

SEAFARERS LOG

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

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PRESENTING THE SIU WITH A TOKEN OF HIGH ESTEEM



John J. Grogan, National Vice President of IUMSWA, CIO, reads the inscription on the plaque presented to the SIU as a token of high esteem for the unstinted aid given by the Seafarers during the 1947 Shipyard Strike. Secretary-Treasurer Paul Hall accepts the plaque for the Seafarers. At left is Al Meyers, the shipyard workers Regional Director for the New York and New Jersey area, and between Hall and Grogan is Lindsey Williams, SIU Director of Organization.

CIO Shipyard Union Presents Award To Seafarers For 1947 Strike Aid

A plaque expressing the appreciation of the CIO shipyard workers for aid and support given them by the SIU during their strike against the nation's shipyard corporations last year was presented to the Union in a ceremony held at the New York membership meeting on September 22.

Making the presentation to the SIU was John J. Grogan, National Vice-President of the shipyard workers, who represented John Green, the union's president, and accepting in the name of the Seafarers was Secretary-Treasurer Paul Hall.

In an address to the eleven hundred Seafarers present, Grogan expressed the thanks of the 125,000 members of the International Union of Marine and Shipbuilding Workers of America, CIO, for the "unstinted aid" given during their five-months long strike.

"AIDED MATERIALLY"

"Seafarers, he said, 'aided materially in the successful prosecution of the strike, and the aid given came as a great stimulant to the morale of the shipyard workers on the lines.'"

Brother Grogan also went on to pledge the complete support of the shipyard workers to the Seafarers should the union ever be in need of aid. "All of the facilities of our union are at your disposal should the need ever arise in your struggle for better conditions and wages," he said.

In presenting the plaque to the Seafarers, Grogan read the in-

scription on the plaque to the membership, and stated that the engraved words could never convey the true feelings of the shipyard workers toward the Seafarers for their aid.

The inscription reads: "This plaque is presented by John Green, President, on behalf of the IUMSWA-CIO to the national officers and members of the Seafarers International Union-AFL as a token of high esteem and gratefulness for the

unstinted aid given during the IUMSWA-CIO Strike against the large shipyard corporations throughout the nation. Strike began June 25, 1947, strike ended November 16, 1947."

Joining Grogan in the presentation were Al Meyers, Regional Director for the New York and New Jersey area and Henry Gordon, National Representative. With Brother Hall for the SIU was Lindsey Williams, Director of Organization.

Politics Cloud West Coast Beef

There was no essential change this week in the combined strike and lockout on the West Coast, as it became apparent that the shipowners were using every dodge to prolong the deadlock past the Presidential election early in November.

In fact, political flim-flam, very completely obscured the legitimate beefs of the striking unions. Mostly the trouble was the old commie bugaboo, with the owners continuing to raise this issue to the exclusion of everything else.

However, it was obvious this week that the owners were not much more opposed to communism than they were to

unionism itself. They were out to smash the unions, and if any proof were needed their attitude toward the MFOWW provided it.

The MFOWW, which actually was locked out by the shipowners when the strike began, this week proposed that the owners abandon their preoccupation with the commie issue and get the strike settled. The president of the MFOWW pointed out that so far as the economic issues, wages and the Hiring Hall, were concerned, the unions and the owners were no longer far apart, and that there was no real bar to settlement.

The owners have continued to state that they would not deal

with any union whose officials have not signed the anti-communist pledges called for under Taft-Hartley Act. The pro-commie officials of the CIO Longshoremen and the CIO Marine Cooks & Stewards have not signed the affidavits, but the officials of the MFOWW have.

The MFOWW proposed that all officials of all the unions concerned stand aside, and that the lawyers for the owners stay home. Then, the MFOWW said, the owners themselves and rank-and-file committees from the several unions could get together to settle the beef.

