A couple of Isthmian vessels paid off in this port last week and four ships called on in-transit status.

The payoffs were the SS Steel Ranger, an intercoastal job, and the SS Thomas Sims Lee, in from the Persian Gulf. Both paid in good SIU style.

A full crew went aboard the Lee for the return trip to the Persian Gulf. The in-transit callers were the Steel Age, Isthmian; Yorkmar, Calmar; Fairhope, Waterman, and the Queens Victory.

Here's how things look for the rest of the month:

On August 17 we have the William Tilghman coming in to payoff after a Persian Gulf voyage. She'll crew up here.

On August 22, the Thomas Cresap is scheduled to payoff, then sign on for the Persian Gulf run.

The Zane Grey, which makes the same run, will arrive on August 26, when she will payoff and sign on a crew for another voyage.

However, the forecast is not always so bright. It just happens this time that four of the five ships that make the run regularly are coming in almost at the same time.

Thereafter, things will probably slow down a bit. And we might add that there are enough men on the beach here to take care of whatever needs we may have in filling jobs.

Don't forget that we are voting on the General Fund assessment. It is your duty as a good Union man to cast your vote. Your own security is involved, so why not get on down to the Hall and vote "yes?" From the way the boys out here are talking, it seems that this port will go all-out for the assessment.

We had our first Cities Service ship in this port since I've been out here.

I find the brass on these ships are still up to their old tricks. As soon as the men get a draw from the Old Man they are

forced to pay dues to the phony Citco, the company union we know as CTMA.

If anybody fails to pay up immediately, he gets the gate at once and is marked as being a union man—a real Union man.

Boston Hot? Suits 'Em To A Tee—In Yarmouth

By BEN LAWSON

BOSTON—Even shipping talk was pushed aside, as this port sweltered in a recent heat wave during the past two weeks. The mercury touched 101 degrees just as we convened for our first August meeting, and all hands were plenty pooped.

Just to make matters more disagreeable, the humidity went way up, too, and we were beginning to wonder if we'd ever see the end of this blast-furnace weather.

You couldn't exactly blame ships for not coming in here during the almost overwhelming heat. Maybe that's why Boston wasn't much of a payoff port. Most of our activity was confined to calling on ships in transit.

Among these were the Canton Victory, Waterman; Kenyon Victory, Isthmian; The Cabins, The Cabins Company, Inc.; Steel Seafarer, and the Steel Executive, Isthmian.

All were in pretty good shape, except for the Steel Seafarer, which carried some overtime beefs. They will be settled at the port of payoff.

ALL 'FORE' IT

Big social note of the moment is that all hands aboard the SS Yarmouth have gone in for golf in a big way. Mike Buckley and Donald Hodge, both watchmen on the Yarmouth, are serving as caddies for the crew while the

ship stops over in Nova Scotia.

Paul Norton and Lex Fanjoy, seldom seen around here, are looking for a long voyage. Johnny Gala will take a trip anywhere. E. Graham, whose baking is tops, just came off the bauxite run.

We'd like to mention that gas-

hounds and performers are practically non-existent up here.

Occasionally, a Brother will pop in showing signs of having a bit too much under his belt. But he doesn't linger. Just a jolly hello and he's gone. The membership won't stand for any offbase stuff.



This quintet of Seafarers, crewmembers aboard the SS Yarmouth, make the rounds of the Yarmouth, Nova Scotia, golf course every time the summer cruise ship hits the northern port. Kneeling, left to right, are Tom Fleming, Bob Waehler and Stan Cuslak. Standing: McKenna and Phil Graduzzi. Brother Waehler interested his shipmates in the game and they've taken to it like ducks to water.

The SS Puerto Rico Steps Off Proudly

NEW YORK, Aug. 18—The trim, new Bull Lines passenger ship Puerto Rico today sailed proudly from Brooklyn's Pier 22 on her maiden voyage to Puerto Rico and the Dominican Republic. There was every indication that the initial run would be a huge success.

Since the vessel's arrival in New York from the Maryland Drydocks several weeks ago, the Puerto Rico's crack, 120-man Seafarers crew had been hard at work readying the liner for service. With the preliminary job over, the complement of SIU men aboard was determined to prove that passenger ships under Seafarers contracts would provide service equal to, if not better than, any in the world.

The 7,114-gross-ton liner, which has 199 first-class accommodations, will maintain a regular service, leaving New York every second Thursday for the three and one-half day voyage to San Juan, arriving there Monday and leaving the following day for Ciudad Trujillo.



Typical of the competent crewmen are the three Seafarers shown above as they handled the Puerto Rico's lines. From left to right are Dewey Parsons, James DuBose and Bill Hall.



Holding down the Stewardesses' posts on the proud Bull Lines vessel are Hilda Revesz (left) and Eva Castleberry, shown here on the stairway from the main deck.



Chief Baker C. Voss (left) and Chef W. J. Reedy, photographed in the ship's streamlined galley, know full well that well-fed passengers are a first-rate advertisement.



Spic and span and ready to help give the finest shipboard service available anywhere are the Puerto Rico's bellboys Joe Kotalik (front) and Richard Miller. Both are old hands at the job.

~ ~ ~

Like everything else on the trim passenger ship, the pantry is a shining example of cleanliness and competence. Here are some of the lads as they were preparing crisp salads that will make the Puerto Rico's food something passengers will enjoy remembering.

From left to right are Marty Badger, Pantryman; Dan Malenfant, Chief Pantryman; Ed Adamko, Second Cook; Walter Patterson and Joe Demuth, Pantrymen.



~ ~ ~



In photo left are some of the Black Gang who are responsible for the precision functioning of the Puerto Rico's engine room. From left to right: Fred Barthes, Electrician; John Van Dyke, Oiler; Ed Saul, Wiper; Francis Pannette, Utility; Tony Salorio, Second Engineer; Danny Morin, Danny Haire and E. McCambridge. Seated is Victor Gustafson, Watertender.



PHOTO RIGHT—Despite the load of wire he's toting up engine room ladder, Charles Duncan (Wiper) is all smiles—probably because he's satisfied that all's well on the Puerto Rico.

~ ~ ~



SHIPS' MINUTES AND NEWS

Deck Gang Man Killed In Accident Aboard SS Edith At Galveston Pier

Charles E. Scott, 19-year-old Seafarer, was killed aboard the SS Edith, Bull Lines, in Galveston on July 14, when a winch cable snapped and struck him on the side of the head, the LOG has been informed. The Edith was being worked at Pier 35 at the time of the accident.

Scott was rushed to St. Mary's hospital but was pronounced dead on arrival.

Brother Scott, an OS, was working near the Edith's No. 2 hatch when the fatal accident occurred. Galveston police reported that as the hatch cover was being lowered into place a pin slipped from the winch.

CABLE SNAPPED

The heavy hatch cover fell free, then snapped the cable, which came down on Scott's head, the police said.

The Coast Guard called a hearing on the afternoon of the accident at which all witnesses testified. A. P. Mazur, the Edith's Deck Delegate told the LOG that the results of the hearing had not yet been disclosed.

Brother Mazur said that Scott's death shocked his shipmates, all of whom had the highest re-



CHARLES E. SCOTT

gard for the young Seafarer, a native of New York City.

TOUGH-LUCK

In reporting the accident to the LOG, Brother Mazur said that the Edith had been having a run of tough luck. He recalled that crewmember Stanley Navarackas lost his life about a year ago in a mishap in the Mississippi River.

The Edith's Deck Delegate said that Navarackas was lowering No. 3 lifeboat into the stream when a faulty releasing gear caused him to plunge into the water and drown.

On May 21 last, the Edith had another shipboard accident while hatch covers were being lowered at Port Sulphur, La., Mazur said.

