

SEAFARERS LOG



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

VOL. X

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No. 30

SIU Oldtimer Red Collins Dies At Sea

William E. (Red) Collins, a Seafarer widely known throughout the Atlantic and Gulf District, died last week aboard an unorganized tanker at sea, according to a radiogram received by his family. His death was caused by a heart attack.

Brother Collins, who was 35 years old, was serving the Union as a volunteer organizer. His body is being returned to Tampa, Fla., for burial.

A vigorous Union man, Brother Collins held positions at various times in the ports of New York, Baltimore and Mobile. He joined the SIU Aug. 11, 1941 and held Book No. 20440. He shipped as AB.

Surviving are his widow, Mrs. Irma Collins, of 913 E. Victory Drive, Mobile; a daughter, Mary Jo King, also of Mobile; his mother, Mrs. H. E. Reeves, Tampa; and four sisters, Miss June Collins, Mrs. A. J. Kramer, Mrs. Sam Grann and Mrs. J. T. York, all of Tampa.

Draft Registration Dates

In compliance with the President's proclamation of July 20, draft registration of men between the ages of 18 and 26 will begin on August 30.

Registration will begin with the oldest group—the 25-year olds—registering on the first day. The other groups will follow on successive days through September 18.

When the draft will begin was not stated in the proclamation, although the earliest possible date is September 22. The order of call, too, was not clarified. Draftees may be called one age group at a time, or selections might be made in all groups simultaneously.

Important for Seafarers is the provision allowing men prevented from appearing on schedule because of circumstances beyond their control to register at a later time. Similarly, those who are abroad are required to register within five days of reaching home.

While the status of seamen is not yet known—particularly those with wartime service—all are required to register, regardless. If some provision is made for the exempting of seamen it will change their draft status, but will not release them from regular draft board requirements.

Registration dates for each age are as follows:

The oldest group, meaning men born in 1922 after August 30, 1922, will be registered on Monday, August 30.

Men born in 1923—August 31 and September 1.

Men born in 1924—September 2 and 3.

Men born in 1925—September 4 and 7.

Men born in 1926—September 8 and 9.

Men born in 1927—September 10 and 11.

Men born in 1928—September 13 and 14.

Men born in 1929—September 15 and 16.

Men born in 1930 before September 19—September 17 and 18.

Men born after September 19, 1930, will register on their eighteenth birthday, or within five days thereafter.

Seafarers Victorious In Labor Board Vote For Cuba Distilling

NEW YORK—Cuba Distilling is SIU again. The victory came as ballots cast in the recent NLRB election were counted June 20. Only certification by NLRB is now awaited, before entering into negotiations with the company for a contract, stated Lindsey Williams, Director of Organization.

Coming as another in the long series of new companies added to the SIU in recent months, the winning of Cuba Distilling means the return of an old company.

Long in the West Indian trade, those ships were manned by SIU crews before and during the war, till the last one was sunk by enemy action in 1943. Yet the Anti-Union provisions of the Taft-Hartley Act are so strict that, despite the long record of contractual relations between the company and the Union, it was necessary to go out and re-win this company the hard way.

This spring the company brought out its first ships since the war—the Carrabelle, and the Catahoula. Immediately the organizing machinery of the Union swung into action. The company officials were contacted, but because of the T-H Act, could not give the SIU a contract till the Union had been certified by the NLRB. Many volunteer organizers went aboard, and pledge cards were obtained from all those seeking SIU standards of wages and working conditions.

All of the red-tape of organizing in a new field had to be gone through, in order to comply with the law. Following this preliminary groundwork, the NLRB was petitioned by the Union on March 18, for an election in the company's ships now under operation.

The Board ordered that the elections be held, and the Carrabelle was voted in New Orleans on July 12, and the Catahoula on July 15, in Deepwater, New Jersey.

Many Seafarers are familiar with this trade, having ridden the old Carrabelle, Casimir, and Catahoula before the war. The ships pick up molasses in a number of ports in the Islands and discharge in New Orleans and Deepwater, New Jersey. Most of the molasses is used in Dupont plants for making alcohol. It is a steady trade and the return of these ships to the SIU means many warm-water jobs.

Though the company is operating only the two Liberty-type tankers at present, several more are coming out.

"The Organizing Staff and the entire membership wish to thank those men on the Carrabelle and the Catahoula whose votes secured this company for the Union," SIU Director of Organization Williams stated.

Bad Shipping In New York Cuts Down Job Total

Shipping is bad and the outlook is too confused to permit a clear-cut prediction.

There it is in a nutshell. As of right now, American tramp shipping is shot, and the tanker business is far slower than it should be. The liner services are in fair shape, and the companies report solid bookings so far as the passenger business is concerned. But it is tramp and tanker shipping which makes the difference between good times and bad for Seafarers.

The Marshall Plan, which everybody thought would be a shot in the arm for shipping, has done no good at all as yet, despite the provision that half the cargoes must go in American ships. What is more, although the Marshall Plan itself is bound to grow with the passage of time, many ship operators now think that it never will stimulate shipping very much.

OTHER PORTS' HOLD

An analysis of shipping from the middle of February through the middle of July shows the trend. So far as Seafarers are concerned, what has happened is this: New York, which during the late winter and spring, sent out anywhere from 600 to a 1,000 men every two weeks, now sends less than 400 men in the same period.

Other ports have held up better—relatively—than New York. In fact, except for Norfolk, they have pretty much held their own. This is especially true of Baltimore, Mobile and New Orleans. The remaining ports, which have few payoffs and sign-ons, have been subject to wide fluctuations which have not always been in line with the overall shipping picture.

But New York remains the nation's biggest port by far. When jobs in New York fall off by 50 to 60 percent, or more, things turn bad for everybody.

Even if the volume of goods shipped remains at its present level, there is no reason to suppose that more Maritime Commission ships will not be sent to the Government's up-river bone-yards. Too many Seafarers have gone out on ships that were only half-loaded or worse, and too many ships come back from Europe in ballast. Those ships need full cargoes.

Why hasn't the Marshall Plan helped? The answer is that the Marshall Plan right now is a trickle of grain and something less than a trickle of coal.

Most of the grain has moved from Gulf ports, a fact which has helped the situation for Seafarers in that area. But the great coal port of Norfolk has been

nearly dead in recent weeks. There have been few coal shipments at all, and foreign ships have taken most of what little coal has gone to Europe under the Plan.

COAL DISAPPOINTS

Perhaps when manufactured goods and machinery begin to loom larger in the Marshall Plan this fall and winter, New York shipping will take a turn for the better, as was confidently predicted a few weeks ago. Nobody knows, however, and the latest prophecies of the operators have been dark indeed. Of course, the operators are now in negotiations with all the maritime unions and their strategy can be expected to be gloomy insistence that shipping will go from bad to worse.

According to published reports, the lack of coal cargoes is the greatest disappointment to the ship operators. One new reason given for the lack is Europe's own fast reviving coal mining industry. Perhaps eventually there will be more coal and grain cargoes for SIU ships, because the Marshall Plan shipping administrator has ruled that freight rates for bulk cargoes must cover higher American costs. This might keep the foreign tramps from getting too

much of the business, but again nobody knows for sure.

If the Marshall Plan does not help, it is difficult to see what can. The Plan was designed to rehabilitate Europe—and China. The beneficiary nations cannot buy American goods this year or next unless the purchases are financed by the United States. The nations just won't have the dollars to pay for American goods until the Plan provides them.

Some operators still look for the Plan to bolster the industry. Last week, a report from New Orleans disclosed that shipping officials in that great port were expecting the European recovery

(Continued on Page 3)

Ship Program Is Not Yet Dead

WASHINGTON—There's just a chance that Congress may do something about the shipbuilding program that failed to pass the Senate in June.

When the special session of Congress convenes next week, bills embodying an 11-point program will be brought up in the Senate by Senator Hawkes of New Jersey.

The program was included in two bills which were passed by

the House of Representatives, but which were lost in the shuffle in the Senate during the hectic last days before Congress adjourned.

There is also a good chance that Congress will extend the time limit for using the \$84,000,000 the Maritime Commission now has available for ship construction. Failure of Congress to grant 50-percent subsidies has kept anybody from taking the money.

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Truth — What's That?

We don't know what it is, but there's a relentless something which keeps pushing the nation's daily press to go overboard in publishing anything that smacks of the sensational. In its mad, head-long plunge to stop the public in its tracks, our great American press will halt at nothing in "presenting the news objectively and fairly."

The nation's newspapers are ever seeking the truth so that the American public can be the best informed and least hysterical readers in the world.

So says the American press.

Giving our "truth-seeking" friends the benefit of the doubt, we'll grant that in this world of greed, mistrust, double-dealing and contempt for the underdog or little guy, the truth must be a pretty elusive quarry.

But we would expect that when these self-styled "hunters of the truth" do finally come face to face with what they claim to be after, they'd recognize it.

And if they had already gone overboard, and the facts—or the truth, if they prefer—show them up, you'd think they would be honest and courageous enough to stand up and admit it. In that way they might even be able to haul in some of the lies they had been casting about the countryside.

That, however, doesn't appear to be the object of their "objectivity." After all—our guardians of truth reason among themselves—just because we've spun a web of lies doesn't mean we've got to dirty ourselves breaking it up. Maybe we bray like asses, they probably say, but why brag about it.

And that brings us to what will go down in the books as the biggest hoax of the year to be shoved down the nation's throat by the self-styled "responsible" American press.

We mean the incident aboard the SS William Carson last week, which the newspapers catapulted into a Page One "Mutiny," based on the Navy's hourly reports from the "Warships Rushing To Quell Mutiny." It was a right big operation, reported the press on July 13.

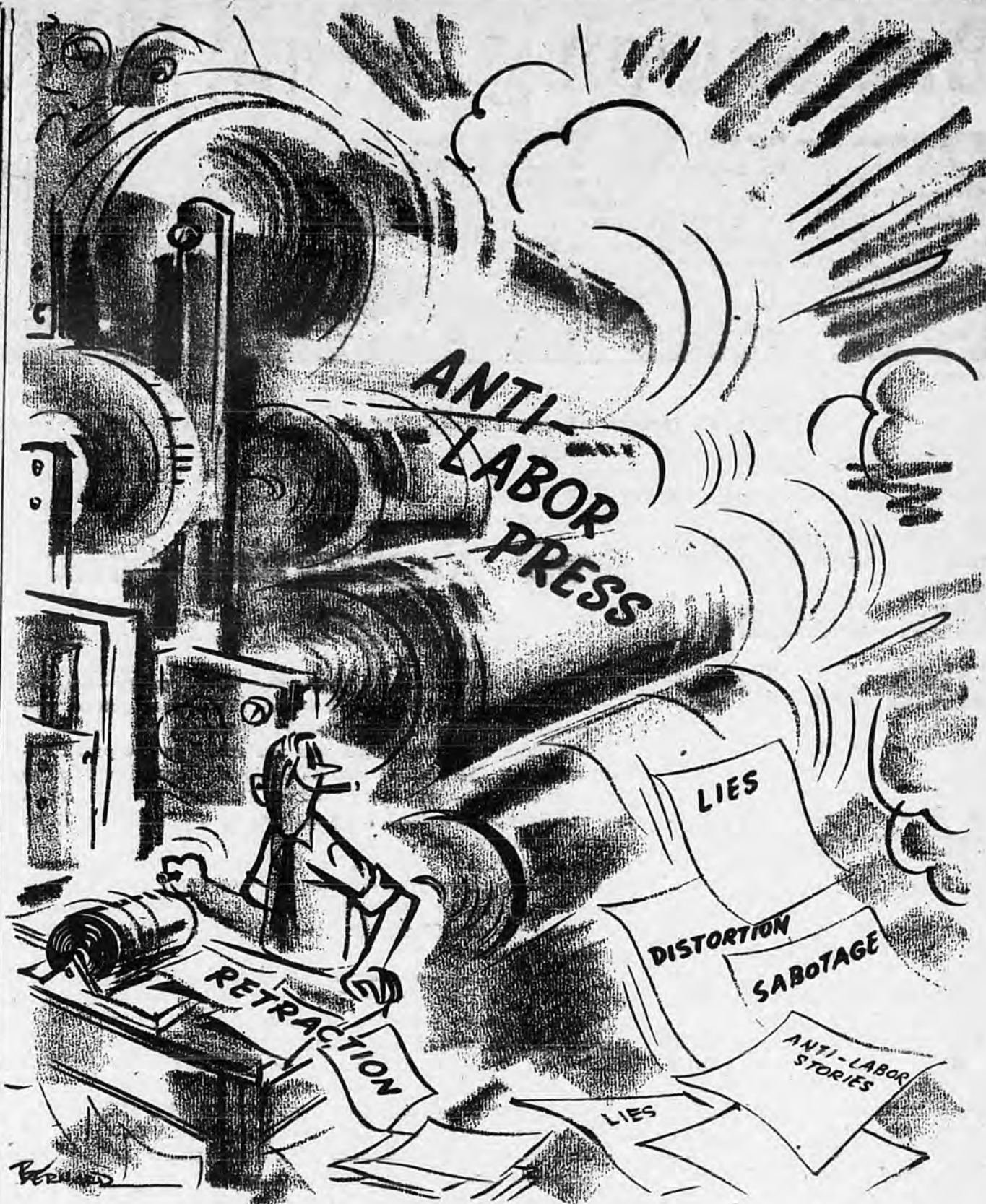
"U. S. Freighter Out Of Control, Pleads For Aid." the headlines wept. But don't fear those roughhouse, piratical seamen, good people—the dauntless U. S. Navy had dispatched an entire flotilla including the 50,000 tons of USS Missouri and the world's largest aircraft carrier, Coral Sea, to the scene. Thirteen vessels along with scores of planes were taking part in the hunt for the 7,000-ton Carson and her crew of 30 Seafarers—to make copy for our truth-conscious press.

The Coast Guard also was reported represented in the great ship-hunt, with a cutter "racing to the scene." What could be better news—short of war, that is? For three days, the nation's readers were carried via the front pages through "the stormy seas off the Azores," as they waited for the climax.

Alas, they waited in vain. Our great "truth-seeking, objective" press institutions let them down like a ton of bricks.

On the fourth day, when the truth was learned, most papers promptly swept the incident off their front pages and said nothing more about it. A few of the more conscience-stricken, buried a couple of sticks in the inside pages, saying the "Mutiny Proves False." And unless you read with a fine-toothed comb, chances are you never even discovered that much.

Anybody around still wondering why American seamen won't get a fair break in our nation's press?



Men Now In The Marine Hospitals

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

MOBILE HOSPITAL

A. C. McALPIN
JOSEPH BENNETT
CHARLES R. VORN
JOSEPH BLANCHARD
O. M. RAYNOR

SAN FRANCISCO HOSPITAL

J. HODO
W. WATSON
E. MELLE
D. P. GELINAS
P. TRASMIL

SAVANNAH MARINE HOS.

TROY THOMAS
M. T. TABING
W. ROBERTS
F. T. ALKOFE

NEW ORLEANS HOSPITAL

STELLY C. FORMAN
E. LIPARI
R. F. BLACK
J. DENNIS
L. C. MASON
A. LOOPER
C. ANDERSON
RALPH PIEPHET
V. R. NORTH
V. P. SALLINGS
C. GREEN
C. R. GRIMES

W. H. COLBOURNE
M. C. GADDY
H. L. SEYMOUR
JAMES FARRIOR
E. MULHOLLAND
A. SYLVERA
EDWIN MAXWELL
FRANK WAGNER
P. E. CUMARE
H. FERDRICKSSON
H. MASON
G. L. DUXWORTH
ED MILLER

BALTIMORE HOSPITAL

LOYD E. WARDEN
M. J. LUCAS
E. T. JANASJAK
HAROLD H. SPENCER
GEO. H. SEEBERGER
THOS. A. BENSON
EDWARD L. PIERCE
JOSEPH WING
WILLIAM T. ROSS
MATTHEW LITTLE
BYRON C. BARNES

STATEN ISLAND HOSPITAL

F. O. FONDULA
J. E. BURNS
E. BULIK
G. FINKLEA
C. E. BRADY

Hospital Patients

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

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

Staten Island Hospital

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

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

J. McNEELY
J. L. ROBERTS
D. DeDUISEN
A. JENSBY
J. BOUYEA
J. PRATS
R. R. GIANFAGIONE
L. E. TAYLOR
J. RUDOLPH
V. H. SHERMAN
A. D. EWING
A. NORMAN
M. CARMONA
A. VITIELLO
C. NANGLE
W. HUNT
W. S. PERRY
S. J. CONTOIR
P. DAUGHERTY
R. H. RHONE
V. ESCOBAR

GALVESTON HOSPITAL

A. E. MOULTON
WARREN W. CURRIER
J. M. DOONER
LAPERHOUSE
FOSTER
COMMANDER

Bad Shipping In New York Cuts Job Total

(Continued from Page 1)

program to rescue the sagging export business.

However, in the same report, it was revealed that Waterman had turned 50 ships back to the Maritime Commission in the last 10 months because there were no cargoes for them to carry. Alcoa said that it had turned back six vessels since the first of the year, and Mississippi said that 11 ships had gone to the boneyard.

But a Mississippi spokesman optimistically declared that he hoped the Marshall Plan eventually would indirectly enlarge the company's trade with West Africa and South America. But few operators strike so cheerful a note.

Studying SIU shipping figures collected at two-week intervals, one finds that, in the period from the middle of February through the first half of July, shipping held its own pretty well up to June 1. The big drop has come

since then, and it has come in New York.

The peak two weeks in the period studied was between February 24 and March 10. During that fortnight, 2,763 men were shipped. New York shipped 697, Boston 71, Philadelphia 118, Baltimore 406, Norfolk 272, Savannah 70, Tampa 63, Mobile 427, New Orleans 480, Galveston 141, and San Juan 18. Incidentally, this was only a fair two weeks in New York.

In sharp contrast, a new low was reached during the two weeks ending July 13. In this period, New York shipped only 347 men. Boston shipped 19, Philadelphia 94, Baltimore 411, Norfolk 97, Savannah 58, Tampa 42, Mobile 346, New Orleans 421, Galveston 110 and San Juan 31. The total was 1,976, which was 787 fewer than were shipped during the Feb. 24-March 10 period.

Further analysis of SIU shipping from mid-February to mid-

July reveals a number of fluctuations which substantiate the thesis that New York is the key port.

New York reached its peak for the period in the two weeks ending February 24, when 1,007 men were shipped. New York's low was in the period ending July 13 when only 347 men were sent to jobs. New York's condition was what brought the overall total down.

Boston had its high for the period in March, its low in July. Philadelphia's best two weeks came at the end of May, its worst way back in February. Norfolk had its greatest activity in the two weeks ending May 4, its slowest time in February.

Savannah's best shipping was early in May, its poorest at the end of May. Tampa's high was in April, its low in the early part of May. Mobile had its best shipping early in March, its worst in the last two weeks of

May and has shown considerable recovery since then.

New Orleans actually reached its peak in the two weeks ending June 29, its low at the end of April and the beginning of May. Galveston's briskest shipping was in the first half of June, its worst in the first half of July.

However, although many ports have had their usual number of jobs on the board during recent weeks, the lack of activity in New York has affected all ports. When a Port Agent says that jobs are hard to find he may not mean that the shipping rate is down. He may mean that so many men have come to his port from New York his list is overcrowded. A spurt in New York could change things for the better almost overnight.

Look at it this way. Suppose that New York, which should be shipping 700 men in a two-week period, ships only 350 men. Suppose that Baltimore in the same

period has 420 jobs, which is about normal these days for that port. If the extra 350 men in New York flock to Baltimore the latter port becomes overcrowded. Jobs become hard to get although the Baltimore shipping rate holds up.

TANKER PACTS HELP

At present, no real basis for prediction exists. The failure of the Marshall Plan to spur shipping in the manner expected has given all so-called experts on the maritime industry a gloomy outlook which may or may not be entirely justified.

A couple of more months may tell the story. The Marshall Plan shipments may pick up. The effect of new foreign-flag ships may be more than offset by the 50 percent rule. And then there is the tanker situation.

One thing that has kept SIU shipping at a fair level compared with the overall condition of the maritime industry has been the steady succession of new tanker contracts won by the Union organizers.

However, there are many SIU-contracted tankers now lying idle for lack of charters. Some think that the charters will come when the northeastern states start laying in their winter oil supplies. And perhaps that is what will happen.

ONE BRIGHT SPOT

From time to time the LOG will review the total shipping situation. If there is any good news it will be reported gleefully. Meanwhile, there is nothing to be gained by hiding the bad news. For one thing it can't be hidden. More important, an informed SIU membership is a membership prepared to face a bad situation if the present trend is not reversed.

There is one bright spot in today's picture. The SIU is the only union in maritime in which the number of jobs still matches the number of actual members.

The loss in jobs has been entirely among permitmen, trip-carders and men from other districts who like to sail under A&G conditions. This fact is final justification for the Union's past policy of never letting the number of members be as great as the number of jobs.

Lucky Man



Fred Walker, AB, stepped out of room he shared with George Griffin on SS John Bartram, just five minutes before steam blast which killed Mohammed Elsayed and fatally burned Griffin.

A&G Shipping, In Two-Week Periods: Feb. 24 — July 14

ALL DEPARTMENTS

	Bos.	N.Y.	Phil.	Balt.	Norf.	Sav.	Tam.	Mob.	N.O.	Gal.	S.J.	Total
Feb. 24	93	1007*	58§	357§	—	90	47	350	393	136	9§	2531
Mar. 10	71	697	118	406	272	70	63	427*	480	141	18	2763*
Mar. 24	94*	601	91	426	191	119	53	290	394	146	33	2438
Apr. 7	50	730	158	376	161	104	101	227	420	118	14	2459
Apr. 20	62	475	128	380	197	93	109*	311	461	161	25	2401
May 4	23	737	86	357§	287*	49	31	354	383§	145	48*	2500
May 18	—	578	106	374	72§	147*	20§	250	435	162	26	2170
June 1	21	640	192*	469*	194	26§	44	190§	468	118	36	2398
June 15	25	406	138	409	104	90	64	265	443	212*	34	2190
June 29	44	394	60	423	111	61	58	312	482*	164	35	2144
July 14	19§	347§	94	411	97	58	42	346	421	110§	31	1976§

*Best Two Week Period.

§Worst Two Week Period.

DECK DEPARTMENT

	Bos.	N.Y.	Phil.	Balt.	Norf.	Sav.	Tam.	Mob.	N.O.	Gal.	S.J.	Total
Feb. 24	—	318*	24	175	—	—	21	120	133§	74	2§	865
Mar. 10	37	232	51	159	139	27	22	80	239*	69	3	1058*
Mar. 24	43*	207	24	213*	89	46	16	102	161	60	16	977
Apr. 7	22	260	60	179	77	43	43	86	156	51§	9	886
Apr. 20	26	163	58	158	87	45	47*	115	209	75	10	993
May 4	6§	255	49	115§	147*	16	11	134	168	65	24*	990
May 18	—	185	50	168	29§	68*	6§	37§	157	63	15	778
June 1	9	189	85*	207	84	13§	14	70	220	51§	15	957
June 15	12	128	60	181	54	33	22	110	162	77	16	855
June 29	12	145	23§	197	70	33	27	129	177	81*	16	908
July 14	8	110§	56	129	59	18	22	142*	141	52	13	750§

*Best Two Week Period.

§Worst Two Week Period.

ENGINE DEPARTMENT

	Bos.	N.Y.	Phil.	Balt.	Norf.	Sav.	Tam.	Mob.	N.O.	Gal.	S.J.	Total
Feb. 24	—	386*	13§	108§	—	—	17	133*	120	42	3	819
Mar. 10	22	223	43	145	69	23	27	63§	107	37	9	768
Mar. 24	23*	239	34	119	65	44*	26	110*	94	56	9	819
Apr. 7	18	269	50	112	49	37	39	72	125	35	2§	807
Apr. 20	15	186	42	129	55	23	41*	118	115	54	8	786
May 4	12	277	24	178*	87*	16	8§	125	88§	44	11	870*
May 18	—	232	32	119	31	41	8§	108	131	54	4	761
June 1	7	205	59*	142	62	8§	19	66	114	43	8	733
June 15	6§	121§	46	158	29	32	23	85	128	96*	4	728
June 29	9	150	22	135	24	9	22	109	133*	42	13*	668
July 14	6§	127	24	159	21§	21	13	109	113	33§	2	628§

*Best Two Week Period.

§Worst Two Week Period.

STEWARDS DEPARTMENT

	Bos.	N.Y.	Phil.	Balt.	Norf.	Sav.	Tam.	Mob.	N.O.	Gal.	S.J.	Total
Feb. 24	—	303*	21	74	—	—	9	97	140*	20§	4	664
Mar. 10	12	242	24	102	64*	20	14	284*	134	35	6	937*
Mar. 24	28*	155	33	94	37	29	11	78	139	30	8	642
Apr. 7	10	201	48*	86	35	24	19	69	139	32	3§	666
Apr. 20	21	126	28	93	55	24	21*	78	137	32	7	622
May 4	5§	205	13§	64§	53	17	12	95	127§	36	13	640
May 18	—	161	24	87	12§	38*	6§	105	147	45*	7	632
June 1	5§	246	48*	120	48	5§	11	54§	134	24	13	708
June 15	7	157	32	70	21	25	19	70	153	39	14	607
June 29	23	99§	15	91	17	19	9	74	174*	41	6	568§
July 14	5	110	14	123*	17	19	7	95	167	25	16*	598

*Best Two Week Period.

§Worst Two Week Period.

Phony 'Mutiny' Report Sends Press Wild

The report of a mutiny at sea aboard the William Carson, South Atlantic vessel, set off one of the biggest maritime hubbubs since the end of the war. It threw the U.S. Navy into a frenzied activity and made front page newspaper fodder for several days.

It wound up as a fizzle, however, when it was proved to be the work of a crazed radio operator, who sent the message and then committed suicide.

On July 12, the Carson flashed a radio message reporting a mutiny aboard the ship, which at the time was off the Azores.

Picked up by U.S. Navy headquarters in London, nearby merchant ships were immediately ordered to the scene and a Naval squadron on maneuvers nearby was alerted.

The aircraft carrier Coral Sea was readied to dispatch planes to the scene and the battleship Missouri was ordered to stand by.

According to Navy Headquarters, the ship had radioed: "Crew mutinous. Cannot control. Come at once." Efforts to contact the ship by radio were futile. The Carson maintained silence for 28 hours.

The next message received from the ship was blinked to the tanker Hampton Roads and stated: "Everything is under control."

Naval vessels and the Coast Guard cutter Campbell, however, continued on to the ship to investigate.

In the meantime, the story gained front page space in papers across the country. Without confirmation as to the existence of an actual mutiny, newspapers ran the story with such headlines as: "Warships Speed To Mutinied Vessel." Later, when the true story came out, the newspapers, if they carried it at all, gave it small space on an inside page.

DETAILS DELAYED

It was fully five days after the original message had been sent that the story of what had actually taken place was made known.

Naval headquarters in London reported that a Navy boarding party from the U.S. destroyer George K. MacKenzie boarded the ship to find "an orderly but surprised crew."

In his report to the London base, the commander of the boarding party reported: "Briefly, the radioman, whose sanity was doubtful, sent out the SOS and information about a mutiny, and then at a time unknown jumped over the side."

"The Master of the Carson states the crew is the best he ever sailed with. I have copies of statements of the Master and all officers concerning the radioman."

The radioman was identified as Gerald A. Melton, 25, of Savannah, Georgia.

The mutiny report came while the Carson was bound for Nova Scotia after having delivered a cargo of Marshall Plan coal to Genoa, Italy. It is expected to arrive in New York tomorrow, July 24.

HERE'S WHAT I THINK...



QUESTION: The occupation of seafaring is very often characterized as "romantic." What does seagoing life offer you that isn't to be had in a shoreside job?

GUIDO BERDON, Wiper:



I like going to sea because it is a clean, healthy life. With the exceptions that you would find in any other occupation, my shipmates are good-hearted, serious and capable workers. Besides a living, going to sea gives me a chance to see many things. I get a taste of life all over the world. And when my job is done and the trip is over, I come back to the U.S. for a spell, where life is free and good. While I'm out at sea I have a chance to salt away a few bucks for a rainy day. Under the fine conditions our Union has won, I do my job. Yes, I'm satisfied.

JOSE CORTES, AB:



While I am aboard ship I do my job in accordance with the terms of our SIU contracts, which have made seafaring a decent, respectable and worthwhile occupation. When I step ashore, I'm free to go practically anywhere I wish. I see places that most people dream about. I get a chance to learn many languages. I get close to what goes on in the world. Besides all that I like the sea itself and I enjoy being on the water. As long as I'm represented by a Union like the SIU, I'll keep on going to sea. For me, a shoreside job just can't be compared to a job on ships.

ABE WERNICK, OS:

Sailing on ships has given me a wonderful opportunity to see the world; so far I've been around the globe 12 times. But bigger than that, going to sea is the job I like. I've been at it since 1941, sailed through the war and was hit four times. I could never stand a shore job. To me a shore job means rushing in subways, buses, or street cars, packed against people like a sardine. I like the sea because I get something out of it. Like the little romance I've found in a far-off land. Give me the sea anytime. I wouldn't make a change for anything.



CARLOS DIAZ, Chief Cook:

I'm a married man with a family, and I go to sea because our Union wages and conditions give me a chance to support them in fairly decent style. Although I miss them while I'm away, I get a chance to make up for it by spending full days with them after I payoff a ship. That is, until the money runs out. Then it's down to the Union Hall for another job. A few beefs crop up now and then, sure, but I like my job and the men I work with. Our Union wages and conditions are good, so it's not a bad way to make a living. A man could certainly do a helluva lot worse ashore.

BRUCE HENN, Cook:

If I could get a good shoreside job I'd take it, especially if I could have the same money at the end of every two months that I have at the end of a voyage. Maybe I would accept a little less. I'm not sailing to find romance on the high seas. Right now I'm sailing to make money and lay it up so I can get married sometime soon. There is plenty of romance right near your own home town. At least that's where I found mine, and I don't need any more. However, I've been sailing for three years and I've liked it. I can see how the sea gets into some guys' blood so they can't leave it.



ALBERT MOSHER, AB:

Sure, I go to sea for romance. Everybody is tabbed for one kind of a job or another. I was tabbed for sailing. I've been at it for three years, and I hope to stay at it a good many years to come. There's no job ashore that I'd like. It's not a question of money, although I like money as well as the next man. I've tried working ashore and it was no good, for I'd get to thinking of the sea. I like salt water, I like the ships I sail, I like the men I sail with—especially, because they are Seafarers. What's more, I like the places I go and I like to go to a lot of them. It's the sea for me, every time!



LADISLAUS A. ZIENKA, St.:

I think the seaman's life is a good life because it makes a man out of you. Sure, it's a romantic life. Perhaps that's another reason why the seaman's life is a good one, and why I go to sea myself. I like to visit different ports, different people, different scenery. Maybe I like best, personally, going to Italy, but I've been all over the world. Some places, some people I've liked better than others, but I like seeing them all, and I'll see a lot of them again, for I intend to keep on shipping out. It's not the money, I can tell you. It would take more than money to make me give up sailing.



HERMAN RICCI, Electrician:

Sailing out of the SIU Halls, I have job security. Working ashore I would be subject to intermittent work. But as for the life at sea itself—I don't love it. It is a solitary life. You are out of contact with normal social existence. So far as the foreign ports are concerned, there is no place like the good old U.S.A.! Conditions are sickening abroad. The sunny tropical skies blister the skin, and the sea air and endless seascape numbs the spirit. Yes I'll "go down to the seas again," as the poet says; but I'll go to make a dollar and not to hear the gull's cry!

AROUND THE PORTS



Unorganized And Foreign Ships Carry Most Of Philly Tonnage

By LLOYD (Blackie) GARDNER

PHILADELPHIA — That shot in the arm for this port's shipping hasn't shown up yet. Things are practically at a standstill.

We had one ship in last week for a payoff. She was the Marina, a Bull Line scow. She signed on again and shoved off. Quite a few vessels, however, were here in transit.

In view of the story in last week's LOG pointing out that, according to Department of Commerce figures, Philadelphia is back as the nation's second port in volume of tonnage handled, some clarification is needed in order to reconcile this with the present state of shipping.

REASONS

Although Philadelphia does handle a tremendous amount of tonnage, we do not feel its effect, for several reasons. First, Philly has always been primarily a port of call, especially for SIU-contracted ships. None of our companies maintains offices in this city, and very few of them terminate voyages at this point.

Second, a considerable volume of the port's tonnage is traceable to the fact that four very large refineries are located here but the tankers calling here represent unorganized outfits, the last of the old line anti-union corporations.

There is yet another factor which enters the picture—and that is approximately 65 per cent of the cargo leaving this port goes out in foreign bottoms. Only the other day I was down at one of the grain elevators. Four ships were being loaded and all four were flying foreign flags.

So that fact that Philly ranks high in volume of tonnage shipped should not be misconstrued. It has little or no actual effect on this branch's activity.

LOCAL STUFF

Stepping from shipping to matters of local interest it seems that most of the Phillies' fans are downright indignant over the dismissal of Ben Chapman as manager of the club.

Chapman, who last week was headed for his native Birmingham, was highly regarded as a guy who put some vim into the outfit, considering the material he had at hand.

At any rate there is some solace in the A.L. situation. Lo-

cal baseball bugs are waiting for the rejuvenated Athletics to ride into first place and cop the pennant.

There'll be some special activity Monday night over at Shibe Park, but it will be of the bush league variety. Henry Wallace will lead his reds (not from Cincinnati, either) into town for the third party convention.

But after the mush that was manufactured at the two previous "circuses" this town can stand about just anything.

No hits, no runs, three errors.

Branch Meetings

Don't forget to be there!

The next regular membership meetings will be held Wednesday evening, July 28 at 7 P.M. in all ports. With the exception of New York, all branches hold their meetings in their own halls.