SETS FIRE

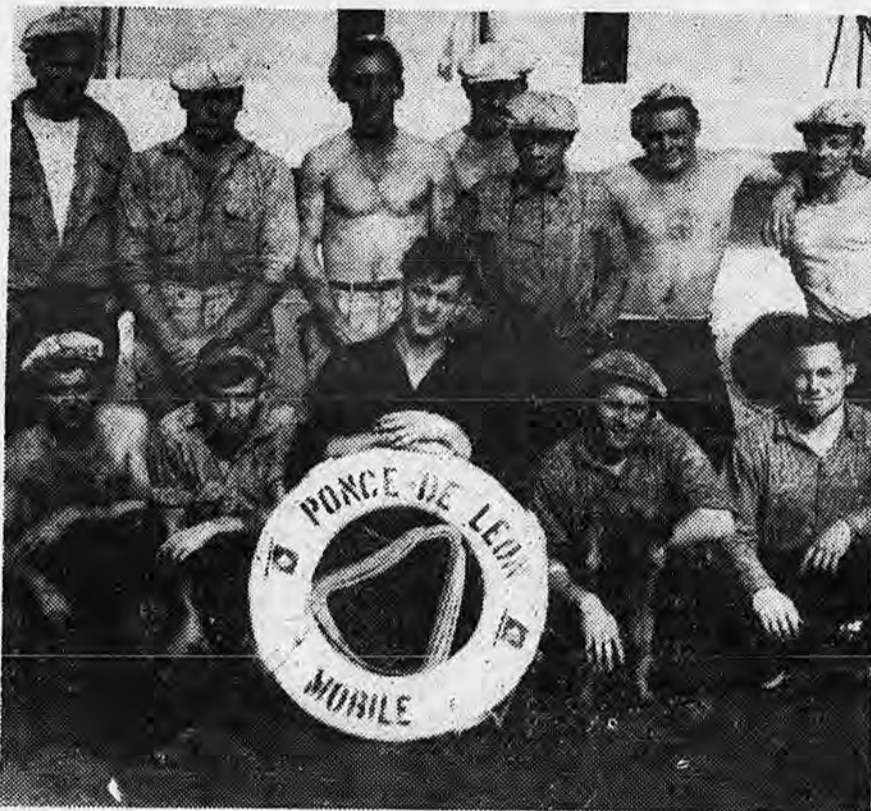
A topping lift parted, throwing off sparks that caused a large flash fire on deck and smoldering fires in the No. 4 and No. 5 hatches. Mazur said that it took two hours of intense effort to extinguish the fires but that no one had been hurt.

Of the accident in which Brother Scott lost his life, Mazur said:

"At this time we (Edith crew) would like to commend the Port Agent and Patrolman of the Port of Galveston for their prompt cooperation and assistance, which they immediately gave after this accident."

Brother Scott is survived by his mother, Mrs. W. Scott of 173 East 122 Street, New York City.

ON THE VOYAGE TO GREECE



Deck Gang of Waterman's Ponce de Leon assembles on deck for photo by shipmate Larry Kretzel. Standing, left to right: Frank Knight, Touchon, Janicke, "Mac" McCormack, Hansen, Eddie Fields and Uno. Kneeling, left to right: Andrew Hemphill, Little, McGowan, Jones and Bob Humphrey. Brother Humphrey submitted the photo.

SIU Crew Hailed As Model By Passenger On SS Harry T

The model job performed by the SIU crew of the SS Harry T, Mar-Trade, drew glowing praise from a passenger aboard the ship on the recent voyage to Europe.

The passenger, Father William J. Gordon, professor of labor economics at Villanova College, in a letter to Union Headquarters declared:

"Personally, I think that the labor-relations pattern aboard this vessel could easily serve as a model for all of our merchant ships."

STRICT REPRESENTATION

Father Gordon added that "the Captain is very pleased with the way things are going even though Ray Pulliam (Ship's Delegate) holds back no punches in defending the rights of the men under the agreement. Frankly, I have been very pleasantly surprised."

While he had nothing but commendation for the entire crew, Father Gordon specifically mentioned Pulliam and George Bryan, the Harry T's Steward. He said that Pulliam was "very capable," and very well-liked by the officers as well as the unlicensed men.

Of Brother Bryan, the Reverend said, "he is the most hospitable man I have ever met."

LIKED SIU MEETING

Father Gordon also said that he attended a shipboard meeting, which he thought was ably conducted.

The Villanova professor wrote that "if the rest of the trip in Europe is as pleasant as the voyage across, I will be very happy, indeed."

He concluded his letter to the SIU by expressing his "best wishes for the success of your efforts in behalf of our merchant seamen."

Digested Minutes Of SIU Ship Meetings

STEEL APPRENTICE, May 9 — Charles Loesch, Chairman; Henry M. Murranka, Secretary. All hands are to try to keep unauthorized persons out of mid-ship housing. Water coolers are to be repaired; cooler in passageway to be turned off while ship

is in port. Delegates gave their reports. William Glick was elected Ship's Delegate. He will see Mate about changing the clock in the messroom. One minute of silence observed in memory of Brothers lost at sea.

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EDITH, May 22—R. H. Nicholson, Chairman; Louis Rizzo, Secretary. Department delegates made their reports, Deck Delegate bringing up beef about launch service. During discussion on launch service Engine Delegate revealed that he had tried to make some satisfactory arrangements but had had no luck, as the Sheriff prohibits the boats from coming out of the anchorage. Motion carried to turn in stand-by overtime to Patrolman. Members found explanation given by Brother whose conduct was criticized to be unsatisfactory. Meeting adjourned at 7:30 PM after one minute of silence in memory of departed Brothers.



ROBIN GOODFELLOW, April 20 — Bernard Macey, Chairman; Mike Zelonka, Secretary. Delegates reported no beefs. New Business: Motion carried to have no one discharged if person was logged and have Patrolman check log book. Motion carried to have Patrolman investigate the reason men have been forced to pay for penicillin. Education:

Union activities were discussed for the benefit of new members.



~ ~ ~

CAPE MOHICAN, May 8 — McHale, Chairman; R. Sirois, Secretary. No beefs in any of the departments, except for one-half hour of overtime disputed in Engine Department. Motion by O'Malley, seconded by Graf, recommending that crew be supplied with cots, bedsprings and mattresses and that same be included as a major item on the repair list. Motion by Cintron, seconded by O'Malley, carried recommending that if agreeable to crew, that cold supper be served on night before payoff night in order to give Stewards Department opportunity to get finished early. Motion carried to place lock on cleaning gear locker, with one key to be given to each department.

~ ~ ~

SEATRAN TEXAS, May 14—Tom Plunkett, Chairman; L. Willis, Secretary. Ship's Delegate reported that all repairs had been made. Aside from three hours of disputed overtime in Deck Department, there were no beefs. Motion carried calling for a vote of confidence in the Ship's Delegate, H. O. Tennant. Re-

(Continued on Page 7)

FLEEING COMMUNIST RULE



After four days on the Adriatic sea, four Yugoslavia refugees who fled from the communist-controlled country, were picked up by the Venice-bound SS Gateway City. The anti-communists were left at a rehabilitation camp in the Italian city, according to crewmember Bill Zarkas. Photo above shows the Yugoslavs pulling alongside the Waterman ship, whose ladder has already been lowered.

Digested Minutes Of SIU Ship Meetings

(Continued from Page 6)
 requested that a new potato locker be procured and that lower decks be cleaned. The toaster in the saloon is to be repaired. Recommended that everyone make a contribution to the Steward at payoff, all proceeds to be sent to the Marine Hospital at Fort Stanton, N. M. Beefs are to be brought up at meeting and not elsewhere.



MALDEN VICTORY, May 29—
Campbell, Chairman; Burke, Secretary. Ship's Delegate McCulloch reported that he had wired proceeds of collection to Brother Young in Seattle Marine Hospital, where he is being treated for injuries suffered ashore while a member of crew. McCulloch showed receipt for the money. Chief Electrician was given note of thanks for buying and showing motion pictures to crew.

slopchest is opened. On next voyage, recreation room is to be used for card playing, instead of the messroom. Steward is to call for new books for library; old books to be returned to recreation room upon arrival in port.

STEEL KING, May 22—Earl Young, Chairman; Gene Flowers, Secretary. Gene Flowers elected Ship's Delegate. Deck Delegate Tannehill reported overtime disputed in his department. Under Education, he discussed the things the Union stands for and advised all hands to read Union literature brought aboard ship from the Hall.

PORTMAR, May 29 — Bill Hendershot, Chairman; Max Beck, Secretary. Motion carried that no one is to sign off until all overtime has been checked by boarding Patrolman. Delegates reported all okay. A three-man committee was elected to look into matter of buying washing machine for crew's use. Al Anderson discussed situation on the Great Lakes and recommended that some men try to get up there so there won't be any shortage of SIU men for the ships. One minute of silence in memory of departed Brothers.

ried to have fresh water pipe extended from laundry to outside deck via the bulkhead for use of longshoremen. This was recommended in order to keep unauthorized persons out of passageways and vicinity of crews' foc'sles.

CAPE NOME, May 15—Fred Shaia, Chairman; James Boyles, Secretary. Some disputed overtime in Engine and Deck Departments, no beefs in Stewards. Motion by Shaia seconded and carried that any speaker offering motion have his name and book number recorded in the minutes. Motion by Smith, seconded by Fricks, that stores be checked by Patrolman before the sign-on. Men are to soak clothes in buckets and not in laundry room sinks. Ship's Delegate is to see Port Steward about Department heads receiving enough supplies for their men.



SEATRAN NEW ORLE'NS, June 4 — Brown, Chairman; Capote, Secretary. McKay elected Ship's Delegate. Deck Delegate reported one beef pending; none in other departments. Suggested that coat hangars be obtained for ship. Delegates to make up repair lists now that ship is going into drydock. Crew is not to leave clothes boiling in the laundry buckets. One minute of silence for departed Brothers.