New York meetings are held in Roosevelt Auditorium, 100 East 17th Street, corner of Fourth Avenue.

These sessions are a good chance for you to hit the deck and speak your piece.

Take an active part in the SIU. Make sure you're at the meeting. Remember, the time is 7 P.M. All Brothers must show up promptly.

Baltimore Shipping Is Fair To Middling

By WILLIAM (Curly) RENTZ

BALTIMORE — Shipping is about fifty-fifty this week and we're doing all right. Seven ships were in for payoffs and there were eight vessels signing on, almost the same number as last week.

Paying off were the Feltore, Steel Vendor, Edwin Markham, Stephen Leacock, Mae, Oberlin Victory and the John Paul Jones. Though this was satisfactory in light of present shipping conditions, we had been hoping for more. Never satisfied, I guess.

The eight ships signing on were the Mae, Feltore, Mangore, Stephen Leacock, Steel Vendor, Oberlin Victory, Bessemer Victory and Edwin Markham. All sign ons were clean.

IN TRANSIT

A goodly number of ships have also been in port, in transit. Mostly they were Alcoa and Waterman jobs, which had been crewed up in the Gulf and called here to load cargoes.

There were plenty of beefs on the two South Atlantic ships paying off—the Edwin Markham and the Stephen Leacock. The same was true of Isthmian's Steel Vendor and Oberlin Victory payoffs. But they were all settled right aboard ship, with all hands present.

However, it appears there is still a bit of trouble over sailing time. When sailing time is posted make sure that you are on board one hour before the ship is scheduled to leave.

The Isthmian company tried to make a big issue out of the fact that several of the men hadn't arrived aboard ship one hour before sailing time. Company representatives at the payoff of these two ships kept hammering away at this beef. So make sure you're on time, and you'll eliminate any chances of the company making an issue of it in the future.

All parties concerned were present at the payoffs, company representatives as well as the crews. And that's the way we want it. We don't like the company's ideas on taking care of matters in their offices.

We have a man on the ships to represent the crew's interests,

and that's where the beefs must be settled. Slowly the companies are beginning to realize this — and it's about time.

HIRING HALL TALK

Quite naturally, most of the talk around the beach is how we have won the Union Hiring Hall with our contracted companies. It proves that we are getting good representation, something which is very promising for the future as well as the present.

There are still plenty of men on the beach here, because many have come in from the other ports thinking that shipping in the Port of Baltimore is about the best on the coast.

It would be a good idea, however, for men planning a trip here to think the matter over before starting out. Shipping is not so good that it can absorb everybody.

Gashounds and performers are definitely on the decline. A few that came in here paid off and they were properly disciplined. We cannot afford to let these men jeopardize the ever-improving conditions for the rest of the membership.

CITIES SERVICE

Several Cities Service tankers were in here during the past week and we hit them as fast as they came in. Things appear to be going along fine. Indications are that most of the men aboard will go SIU, because they know the SIU will bring them the best conditions and wages on the waterfront.

All seamen understand that the gains chalked up by the SIU have benefitted all seamen everywhere.

A Skipper on one of the South Atlantic ships that paid off here found out that abusive treatment of his crew doesn't pay. Regardless of what his men did and how hard they worked, he consistently refused to give them overtime.

He attempted to chisel them on everything he could throughout the trip. Even the company did not support his actions and, when the trip was over, they told him to pack his bags.

Last Friday the local Marine

Tampa Seafarers Happy Again As Shipping Gets Needed Pick-Up

TAMPA — The arrival of several ships stirred shipping in this port last week, a pick-up which is most welcome.

The Robert McBurney, Overlakes, paid off, then signed on. Most of the Black Gang decided to stick with the ship, and a few in the Deck and Stewards Departments did likewise.

It is deserving of mention that this ship comes in, pays off, signs on and sails with never a beef in the entire procedure. There isn't even a dispute after the two-month trip.

ABLE CREW

This unusual record is a tribute to the intelligence and ability of each Seafarer aboard the ship. Furthermore, the Delegates—Pearce, Stewards; Woods, Engine and "Eagle Eye", Deck—are doing a damn good job.

They have all books and permits taken up and ready to turn over to the boarding Patrolman, along with a clear account of

any beefs that may exist. From there on it is a pleasure to pay her off. Is it any wonder?

Another ship on which Seafarers are doing a bang-up job is the Albert K. Smiley, which was in here last Friday. Deck Delegate Bailey, Ship's Delegate McDonald and Stewards Delegate Ruppert are keeping beefs on the Smiley at a minimum.

There is never a beef aboard that concerns anything but the repair list, and that is handled in smart fashion.

The way the Smiley lads work it is this: They turn in a list, which is taken to the heads of the departments concerned, with the advice that the repairs are to be made by the time the ship docks in Tampa again.

This method works out for the Smiley and all hands are happy over the situation.

We had the Winslow Homer in yesterday. She called for several replacements, which were easy to get. We shipped two ABs, a Bosun, one OS and an Oiler to her. The Homer is another ship on which beefs are a rarity.

GRIFFIN DIES

We regret to report that Brother George Griffin, one of the men injured in the explosion aboard the SS John Bartram, passed away last week.

Brother Griffin had been in the hospital for three weeks and despite the severity of his burns, we were beginning to think he had a fair chance for recovery. Unhappily, it wasn't to be that way.

Word has also been received here that Brother William (Red) Collins, an oldtimer from the Gulf, passed away aboard an unorganized tanker coming back from Hamburg.

SHAPING UP

It won't be long before we have things all lined up and Tampa will be able to boast of a damn fine Hall for the membership in this port.

Work on the project is progressing very nicely. The furniture which was sent here from the New Orleans Hall has been recovered and should prove very comfortable to those who sink



to be present during some of the ceremonies as representative of the Union.

I think it appropriate and fair that I point out the fact that the Baltimore Marine Hospital is considered the best on the coast. Men who have been confined there agree this is so. And I can concur on the basis of my own observations.

The one outstanding factor responsible for the superior treatment given at the Baltimore Hospital is the staff, probably one of the finest in a hospital anywhere.

STAFF HELPFUL

The doctors and nurses are extremely competent and pleasant. They go out of their way to help a man all they can.

No matter how well-equipped an institution is, it is relatively unimportant unless a patient is made to feel comfortable and happy. And that's just what the staff of nurses and doctors in Baltimore succeed in doing.

The nurses are swell. A man doesn't even have to make his own bed, something which I doubt can be said about any other Marine Hospital.

The attitude of the nurses in any institution can make a man's stay either good or miserable. In Baltimore, all hands are made as comfortable as possible, because they are surrounded by people who show a willingness to cooperate and help them.

So on the hospital's anniversary, a word of appreciation in behalf of the Seafarers confined.



into them for a little relaxation.

All hands here appear to be proud of the way things are shaping up down here.

Several oldtimers are around now, including Johnnie Williams, Al Driver, Buddy Baker, George Cain, G. W. Salters, Tony Sosa and Bobby Sheppard, to name a few. All are talking about the Union Hiring Hall agreement which the SIU was able to negotiate.

There is talk of Waterman operating three ships on the European run as soon as the Marshall Plan stuff starts clearing. This will be a boon to the Port of Tampa.

Membership Rules

Membership rules require every man entering the Union Halls to show his Union book, pro-book, permit card or white card to the Doorman. Nothing else will be recognized. This is for the membership's protection. Don't waste the Doorman's—or your own—time by arguing this point. Observe the rules you make.

Why Bosuns Get Grey

By G. W. (Bill) CHAMPLIN

Ever since getting this occasional column under way last winter I have watched eagerly for contributors to come in. The results have been quite gratifying.

However, I do feel that if "Why Bosuns Get Gray Hair" were used as an invariable heading, with the editor of the LOG adding subheadings, that readers would come to expect and more readily find these articles by SIU Bosuns.

I haven't the time to look up and comment on all the contributions, but I do remember a few. There was a humorous one by Jackie Martin. And right now I have before me Tex Suit's excellent article in the LOG of July 9 on the ideal Bosun.

Dan Butts, C. Murray and a few others have promised to contribute, so I'm putting the pressure on them now. I'd also like to hear from Jack Greenhaw who was chairman of the New York committee that looked into registration rules.

PLUG LOOPHOLES

This time, I'm rushing into print myself to urge the following steps on the negotiating committee:

1) Cargo ports should be included with hatches and tank-tops, when opened or closed, for the purpose of loading or discharging cargo, or after cargo has been worked.

2) Bosuns should be prohibited from standing gangway watches or doing any other work which might deprive an AB or OS of overtime. In this connection, a Bosun should only supervise his crew, perform the most skilled pieces of seamanship and discharge duties specifically called for by law, custom and Union agreement.

The reasons for the first recommendation are self-evident. The second is necessary today because the Bosun is top man on overtime. As a consequence, Mates do everything they can to make a Bosun refuse overtime. Both Bosun and crew should be protected.

Port Mobile Out For NY Shipping

As part of its campaign to expand its port activities, Mobile has served warning on New York that it is going after any and all business now being handled by the Big City.

Terming it a "friendly war," officials of the Alabama State Docks have set up offices in New York to notify shippers of the advantages of shipping through the southern port. They claim their campaign has already brought results and they are now handling much business that was formerly New York's.

One of the biggest lures is the fact that they have built new, modern docks—considered the most modern in the country—and are able to handle cargo at one-sixth the cost in New York.

Last month Mobile celebrated the 20th anniversary of the building of its government docks. During those 20 years, the port of Mobile has climbed from twenty-fourth to sixth place in the nation, in cargo handled.



The SS John Bartram blast which took the life of Bosun Mohammed Elsayed in Tampa last week, recalls a somewhat similar tragedy aboard the SS Homestead in Jacksonville, almost two years ago. Two Seafarers died when the Homestead, a Deconhil tanker, went up in flames after a bolt of lightning touched off her 50,000 gallons of gasoline, Aug. 5, 1946.

These photos of various stages of the fire were submitted by Thomas Weathersbee, recently Third Assistant Engineer on the Cape Catoche.

In photo left, water from shore-side apparatus is being poured into blazing tanker. Eleven city fire companies and two fireboats fought the three-alarm inferno. Although flames still feed furiously on gasoline cargo in photo right, the Homestead was practically destroyed at this point.

View of Homestead below, was taken about an hour after fire started. Ship was listing at port.



Griffin Succumbs

TAMPA — George Griffin, one of the victims of the SS John Bartram steam line explosion, died in a local hospital July 15 after a valiant three-week struggle for survival.

Horribly burned in the blast which also took the life of Bosun Mohammed Elsayed and injured two others, Griffin's demonstrated an amazing courage and will to live. He had sustained first, second and third degree burns of the body.

Griffin, an OS, was scalded as he sought to escape through a passageway filled with live steam shooting from a line connected to the deck machinery.



Little Change In Mobile: Shipping Is Fair

By CAL TANNER

MOBILE — There was relatively little change last week in the status of Mobile shipping. The overall picture was fair, with a total of 165 bookmen and 76 permitmen shipped out.

Five sign-ons, along with three ships in transit, accounted for the men shipped. The transit ships each took a couple of replacements.

Signing on were the Ponce de Leon, Governor Graves, Governor Houston and Governor O'Neil, all Waterman Steamship Corporation vessels; and the Cape Romain, an Alcoa ship.

Payoffs were held during the week on the following three ships: Wild Ranger, Ponce de Leon—both Waterman—and the Alcoa Pioneer. These payoffs were exceptionally smooth. Practically no beefs existed on any of them.

MOVED FAST

It was touch and go on the three Waterman Liberties we crewed up the past week. The company had been bidding on several U. S. Army time charters. When their bids were accepted the ships had to be crewed and on their way in 24 hours to make the cargo commitments. It was a hectic job getting them crewed, stored, signed on and shoved off in the period of time allowed. But all came off smoothly.

The Coast Guard here started enforcing its new directive on

green ticket and blue ticket ABs this week. We, therefore, want to urge everyone who has enough time in for a green ticket to go up and get it immediately, as the commissioners are not going to sign on over 50 per cent blue tickets on any one ship.

Another reminder is directed to the aliens in our membership. On government subsidized ships, the percentage of non-citizens



permitted in the crews has been cut down from 25 to 15 per cent. All aliens who are in a position to do so should immediately take the necessary steps to get their citizenship.

IMPROVEMENT

Comforting news for the membership is the fact that the water cooler, fan and public address system, which they authorized for purchase, have been installed and are operating satisfactorily.

The P.A. system is particularly effective and there is noticeable improvement at the meetings. All hands can hear clearly what is being said.

This sound system was hooked up for temporary use, because we expect to have the bottom half of our building ready for use in late summer, when we will make permanent installation to cover both floors.

The Mobile branch was saddened by the news of the sudden death of Brother William E. (Red) Collins, who died of a heart attack Tuesday while at sea.

Brother Collins was widely known throughout the entire Atlantic and Gulf District and he was well-liked by everyone. At one time he worked as an official in the Port of Mobile, and at the time of his death was doing a job for the Union on an unorganized tanker.

The wife of Brother Frank Westman, of the towboat division of the Marine Allied Workers, passed away July 16. The Mobile Branch of the SIU extends its sincere sympathy to Brother Westman.

On the organizing front, activity was fairly quiet for the past week. Nothing unorganized hit the port, and in the Marine Allied Workers we are still waiting for action on petitions we have on file with the National Labor Relations Board.

Quite a few oldtimers are around the Mobile beach at the moment. Among them are J. Leys, F. O. Swenson, N. Kiehl, C. M. Crooks, B. A. Turner, F. Gegan, R. Tucker, S. Piner, C. E. Wells, C. R. Simmons, J. Kackur, H. Douglas and H. Ducloux.

Frisco Branch Busy Looking For New Hall

By A. S. CARDULLO

SAN FRANCISCO — Shipping kept on a pretty even keel here this past week. One thing about this port: if a fellow really wants to ship out, has a rating and his book is in good standing, there isn't too much of a lay-over.

We've been sweating it out for the past week looking for a building. There are plenty of places around town, but we are taking our time and looking for the best we can get for our money.

CREW DONATES

The crew of the SS Steel Seafarer, which stopped in San Francisco enroute to the Far East, donated \$35 to the proposed—but as yet unopened—San Francisco Branch, with the following note:

"Please accept this \$35 so that you may purchase books for the new Union Hall — books for pleasure and books for education—so that men ashore may brush up on or up their rates and otherwise profitably pass their time on the beach."

The money was forwarded by Deck Delegate John P. Trust, Engine Delegate O. C. Bailey, Jr., and Steward Delegate Edgar (Frenchy) Goulet.

Other crewmembers who contributed were: S. Hollstedt, J. Ryan, G. Gooden, E. Ely, L. W. Foglia, E. Waterman, U. Uiporn, R. Walter, G. Gibbons, R. Pennington, B. Duplentis, R. Marrero, A. Rodriguez, D. Davis, P. G. Dacanay, R. Rodriguez, P. B. Aton, Dalacerna and the Chief Cook, whose name we were unable to make out.

PAYOFFS

The Lyons and the Governor Brandon paid off this week, neither of which had too many beefs. There were plenty of men shipped as replacements on intercoastals.

Some of the men around the port now are G. Metting, T. Popa, D. Bell, R. W. Stanford, the "Moose" and several others.

We lost Frank Snyder's address. Let him contact the Frisco office if he reads this.

The weather out here has been just right. Nice and warm in the daytime and cool enough to use a blanket during the night.

Cardullo and Bernstein went to the beach during the weekend. They both got so tired watching the younger set exercise that they were knocked out for the rest of the week.

Minutes Of A&G Branch Meetings In Brief

MOBILE—Chairman, W. C. McCuiston, 23138; Recording Secretary, James L. Carroll, G-14; Reading Clerk, Harold J. Fischer, G-59.

Mobile minutes accepted. Minutes of other Branches accepted with exception of that part of Baltimore minutes recommending pay increase for Union employees. Great Lakes and West Coast minutes to be posted. Agent reported that Waterman was crewing three Liberties here and that Isthmian was crewing a ship in Pascagoula and that the four would take about 125 men. Waterman is moving nine ships from West Coast for reconversion here, he said, and after about two months work on each they will run out of here. Agent discussed opening of Hall on West Coast. He also reported death of Brother William Collins. Read communication from SUP and voted to refer matter to Secretary-Treasurer. Dispatcher's report accepted. Patrolmen's reports filed. Accepted reports of Trial Committee. Minute of silence for departed Brothers. Meeting adjourned with 200 members present.

§ § §
SAN JUAN—Chairman, S. Colls, 21085; Recording Secretary, W. Fontan, 100852; Reading Clerk, A. Mariani, 32542.

All Branch minutes accepted. Great Lakes and West Coast minutes to be filed. The Agent reported on activities in the port. His report accepted. Dispatcher's report also accepted. Agent's financial report and Secretary-Treasurer's reports accepted. Trial Committee's recommended penalty for a performer concurred in. Voted resolution calling for Hall in San Francisco. Membership voted to have Agent investigate possibility of buying "El Imparcial" building. Vote of thanks for Negotiating Committee on Hiring Hall. Voted new equipment for Hall. Various members blew their corks on a number of matters under Good and Welfare. Meeting adjourned with 55 members present.