SEATRAN NEW JERSEY, May 23—John Jelletie, Chairman; W. Connor, Secretary. Dry cleaning man had pass taken away from him in New Jersey. Motions carried: That Ship's Delegate speak to Patrolman about having 4 to 8 lockers in Engine Department's foc'sles moved; that Ship's Delegate see Chief Mate about having poop deck washed down once a day; that Ship's Delegate speak to Patrolman about men missing ship. Chief Mate agreed to have poop deck washed as requested.

EDITH, May 22—R. H. Nicholson, Chairman; Louis Rizzo, Secretary. One beef in Deck Department about launch service. This beef was discussed thoroughly; Engine Delegate tried to make arrangements for service but had no success. He found out that Sheriff prohibited boats from coming out to the anchorage. Motion carried to turn standby overtime over to Patrolman for settlement. One minute of silence in memory of our departed Brothers.

ROBIN TRENT, May 29—F. Gorenflo, Chairman; Pat Murphy, Secretary. Motion carried suggesting that ship's office be converted into quarters for Bosun and Carpenter, as their present quarters are in bad condition. Motion carried calling for meeting with Patrolman before payoff to discuss needed repairs and things in general. Captain was consulted about a spare room for ironing facilities. He said he had to get approval from the office. This matter to be taken up with the Patrolman. Ship's funds are to be used to have washing machine repaired. Leo Pigg volunteered to take care of the ship's library.

PETROLITE, June 1—Frank Livingston, Chairman; Robert E. Bishop, Secretary. Repair list referred to Ship's Delegate. Motion carried that recreation room be taken care of by all departments, starting this week with the Engine gang. Suggested that schedule be worked out to permit all departments to use washing machine at regular time so that there will be no confusion. It was noted that most repairs had been done at the shipyard and by ship's personnel. Remaining items are to be shipped to Baton Rouge by the company.



FAIRLAND, May 15 — Ralph DePaolo, Chairman; Frank Harper, Secretary. After delegates reports, a motion carried recommending that matter of food supplies be taken up with New York Patrolman unless requisitions are filled more accurately. Port Steward has been swinging heavy red pencil. Motion carried to check slopchest and list to be turned over to Patrolman to make sure it is more adequately stocked for essential items. Ship's Delegate Fred Travis, Electrician, wished it to be stated in the record that this crew is 100 percent SIU. He added that it had been a great pleasure to represent the boys because of their good fellowship and spirit of cooperation.

ROBIN WENTLEY, June 5 — Stanley Gondzer, Chairman; Ricky Motika, Secretary. All repairs listed during last trip were taken care of. Except for disputed overtime in Engine Department delegates had no beefs to report. Motion carried to have ship fumigated; previous job was unsatisfactory. Motion car-

SEAFARER SAM SAYS:

Available at all A&G Branch Halls for \$1.50 are union-made leather folders. Designed to hold your union book, discharges, and identification - the folder, with the SIU wheel on the cover, will keep your book and papers in good condition.

Get one today!

CUT and RUN

By HANK

While there's great unemployment for American seamen and thousands of ships laying idle in bone-yards, the Panamanian merchant fleet is the fourth largest in the world—with 600 to 800 ships. In fact, a New York steamship company operates 41 ships. The sooner these "runaway" ships are back in the American merchant marine the better—for our seamen... There sure are a lot of Seafarers in town with mustaches. One of them is Charlie Bush—who sailed in three weeks ago... And this week there was Brother Crowley who raised his mustache after a voyage on the Robin Trent... Brother "Wally" Wallace says favorite bars for SIU brothers are the Penguin Bar in Lorenzo Marques, Southeast Africa and the Ambassador Bar in Rotterdam, Holland... Steward Harold Peeler is probably still in town... To Bill Gray, Ship's Delegate aboard the Seatrain New Jersey—a bundle of LOGs for Seatrain men will be available in John's Bar over in Edgewater, New Jersey.

Happy birthday to Percy Boyer, the humorist of New Orleans, who is now aboard the Isthmian scow, Steel Advocate. Percy has been in five ports and hasn't navigated ashore yet. No doubt he'll take some last-minute bearings and celebrate his birthday on August 28 when the ship sails from Calcutta... From New Orleans we have word from Brother James Johnston, Chief Electrician on the Alcoa Ranger for two trips, that he's slightly tired of the bauxite run. In Amuay Bay, Venezuela, where American canned beer sells for two bolivars (which is sixty cents in American currency) he met another electrician, Ed Larkin, who's been working ashore. Brother Johnston is due in New York around October time... Speaking of New Orleans, Brother Jack Parker is now aboard a ship in La Guaira, Venezuela, and Brother Thomas "Rocky" Benson is aboard the SS Del Santos now in Rio de Janeiro.

We hear from Bill Rowe, here in New York, that Brother Bill Chapman may still be in the New Orleans Marine hospital. Speedy recovery, Bill... Roy Grundner and Ziggy Wydra are two of the many Seafarers aboard the SS Puerto Rico... Leo Siarkowski, in New York now after his Waterman scow was bone-yarded, is waiting for his shipmate, Ozzie Okray, due in soon from his homesteading ship the Algonquin Victory... Seafarers Birth Department—Congratulations to Mr. & Mrs. Leo Feher of Weehawken, New Jersey. They are the proud mom and pop of a boy weighing 7 lbs. 8 ounces... There are probably a lot of brothers who are laughing at the sight of the ship—which looked like a short stool—which was pictured in the newspapers recently. The inventor of this sea-going stool claims his twin-hulled vessel can revolutionize ocean travel for passengers because it has no roll at high speed. Well, that's what he says, anyway.

The SEAFARER'S LOG will be sailing free of cost to the homes of the following brothers: Charles Albury of New York, William Barne of Alabama, Jack Allen of Alabama, Glen Benefield of Florida, Clement Brunet of Louisiana, Joe Morgan of North Carolina, James Pugh of Louisiana... Brother Jack Greenhaw, the oldtimer, is in town, after some hospitalization. "Rope-yarn" Jack says he'll probably do some homesteading on one of the Seatrain scows... Brother Clement Hospedales is all ready to turn to shipping out with his mustache after doing some vacationing... Brothers, the voting is still going on for the new assessment which would immediately strengthen the Union and various organizational and educational programs. It's your right to vote and to vote right for the SIU... Brothers, keep your jobs ship-shape aboard ship. Protect your agreement by doing the jobs the SIU-way—the right way. Hold those meetings—and keep the ships clean and happy.



CITY OF ALMA, May 26 — Joseph Felton, Chairman; C. Wilson, Secretary. Deck Delegate reported that disputed overtime had been settled by Patrolman. Motions carried: to wire port ahead and have Patrolman meet ship upon arrival; that anyone performing on ship to be brought up on charges. Suggested that food left over after meals be left in the pantry. One minute of silence in memory of departed Brothers.

OREMAR, May 24—C. Parker, Chairman; W. J. Fogarty, Secretary. Delegates reported that all was running smooth in three departments. Charles Omahundru elected Ship's Delegate. Motion carried to have Patrolman announce over loud speaker in the Hall that permit men ride with him to the docks to take jobs in case there are any pier head jumps. This will prevent non-union men from getting the jobs.



SOUTHSTAR, May 29 — Ray Queen, Chairman; W. J. Walsh, Secretary. Ship's Delegate Ray Queen, Deck Delegate E. H. Denchy and Engine Delegate J. Terraciano reported no beefs. Stewards Delegate C. Gilbert stated that two hours daily is to be paid to Second Cook for breaking out meals and doing all heavy work for Chief Cook, who has been placed on light duty by US Army doctor in Trieste. Messman is to appear before trial committee before shipping for missing ship in Genoa, incurring loss of wages for one man because no replacement was required. Notice is to be posted at least six hours before

THE MEMBERSHIP SPEAKS



Penmar Survivor Says He Lost Out When Spirits Were Unveiled In Raft

To the Editor:

Shipping being what it is, I felt that the next few weeks I'd have to be on the beach would be well-spent by my entering the dry-dock for a repair job. So here I am in the New Orleans Marine Hospital.

With one week already behind me here and with about three more to go, I truthfully want to say that nowhere have I been treated more thoughtfully or considerately by everyone from orderlies on up. I strongly recommend the New Orleans Marine Hospital to anyone who plans on entering a drydock.

While out on pass the other day I stopped at the Hall to see who was in town and I picked up copies of the LOG to read on my return to the hospital. On reading that night I noticed several articles of interest.

RECALLS RUGGED DAYS

The first was in "Here's What I Think" on page 5 of the June 10 issue, in which the question was "What incident gave you the greatest thrill of your seagoing career?"

Brother Benno Zielinski, Deck Engineer, stated his as the torpedoing and sinking of the SS Penmar, Calmar. Brother Zielinski may or may not remember one of the two Oilers who were in the same lifeboat with him when it hit the water after the ship was struck by the "tin fish."