§ § §
TAMPA—Chairman, C. Simmons, 368; Recording Secretary, R. H. Hall, 26060; Reading Clerk, R. Seckinger, 397.

Previous Tampa minutes read and accepted. All other Branch minutes read and accepted. Voted that A&G District was within its rights in opening a Hall in San Francisco. Heard and accepted report of Tampa Agent on activities in the port. Secretary-Treasurer's report heard and accepted. Minute of silence for departed Brothers. Dispatcher reported on number of men shipped, report accepted. Under Good and Welfare a number of Brothers joined in general discussion of various matters of Union interest.

§ § §
SAVANNAH—Chairman, W. J. Brantley, G-111; Recording Secretary, E. B. Tilley, 75; Reading Clerk, F. Richardson, 39220.

Savannah minutes accepted. Minutes of all other Branches accepted. Agent was in Charleston paying off Cape Race and Patrolman reported for him. Latter said shipping still a little slow. The Southwind had crewed up and sailed, he said. Southport paid off and went to the shipyard to repair damage sustained in the English Channel. Patrolman's report accepted. Sec-

A&G Shipping From June 29 To July 13

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston	33	19	20	72	8	6	5	19
New York	182	215	236	633	110	127	110	347
Philadelphia	68	43	36	147	56	24	14	94
Baltimore	208	159	123	490	129	159	123	411
Norfolk	73	86	54	213	59	21	17	97
Savannah	39	32	29	100	18	21	19	58
Tampa	18	23	19	60	22	13	7	42
Mobile	237	278	211	726	142	109	95	346
New Orleans	144	140	143	427	141	113	167	421
Galveston	54	29	24	107	52	33	25	110
San Juan	21	13	11	45	13	2	16	31
GRAND TOTAL	1,077	1,037	906	3,020	750	628	598	1,976

NOTE: A&G men shipping on the West Coast are not included in this report.

retary-Treasurer's report read and accepted. Six men were Obligated. Dispatcher's report was accepted. Under Good and Welfare, a number of Brothers hit the deck to discuss the new Hall, which the Branch should have in about 30 days. There was also discussion on the possible need for a Branch in Jacksonville. Talk was based on the fact that there has been some shipping in Jacksonville, notably tankers. Minute of silence for Brothers lost at sea. Meeting adjourned with 75 members present.

§ § §
BOSTON—Chairman, W. Siekmann, 7086; Recording Secretary, S. Cieslac, 22957; Reading Clerk, J. Breenbaum, 281.

It was moved to refer that part of the Baltimore New Business in regards to giving Union employees a raise to the next Quarterly Finance Committee and to accept the balance. New Business of all other Branch minutes was accepted. The Headquarters Report to the membership, and the Secretary-Treasurer's financial report were read and accepted. The Agent reported that shipping was slow. In checking the books on the Nantasket Line, the Agent said that one retired bookmember informed him that an agreement between him, the Company and a former Boston port official had been made to the effect that he was not required to pay dues and assessments in order to work on these boats. This retired member further stated that he had shipped off of the dock. In keeping with the Union policy of not tolerating freeloaders, the company agent was informed in this man's presence to unload the man or the Union would do the job for him. Any fink-herding agreement previously made was out now. The man then filed charges of unfair labor practices against the Union with the State Labor Board. The Union won this case and the membership may feel secure that the SIU is still representing them. In conclusion the Agent clarified the issue of opening an SIU Hall on the West Coast. Motion made and carried unanimously to reaffirm our previous position, and to open an A&G District Hall in San Francisco. One minute of silence for departed Brothers. Meeting adjourned with 103 members present.

§ § §
GALVESTON—Chairman, Ray Sweeney, G-20; Recording Secretary, Jack Kelly, G-10; Reading Clerk, Jamie Byrd, 34683.

Only New Business of other Branches was read. Motion was carried to file that part of Bos-

ton minutes pertaining to preferential shipping and to accept the balance. All other Branch minutes were accepted. The Galveston financial reports dated July 3 and 10 were read and accepted. The Secretary-Treasurer's financial report of June 26 was read and accepted, as was the Headquarters' report to the Membership for June 30. The Agent's, Patrolman's and Dispatcher's reports were all accepted. Under New Business, a motion was made and carried that the Agent clarify what status an SIU Fisherman has in the Union. A motion was made to post a Shipping List. Carried. Motion carried to purchase a fan for the office on the third floor. One minute of silence for departed Brothers. Meeting adjourned with 150 members present.

§ § §
NEW ORLEANS—Chairman, Earl Sheppard, 203; Recording Secretary, Paul Warren, 114; Reading Clerk, Buck Stephens, 76.

New Orleans minutes and financial report accepted. Secretary-Treasurer's report read and accepted. Accepted all Branch minutes, but voted to refer Baltimore's recommendation for up-



ping pay of Union employees to Secretary-Treasurer. Agent said that business and shipping in New Orleans was in fair shape with 13 payoffs and 10 sign ons since last report. No beefs pending, he said, but he noted that Alcoa had scheduled three ships for boneyard, the first New Orleans ships to be laid up in a long time. He pointed out that some 15 payoffs were scheduled for next two weeks, with all ships set to go back out. Asked all hands familiar with Mississippi passenger ships to make suggestions, because negotiations were about to commence. Report accepted as were reports of Patrolman and Dispatcher. Communications read. Trial Committee's reports heard and accepted. Obligated 10 men. Voted to check food carefully on ships heading for lay-up. Under Good and Welfare, long discussion of getting new Halls in various ports, status of Electricians and Junior Engineers on Isthmian ships and other matters. Minute of silence in memory of departed Brothers. Meeting adjourned with 345 members present.

BALTIMORE—Chairman, Al Stansbury, 4683; Recording Secretary, B. Lawson, 894; Reading Clerk, P. Robertson, 30148.

Motion made to suspend the regular order of business in order to Obligate 17 Members. New Business of all Branches was read and accepted. The Baltimore Financial Report of July 3, and the Secretary-Treasurer's weekly financial reports of June 26 and July 3, were read and accepted. Motion carried to accept Trial Committee's findings on 14 Members. The Agent's, Patrolman's and Dispatcher's reports were made and accepted. Under New Business motions were carried to accept the Trial Committee's Report on two Brothers. One minute of silence for Brothers lost at sea. Under Good and Welfare various members spoke on the subject of why none of the ships carry Union made products in the slopcheats. One instance, in particular, on the beach and on the ship, there was no place where a man could buy a white cap with a Union Bug stamped in it. Meeting adjourned with 450 members present.

§ § §
PHILADELPHIA—Chairman, Don Hall, 43372; Recording Secretary, W. C. Luth, 896; Reading Clerk, R. W. Pohle, 46826.

Minutes of all regular and special Branch meetings read and accepted. West Coast and Great Lakes minutes to be filed. Agent reported, saying that local slump in shipping rate was continuing. Also said that affairs of port were in good order with no beefs pending. In addition, gave status of Union in Cuba Distilling fleet, whose second ship, the SS Catahoula, was to be voted in a day or two at Deepwater, New Jersey, near here. Report accepted. Voted to go on record favoring an instruction to Boston officials to prefer charges against former Boston Agent. Also voted investigation of unemployment compensation situation. Accepted Secretary-Treasurer's financial report and report to membership. Patrolman's and Dispatcher's reports accepted. One man Obligated. Under Good and Welfare there was extensive discussion of Port Shipping Rules. Minute of silence for departed Brothers. Adjourned with 170 members present.

§ § §
NORFOLK—Chairman, Ben Rees, 95; Recording Secretary, Joe Reed, 27822; Reading Clerk, J. A. Bullock, 4747.

Norfolk minutes and financial report read and accepted as was Secretary-Treasurer's report. All

Branch minutes except Boston's and New Orleans' accepted. Voted to non-concur with that part of New Orleans minutes pertaining to picking up of permits. Voted that Boston motions regarding West Coast rules be tabled, and that Secretary-Treasurer settle question with West Coast. West Coast and Great Lakes minutes to be filed. Trial Committee's report, absolving man of guilt, accepted. Agent painted gloomy picture of Norfolk shipping for next 30 days. He told members to be prepared to dig in or go elsewhere for a ship. SS Robin Mowbray to be crewed shortly. One man Obligated. Varied discussion under Good and Welfare. Minute of silence for departed Brothers. Meeting adjourned with 211 members present.

§ § §
NEW YORK—Chairman, C. Haymond, 98; Recording Secretary, F. Stewart, 4935; Reading Clerk, E. Parr, 96.

Motion carried to accept the Agent's verbal report. Agent reported shipping as holding at a fair pace. Also reported that Stewards should check all stores and supplies on ships as the Union cannot go to bat for them if they are involved in a bum beef. Minutes of all Branches, except Baltimore and New Orleans accepted. Moved to non-concur with that part of New Business pertaining to an increase in wages for Union officials. Moved to nonconcur with that part of the New Orleans minutes pertaining to the lifting of shipping cards from permitmen. Under discussion it was pointed out that permitmen now have tough enough time to get out without penalizing them further. Feeling was that members should do an educational job on the permitmen. Discussion on telegram from Harry Johnson concerning A&G District Hall in San Francisco. Feeling was that the A&G district will be in a better position to service its contracted vessels. One minute of silence for Brothers lost at sea. Charges against Brothers read and referred to trial committee. New Business: Motion carried that, in future, A&G District provide absentee ballots for elections. Matter to be referred to the Agents Conference as per constitution. Motion carried that all unlicensed personnel aboard SIU-contracted vessels eat in the crew's messroom.

§ § §
SAN FRANCISCO—Chairman, A. S. Cardullo, 24599; Recording Secretary, A. Bernstein, 21065; Reading Clerk, R. W. Stanford, 33251.

Minutes of all other Branch meetings read and accepted. New Business: Motion by T. Popa, 47242, that the former Boston Agent be brought up on charges for his "disruption tactics and false accusations." Discussion. Since Agent was defeated in recent election he has not gone to sea, but has devoted his time to working against the membership in the Port of Boston. Motion carried. Building Committee reported that they have investigated several places, but have not found anything suitable for the new Frisco Hall. Several Brothers suggested that the committee find a place large enough for shower rooms and possibly a gymnasium or work-out room. One minute of silence for Brothers lost at sea.



SHIPS' MINUTES AND NEWS

Del Mar Ship Committee Points Up Machinery For Curbing Performers

When a few performers turned up in the crew of the SS Del Mar, a Mississippi vessel on the Buenos Aires run, the crew took action by electing a committee to deal with the men who were acting up.

Though the charges that the committee recommended finally were dropped by a book vote of 28 to 16, the committee served its purpose by highlighting the fact that no SIU crew can tolerate members who foul things up aboard ship.

The subject first arose at a shipboard meeting on June 13. Under New Business, the crew elected two men from each department to look into the performing that was going on and report back at the next meeting which was scheduled for June 27. The men named were Slater and Owens from the Deck Department, Compton and Westphal from the Stewards Department, and King and Harmon from the Black Gang.

The committee got together a few days later to look into things. The parley was a little slow in starting because one of the committee members had to defend himself against an accusation of doing a little performing on his own account. However, this accusation turned out to be unfounded.

The committee then considered the cases of several Brothers whose performances had inconvenienced the crew. The voyage records of three men were examined.

MISSED SHIP

First there was the man who had jumped ship in Buenos Aires. This man went ashore on June 3 and failed to get back in time to do his work. On June 6 he came aboard at midnight and went back ashore at five o'clock in the morning, failing to show up by sailing time on June 11. The Master and the

company agent checked with the B.A. police and hospitals but the man could not be found and the ship sailed without him.

The committee recommended that this man be brought up on charges, naturally enough. But the committee members, in a merciful mood, also recommended that he be given another chance if this proved to be the first time he had been in trouble. However, it still remained for the crew actually to bring charges, and it would be up to a shoreside trial committee to take over from there.

The committee also recommended charges against a Black Gang member who, it was alleged, failed to turn to at sea on May 20 and May 21, and in Buenos Aires on June 4 and June 5. After the June 5 lapse the First Assistant demoted this man for incompetence due to alcoholism. But this punishment was not enough, for the committee found that the man failed to turn to again on June 9.

The ship committee recommended that this man be restricted from shipping for 30 days and be placed on probation for six months. But as in the first case, the charges would actually have to be brought and a shoreside trial committee would have to weigh them.

NOISY, TOO

Charges were recommended against a third man who was said to have failed to turn to at sea on May 17 and again on May 21. He was drunk and noisy, it was reported.

The shipboard committee thought that a shoreside trial committee should recommend that the man be restricted from shipping for 30 days and be placed on probation for six months.

At the next shipboard meeting held on June 27, after prolonged discussion, the bookmen

in the crew finally decided against preferring charges. However, the crew did adopt another recommendation presented by the committee that any member not aboard ship one hour before sailing time as called for in the agreement be fined 10 dollars. This resolution was to apply in foreign ports, since the matter was already covered so far as New Orleans, the home port of the Del Mar, was concerned. A second offense would call for a 25-dollar fine and a third for even more drastic action.

Before the June 27 meeting was adjourned, the crew voted to send a vote of confidence in the SIU's overall strategy in dealing with the shipowners to the Union Headquarters in New York. The Del Mar boys said they would back their Headquarters and Port officials to the limit.

MARKING OFF ANOTHER MILESTONE



With music and a fancy birthday cake, crewmembers of Bull Line's Suzanne celebrate the birthday of Brother Cruz Negron, Bosun. Helping Brother Negron off to another year are, left to right—Rafael Gordils, Baker; Pedro I. Sanchez, Galley Utility; Martin Sierra, Crew Messman; Luis F. Rivera, AB; Tomas Mojica OS; Bosun Negron; Sydney Rivers, Deck Maintenance; Felix Muniz, AB, and Guillermo Ortiz, FWT. Shot was submitted to the LOG by Brother Mojica.

Oath Is More Than Words, Bibb Men Prove

When a crewmember carries tales to the Captain and attempts to foment trouble between top side and the foc'sle in order to cover up his own mistakes and protect his job, "he is no longer worthy of friendship and acquaintance," so state the minutes of a ship's meeting aboard the Governor Bibb.

It seems that a certain character aboard was caught drinking hospital supplies, and as a result was threatened by the captain with being fired in Honolulu. So, according to the crew,

this character decided he thought more of that job than he did of his shipmates or his Union, and endeavored to ingratiate himself with the Captain by turning stool-pigeon. For violating the oath of obligation charges of conduct unbecoming a union man were lodged against the brother.

So with this example before them, the meeting went into Education.

Brother Ed Abually started out by reading the SIU Oath of Obligation. Then, for the benefit of new members as well as the man accused, he explained the meaning and foundation of this oath, and pointed out how it was the backbone and guiding principle for honest Union behavior.

Discussion continued on the active role all members must perform to back the SIU for its

best interests, solidarity, and progress, aboard ship as well as ashore.

If more attention were regularly given to Education there



would be fewer such examples as this. It was pointed out by the meeting's chairman Ed. Agaully, "the union oath is more than empty words," he concluded.

Seatrains Brother Lauded By Crew For Rumpot Curbs

Matt Fields is an able Deck Engineer in more ways than one, according to William Pepper, and W. C. Jefferies who added this story to the end of the last ship's minutes received by the LOG, from the Seatrain Texas.

Aside from taking care of winches, Matt's speciality is rumpots and performers. It seems that things had been going from bad to worse before Fields came along and showed what a real Union man who has had plenty of experience handling such cases can do.

According to his shipmates, he figures this way: The contract is everybody's responsibility. It isn't enough to live up to it yourself. When things aren't going right you've got to see to it that the other fellow lives up to it too.

Apparently the Chief needs some straightening out also. The minutes state that he told the delegate that if the overtime sheets, turned in showed plenty of overtime, the Chief would see to it that the Delegate would find his own overtime knocked down thirty hours or so for the trip.

Walter Hamilton Killed By Train

Seafarer Walter L. Hamilton was killed by a train on June 30 in Elkton, Maryland, his hometown. News of Brother Hamilton's death came in a letter to the LOG from SIU member Pat Robertson.

According to Robertson, Hamilton was struck by a train shortly after midnight of June 30. No details of the accident were given in the report, but it is assumed that death was instantaneous.

The 21-year old Seafarer had been in the SIU a little over a year. He joined in Marcus Hook in March of 1947 and sailed in the Engine Department. He held permit No. P3-3825.

He is survived by his mother Sadie Hamilton and a brother, James Thompson, also a member of the SIU. The family's address is 48 Hollingworth Manor, Elkton, Maryland.

Robinson stated in his letter that the Hamiltons wanted the



WALTER HAMILTON

death mentioned in the LOG so as to notify his many friends and shipmates in the SIU.

THE BEEF BOX

SUGGESTS A TEN-DAY WAIT BEFORE HONORING CARDS

To the Editor:

It seems to me that due to the shortage of berths on the ships, all bookmen and permits just signing off of a ship should be forced to remain on the beach a period of time of at least ten days.

This could be done by declaring shipping cards good only after ten days from the date of issuance.

I have talked with many seamen who do not have funds to provide food and shelter, although they have old shipping cards and are trying to ship.

A man just signing off of a ship should give someone else a chance. He has his payoff, while the men who have been around a while are usually running short. An emergency exists, so let's give the other fellow a chance.

M. Cook

ANSWER: Under the rotary shipping system in effect in all SIU Halls, the man who has been on the beach the longest has the best shipping card and can beat any newly registered man to a job if he himself registered when he came in and attended his Union Meetings.

Digested Minutes Of SIU Ship Meetings

THOMAS NUTTALL, June 14

—Chairman, Clifton Freuil; Recording Secretary, Clifford Sharpless. Seventeen SIU Books, five SUP Books, and five Permit Books reported by Delegates. No beefs. The election of Chief Steward, James R. Porter, to act as Ship Delegate was the first action under new business. Motion carried to stop all quick sign-ons before sea stores are aboard and the repair lists checked. Motion to insist that the ship be fumigated on arrival at the first American port.

THOMAS NUTTALL, June 21

—Chairman, Clifford Sharpless; Recording Secretary, J. Gates. Department Delegates reported no beefs and all overtime okay. Under Good and Welfare, James R. Porter, Ship Delegate, spoke on crew's behavior and the effects that it has upon the Union's position while negotiating with the ship operators. He also thanked the fine crew for the splendid cooperation evidenced throughout the trip. The Deck Delegate, Clifford Sharpless spoke on the importance of the membership conducting themselves as Union men. The Bosun asked the crew to toe the line and avoid logs or charges. It was recommended that all vessels in the island trade be furnished with DDT bombs. One minute of silence for departed brothers.



HENRY W. BEECHER, Jan 4

—Chairman, L. Nicholas; Recording Secretary, L. Pope. Deck delegate's report was accepted with a vote of thanks for the fine way he had handled beefs. The Engine and Steward delegates reported all in order. Ship's Delegate asked that the Steward have the messhall sougeed down. No new business. One minute of silence for departed brothers.

BESSEMER VICTORY, May 12

—Chairman, Mason Nunn; Recording Secretary, T. Moody. Delegates reports read and accepted. Motion under New Business to have the Ship's Delegate see the Captain about painting out crew's quarters. He was also instructed to find out why the crew was not permitted to dry clothing in the fidley. Under Good and Welfare there was discussion of cleanliness of mess-hall and laundry. Discussion under Education on how to teach new men to be good seamen and reliable Union men.



CORNELIA, May 23

—Chairman, Roland Strom; Recording Secretary, R. Richard Doreis. Deck Delegate, George Welden reported that a complaint about the coffee would be made to the Patrolman. Steward Delegate, Leon Hall reported all in order and Engine Delegate, R. Encarnacion reported all in order except that George Rowend had lost his permit. The meeting went directly into Good and Welfare. Deck Delegate suggested that a voluntary donation be made to the Staten Island TB ward. A recommendation was



made that a repair list be given to the Captain, and that he be asked to paint the foc's'le decks and fumigate the ship. One minute of silence for Brothers lost at sea.

KYSKA, April 25

—Chairman, Frank Spencer; Recording Secretary, William H. Moody. Motion carried to have the books and permits ready to turn over to the Patrolman. Motion to turn the Mate's penalty time (five and a half hours) over to the Deck Delegate, Brother Walsh. Motion that all members be sober at the payoff. A vote of thanks was given to the Steward Department for a fine job, and it was recommended that a picture of the entire department be forwarded to the LOG. A repair list was made up during Good and Welfare.

OLIVER LOVING, June 27

—Chairman, J. Wahberg; Recording Secretary, P. Wilkinson. Everything in order, reported the four Delegates. Motion carried that the Captain be requested to give the messroom, pantry, and recreation room preference over gun-tubs in painting. Long repair list made up under Good and Welfare. It was decided to have Patrolman find out why the Second Assistant was running all watches, and to investigate the FWT who had only dues receipts and no permit or book.



GATEWAY CITY, June 23

—Chairman, J. Lynch; Recording Secretary Charles Hariman. Motion carried to accept the Delegates reports on standing of membership. Motion to instruct the Steward to line up his Messmen so that the work would run more smoothly. Motion to have repair suggestions turned into the Delegates so that a list could be ready to hand to the Patrolman. One minute of silence for Brothers lost at sea.

ZEBULON PIKE, June 7

—Chairman L. G. MacArthur; Recording Secretary, J. J. Adams. Delegates reports accepted. Motion that the galley needed a new stove, and that nothing less than a new one should be accepted. Amended to turn this and a complete repair list over to the Patrolman. Carried. Motion made to fine all men drunk in port. Not carried. Motion that all hands must be sober at payoff. Carried. It was pointed out under Good and Welfare that the Skipper had put out a draw at sea and did not intend to put out another in port before payoff; no action would have to be taken in port if the crew expected to get any more money.

THOMAS CRESAP, May 24

—Chairman, Duke Himler; Recording Secretary, T. Kuhn. There was no new business and under Good and Welfare the Chairman reminded the members that the meeting was the place to straighten out all beefs that anyone might have and not to grumble about things afterward. The Ship's delegate was instructed to try to arrange for an outside laundry for use in the tropics, and to have gratings and shower curtains put in the crew's showers. Cleanliness of messroom and reduction of early morning noises in the passageways was also discussed. It was agreed to make every effort to keep the shore gang out of the crew's quarters while in transit through the Suez Canal. One minute of silence for Brothers lost at sea.

PETROLITE, June 1

—Chairman Frank Livingston; Recording Secretary Robert E. Bishop. Motion carried to rotate the responsibility of cleaning the recreation room between the three departments so that each department take it for a week at a time. Cleanliness and repair list were discussed under Good and Welfare. One minute of silence for Brothers lost at sea.



EDWIN MARKHAM, June 6

—Chairman Lennard A. Wright; Recording Secretary Fred R. Hicks, Jr. Vincent Khul elected Ship's Delegate. The meeting went into Good and Welfare where there was discussion covering cleanliness of recreation room, and laundry, wearing of shirts during meal hours, and the minimizing of noise in the passageways. The Ship's Delegate was asked to see the Captain about having the ship's radio turned on during the daytime, and about having the passageways and messrooms sougeed before hitting the French coast. One minute of silence for Brothers lost at sea.

EDWIN MARKHAM, June 27

—Chairman Bennie L. Whitley; Secretary Fred R. Hicks. The Deck Delegate, L. A. Wrikht, reported that the overtime was not working out equally in his department. Motion made to get a repair list in shape for the Patrolman. Discussion under Good and Welfare covered cleaning of coffee urn, using of ashtrays in messroom, and putting up of shower curtains. A vote of thanks was given to the entire Steward Department for good chow and service. One minute of silence for departed Brothers.



MONROE, May 9

—Chairman Roy Hawes; Recording Secretary R. E. Trevino. Deck Delegate reported there had been complaints of the OS not doing the sanitary work properly. Motion carried that on Saturday, Sunday and Holidays in port, when the wipers aren't aboard, that a Fireman or Oiler be appointed to do the sanitary work. Motion to have catwalk put up over deck cargo. One minute of silence for Brothers lost at sea.

SEAFARER SAM SAYS

CHECK YOUR MEAL TICKET!



SINCE JULY 15, TWO-THIRDS OF AB'S ON ANY SHIP MUST HOLD GREEN TICKETS. SO CHECK YOUR TICKETS:

1. IF YOU HAVE WARTIME AB TICKET, TERMINATING 6 MONTHS AFTER THE END OF THE WAR, GO TO THE COAST GUARD AND GET YOUR BLUE TICKET.
2. IF YOU HAVE YOUR BLUE TICKET AND THREE YEARS OF SEA-TIME, GET YOUR GREEN TICKET.

DON'T DO YOURSELF OUT OF A JOB BECAUSE OF CARELESSNESS!

CUT and RUN

By HANK

Quite a lot of jobs were jet-propelled on and off the shipping boards this week. Those brothers on the beach for some time must have felt real good inside to find themselves getting their sea legs in action and heading down to the docks for a home and a voyage... Brother Clifton Wilson, the cook, discovered a different way of going through these dragging days of humiliating humidity while waiting for those ships to come in. He found a brother who could play the tense (and dense) game of chess—which is a game not often played aboard ships. Poker, hearts, pinochle and checkers are the major time-killers at sea, we believe. Most brothers using the recreational decks in SIU halls pass the time away by resplicing those yarns about various voyages, discussing the ridiculous Taft-Hartley Law passed by those labor-hating politicians, reading all the important educational SIU booklets, writing letters home and to shipmates anchored in marine hospitals, and reading about what happened in the SIU weeks and months ago (while they were out at sea) from "retroactive" copies of this weekly newspaper.

Steward Armand Rioux, citizen of Connecticut, and an oldtimer, was in town this week... Brother "Big Bill" Williams is in town right now. His shipmates say they are surprised at the wild and happy welcome he always gets (so he says) from those Trinidad cafe people. It's a well known fact that SIU sailors, besides being the best sailors in the world are also the most appreciated in foreign ports... Still carrying that mustache aboard his face, Brother Frank Bose, the Electrician, announced he was getting spliced (or should we say fused?). Congratulations, and a long, happy voyage of matrimony.

Here are some of the oldtimers in town: Steward M. Farrula, H. K. Iliff, Bosun J. Cates, Steward A. Lomas, M. Sierra, H. Martin, A. Adams, J. Ramos, J. Said, E. Larson, T. Hasson, N. Pasinosky, J. Hassin, Steward A. Espeneda, A. Weir, A. Ortiz, Steward Mike Pappadakis, G. Ehmsen, L. Larsen, J. McCollon, F. Dressler, R. Garcia... One seafarer was sure of one thing—although it wasn't about catching a job real soon. He promised himself that before he sails he would buy this year's World Almanac (containing a million facts about practically everything) so that he could happily and definitely settle some of those never-ending discussion-arguments aboard ship. For example: Which woman of what country swam across the Atlantic ocean? Is the town of Grapeview bigger in size and population than good old Gritsville?

The weekly SEAFARERS LOG will be sailing free of cost to the homes of the following brothers: Norman Power of Pennsylvania, Gerald Erlinger of Illinois, Harris Futch of Georgia, Carl Bradley of Louisiana, Jack Helms of North Carolina, Howard Starbuck of California, John Dodds of Pennsylvania, Elmer Sauer of Maryland, Leo Feigh of Pennsylvania, Eugene Belz of Texas, H. Bell of South Carolina, Thomas Watson of Alabama, Keith Donnelly of Massachusetts, Allen Bell of New York, Connie Ingram of Mississippi, Albert Weatherell of New York, Charlie Russell of Florida, Thomas Yarbrough of Florida, Don Morris of Colorado, Lary Blackston of Georgia, William Cogswell of Alabama.

THE MEMBERSHIP SPEAKS



Purser As Doctor Makes Better Radioman, Says Sore Vender Crew

To the Editor:

The Purser-Pharmacist Mate on this ship, the Steel Vendor, would make a competent radio repairman instead of a pharmacist. His competence in his hobby far exceeds his ability and interest in the work he has been assigned to do. This can be seen by the cluster of radios, radio parts and junk found in his fock'sle.

To devote more time to his hobby he has limited the time for the crew's medical attention. This he has accomplished by posting a notice stating that sick call is from 0930 to 1000 hours, five days a week.

On Saturdays, Sundays, and Holidays, regardless of whether

In the engine room with temperature at 150 degrees: no medicine needed.

Ponce, Fireman-Watertender, ringworm on his foot. Remedy: same.

Zeglen, Engine Delegate, asked that a small first aid kit be supplied to the engine room for minor cuts and bruises. It was promised by the Purser but as yet no sign of it. Many of the engine department men never bother to have burns treated because of their disgust with the treatment given.

SNAPPY TREATMENT

Conn, OS, ringworm: No remedy, no medical attention.

Cullen, MM, heat rash. Remedy: keep dry. He was not given calomine lotion until the rash had spread over his entire body. Cullen had been after the Purser for two weeks before he received treatment.

These are some of the reported cases. To question more of the crew, many more similar cases of no medical attention would be brought out.

Is a man of this caliber to stay aboard? The crew says, "No." We shall see when this ship hits port.

S. J. Jandora,
Ship's Delegate
Steel Vendor

Urge Brothers To Sail Ore, Calmar Ships Or Finks Will

To the Editor:

Unless Union men fill every job on the Ore and Calmar ships it will be impossible to improve the conditions under the written contract. This contract, remember, has only recently been negotiated by the SIU to replace the old verbal contract that had been in effect for years.

Both Ore and Calmar Steamship Companies keep a shipping list of their own, and are only too happy to complete a crew with their own finks when the Hall is unable to ship the necessary men; or when members themselves violate the contract and are fired as the ship is ready to sail.

On our ship, the Bethore, in particular, we have a large num-

ber of free-riders. These men replaced Union men at the last minute who failed to report at sailing time.

We would like to urge all conscientious Union members to make at least one trip on these ships and square away the beefs at a sober pay-off. Remember how tough it was before we secured our present contract.

If everyone gets on the ball we will eliminate this Company shipping list which, as long as it exists, will always be a threat to our conditions—and especially so in these days of anti-union legislation.

Robert Losso, Deck Delegate
D. W. Fisher, Engine Del.
Joseph Sumpster, Stew. Del.
J. V. Murphy, Ships Del.

Recommends Curran Read New Book

To the Editor:

The Wizard of Oz, better known as Dale Carnegie, has a new book on the market telling us how to live without worries.

Probably it is meant for the American businessman who may be worrying about the maintenance of his wartime super profits in a peacetime era. Or is it peace?

Certainly this book cannot serve the workers who are now harassed by countless evils—unemployment, high costs of living and the rest of it.

Carnegie's former book "How to Win Friends and Influence People" was a wonderful success. This was the book Earl Browder used during his class-collaboration of the War years when his "commonists" married the Big Business interests and sold the American workers down the river.

The communists in control of the National Maritime Union did their part to carry out the Dale Carnegie approach during this period and signed cut-rate contracts in the dark of the moon. They failed dismally, however, to impress the members of the

political Union who suffered from the conditions and wages imposed upon them by the disciples of the Dale Carnegie-Big Business coalition.

They failed to win friends in the maritime industry and in the AFL Unions, whose demands for improved wages and working conditions were hamstrung by the sell-out contracts of the influenced commissars.

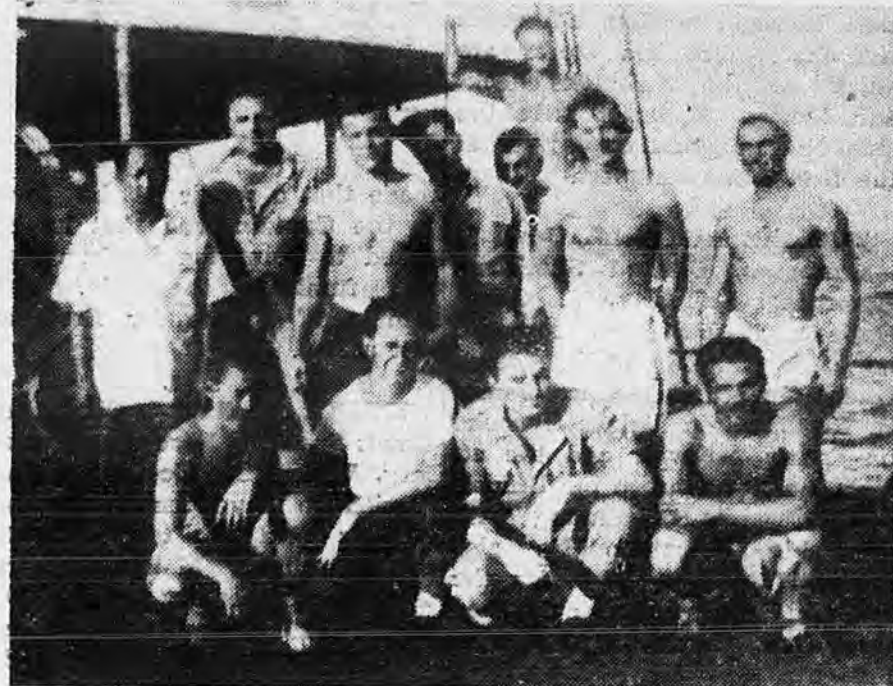
How they would like the American seamen to forget all this. No doubt Dale Carnegie's Book is no longer useful.

It is my belief that they might find the new Carnegie book, "How To Live Without Worries" equally useful, for there are worries aplenty haunting the steps of the commissars now as the result of their former "studies."

I highly recommend this book to "No Coffee Time" Curran and the rest of the ruling hierarchy of the NMU. They have influenced people long enough and lived without worries. It is time now to read the new book and learn what Carnegie (minus Browder) has to say about it.

Wandering Seafarer

THE MEN WHO SAILED THE VENDOR



Another Isthmian crew just returned from an around-the-world trip is that of the Steel Vendor. Seafarer Carlos Diaz got these pics while the boys were in the waters of the Far East making calls at Bombay and the Philippine Islands.