I haven't seen him since, but I'd sure like to. I ran into the Bosun of the same ship about three years ago in France, and the First Mate at the Battery in New York two years later. Also "Cut and Run Hank," who was also with us.

Brother Zielinski may put the experience as a big thrill, but to

me it was a tongue-swallowing ordeal. It was strictly a bum go from the start, for the Penmar, after leaving Halifax had to be turned back because of her inability to hold her speed in a seven-knot convoy. Luck rode with us into Halifax for we were unescorted but made it to later join a five-knot convoy.

Things ran smoothly and then the subs started to work the convoy over, sinking a ship here and one there. Then we ran into a beauty of a North Atlantic storm that smashed to pieces one of our two lifeboats. And to top it off, we lost our convoy. The storm smashed into the aft deck quarters and into the aft below deck quarters and caused us to lose most of our gear, including the rubber suits.

DOWN THE DRAIN

The seas also kicked into our storerooms and on coming out into the alleyways they brought macaroni, bread, etc., along to plug the scuppers to add to our woes. We ate one cooked meal in two days because the incoming seas broke through the skylight and knocked out our galley.

Then one afternoon our naval gun crew fought off a surface sub attack. One gun crewman was swept overboard and lost, despite the fact that we turned back and threw dunnage overboard, hoping to give the man something to float on if he found it. This happened in the middle of a steering control breakdown. (Nice, huh?)

We got underway again and when I went on watch at 8 PM I went below very sadly. Those men not on watch were sitting in the messroom betting on what time we would get hit by a "tin fish." (The Bosun won. He said 10 PM. We got it about 9:50 PM.)

Brother Zielinski surely made a masterpiece of understatement

when, in his brief statement to the LOG, he attempted to describe the crowded condition of the life boat and the two rafts. (The ones who had lifesuits took turns on them with the others, for a good sea was still running and everyone on the raft was assured of being continually wet.)

The two rafts were lashed together, then a line was attached from one of them to a lifeboat to make sure we all remained in one group. When my turn came to relieve a man on a raft, I was glad of the change. At least on the raft you could stretch out full length. There were about 50 men in the boat, which was built for about half that many, reminding me of the subway rush in New York.

DARK SECRET

But one thing I hadn't known about was Brother Zielinski's bottle of gin. If I had known about it, I surely wouldn't have cussed him out for being so heavy.

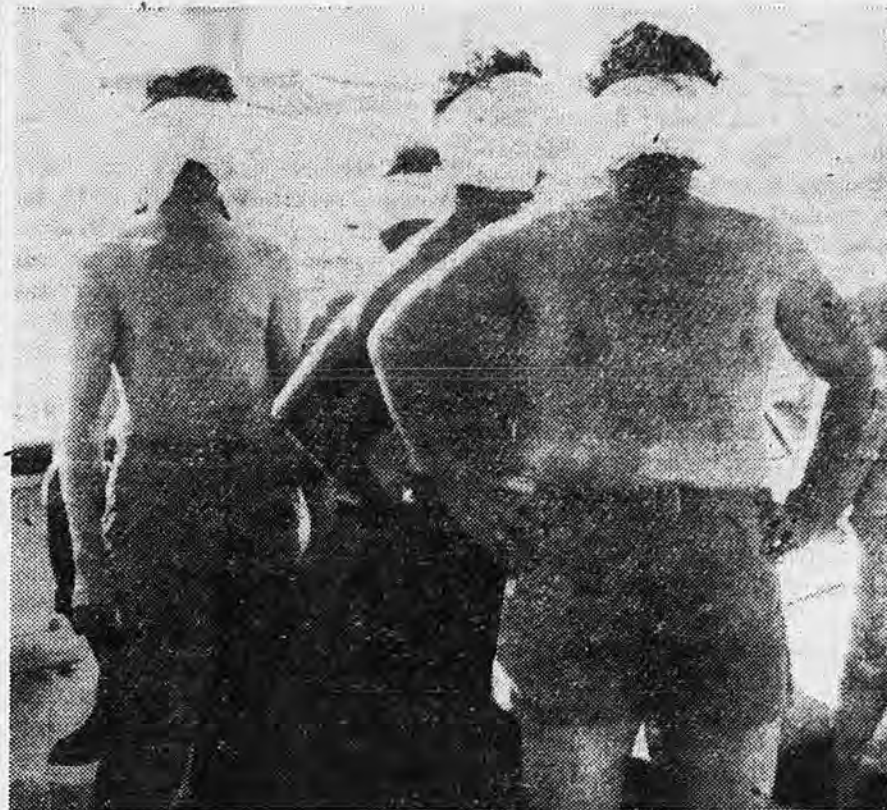
At any rate, after being "heroes in dungarees" for three days, the Coast Guard cutter Bibb fished us out of the drink. We later wanted to kick up a fund to pay back for the gear the Coast Guardsmen furnished us, but this was nixed as "out of order." They were a good bunch. We did have a plaque made to secure to the bulkhead of the Bibb.

It's too bad some of the martinets in shoreside CG jobs are still trying to police the merchant marine instead of trying to use their dubious talents to help it out in the same manner as did the crew and officers of the Bibb.

Later the Army took us under their wing in a camp in Iceland, where we spent another two weeks. The two weeks more aboard the old Seminole. Still two weeks after that we payed off in New York.

Paul T. Cassidy

BETTER WATCH YOUR STEP, BROTHERS



Playing pirates? No, these uncomfortable lads are just pollywogs awaiting the initiation that will make shellbacks out of them in ceremony held aboard the Del Sud, as the Mississippi cruise ship crossed the Equator on a recent trip. Photo was submitted by Paul Fernandez.

Personals



ANTHONY ADNRIOLA

Contact Herbert P. Sklar, 262 Washington St., Boston, Mass.

§ § §

THOMAS V. DRZEWICKI

Get in touch with Local Board No. 4, 901 West 8th St., Wilmington, Delaware.

§ § §

JAMES J. GORMAN

Write your mother at 2147 33rd Street, Astoria, N. Y.

§ § §

GEORGE RAY BROWN

Get in touch with John Dreisch, 1175 Evergreen Ave., Bronx 59, N.Y.

§ § §

LEO J. WHITE

Please get in touch with your wife, care of Mrs. Helen Banach, 296 Harding St., Worcester 4, Mass.

§ § §

CHARLES E. DEMERS

Get in touch with your wife immediately. She says that it is urgent. Address is 25 Hecla St., Dorchester, Mass.

§ § §

JAMES F. KANE

Your mother, Mrs. Mary Kane, 162 Bolton St., So. Boston 27, Mass., asks that you get in touch with her as soon as possible.

§ § §

JAMES J. GORMAN

Your mother has been worried about you and asks that you please drop her a note at 2147 33rd St., Astoria 5, N.Y.

§ § §

SS ALCOA RUNNER CREW

Crewmembers of this vessel who are owed money by Bill Gonsalves should write to him care of the New York Hall.

CHARLES A. FLETCHER

Get in touch with Mrs. Johanna Fletcher, 10 Miner St., Hudson, Pa.

§ § §

EDDIE DEVLIN

Otto McLean of 2404 Deers St., New Orleans, La., would like to know your address.

§ § §

EDWARD RYDON

Get in touch with your brother, Fred, at 361 West 22 St., New York City.

§ § §

FRANK PASCHANG

Your radio filter has been sent to your home by George Leidemann.

ON DECK OF THE STEEL ADVOCATE



These Seafarers aboard the Isthmian scow certainly look contented, if the smiles mean anything. In front row, left to right: M. T. Coffman, AB; F. Bona, OS; B. Smith, Bosun; F. Alusson, Dk. Maint.; J. A. MacKenzie, AB; L. Dixon. Rear row: T. Snow, OS; R. Comstock, AB; T. Patton, AB; N. Mamat, AB; Third Cook, and T. Madias, Dk. Maint. Ship's Delegate MacKenzie sent photo to LOG.

MARINE WOVES BUDDIES WITH SIU'S ACCOMPLISHMENTS

To the Editor:

Just a few lines to let you know that I enjoy the LOG very much.

I've just returned from Guam after an eight-month stay, and in all my seagoing career I've never hit a port as dead as that one. I'm looking forward to the day when I can go back to sea with the SIU.

I have my whole outfit interested in the SIU and they can't believe our Union has done so much for the men in maritime. I would appreciate it if you would send me a copy of the agreement so I can prove that what I tell them is so on SIU-contracted ships.

I'd like to hear from old shipmates. Write me at Maint. Co., 1st Prov. CSG, Daggett Annex, Barstow, Calif.

PFC O. L. Richardson, USMC Serial No. 1087532

Money Due



JAMES E. ROSE, AB SS Steel Artisan

The Isthmian Steamship Company requests that you call at their office at 68 Trinity Place, New York City. You may have some money due.