The men of the Vendor's Engine Department are, left to right, front row—Parker, Fireman; Andy, Oiler; Mike Zeglen, Engine Delegate and Oiler; Luis Valentine, Wiper. Back row—Wiper; Second Electrician; Gable, Wiper; Ashebrook, Chief Electrician; Jr. Engineer; Ponce, FWT and way in back—Frank, AB.



The Deck Department. Back row, left to right—Jandora, Ship's Delegate; Frank, AB; 4-8 AB; Deck Maintenance; Deck Maintenance; Curly, OS; Olie, Deck Maintenance and Deck Delegate. Front row—Scotty, AB; Whity Conn, OS; Garcia, AB; D'Angelo, OS; Bosun.



Stewards Department men are, left to right, front row—Quanico, 2nd Cook; Carlos Diaz, Chief Cook; P. B. Guillen, Steward; Salgado, MM; Song, 3rd Cook; Kneeling Trogani, BR. Back row—John, MM; Aramburu, MM; Poland, MM; Jeff, MM; Chico, MM; and Bill Cullin, MM.



the crew works or not, no medical care will be given.

The Purser's competency as a pharmacist will hereby be given as reported by those of the crew who have asked for medical assistance when in need.

At the completion of the compulsory shots, typhus and typhoid shots were then promised to those needing or requiring such. This has never been done.

DIZZY DIAGNOSIS

Ashebrook, Chief Electrician, while installing a motor in the crew refrigerator, hurt his knee. The Purser, when he completed his examination, stated that Ashebrook had water on the knee. He departed for some liniment. Three days later he had to be reminded of Ashebrook's needs by the Ship's Delegate before medical attention was given.

Zeglen, Oiler, broke out with a fungus growth on the palm of his left hand. Before giving Zeglen pills that were of no help, the Purser stated that he had paid for them out of his own pocket.

Zeglen finally reported for aid to the ship's doctor in Bombay. The doctor supplied him with some powder and told Zeglen to keep the fungus covered with a sterile bandage at all times.

To this the Purser said that six to eight such pads were to be found aboard but were to be used in an emergency only. He finally promised to substitute gauze bandages, and that he personally would bring them down. Another two or three days later he had to be notified by the ship's delegate of his promise.

Cable, Wiper, for crotch itch was told to wear shorts. For prickly heat: a shower and no soap. For ringworm: keep dry.



God Made This Night For Sailors

By FRANK C. LOMBARDY

Dedicated to the wives and sweethearts of seafaring men the world over, who, by reading this, will perhaps understand.

Glorious, magnificent night of a million nights;
Stars like sapphires, winking merrily their ancient lights;
Moon in full dress, smiling from aloft;
Vessel under my feet throbbing, throbbing ever so soft.

Moonbeams on the water, dancing on my face;
High lazy clouds, soft and white like fine old lace;
Friendly sea, warm and pulsating like a woman's breast;
All is well, all is well, the world's at rest.

Velvet painted sky, warm, caressing southerly breeze;
Elements in their glory trying so hard to please;
God made this night for the sailor,
For the troubled soul beneath his breast;
All is well, all is well, God's at rest.

Nay, my Captain, this night is not for naught,
But nights like this are deep with thought;
We think of our loved ones, our dear ones so far away,
We curse softly, wonder why we've gone astray.

We think of the loves, the sorrows, the joys we left behind;
We dream of the future, of the happiness we hope to find;
We think of the girl, the one in our dreams;
We vision tots hugging, tugging at our seams.

Oh, dear God, must this always be:
These two great loves, the home or the sea?
Must you create nights like this, your very best?
My ship says yes—nodding on the brow of a silvery crest.

We out here, who are so close to you, dear Boss;
We seamen, we mariners, we're confused, often at a loss;
We bitch and cry, we rant and rave,
We want our whiskey, our women we crave.

But we're human, we have souls that are deep, deep,
And nights like this we wonder, think, sometimes weep;
But alas! My ship says yes, this shall always be:
These two people, the sailor and me.

And so, Skipper, we thank you for this night;
We thank you for this rare delight, this beautiful sight;
We on the bridge, on the bow or aloft in the nest,
We thank you, dear God, for this night we shall rest.

Alcoa Seafarer Finds Job, Sack No Bed Of Roses; Prefers Morgue

To the Editor:

I had figured that shipping Quartermaster on a new passenger ship ought to be the cat's meow—an easy racket with good food and nice comfortable bunks.

But to tell you the truth, I'd be more comfortable in a morgue.

It kind of makes a guy feel like a damn fool wearing a uniform and high pressure, but otherwise the work is okay, and the food will pass.

But when I flopped down in my sack I bounced right back out again. "Who put the paving stone in my sack instead of a mattress?" I asked my roommate.

Believe me, it would be more comfortable to spread a blanket on the deck.

I asked one of the old hands, "What goes on around here that we can't get decent mattresses!"

"Is yours hard, too?" he asked. "I thought it was just me, so I didn't say anything."

The Second Steward told me there was a beef about mattresses about five months ago. At that time the company promised mattresses, and the crew agreed to put up with the old ones until they could order good inner-spring ones.

How these guys that have been on here all along have gotten any sleep is beyond me. They must say up all night at sea playing cards, and do their sleeping in port.

This situation will have to be remedied. I am going to bring it up at the first meeting and see if we can find out just what happened to those missing inner-springs.

I'll have to sign off now and hit the bunk. Got to get some sleep, before going on watch.

Milton B. Williams

Sings Brother's Praise



Brother Donald Rood, Deck Maintenance aboard Waterman's Wacosta, has high praise for fellow crewmember Walter Perry. It was Rood who related the details (LOG, July 16) of Perry's fine seamanship and cool thinking that saved a boatload of men from the Wacosta. Incident occurred when a swinging 50-pound after block menaced the launching of a Wacosta lifeboat preparatory to transferring five stowaways to the Raphael Semmes.

Travel Educates, Globe-Trotting Seafarer Says

To the Editor:

After riding the ships over the world for seven years I have come to the conclusion that travel is the most important part of education.

School education is all right as far as it goes, and it is cheaper than the normal cost of travel. But how much better off people would be—and the world would be too—if a large proportion of the population in every country managed sometime in their lives to travel to the rest of the world.

They would absorb an understanding of the customs and living problems of others, and in turn would interpret their own ways at the same time.

I believe that the ignorance and prejudice which is at the bottom of most wars would thus be dispelled and people would, through a broader understanding of others, come to lead richer lives themselves.

If we could all be citizens of the world, we would be better citizens of our home countries.

Steve Silvestrin

Prove Identity

To all members who have checks held for them at branch mail rooms:

Port Agents will not give out any mail containing checks, unless the addressee shows sufficient evidence of his identity, such as Union book, seaman's papers, discharges, etc.

An instance has been reported of an envelope containing a check being picked up by a phony who later forged a signature and cashed it. To prevent a recurrence, checks will be given only to the person to whom it is addressed, and the only after full identification is made.

Enjoys Shuttling Bauxite To Canada; Wants Encore

To the Editor:

Here are a few words on the vices and virtues of the SS Alcoa Pennant and the bauxite shuttle to Canada.

Most of the boys in the Deck Department have been on the Pennant since the first of the year and we hope to homestead her for some time to come. We were in Quebec and Montreal for the better part of a month, thanks to engine trouble.

In the past, I have heard a lot of guys beefing about this shuttle run from the islands to Canada, but the men on the Pennant have a different idea. They will be found grabbing the first ship they see headed for those up-north ports because they agree that the northern country is the kind a man dreams about.

While we were in Georgetown, British Guiana, a couple of the guys caught a pretty good sized shark. I should say sharks, for when we cut the big one open we found five small ones inside.

Robert Boutwell, who was acquitted of a phony manslaughter

charge in Georgetown last winter, was OS on the Pennant for a while. He left us in Georgetown to testify at the trial of Ralph Youtzy on a similar trumped up charge, and we have heard since that Youtzy was also acquitted.

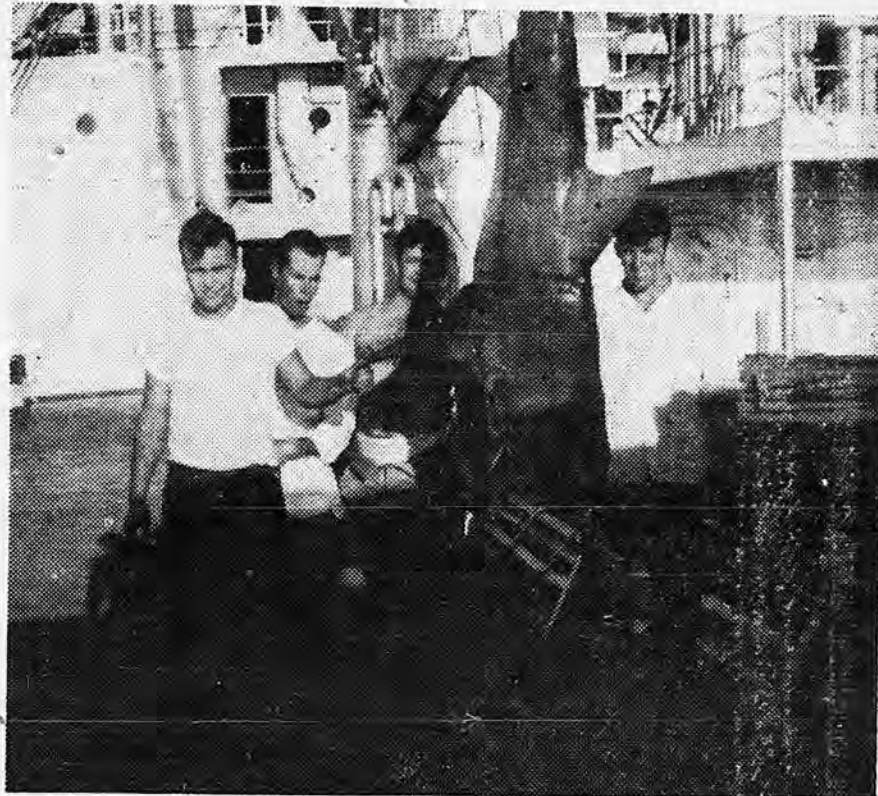
We are in Halifax, Nova Scotia, right now on our way back south to the islands. We should be getting to Mobile sometime in August to go into the shipyard. But I believe you will find the Deck Department ready to go out next trip on the same old Pennant.

Some of the boys on this ship a lot of Seafarers will remember: Leo Marsh is the Steward. The Bosun is Jack Kennedy. And "Ding Dong" Bell is Messman.

Incidentally, the overtime is good for the Deck Department. Everyone has 400 to 500 hours.

Sometimes I wonder what became of the tankermen from Galveston—Roy Cooper, "Windy" Winn, Don Bennett, Bill Hope, "Duke" Himler and Mahlon Foster, in particular.

Richard K. Moores, AB



The boys on the SS Alcoa Pennant were proud to have caught the one shark shown here. But when they cut the big fish open they found five little ones inside, making six in all. Left to right: Richard Moores, AB, who sent in account of the voyage; Mason Scott, Deck Maintenance; York, Baker, and Fred Pheler, AB. The shark was hauled in off Georgetown, British Guiana.



WOULD LIKE TO SEE LEMONADE ON TAP AT THE NEW YORK HALL

To the Editor:

I would like to make a suggestion that lemonade would go better than coffee during the summer months in the recreation room of the Union Hall.

Anyone who has been sweating it out on the beach in New York for the last two or three weeks knows what I mean when I say it has been hot. And in hot weather a man needs a long cool drink more often than coffee.

J. P. Standing

ANSWER: The free coffee is provided as a service to the membership in the New York Hall. To expand this service to include lemonade and other items would be a heavy expense. The bulk of the men queried on this question voiced a preference for coffee. If a cold drink is desired, coca cola is available in the machines.

Sea Is The Place For SIU Member Who Tried Stretch Of Life Ashore

NY Should Have Hall Like 'Good Hotel,' Member Says

To the Editor:

I'm heading back to sea, Brothers! Three drab months ashore is enough for me. I keep thinking of life on the ships and shore-leaves around the world. The rougher it was at the time the more fun it is to remember.

Take the time the SS Salvador Brau was laying down be-

to the ship. Then the motor konked out, and we took to the oars.

I can still hear Big John yelling, "Okay fellows, stroke! We only have a mile to go. We made a foot the last time." And I can still feel the blisters that raised up on my hands before we finally gave up and let her drift back to shore.

BAIL, BOYS

None of us knew what was the matter with the engine. But Big John set out to find some tools, and Nick and I started bailing, for the rain was filling her fast.

John finally came back with a couple of English engineers. The flashlight gave out, and we ended up striking matches and hoping the gas tank wouldn't blow up.

OFF AGAIN

Finally she started to kick and we headed out again. This time we almost made the ship when she konked out once more.

Back we went to the oars and raised a few more blisters. But it was no use. The wind and the current were carrying us back faster than we could row. Of course we had taken the sails out to make more room when we launched the boat.

Finally we drifted alongside another ship and got help. Somehow we got her kicking and made it back to our ship around four in the morning.

I can tell you that bunk felt good to me then—for two hours. Yes, you guessed it, they roused me out at six to soak my blisters in the dish-water. There's no rest for a wicked messman!

But three months ashore is still enough for me. Make way, Brothers, I'm coming back to stay!

Joseph D. Malazinsky

Marine Wishes He Were Back In Dungarees

To the Editor:

I am now serving in the U.S. Marine Corps; but I sure wish I was back where I could attend some meetings and find out what is going on along the waterfront.

Though my book is retired, I would very much like to get a copy of the LOG.

Herman E. Godwin
Parris Island, S.C.

(Ed. Note: Brother Godwin will be receiving his copy of the LOG shortly.)

To the Editor:

The gang on the SS Cape Race wishes everyone back in good old New York a happy summer.

But when we return we hope to find some arrangements for a new Union Hall such as all the out-ports are getting.

Every SIU guy knows by now that the New York Hall is almost obsolete due to the strain of quick turnovers, expansion, and the costly rent we are paying. Maintenance in an old building runs too high anyway.

This September makes four years that we will have been anchored in this dumpy Hall. And the rent we pay for it is only part of the picture. Since it is too small, we have to pay for an outside place to hold our regular meetings.

Here are some pointers that the Union Officials might keep in mind when looking around in the city for a new Hall:

Borechard Skipper Beats 'Red Lead,' Crewmen Claim

To the Editor:

The Deck Gang of the SS Frederick Borechard would like to broadcast a warning to all Seafarers: Be on the lookout for a Skipper named A. W. Pearson. He's not quite as bad as "Red Lead" Anderson, but he'll do until another comes along.

There has been nothing but misery for the crew since shipping June 26th. To begin with he would only allow one carton of cigarettes per week. We finally got that raised to two after a lot of argument.

Then there is the overtime. So far, the Bosun and Carpenter have eighteen hours overtime, and it doesn't look like they will get much more. The Carpenter was laid up for three days and the Captain let the soundings go for fear that would be overtime.

Furthermore, while the Carpenter was sick with a fever of 101 to 104, the only treatment he was given was aspirin. He was given enough aspirin to knock a man out if there was nothing else wrong with him.

But the real pinch comes when you start to do anything on deck. Captain Pearson stands on the wing of the bridge all day hollering criticism and advice. When you raise or lower booms he's putting in his two-cents worth every few minutes, despite the fact that the Bosun is a competent man, and everyone in the department is a full Book member with plenty of experience, except one.

We're on the articles now and can't do much about it; but this is a warning to others to be on the lookout. The time to straighten out such a character is before signing on.

H. Kelly, Deck Delegate
H. Williams, Carpenter

ATTENTION!

If you don't find linen when you go aboard your ship, notify the Hall at once. A telegram from Le Havre or Singapore won't do you any good. It's your bed and you have to lie in it.

Make sure that we can install an air-conditioning system. If possible we should have hotel space in the building, so the men on the beach can stay there. We should have our own shops, gin-mills, and seamanship school. The New York Hall should be like a good Hotel.

We should have a larger LOG office. I noticed the editors running around the hall with their pockets bulging as if they were filing cabinets. The place where Hank and Whitey run the multi-lith machines on the sixth floor, is so small you have to go out in the hall to change your mind.

If and when we buy a building, see that there is a chapel in it, so it will be tax-free like the YMCAs and the doghouse.

Do we have specific Union colors? If so, we could paint them on the chimney like the steamship companies do.

It isn't funny. We could have a place where men could do their own laundry, their own pressing, and live comfortably when ashore. Make damn sure that the price for staying there is well under the 26 dollars a week the State of New York pays the unemployed.

If we let the unorganized seamen stay at our Hall-Hotel free for a night or two, they would end up by bringing their ships back with them—look out ESSO!

While I am dreaming, though, don't put up any of those corny pictures of the Brooklyn Bridge, or any statues.

This letter was read at the shipboard meeting and we had a good discussion on the possibilities of all that could be done. I hope others will discuss it and write in their opinions to the LOG.

Ed Larkin

IT'S CONGRATS FOR PAPPY JOE ALGINA

To the Editor:

We'd like to compliment Agent Joe Algina on his brand of cigars. A lot of us had been anxiously awaiting this smoke for we heard it rumored that Joe had two brands laid away—Robert Burns if it were a boy, and "two-fers" should it be a girl.

Well the bouncing Robert Burns are for no other than James Joseph Algina (Joe explained he wanted no Jr's. in his family as he'd be damned if anybody was going to call him Joe the elder) and now Joe will have to smoke the two-fers himself.

Congratulations Joe, and many happy returns of the day!

A Bunch Of The Boys

Brother Asks For LOG; Entire Family Reads It

To the Editor:

I wish you would send the LOG to my home. My wife and children like to read it when I go to sea. My wife has promised to save them so that I can catch up on back news when I get home.

Thank you for your courtesy.

John L. Shaw

(Ed. Note: Brother Shaw would be getting his LOG at home now, but he forgot to give his mailing address in his letter.)

THE ALGONQUIN VICTORY IS HOME TO THEM



Some of these Seafarers like the SS Algonquin Victory. St. Lawrence Navigation's only ship, so much that they are staying aboard for another trip which they hope will be as good as the last one. In the picture at left four crewmen have their picture taken while docked in Brooklyn. Left to right: Merle (almost hidden), "Red," "Aussie" Wright (who submitted the photos), and Friedman. Below, the Algonquin takes on some oil at Curacao. The man in the foreground is a Wiper named Luke. The Algonquin covered a lot of ocean on its last trip, in the course of which the boys saw Brazil, Curacao and Nova Scotia before they came into New York harbor for a sweet payoff.



A Crew Thirty Years Ago



From out of the past, ex-seaman Louis J. Russo sent the above picture to the LOG to show a crew of almost thirty years ago. The picture was taken aboard the Lake Giltia in 1920, while she was in England. Russo, now a Teamsters Union official, is shown by the "X" in the photo.

To the Editor:

I would like to thank you for sending me the SEAFARER'S LOG. I enjoy it very much. I would like to say that your organization is to be congratulated. You have certainly come a long way since I went to sea. Your hours, wages and working conditions for your people are the finest in the world.

Back in 1920 we thought we had fairly good conditions — then the strike came and men were going to sea for whatever they could get.

I am enclosing my book and an old photograph of a crew taken back in 1920. I would like to have you publish it and maybe some of these old cronies will write to me.

Kindly return my book and photograph in the enclosed envelope.

Louis J. Russo
Secretary-Treasurer
Milk Driver's Union

(Ed. Note: We can't show you his book, but here's a picture taken in the "good old days.")

Brother Questions Motives Of Newspapers In Front Page Trumpeting Of Ship 'Mutiny'

To the Editor:

Mutiny was a secret and sinister business in the days of Captains Kid and Blood. Plans were made stealthily in Limehouse or Scully's Square, and captured cargoes bought and sold surreptitiously with never a whisper heard.

How poor in imagination and color were those days compared to now, when even razor blades and negligees are publicized over radios and a thousand daily papers; and mutiny—ah mutiny! —is shared with all the breathless populace in their homes from the moment of its inception.

Take the recent "mutiny" of the SS William Carson for instance. All of its splendor and romance was brought right to each man going about his monotonous jobs ashore, with hourly bulletins and (newspaper) columns of space. Nothing less than a mighty task force of warships headed by the battleship Missouri sped to the pirate ship, with reconnaissance planes scanning the seas far and wide.

THIS IS SCOOP BODKINS, WHO GIVES US ALL OF OUR BEST FRONT PAGE RUMORS



QUESTIONS NEWSPAPERS

But colorful and diverting as such a story may be, and regardless of the benefits it must have had to the street sale of newspaper copy, it is surprising

that responsible journals would stoop to such fantastic fiction based upon a garbled message relayed by Lloyds of London.

It now develops that a crazed radio operator on the SS William Carson sent a message before jumping over the side. The explanation itself is interesting, but some kind of explanation there had to be.

If journalism gave credence to every unsubstantiated fancy that crosses the editorial desks the newspapers would soon be relegated to the circulation of pulp fiction.

But why, does this usually

factual press make an exception to a policy of discriminating between fact and fancy, to attack the integrity of men sailing the merchant ships?

Does it reflect more of the wishful thinking of those forces who are doing all they can to damage the seamen's unions and establish a Government Hiring Hall?

If so, the scurrilous implications of this irresponsible journalism was answered by the Carson's Master, who was quoted as saying, "It is the best crew I ever sailed with!"

John Legge

RETIRED MEMBER WISHES TO KEEP CG-ISSUED PAPERS

To the Editor:

In a recent issue of the LOG there was an article notifying the membership that the Coast Guard would strictly enforce the legal requirements concerning AB papers.

I am now a retired member of the SIU, but wish to retain my papers. I have in my possession the war-issue seaman's card. I would like to have additional information concerning the new issue.

Will it be necessary for me to go to Port Arthur, Texas, where my AB ticket was issued, in order to acquire my permanent papers?

There is a CG station in Pittsburgh, Pa. Will it be possible for me to make the change there?

Robert E. Sansonetti

(Ed. Note: You may present your discharges at any CG office and apply for the papers to which your time and qualifications entitle you.)

Member Sees SIU Giving Leadership To All Seamen In Dark Days Ahead

To the Editor:

All Unions are in danger! Tough days are here.

Almost a generation has passed since Labor won its hard struggle for collective bargaining rights. The seamen, especially, have risen slowly and painfully from decades of blood and tears.

Now, as war-clouds gather about our heads, as the "cold war" blows hotter, voices are heard muttering threats against Labor.

Their attack is focused on the unions. They say that the working man is all right, but the union is the enemy of all. They do this because they know full well that the laboring man would be helpless if his union were destroyed.

All of our conditions are again in danger. The shipowners have never forgotten their defeats—have never forgiven the men who forced them to pay union wages, to recognize the Union Hiring Hall, and to sign Union contracts.

WAR WAS PROFITABLE

There have been lush war years when the shipowners piled up profits with cost-plus contracts and Government charters. Whether ships sank or floated meant little to the shipowners,

for replacements with newer, faster ships were assured.

On the seaman's side, the unions were only partially recognized on the waterfront; but union seamen died by the thousands to preserve freedom and restore peace.

Yet, as the seamen died, some of those who survived became complacent. Some opened bank accounts out of war-bonus money. The Union funds swelled. Many seamen became blind to the threat of Mr. Shipowner on the sidelines, waiting his opportunity to smash our security.

"Have we not defeated him in long years of struggle with everything against us?" they said. How, they thought, could the shipowner dare to resort to his old tricks of union-smashing, blackballing, lockouts, and starvation wages and conditions?

The experienced membership counselled prepared watchfulness. Peace would mean a return to private, competitive operation, bolstered only by mail subsidies. They knew that the shipowner, spoiled by the super-profits of the war years, would attack the conditions of the seamen first, when faced with rising costs of operation.

The younger members did not realize this. Further, many of them did not look upon the set as a profession, but only as a short-term expedient which they would leave with the return of peace. These took unionism and the conditions it had fostered very lightly.

FUTURE INSECURE

But when they sought to return to shoreside occupations, competition was very keen. There was an overall insecurity. An orgy of inflation had been unleashed. Prices of food, rent and commodities had risen alarmingly. War savings evaporated. Gone were the War Bonds earned at such heavy cost.

Many workers, especially those in unorganized industries, or those with weak unions, were harassed by steadily rising prices. These large numbers of new men stayed on in the maritime industry and came to look to their Union for support and leadership.

During this time the SIU rose strongly to the defense of their living and working standards, when many other unions remain-

ed softened by the surplus of the war years.

Still, over-all strength lies in the solid unity of an industry. The shipowners quickly sensed that the internal unity and strength displayed by the SIU was countered by the demoralization of the communist ruled and infested NMU, and they began to prepare for the kill.

The meetings of the NMU degenerated into disgraceful, factional disputes between the political agents of Moscow on the one hand, and the pressure of non-communist members on the ships on the other.

LEADERSHIP GONE

Meanwhile, without real leadership, the conditions on NMU contracted ships began going rapidly down. The shipowners are moving in, salting the ships with anti-union men, and reorganizing the blacklists.

Communist agents in positions of Union responsibility are scurrying hither and yon in the background, intent on two different purposes — the maintaining of their face as "union leaders" on one hand, and the pursuit of the disruptive dictates of the "party line" on the other.

These are facts. And these facts must be understood by the membership of the SIU if they are to fulfill the obligation of sound leadership to all maritime workers.

It is not the purpose of this letter to tell the members of the NMU what to do. They should have common sense enough to oust the entire leadership, commie and so called anti-commie, which has been proven guilty of crimes against the union and the maritime workers as a whole. There is no middle ground. For them it is clean house or die!

Unfortunately the crash of the NMU would rock the entire industry to the detriment of the truly American unions that are solidly grounded and non-political. Once the communist-controlled NMU collapses, the shipowners will turn with savage fury on the SIU.

If war breaks in Europe, we will see the government moving fast to take over the NMU, and impounding its "un-American leaders." Then all unions will be in danger, for reaction will wear the cloak of super patriotism.

To oppose such moves by the government will be to plead guilty to the charges made against the NMU leadership. To stand up and fight against this shipowner - government - military coalition in the interest of the economic conditions of American seamen will be deemed "un-American."

STILL TIME

There is still time before the storm breaks.

Let us talk to all seamen. Let us see clearly where the commie gang is heading. Let the SIU hold fast to our gains on behalf of all American seamen as a whole. Let us give leadership in the dark days ahead to all seamen. Let us continue our already proved successful policies.

There is no way to defeat the forces of reaction except to struggle toward our proven goals. It is up to the SIU.

The mantle of leadership now rests upon our shoulders.

We will not fail.

Charles Haymond

SEAFARER SON SAYS MOM LIKES READING THE LOG

To the Editor:

I would like very much to have the LOG sent to my mother in Canada. I have sent a few copies home and she likes to read them very much.

Her address is: Mrs. Anna Taylor, Fort Stanley, Ontario, Canada.

I have only been a member of the SIU for one year, but from here on out I wouldn't sail any other way. Through the LOG my parents and friends in Canada will get an understanding of what the Seafarers means, as well as the nature and conditions of my work on the ships.

Jack A. Taylor

(Ed. Note: The LOG is being sent to Mrs. Taylor as requested.)

Where's Olive Oyl?



Here's "Popeye the Sailorman," and it should surprise nobody that the fabulous and salty seaman carries a full book in the SIU. When he's not Popeye, he's Seafarer Albert Jesse Thomas who first went to sea in 1911. He sails in the Engine Department.

Seafarers' Guide To The Far East

By ERNEST BOSSERT

Bangkok is about 60 miles up the Bangkok river. Most of the ships destined for Bangkok anchor here, and load or discharge from and into barges and small ships and sailboats from Bangkok.

The Bangkok River is still full of mines and obstructions from the war, and it is unsafe for large vessels to go there. The week previous to our arrival there were two British ships sunk by mines in the river.

Koh-Si-Shang is a typical waterfront village with the usual drinking places, dancehalls, prostitutes, etc. There is very little there in the way of souvenirs, but at Bangkok things are much different—nice stores, theaters, hotels, etc., and things are more reasonable than at Koh-Si-Shang.

GOOD BUYS

Ladies alligator handbags of fine workmanship may be obtained in Bangkok at low prices. It is not advisable to go to Bangkok unless you have lots of time and can arrange suitable transportation. Only a few of the boys were able to go there, and they ran into many transportation difficulties, especially on the way back.

But if you can go, it is well worth the trip, as it is a nice clean city and you can have a nice time very reasonable. We got the best break on the exchange here, 21 Ticals to the US dollar. There is no black market in Siam.

Longshoremen are brought out from Bangkok and they board the ship, bag and baggage. They cook, eat, sleep and bathe on the ship. The same crew remains on board until the ship is finished. They are quartered back aft on the fantail, but manage to get all over the ship.

Most of them are the lowest type of Chinese coolies and although their diet and wages are considerably higher than in most places we have been in, they are nearly all dope addicts and can be seen at any time of the day or night taking their shots with hypodermic needles.

They use morphine and cocaine. Some use a kind of pipe affair which is put in their nostrils and they blow into the other end, injecting the powdered drug.

They roll their own cigarettes and dope them up with marahuana or opium. All sorts of narcotics are sold and used openly here. There is apparently no law against it, and no control of any kind.

DISEASE RAMPANT

Right here I wish to call to the attention of the membership a matter which, I believe, demands the attention, not only of our Union, but of the US Health Department as well.

Before we are permitted to ship on this Far Eastern Run, we are subjected to a rigid physical and health examination, and are required to take numerous inoculations for prevention of diseases.

Yet, when we get here, they bring aboard a hoard of filthy diseased, and depraved men. The stench of them alone is revolting and repulsive. The company persists in hiring native watchmen, who are useless when it comes to keeping the gang out

of the passageways and out of the quarters.

They use our messroom, our baths, and toilets, our drinking fountains, and lie around the passageways and will steal anything they get their hands on.

If the company would use seamen for watchmen, I can guarantee that the seamen would keep them out, and our baths and toilets and passageways would be kept clean and sanitary. As it is, we are continually



fighting to keep them out and we are exposed to all sorts of diseases.

Most of the coolies have open sores on their legs and bodies. Why doesn't the company provide a barge for the coolies to live on with water etc.? Why should we have to tolerate this filth in our quarters? Are they allowed topside? Oh, no! The Old Man would soon have them thrown out. Why should we have to tolerate them, then?

Why all these rigid physical requirements, when we are deliberately put in jeopardy here?

SINGAPORE CLEAN

Singapore, our next port, is on the southern tip of the Malay Peninsula, a British possession, clean, orderly and well governed. Besides many Chinese, there are many Indians, Arabians, Ceylonese, and people from nearly all the adjacent British possessions. The legal rate of exchange is about 2.30 Singapore dollars to one US dollar. The black market rate is 2.70 to 3.00 Singapore to one US dollar.

When we arrived in Singapore, a longshoremen's strike was in progress, and we were obliged to lie at anchor out in the stream for several days, awaiting the outcome of the strike.

The first day the deck gang was ordered by the Chief Mate to remove hatch covers and raise the tank tops in one of the hatches. We learned of the strike and questioned the Mate about the purpose of raising the tank



tops, etc.—where-upon he threatened us with charges of mutiny if we did not turn to immediately.

We found out the purpose of opening the tanks was for a cargo of liquid rubber. These tank cleaners were not affiliated with the longshoremen and were not involved in the strike, and the liquid rubber was to be loaded in Penang by rubber company employees through a pipeline.

However, we gave the Mate

This is the second and concluding article by Seafarer Ernest Bossert on ports of the Far East, based on his observations while a crew-member aboard Isthmian's Steel Architect.

Brother Bossert's findings are especially interesting to seamen because he spotlights the numerous pitfalls unwary crewmen on the Far East runs often encounter.

to understand very emphatically that we were union men and sympathetic with union struggles against the bosses, whether they were in Singapore, Shanghai, or New York; and, mutiny or no mutiny, we would do nothing that might in any way compromise our union principles where a labor dispute was in progress. There was no attempt to break the strike, and in a few days it was settled and we went to the dock.

The longshoremen here are very poorly organized into many different unions with factional disputes, etc. However they did gain a considerable increase in wages, almost 100 percent.

Singapore is a nice city, with many things of interest. If you are religiously inclined, you can see beautiful Christian Churches, and beautiful Buddhist and Mohammedan Temples of both modern and ancient design.

LIKE CONEY ISLAND

There are many amusement parks and, with a little imagination, you could think you were at Coney Island. There is the New World, The Old World, The Great World, The Happy World, and many others.

At these parks they have skating rinks, numerous cabarets, and dancing places, with shows, many freak shows and the usual shooting galleries and games for prizes, eating and drinking stands all over the parks; also the usual patent medicine fakirs. There is also a sports arena with boxing, and wrestling shows weekly.

Lots of people think that wrestling is phony in the States. You should see what a farce it is here!

There are many nice picture shows in the city, where American pictures are shown. There are also nice hotels and shops where all kinds of souvenirs may be purchased, most of the merchandise coming from China and of a fine quality, but very expensive.

For you horse-players, there is also a racetrack. You must get a visitor's courtesy membership badge from the racing secretary at the Turf Club before you can bet. This costs five dollars, which includes admission to the track.

HANDICAPPED

The minimum bet is also five dollars in Singapore money, which is about two-fifty US. There is mutual betting, but no mutual machines. The Japs stole the mutual machinery, and it has not been replaced. If you like racing, it is a lovely track, as nice as anything in the States, and it is about six miles from town and a nice ride out there; but don't expect to win any money. Anybody who can pick a winner out there is a wonder.

There is no form on the horses and no odds posted. You just bet

blind. But if you are lucky enough to hit one of the sweepstakes, a kind of lottery which they hold for each race, you can come away with a comfortable stake. The winners always share around \$1,000 and sometimes as much as from \$35,000 to \$50,000 on the main sweeps of the day.

Turf enthusiasts in the States think they are clipped by the breakage at American tracks, be-



cause they don't get the nickels and pennies they have coming to them. Here, you get nothing under a dollar.

The best and most economical place in Singapore to spend a few hours ashore is at the Shackle Club. This is a British Armed Services Club, but American samens are admitted by showing identification.