§ § §

OSWALD W. PEDERSON

You may collect \$29.22 transportation money by calling at the Actium Steamship Company office at 44 Whitehall St., New York City.

§ § §

SS TELFAIR STOCKTON

Crew, who paid off in New York on Saturday, July 30, has transportation coming. Write to John M. Carras, Inc., 24 State Street, New York.

—AND NOBODY GOT CLIPPED, EITHER



The deck of the SS Chrysanthystar resembled a busy Times Square tonsorial parlor during a recent trip when it was discovered that all hands needed their locks trimmed. Here are a couple of crewmen being prettied up in photo by Luis Ramirez, FWT.

Year On Ship Ripens A Man For Vacation

To the Editor:

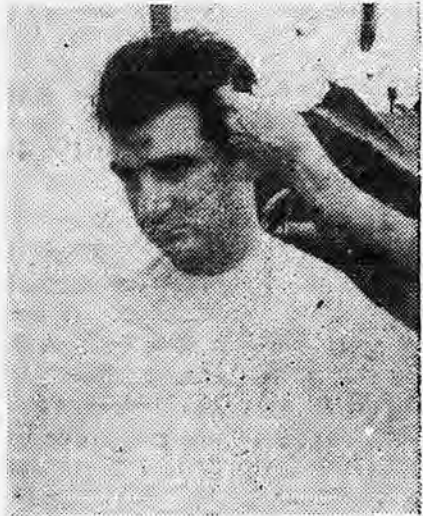
Even though I have a wife and five papooses I put my cross-mark on rule No. 1, when we had a referendum last spring on the question of the transportation rule.

(Rule No. 1 was the one formerly in effect which required that where transportation was due a crew, all hands must accept it and get off the ship. Rule No. 2, which was adopted in the referendum last fall and which is now in effect, made acceptance of transportation money optional. If a crew-member accepts it, he must get off the ship and have a replacement sent from the Hall. Those who do not accept the transportation money may stay on board. —Ed. Note)

Now let's do something about homesteaders. After a man has put in a year on a ship, let him take his vacation pay and get off and give his Brothers in the SIU a break.

GOOD FOR ALL

It will do us all good. After one year, a man should be



A guy didn't have to go shaggy on the Raphael Semmes either, as this shot of Ralph Padilla in the barber's chair shows. Brother Nick Coratti did the shearing.

ready to take his vacation money and make an opening for someone else. He certainly should have accumulated some money by then.

I have a wife and five kids and I've had three vacations during the past year due to the old transportation rule. But I'm not kicking. If only we can get these homesteaders to take a vacation before they die of old age on these steady run ships.

I'd like to see some letters from SIU Brothers on the homesteading question.

Jesse (Cherokee) Joy

Labor, Forced Into Political Arena, Can't Duck Challenge, Member Says

To the Editor:

I was thoroughly aroused by Brother Haymond's article in the June 10 issue of the LOG. It was both timely and tactful. And it brought to mind the parallel between the SIU and the United States just before the nation entered World War II, ending a policy of theoretic isolation but all the time being drawn into the larger waters of external activity by the strong tide of circumstances.

We can no more forego political action today than we can our fight for wages and conditions, so inextricably are the two entwined. Even if we had a free choice in the matter, the dye would be cast for participation on the ground of principle.

We as working men have been struck a low blow and should retaliate by fighting it out with our political foes in every municipal, state and national election to be held. Did not Taft and Hartley by a negative process push our union and other unions into the political arena when they insisted on officials swearing they were not members of the communist party?

CLOSED SHOP OUT

Did they not invade the sanctity of conscience of each individual member when they said we must work with scabs, who would share all of our benefits but none of our obligations (closed shop outlawed); or when they would compel us to act as strike breakers, possibly to the end of self-destruction, if our members hit the bricks in a legitimate beef (secondary boycotts outlawed)?

The implications and insults contained in the law leave us no recourse but action. Therefore, when the looming battle for the senatorial seat in Florida takes place, the SIU should expend every energy to see that our friend, Claude Pepper, is returned the winner over that labor-baiting open-shopper, Tom Watson. But this is only one of the many campaigns to be fought.

Up to the last presidential election, most seamen were politically passive. With the extension of the absentee ballot to sailors, however, that situation may change. Certainly, we Seafarers must alert ourselves to effective use of the ballot. In these days of rapidly diminish-

ing jobs due to Panamanian registries, boneyards, a meddling Coast Guard, we must exert every pressure to maintain our present economic status.

BIG OPPORTUNITIES

We must get our families and friends to support candidates sympathetic with our views. Faced with peculiar difficulties, but also with immense opportunities, we can become politically assertive and give those views force of law. What better way can we destroy the myth spread by the Peglerian school of propagandists that seamen are second-class citizens?

It is up to us to weld working people with separate economic interests into a cohesive constructive voting unit. We have got to show them that ours is a common cause. When the employers dictated the Taft-Hartley law, they aimed it at the workers. Try to bring the seeming incompatibles together. For example, join, or get those close to you to join the consumers' cooperative in your neighborhood. By this means some contact may be formed between organized workers, unorganized small farmers and white collar workers. Together, these three elements could guarantee election of any worthy candidate.

It should be remembered, however, that when the Seafarers enter the political field, it is no short-run, short-range proposition. Victories that are won should be followed up to consolidate gains. Too often in the past workers withdrew from politics once they saw their programs enacted into law. When enforcement failed to follow, what should have been positive law was reduced to the status of abstract political philosophy.

Nevertheless, labor has no mean record of political achievement. Its courageous, uphill struggles for reform produced the following: a free press, public education, abolition of imprisonment for debt, end of convict labor, elimination of property qualifications, establishment of the eight-hour day, abolition of the yellow-dog contract, health and safety laws, social security and old age pensions, workmen's compensation and many others.

The SIU has evolved to meet new conditions in maritime as

new conditions developed. The Seafarers are dynamic and vital enough to be dependable for the future. It is not just enough for us to want a strong union, we must want it and work for it intelligently.

To vote is not only a privilege, it is an obligation as well. We can use our collective intelligence in many ways to good advantage to benefit our own cause. The public can be educated to our side through pamphlet distributions, door-to-door petitions and stump speeches. Of course, we must take care not to overemphasize these activities to the extent of giving second place to our basic economic job. Everything we do politically should be coordinated with the activities of the AFL Labor's League for Political Education. We have the potential for a powerful lobby in Washington.

This program may seem inadequate to some, ambitious to others. I am not concerned with the shape it will finally take, as long as we come up with something concrete. At any rate, whatever course of political action we may decide on, it should be (1) a force for constructive good; (2) subordinate to our own primary economic purpose, and (3) permanent.

Having long since attained our economic majority, we should move on to political maturity. Out of our path, NAM, the SIU's lobby is on its way!

John Cole

Crews Urged To Get Bound Copies Of Log

To the Editor:

Bound volumes of the LOG have been available for some time now and many ships have them in their libraries and a considerable number of members have purchased copies for individual use.

However, a large number of these bound volumes still remain on the shelves in Headquarters. This is perhaps due to the fact that ships' delegates have neglected to notify the Patrolman at the payoffs that copies are wanted for the ships' libraries. As a result, crewmembers aboard these vessels have been deprived of the valuable store of information contained in the bound volumes.

These bound LOGS are available in semi-annual editions for the past few years. They are attractively bound in durable covers. The cost per volume is \$2.50, which is what the Union paid to have them bound.

To get these handy reference books aboard each vessel, it is suggested that the ship's delegates raise a fund, then present an order for the volumes wanted to the boarding Patrolman. An official receipt will be issued for the amount received and the volumes ordered will be forwarded to the ship.

Individuals desiring copies of the bound LOGS can obtain them at the fourth floor baggage room of the New York Hall, or by writing to the Editor, SEAFARERS LOG, 51 Beaver Street, New York 4, N.Y.

Freddie Stewart

Remove Halo And Act Human, McKay Tells '100%'ers

To the Editor:

Quite often, I read about people who are in the habit of hollering about being 100 percent Union. In the first place, if some of these people were to take stock of themselves, they might find they rate zero in the ranks of labor. The so-called 100 percent union man is about as extinct as the dodo bird. As much as the rest of us try to live up to the best principles of unionism, we all slip once in awhile.

Here are a few things for the so-called 100 percenter to ask himself: Is all the clothing he wears, even to his shoestrings manufactured by organized labor? Were they purchased in a union store? Is he sure that the restaurant where he eats employs 100 percent union help?

Was the food that he ate, raised or butchered by union men and women?

How about his pet ginmill? Was the barkeep and others strictly union help? How about his take-home bottle and contents, did he look to see if these were put out by union labor? Chances are no. Everything that this 100 percenter wants is okay. But he thinks we ought to get rid of the poor guy who is only a poor 95 percenter.

Now if these same characters are merely referring to the fact that they are 100 percent SIU and are only interested in doing a good job for the SIU, here are a few things for them to remember:

Always boost your union, but not in the ginmills. Help it to expand. Be sure and inform the

men who sail unorganized ships just what the SIU can do for them. Help your organizers to organize. Don't stick your shipmates for money or standing watches. Work and live up to the Union contract. Keep your name out of the log book and away from the Coast Guard.

Oh yes, Mr. 100 percent, I have watched your kind in the more than 30 years that I have packed a Union book and I'm still looking for the 100 percent man, except, of course, where he exists in the minds of the so-called super militant, who usually turns out to be a member of some other group or union. And generally his only aim is that of seeking to destroy the union which is able to secure for him decent wages and living conditions.

Don't forget, that we as sea-

men have the natural failings as all other people in every walk of life. We try to correct the things that need correcting. We try to give our Union and everything we have to help it carry on in the fight for a decent life for us all.

Let me say in conclusion that no part of this article is aimed at any particular person. Merely at that small group that are supposedly 100 percent in everything they do. Fortunately, those who are always critical of their shipmates and fellow union members are only a very small minority.

To err is but human, of course. But for anyone to think that he is always 100 percent right and that the correct things are only those that concern him personally—well, that stinks.

William McKay

Minutes Of A&G Branch Meetings In Brief

PHILADELPHIA — Chairman, D. Hall, 43372; Recording Secretary, S. Bergeria, 7142; Reading Clerk, S. White, 38302.

Minutes of other Branch meetings read and accepted. Agent reported on shipping in this port. He mentioned that the Steel Flyer is due here on about August 17, and that the SS Alexander was paid off in the past week. Motion carried approving decision to sail Steel Flyer from Honolulu, since CIO unions had ignored longshore strike there,



and there was no reason for our men to hold the bag for them. Secretary-Treasurer's financial report and Headquarters' report to the membership read and accepted. Donald J. Stillely took the Union Oath of Obligation. Meeting adjourned at 7:45 PM, with 145 members present.

SAN FRANCISCO—Chairman, W. McCusision, 23138; Recording Secretary, Roy Pierce, 46515; Reading Clerk, Pat Robertson, 30148.

Branch minutes read and approved. Acting Agent reported that voting was going ahead satisfactorily, with many men coming off ships to cast their ballots. He said that Brother Tilley had notified him that shipping for bookmen would be good for the next two weeks in Wilmington, as there were several vessels on the Persian Gulf run signing on. All beefs have been settled, he said. Patrolman and Dispatcher's reports read and accepted. Trial committee was elected to hear charges made against a crewmember. Under Good and Welfare, there was general discussion on the Hawaii longshore strike, interchangeable shipping from port to port and on the General Fund assessment. Meeting adjourned at 8:15 PM.

NEW ORLEANS — Chairman, Johnny Johnston, 53; Recording Secretary, Herman Troxclair, 6743; Reading Clerk, Buck Stephens, 76.

Charges read and trial committee elected. Motion carried that charges against several members be referred to next meeting in order to give accused men chance to appear for hearing. Agent announced that any member wishing to sit in with trial committee could do so to observe how it functions. Several members sat in on the



hearings. Port Agent said that shipping prospects for next two weeks were not too good. He said the grain elevator strike was over and that this development might help local shipping, if grain ships that had been diverted to other ports were rerouted to New Orleans. He urged all members to cast ballots in the General Fund assessment referendum. Since resolution for the assessment originated in New Orleans, he stated that it was only fitting that this port register a large vote, and especially a large "yes" vote. Excuses referred to the Dispatcher. W. A.

A & G Shipping From July 27 To Aug. 10

| PORT | REG. DECK | REG. ENG. | REG. STWDS. | TOTAL REG. | SHIPPED DECK | SHIPPED ENG. | SHIPPED STWDS. | TOTAL SHIPPED |
|-------------------------|------------|------------|-------------|--------------|--------------|--------------|----------------|---------------|
| Boston..... | 15 | 13 | 10 | 38 | 6 | 5 | 6 | 17 |
| New York..... | 154 | 130 | 111 | 395 | 78 | 73 | 67 | 218 |
| Philadelphia..... | 56 | 45 | 31 | 132 | 43 | 40 | 31 | 114 |
| Baltimore..... | 109 | 108 | 52 | 269 | 60 | 54 | 43 | 157 |
| Norfolk..... | 42 | 36 | 20 | 98 | 40 | 31 | 27 | 98 |
| Savannah..... | 13 | 21 | 13 | 47 | 3 | 3 | 3 | 9 |
| Tampa..... | 11 | 8 | 6 | 25 | 9 | 8 | 9 | 26 |
| Mobile..... | 88 | 63 | 104 | 255 | 107 | 97 | 103 | 307 |
| New Orleans..... | 60 | 53 | 70 | 183 | 64 | 60 | 51 | 175 |
| Galveston..... | 80 | 67 | 32 | 179 | 17 | 16 | 14 | 47 |
| West Coast..... | 30 | 26 | 34 | 90 | 29 | 23 | 20 | 72 |
| GRAND TOTAL..... | 658 | 570 | 483 | 1,711 | 456 | 410 | 374 | 1,240 |

Palmer, T. M. Griffith and J. C. Viera took the Union Oath of Obligation. Under Good and Welfare, membership discussed Panamanian boycott and manning scale for Isthmian Stewards Department. Many men spoke in favor of adoption of the General Fund assessment, several of them pointing out that the assessment represented only the price of a round of drinks or a few hours' entertainment ashore. Meeting adjourned at 8:45 PM, with 378 members present.

BOSTON—Chairman, M. Norris, 5725; Recording Secretary, B. Lawson, 894; Reading Clerk, D. Sheehan, 22856.

Minutes of previous meetings in other Branches read and accepted. Agent reported on the



status of shipping in this port. Patrolman and Dispatcher also made reports. Headquarters' report to the membership and Secretary-Treasurer's financial report read and approved. One minute of silence in memory of departed Brothers. Meeting adjourned at 7:30 PM, with 59 bookmembers in attendance.

GALVESTON—Chairman, Ray Sweeney, 20; Recording Secretary, Keith Alsop, 7311; Reading Clerk, R. Wilburn, 37739.

Galveston and other port minutes of previous meetings accepted as read. Port Agent spoke on shipping of the past two weeks, and discussed the possibilities of the coming period. Dispatcher listed the number of men registered and shipped in each of the three departments during the last shipping period. Auditing Committee, composed of Frank Fisher, Gene Paschall and Charles Fox, reported on the finances of the Branch for the week ending August 6. Oath of Obligation was administered to two members. Meeting adjourned at 7:40 PM.

NORFOLK — Chairman, Ben Rees, 95; Recording Secretary, J. A. Bullock, 4747; Reading Clerk, T. Hill, 1410.

Previous meetings' minutes accepted as read. Agent reported that men had been shipped to the Tini, Taddei, Strathcape, Seawind and John Dickinson. Four vessels had payoffs. Outlook for the next two weeks is not bright, he reported. Dispatcher gave shipping and registration figures. Under Good and Welfare, Agent pointed out the necessity for carrying the Gen-

eral Fund assessment on which balloting is now being conducted. The Union film, "This Is The SIU," was shown and was enjoyed by all hands. Meeting adjourned at 8:25 PM, with 98 members present.

BALTIMORE — Chairman, A. Bernstein, 2257; Recording Secretary, G. Masterson, 20297; Reading Clerk, A. Stansbury, 4683.

Oath of Obligation was administered to Jim Spencer, John A. Whittaker, Leo Stephenson, A. Lopez and Edward McCormick. Previous meetings' minutes read and accepted. Several men were excused from the meeting by the membership, after presenting valid reasons. Agent discussed shipping in Baltimore during the past two weeks and the possibilities for the coming period. Headquarters' reports

accepted as read. Patrolmen and Dispatcher reported, as did the Hospital Committee. One minute of silence in memory of departed Brothers. 210 members were present when meeting adjourned at 8 PM.

SAVANNAH—Chairman, Jim Drawdy, 28523; Recording Secretary, L. E. Hodges, 255; Reading Clerk, Jeff Gillette, 37060.

Previous meetings' minutes, Secretary-Treasurer's financial report and Headquarters' report accepted as read. Port Agent said that several men had been sent to ships calling here in transit. He said the William Caruth is expected to come out of drydock shortly, and added that the Southland and the Southport are scheduled for payoffs in this port. Membership voted to excuse two of the three men who had written in asking to

be excused from the meeting. One minute's silence observed in memory of departed Brothers. Under Good and Welfare, there was broad discussion on the possible ways the Hall could be improved. Meeting adjourned at 7:40 PM, with 120 members in attendance.