This is a large place with almost everything you need to spend a pleasant evening. They have a library and writing room, showers and barber shops, a billiard parlor, where you may play billiards free, a large cafeteria where soft drinks, ice cream, coffee, tea and light lunch is served, also a restaurant where regular meals with very good food is available.

LET'S DANCE

There is a dance hall with an excellent ten-piece orchestra and lots of girls to dance with. There is also a beer bar with spacious lawns with tables, where you may go and drink your beer and watch the dancing and listen to the music, if you prefer not to dance.

The price of beer is half what it is in other places in town and for soft drinks, refreshments, food and other things it is less than half. The Shackle Club is the best deal in town.

Again at Singapore, we got a gang of coolie contract painters. A hundred or more of them were brought aboard and, although they did not sleep aboard, conditions were almost as bad as at Bangkok.

We had to fight almost constantly to keep them out of our quarters. They would not pay overtime to the Bosun or to a sailor over the weekends to supervise the paint locker. Consequently the coolies stole about everything of any account—paint brushes, rags, and I don't know what-all. Now we have no rags at all, and the Mate says they are too expensive to buy here.

At our next port, Port Swettenham, a longshoremen's strike was on and, after a delay of several days awaiting the outcome, we proceeded to Penang, returning to Port Swettenham after the settlement of the strike.

Penang is on the west coast of the Malay Peninsula, in the Malacca Straits. We were there for only one evening's shore leave and could not learn very much. The shops and most business establishments were closed. However it is a nice clean and orderly place.

Two cabarets, "The City Lights," and the "Picadilly," both side by side, seem to be the popular places and most of the seamen congregate there. Why those places are so attractive, I don't understand.

Prices of refreshments are exorbitant at both places, and the quality very poor. There are many places where prices are more moderate and the quality much better. We went to a place called the "Boston Bar," right in the heart of the city with a roof garden overlooking everything. Here you can get good cold American beer, good food. Prices are reasonable and the place spotlessly clean.

Returning to Port Swettenham, we found the strike settled. The Government intervened, forcing the strikers to return to work without having gained anything.

Port Swettenham, also on the west coast of Malaya, is just a small native village, and there is very little there. A British Seamen's Club is close to the docks and it is a convenient place to go for a few beers and relaxation; but prices are higher for refreshments than at other places in town, the only advantage being that the drinks are kept cool, whereas at most other places they are warm.

WORTHWHILE TRIP

Five or six miles away is a good sized village called Klang, which can be reached in a few minutes by bus. There is a picture show there.

Kuala Lumpur, capital of Malaya, is about 28 miles inland, and can be reached by railroad or bus. If three or four are going, it is better to hire a cab.

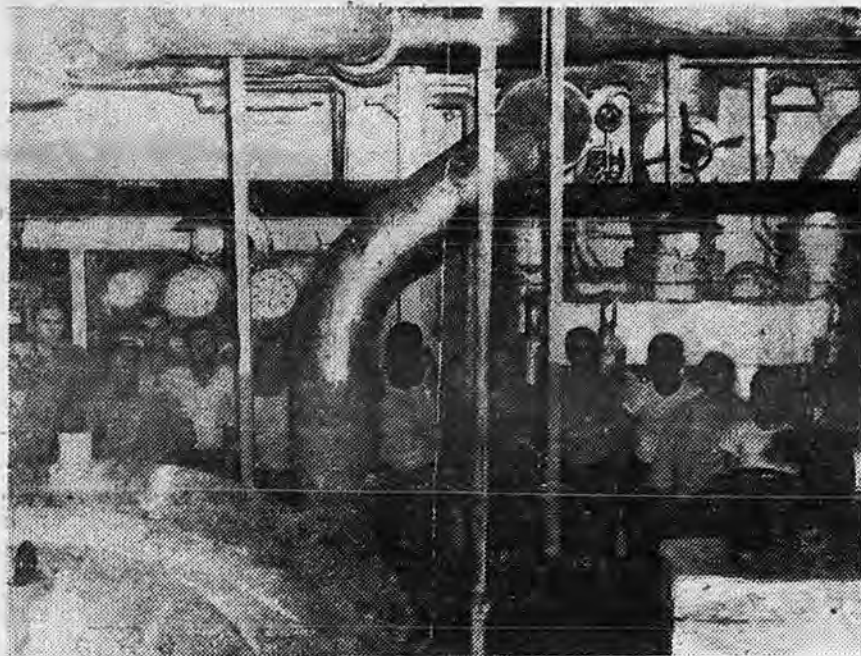
If you have a weekend, and have time, it is worthwhile making the trip, as it is a nice city, with many places of interest and you can enjoy yourself there. The drive by taxi takes you through many small villages and miles of large rubber plantations, the products of which are contracted for by American manufacturers.

The Majestic Hotel is the best place to stay, if you are there overnight. You can get a good room with private bath and shower for \$5.00—which is about \$2.50 American currency. It is in the heart of town, just opposite the railroad station.

There are many fine government buildings here and many religious temples. And you can find good restaurants and comfortable places to drink. The best we found to be the "Coliseum Bar and Restaurant."

Kuala Lumpur is on a par with Singapore. There are amusement parks, "The Great World," "The Lucky World," and the "Bee Bee Park." "Bee Bee Park" is the best of them—even better than anything in Singapore.

DOWN BELOW IN THE BIENVILLE



Members of the Black Gang aboard the Waterman ship posed for this formal shot in the engine room. No identification accompanied photo. The Bienville, which paid off in Mobile recently, was brought in clean by her first-rate crew of good Union men.

PERSONALS

ANTHONY CARRANO

Get in touch with your wife at 226 South Avenue, Bridgeport, Connecticut.

HENRY DE RUYTER

Get in touch with the Editor, SEAFARERS LOG, concerning your subscription to LIFE magazine.

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RICHARD P. BARRON

Write to your mother at Frederick, Oklahoma.

BOB McLEAN

Get in touch with Joe Carcello, 38 Hancock St., San Francisco, Calif. Phone UNDERhill 1-1791.

LESLIE J. BRILHART, Jr.

Get in touch with your mother at once. It is very important.

HAROLD L. LAURVIK

H. T. Glisson, who was with you on the Arlyn, has your papers. Write to him to get them. His address: 20 West Hull Street, Savannah, Georgia.

SANTO PANEBIANGO

Contact James G. Smith in Dornsife, Pennsylvania. Smith says this is urgent, and asks that anybody knowing how he can get in touch with Panebiango let him know.

ANTONI WOJCICKI

Your wife wants you to write her.

JOSEPH C. SMITH

Get in touch with your mother and father at 424 Sigel St., Philadelphia. They write that Al Sargent died of a heart attack on June 19.

RICHARD M. HUFFORD

Get in touch with your mother. Her address: Mrs. Beatrice Hufford, 172 Carlisle Street, Wilkes Barre, Pennsylvania. Your brother Arthur reports that she is very ill.

CHARLES H. TATE

No. 29617

See bookkeeper at Headquarters offices, 6th floor, 51 Beaver Street.

Money Due

SS CAPE FRIENDSHIP

The following men of the Engine Department of the Cape Friendship, voyage No. 6, who have pay vouchers covering disputed overtime, can collect at the New Orleans or Mobile offices. At the New Orleans office: Arthur Webster, \$7.42; Fred E. Hall, \$3.97; Charles Barnes, \$1.06. At the Mobile office: Robert O. Meredith, \$21.20; William D. Sawyer, \$8.48. Vouchers not called for in 30 days will be forwarded to the main office, Isthmian Steamship Company, 71 Broadway, New York.

New York Weather Hotter Than Shipping;
No Immediate Break Is Seen For Either

By JOE ALGINA

NEW YORK — It's fair and warmer in New York this week—the shipping is fair and the mercury has climbed up into the torrid zone of the thermometer.

How long both will remain this way is hard to guess. We are always looking for a break for the better in shipping, but all we can hope for right now is that the pace will remain the same and not slip any more. The weather, however, it appears, is scheduled to remain on the scorchy side for awhile.

A glance at the board listing the ships in port shows the Steel Executive and Longview Victory, both Isthmians, now tied up here. They were easy payoffs for the Patrolmen, with the beefs being squared away at the payoffs.

The disputes arising out of misunderstandings of the contract are becoming much fewer on these ships, thanks to the diligence of the Patrolmen and the SIU men on the ships.

We've had these ships under contract nine months now—some of the ships are still out on their first contracted voyages—and the good work of the membership in understanding and working by the contract is showing effect. The membership is due a vote of thanks for their fine work.

THE REGULARS

Other ships of the long established contracted companies paying off this week are, Purdue Victory and Raphael Semmes, both Waterman; the John Burgess, South Atlantic; and the Beatrice, Bull Lines. They were accompanied by several other vessels, but these were the outstanding payoffs of the week.

The Beatrice and the Steel

Executive both gave rise to beefs which deserve a bit of space.

On the Beatrice the company tried to tie the can to the Steward, but the Patrolman said, 'No.'

It was found that the Steward was doing his job well and was getting the sack solely because the company's port steward wanted to display his authority.

As was pointed out here last week, if a Steward is in the right, he will get the full backing of the Union. This points up the Union's position, exactly. The man had not fouled up. He was well-liked by the crew. He stayed aboard.

On the Steel Executive, the story was a little different. One of the crew, an ex-pug, thought his muscles were all that was necessary for him to get his way aboard ship.

By using brute force he gave the crew a hard time for the entire voyage. He was king of the hill while the ship was out, but he was cut down to size when the ship hit New York.

DEMUSCLED

The crew preferred charges against him and they stuck. He won't be bothering other crews



for a while and, when he does ship out again, he'll leave his muscles in cold storage.

Speaking of cold storage, the Union doesn't want to deprive the membership of the use of the library on the Recreation Deck of the New York Hall by putting the books in cold storage, but it has been found necessary to put them under lock and key.

It seems some of the Brothers became so interested in what they were reading that they took the books along to read at home. No one wants to curb a Brother's thirst for knowledge or his eager-

ness to find out who killed the beautiful blonde on page 14, but if the library is to remain well-stocked, it is necessary that the books remain in the Hall.

Now that locks have been put on the bookcases, a Brother can read all he wishes, but first he must leave his Union book with the man in charge.

It is a little inconvenient this way, but it is the one sure way of keeping books around for everyone's enjoyment.

On a totally different subject:

Some of the Stewards lately have been complaining of the lack of scales on their ships. If a Steward finds his ship without one, he should put in a call to the Union and a Patrolman will see to it that the Company provides one.

It is a real necessity aboard ship, and it is usually a simple matter for the Union to square away.

It just wouldn't be right to close this report without a word or two on the "mutiny" aboard the William Carson. In case you missed the big story, which was headlined in all papers, a radio message reported a mutiny of the crew at sea.

EXTRA, EXTRA!

Battleships and airplanes rushed to the scene. Newspapers had a field day. They published streamer heads, which screamed, "Warships Rush To Mutiny Ship."

Of course, it was a phony. The screwball radio operator sent the false message and then jumped overboard. When the true story came out, it got all of a paragraph way back in the dark recesses near the classified ads.

They had the makings of a lulu of an anti-labor story and they were going to make the most of it. It broke their hearts when they found it was untrue.

All the anti-labor hacks had their tomahawks all sharpened, ready for a real killing.

They're still crying in their Scotch at the double-cross. Poor boys, we sure hated to disappoint them. They probably broke down completely when they got the statement from the Skipper—"Best crew I ever sailed with," he said.

Notice To All SIU Members

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

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

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To the Editor:

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

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Book No.

Is the truth worth HEADLINES?

1. WARSHIPS RUSH TO QUELL MUTINY

WORLD-TELEGRAM
JULY 13, 1948

U.S. Freighter Out of Control, Pleads for Aid

13 Naval Vessels Sent To Side of ERP Craft Reported Off Azores

heading from Gibraltar to Guantanamo Bay, Cuba, when the change-course order was sent. Besides the battleship and carrier, it included two cruisers and nine destroyers.

No further word.

Naval authorities were unable to state the exact position of the squadron or how long it would take to reach the Carson, the United Press reported. A Navy spokesman said no word had been received from the Carson since the original distress call.

An American tanker, the 14,136-ton Hampton Roads, operated by the Carson, was reported near the Azores. It was believed the ship was taking some action, but company officials here said they had received no report from the ship.

A U.S. Coast Guard cutter, the Campbell, was dispatched from London before contact was made with the battle squadron. The cutter was given small chance of reaching the Carson ahead of the squadron.

The Carson, a Liberty ship with a normal complement of 38 men, was bound in ballast, for Nova Scotia, after delivering Marshall Plan coal to Genoa, Italy. The vessel's skipper, E. W. Brathwaite, of Savannah, Ga., was reported to be a wartime commander of Liberty ships.

The South Atlantic Shipping Co., which operates the Carson, is under charter from the U. S. Maritime Commission, reported at its operations office in Savannah that it had received word "in difficulty" from the ship, and that radio messages to the vessel were unanswered.

Both the U. S. Coast Guard and Navy reported unsuccessful attempts to intercept the Carson.

W.T. - JULY 14

2. Coast Guard Sifts Through Puzzle Of Mutiny SOS

Call for Help That Alerted Warships Still Unexplained

Puzzling circumstances today surrounded the sending of a mutiny alarm by an American freighter, the 7176-ton William Carson, that alerted a nearby American warship squadron in the Atlantic between Portugal and the Azores.

The distress call was cancelled by radio 25 minutes later but the ship's radio then went silent and it was not until more than a day had elapsed that the Carson confirmed the cancellation—by blinker light message.

The U. S. Coast Guard which sent a cutter towards the scene, and which has jurisdiction in cases of mutiny, was believed prepared to investigate the puzzling incident.

Rear Adm. A. J. McLean, commander of the battleship Missouri, flagship of the near-by warship squadron that was ordered to investigate when the distress call was first broadcast, radioed that "everything is under control," according to a United Press dispatch from U. S. naval headquarters, in London.

The admiral reported he had been in contact with the American tanker Hampton Roads, operated by the National Bulk Carriers, Inc., of New York, which was near the Carson at the time of the mutiny alarm and which subsequently picked up the cancellation and, later, the blinker signal.

The Carson was en route, in ballast, to Nova Scotia after delivering Marshall Plan coal to Italy, while the Hampton Roads was en route to Saudi Arabia from Providence.

Adm. McLean's message was sent as planes of the aircraft carrier Coral Sea, part of the squadron, were preparing to search the Azores.

W.T. JULY 16

Reports Radioman Casualty in Mutiny

SAVANNAH, July 16—Operators of the American freighter William Carson heard indirectly yesterday that the ship's radio operator fell overboard after flashing the ominous signal "Crew is mutinous," last Monday.

No direct radio signal has been received from the Carson since the first distress call. Yesterday's terse report thus indicated the radio operator may have been a casualty of the mutiny.

The Dutch steamship Woensdracht advised the South Atlantic Steamship Lines, which operate the Carson for the Maritime Commission, that it contacted the vessel by blinker and was told the radio operator had fallen overboard.

That was all. There was no word whether the operator, identified by South Atlantic as Gerald A. Melton, 25, of Savannah, was drowned or picked up.

The only other word from the Carson was another blinker signal Tuesday saying the mutiny had been quelled.

Mutiny reported aboard an American freighter today sent an American squadron of 13 warships towards the Azores.

The flotilla, including a battleship and an aircraft carrier, was diverted from its course following a fragmentary radio appeal from the 7176-ton merchantman William Carson, 250 miles north-east of the Azores, the United Press reported from London.

The distress signal said: "Crew mutinous. Cannot control. Please come at once." Complete radio silence followed.

American naval headquarters in London immediately directed the 13-ship squadron to investigate. The squadron, commanded by Rear Adm. Heber McLean, was

And... buried in an inside page is the TRUTH

The World-Telegram was not the only offender. Other papers were as bad or worse. Some did not even give mention to the final development, and exonerate (even in small type on an inside page) the Union crewmembers of a serious charge. Seamen, of course, are not the only ones who have been made victims of this kind of conscienceless, unethical newspaper attack. The Miners, Auto Workers and others have been the targets of vicious untruths and distortions. The Taft-Hartley Law showed us who some of our anti-union "friends" are. The Phony Mutiny has shown us some others. Perhaps the biggest thing we must have learned is that we cannot expect big business-owned newspapers to tell the truth about Labor. That what Labor needs are papers of its own, to put the truth back into the headlines.

4.

Mutiny Laid To Fantasy

LONDON, July 17.—U. S. Navy headquarters here cleared up the mystery of the "mutiny" aboard the American freighter William Carson, explaining that the radio man who sent the distress call was a doubtful sanity.

He jumped over the side after sending the SOS reporting, "Crew mutinous. Cannot control. Please come at once." He was not identified by the Navy.

The call supposedly distressed the 7176-ton ship, which was en route to Nova Scotia, and found everything here yesterday.

The radio operator was identified by the South Atlantic Steamship Lines, owners of the William Carson, as Gerald A. Melton, 25, of Savannah, Ga.

Adm. McLean's message was sent as planes of the aircraft carrier Coral Sea, part of the squadron, were preparing to search the Azores.