MOBILE — Chairman, Louis Neira, 26993; Recording Secretary, James L. Carroll, 50409; Reading Clerk, Harold J. Fischer, 59.

Minutes of meetings in other Branches read and accepted. Port Agent Tanner reported on his recent trip to Washington, where he attended the meeting on the Panamanian boycott. He also spoke of the building repairs and reported on the prospect for shipping in the next two weeks. He concluded his report by urging the members to cast their ballots in the current referendum on the General Fund



assessment. Motion carried instructing Agent to get competitive bids on air-conditioning unit for the Hall. Secretary-Treasurer Hall reported on the state of the Union. After Hall's report, which was well received, the Union film, "This Is The SIU," was shown. Patrolmen's and Dispatcher's reports were read and accepted. One minute of silence in memory of departed Brothers. Meeting adjourned at 7:45 PM, with 258 members present.

New Overseas Bulletin Well Received

SEAFARERS Bulletin

Vol. 1 No. 1 July 22, 1949
SIU A BIWEEKLY COMPENSATION OF NEWS FROM THE SEAFARERS LOG AFL

The Atlantic and Gulf District's recently inaugurated world-wide information service has touched off unanimously favorable comment among the Seafarers on the high seas. Response to the first two issues of the SEAFARERS BULLETIN, the bi-weekly digest of the leading news items from the SEAFARERS LOG which is airmailed to all SIU ships at sea, reveals that the Union's latest effort to keep all of its membership abreast of maritime events of interest is being enthusiastically received by all hands.

Accompanying the BULLETIN is material offering topics for shipboard discussion. Reproduced here are the mastheads of the two new SIU services and excerpts from some of the first comments received at Headquarters:

SS DEL SUD, Virgin Islands—"Received first edition of the BULLETIN and entire crew of Del Sud extend their approval and congratulations to Headquarters on another step forward. Will be looking forward to another edition when we get to Rio de Janeiro."

SS ARLYN, San Juan, P.R.—"Received BULLETIN and posted same. We think this is a very good idea, as it keeps us posted on what is going on."

SS LAFAYETTE, London—"Crew thinks BULLETIN is a very good thing and will be looking forward to getting news much faster this way. BULLETIN will be a great help, as men at sea will be able to keep up with what's going on in different ports in US."

SS MARINA, Philadelphia—"Would like to congratulate the originators of the SEAFARERS BULLETIN for a wonderful idea. It can't help but prove successful for the purpose it serves."

SS DEL VALLE, At Sea—"A good step forward in keeping the membership at sea well informed as to activities ashore. Hope the good work is continued."

SS AMES VICTORY, Santa Maria, Cuba—"Our copy of BULLETIN received and crew favors continuing it and sends vote of thanks. Future editions will be appreciated. Keep them coming as we are on 18 months articles."



Vol. 1 No. 1 July 22, 1949

ISSUED BY THE SEAFARERS INTERNATIONAL UNION - AFL, A & G DISTRICT

MORE ACCLAIM FOR SIU'S WALL STREET FILM

Department of Research and Education
OF THE KENTUCKY STATE FEDERATION OF LABOR

312 ARMORY PLACE LOUISVILLE 2, KY. PHONE CLAY 7761

SAM EZELLE
Director
JIM WOLFE
Asst. Director

August 4, 1949

Paul Hall, Secretary-Treasurer,
Seafarers Int'l Union of North America
51 Beaver Street,
New York 4, N. Y.

Dear Sir and Brother:

We are today returning your film, "The Battle of Wall Street" with the greatest of thanks. The film has been shown to the students of the Kentucky Labor School (attended by 44 delegates from 20 different Int'l unions) and also to several workers education classes here in Louisville.

We have seen most of the films produced by the CIO, AFL film council, and various international unions and have used many in our Kentucky workers education program. The Seafarers film is the best we have yet come across! The response to the film has been exceptionally good here. The strikebreaking tactics of the police, the cowardly scab, the biased newspaper---elements all too common in many of our strikes here in Kentucky---are vividly documented in "The Battle of Wall Street". I think that a great lesson in brotherhood is found in the film as it proves unmistakably what can be done when unions cooperate to attain a goal.

Congratulations!

Fraternally,

Sam Ezelle
Sam Ezelle
Director

Strengthen Your Union Through Education

The letter reproduced above is typical of the scores of messages lauding the SIU's stirring documentary, the "Battle of Wall Street," which are arriving at Union Headquarters. More and more requests for copies of the film are also coming in from trade unions and community organizations throughout the nation. The possibility is that in the very near future the "Battle" will be most widely exhibited labor movie in the land.

The "Battle of Wall Street" is available to unions and SIU crews for \$40, which includes postage and insurance. Central labor bodies, state federations and union conventions may borrow the film for special showings at no charge. Requests for purchase or loan of the film should be sent to the Seafarers International Union, Atlantic and Gulf District, 51 Beaver St., New York 4, N. Y.

No Change In New York Shipping But At Least The Heat's Gone

By JOE ALGINA

NEW YORK—The heat spell broke in New York during the past week, but shipping remained pretty much at the level maintained in previous weeks.

On the payoff side were the Steel Chemist, Steel Seafarer, Isthmian; Purdue Victory, Azalea City, Waterman; Dorothy, Suzanne, Frances, Rosario, Cornelia, Bull; Cape Mohican, Mar Ancha; Robin Sherwood, Robin, and Evistar, Triton.

The sign-ons included all the Bull Line payoffs, the Steel Chemist and the Robin Doncaster.

Most ships are coming into this port in ship-shape condition. The vessels paying off during the past weeks were true to form in this respect and the crews appeared happy.

HERE'S HOPING

Five ships that usually sail out of this port were laid up some time ago, and we're hoping that they will be pulled out for service in the near future. If and when they are, we'll let it be known.

Right about this time, many of the original members of the Union are finding that their membership books are filled up.

These men have been carrying these books since they were issued to them 11 years ago, and

they can be justly proud of the fact that they have taken part in the campaigns which have seen the Seafarers raise seamen's standards one hundred-fold.

New books are now being issued to replace the old ones, but men wishing to do so may keep the original books—and I should think they would. There's a hell of a lot of sentiment attached to them, for they are a symbol of our progress.

GOOD MOVE

As you will read elsewhere in this paper, your Union has urged members of Congress to insure 100 percent participation of American ships and crews in carrying whatever arms our government decides to ship to nations that signed the North Atlantic Pact.

The condition of the US merchant marine at this point certainly makes our position justifiable. It is a tragedy that those who can do something about it neglect our merchant fleet, until an emergency arises. Here's their chance to get on the ball at the right time.

Bull Lines' smart new passenger ship, the Puerto Rico, left yesterday for her maiden voyage to Puerto Rico and the Dominican Republic. We're wishing the ship and all hands good sailing.



- SS J. B. WATERMAN
R. J. Kelly, \$2.00; C. J. Dougherty, \$3.00; J. R. Murphy, \$3.00; N. A. Fisher, \$2.00; W. L. McCarthy, \$1.00; J. Vilos, \$3.00; W. C. Patterson, \$3.00; S. L. Birkland, \$3.00; H. M. Kohv, \$3.00; C. M. Gigantelli, \$1.00; H. Pifren, \$1.00; E. A. Bishop, \$1.00; M. Piezarinski, \$1.00; J. Boldizar, \$1.00; C. A. Bobbe, \$1.00; J. Luciani, \$3.00;

- E. Jones, \$3.00; R. A. Grunder, \$1.00; R. Peter, \$1.00; P. Charles, \$1.00; S. F. Prusinski, \$1.00; R. Gregorio, \$1.00; I. S. Whitney, \$1.00; D. Mease, \$1.00; S. Watson, \$2.00; G. Flecha, \$1.00; C. J. Hawley, \$2.00; S. R. Watler, \$1.00.

- SS GOV. GRAVES
C. B. Gepec, \$3.00; E. J. Gerce, \$1.00; A. Demodo, \$1.00; L. Collins, \$1.00; A. W. Claude, \$2.00; E. A. Lumbanc, \$2.00; J. P. Campbell, \$1.00; A. T. Diamond, \$2.00; J. F. Pacheco, \$1.00; E. L. Wentz, \$1.00; M. J. Karlovec, \$2.00; C. Jurewicz, \$3.00; W. Wright, \$3.00; M. Kalkis, \$3.00; W. M. Hayes, \$3.00; H. C. Wirtz, \$1.00; F. Gorgas, \$2.00; W. Giszczak, \$2.00; G. J. Meller, Jr., \$3.00; W. Kenny, \$3.00; E. R. Jordan, \$2.00.

- SS WOLLCOTT
E. E. Sjolholm, \$2.00; J. E. Morgan, \$3.00; E. M. Eaton, \$4.00; J. C. Gellathy, \$2.00; F. Tdoio, \$2.00; A. W. McArthur, \$3.00; E. Jetter, \$2.00; L. H. Lochapell, \$2.00; J. B. Kilgore, \$1.00; R. Bryant, \$2.00; J. Freeman, \$2.00; B. Coleman, \$5.00; N. Hall, \$2.00; K. Larsen, \$2.00; L. Harris, \$3.00; J. F. Williams, \$2.00; J. Martin, \$3.00; B. A. Solomon, \$2.00.

- SS R. SEMMES
J. P. Hayward, \$3.00; J. J. Haggarty, \$1.00; A. Huffstadt, \$1.00; J. Valincia, \$1.00; H. Viik, \$1.00; M. E. Medina, \$1.00; J. Milukas, \$2.00; W. Newhoff, \$1.00; F. S. Simione, \$2.00; J. Dedicataria, \$1.00; L. N. Evans, \$4.00; R. M. Garrod, \$5.00; J. Bedner, \$1.00; S. W. Kliderman, \$1.00; J. P. Rowan, \$2.00; H. A. Croke, \$1.00; J. E. Badcer, \$2.00; H. C. Peterson, \$1.00; R. Vantz, \$1.00; R. G. Wilt, \$1.00; R. A. Rhodes, \$1.00; P. Loleas, \$1.00.

- SS NEW LONDON
T. P. Clark, \$1.00; A. A. Bernard, \$2.00; R. G. Grigg, \$1.00; M. W. Houx, \$1.00; H. W. Gigham, \$1.00; H. H. Mossburg, Jr., \$1.00; W. E. Bigham, \$2.00; V. Maffucci, \$1.00; C. R. Pimental, \$1.00; J. M. Flaherty, \$1.00; C. P. Nicastro, \$2.00; W. P. Doherty, \$1.00.

- SS SEATRIN HAVANA
A. Olaguibel, \$1.00.
SS SUZANNE
L. F. Rivera, \$1.00; R. Oliver, \$1.00.

Seafarers Moves To Preserve Seamen's Gains

The SIU's Atlantic and Gulf District took steps this week to protect the interests of seamen, whose pending suits for damages incurred on government-owned vessels have been invalidated by a recent US Supreme Court decision.

At the same time, the Union voiced its opposition to proposed changes in the Federal Employees Compensation Act, now being considered by the Senate Labor and Public Affairs Committee. In telegrams to the committee, Paul Hall and Morris Weisberger, International vice-presidents, urged that seamen be specifically excluded from the federal compensation law.

Unless action is taken to exclude seamen from HR-3191, "seamen of this country would suffer a severe setback," the SIU officials declared.

In the Union's opinion, the wording of the law would permit seamen working government-owned ships to be classified as government employees and, there-

fore, entitled only to workmen's compensation.

Hall and Weisberger told the committee that if seamen were not excluded from the proposed law, they would be prevented from enjoying the benefits of the Jones Act and the Federal Employees Liability Law, on which the rights of seamen to seek indemnity for injuries and disabilities are based.

"Compensation does not go far enough," the Union officials said. The proposed law, they maintained, would deny seamen access to the courts to obtain maintenance and cure and indemnity for personal injuries sustained in the course of their employment.

In the case of McAllister versus the Cosmopolitan Shipping Company, the high court ruled that seamen with claims for damages sustained on government-owned ships operated by private companies under the General Agency Agreement can only sue the government and not the private operators.

This is a reversal of the same

court's ruling of several years ago in the Hust versus Moore-MacCormack case, in which it was held that the seamen could sue either the government or the operator.

LANE BILL

Legislation in behalf of the seamen whose cases have thus been voided has recently been offered in Congress by Representative Thomas J. Lane (D., Mass.). Lane's bill, HR-4051, would allow men who had already begun suit against private operators additional time to now enter suit against the government.

Specifically, HR-4051 would grant seamen, who have cases pending against agents for government ships under the General Agency Agreement, one year from date of enactment of the bill in which to enter new suits naming the government as defendant.

This is necessary because, under the Statute of Limitations, a man wishing to sue the government must do so within a period

of two years from the date the damages were sustained.

Most of the cases affected by the Supreme Court decision have been pending for that length of time or longer and, unless remedial legislation is adopted, the actions cannot be renewed against the government.

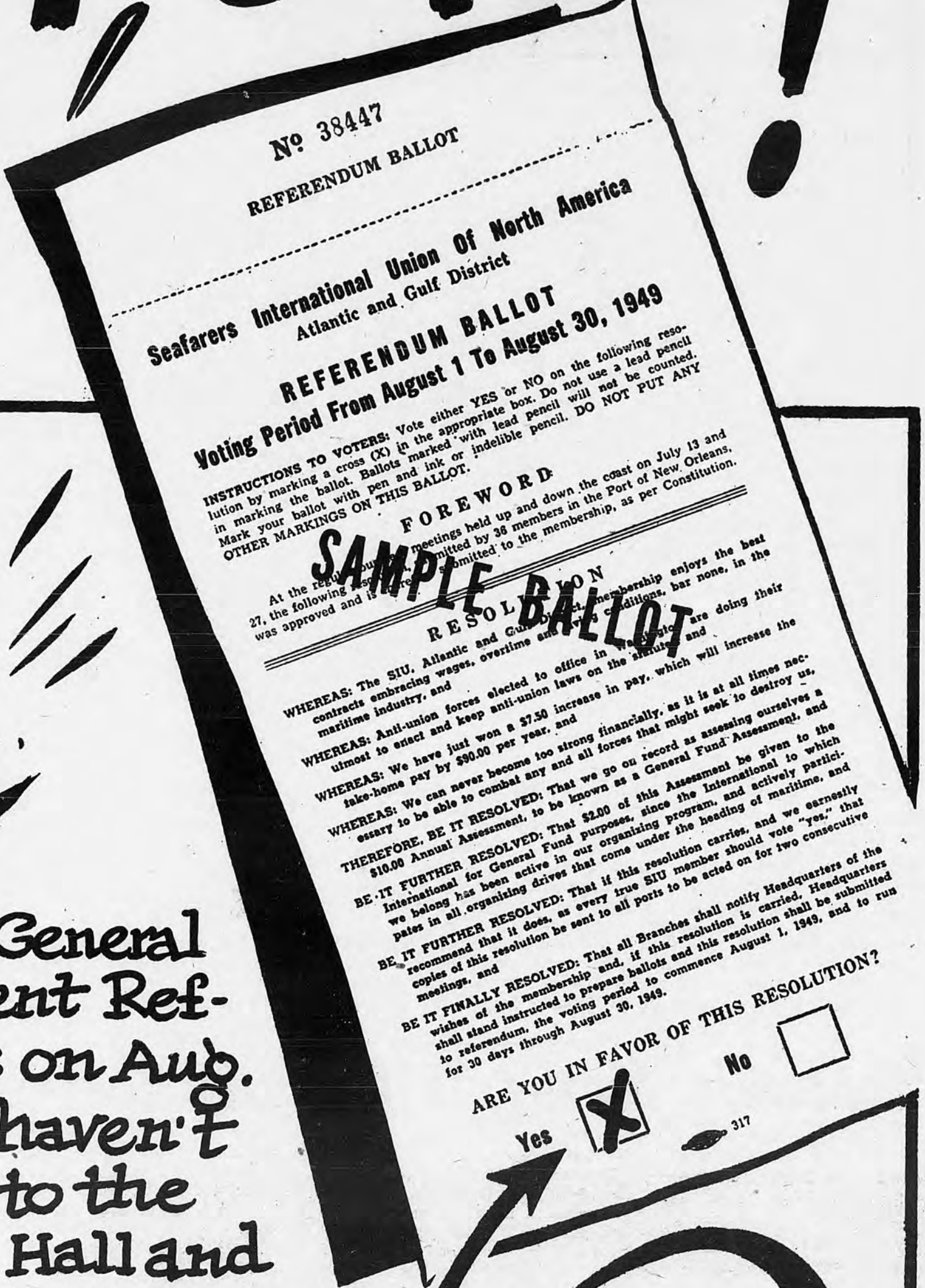
ASKS MORE TIME

The SIU has informed Representative Sam Hobbs (D., Ala.), chairman of the House subcommittee considering HR-4051, that the Lane bill does not go far enough in protecting the rights of the men affected by the court's decision.

The Union proposed additional relief by calling for extension of the time limit beyond what is provided in the bill.

The SIU recommended to the sub-committee chairman that, in addition to the one year prescribed in the Lane measure, the bill should also grant men seeking damages one year from the date their pending suits would be dismissed in which to file directly against the government.

LAST CALL!



Voting on the General Fund Assessment Referendum ends on Aug. 30th. If you haven't voted yet, go to the nearest A & G Hall and

VOTE...

**TO KEEP THE UNION STRONG
TO CONTINUE THE FIGHT FOR
MORE JOBS
TO MAKE YOUR FUTURE SECURE**