The shipowners said "No," and (Continued on Page 7)

33 A&G Posts To Be Filled In Coming Election

Adoption of a Headquarters resolution in all ports on September 22 officially sounded the opening of nominations for officials to serve the Atlantic and Gulf District in 1949. In addition, the resolution designated that thirty-three positions are to be filled in Headquarters and the eleven branches by this year's referendum ballot.

The nominating period extends until October 15 and referendum balloting will begin on November 1 and run through December 31, as called for by the SIU Constitution.

The resolution, in listing the thirty-three positions to be filled, stated that it is the purpose of the Union to have the elected officials operate in the localities deemed most beneficial to the membership.

In line with this view and the economy drive adopted at the last Agents Conference and reaffirmed several times, New York will add one Joint Patrolman to its staff while Philadelphia, Norfolk and Galveston will operate with the Agent in sole charge. Mobile will have two Joint Patrolmen instead of a Patrolman for each of the three departments.

These changes are expected to lead to greater economy and, due to the drop in shipping in these ports, no lessening of representation to the membership will result.

Thus the ballot will call for the election of 1 Secretary-Treasurer, 3 Assistant Secretary-Treasurers, 11 Agents and 18 Patrolmen.

NOT FRISCO

In reference to the new Hall in San Francisco, the resolution named it as being in an organizational state and, for the time being, will not be headed by an elected officer.

The resolution stated further that if during the year additional SIU Halls are needed, the opening of such offices and their staffs shall be left to the discretion of the Secretary-Treasurer, subject to the approval of the membership.

The qualifications necessary to appear on the referendum ballot are stated in the Union's Constitution and are relatively simple, the outstanding ones being that a candidate be a full bookmember of the SIU for two years and have three years of

sea time. (The full list of qualifications appears on page three.)

A practice first inaugurated last year, calling for the candidates to submit a regulation passport photograph as well as a statement of not more than 100 words listing his Union record, will be required again this year. The picture and statement of each candidate will be run in the SEAFARERS LOG shortly before voting gets under way.

In the elections held last year, 65 Seafarers met the qualifications and vied for 37 openings; this year, a much greater number of men is expected to submit qualifications and appear on the ballot.

As in the past, the Union urges all men meeting the qualifications to put themselves in nomination to give the membership a greater choice as to whom will represent them in 1949.

Ship Tycoon Asks Seamen Be Militarized

A believer in freedom from government intervention or control of steamship companies, Hans Isbrandtsen, who heads a company bearing his name, made the bald proposal to the Maritime Commission last week that seamen be placed under government control by "encouraging" them to enter the Naval Reserve and that part of their wages be met by the government.

Fostered not by concern for the nation's defense, but rather by visions of smaller ships' payrolls and weakened maritime unions, Isbrandtsen embodied his proposals in a seven-point program, all of which is aimed at cutting company operating expenses and forming a pool of seamen bound to the government by a semi-military tie.

SLICK TALK

Couching his language in well varnished terms, Isbrandtsen for-saw a means of lessening maritime union strength in his company by having the seaman obligated directly to the government and thus "insure a high standard of personnel always available for manning American ships." The government would be expected to bear the cost of part of his wages "in return for having him available when required."

While he pleaded for a satisfactory standard of living for seamen who qualify for reserve status, and publicized the fact that his company is unsubsidized, he let it be known that Uncle Sam's kicking in on his payroll

(Continued on Page 7)

SEAFARERS LOG

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Nominations In Order

Nominations have now been officially opened to candidates for the thirty-three elective positions in the Atlantic and Gulf District for 1949.

Like the ships men of the SIU sail, Headquarters and the eleven Halls require tip-top crews aboard to make them operate efficiently in the manner and pattern established by the Union in the past. Crews put aboard in previous elections have been excellent testimony to the choice exercised by the members of the Union.

The time again nears when the membership will go to the polls to choose its port crews for 1949. Again the choice will lie with the membership. The voting membership will want to have the opportunity to study the Union records of as many candidates as possible so as to make a clear choice of men they wish to serve during the coming year.

There is no shortage of able men in the SIU. The Union's program of education has spread SIU know-how throughout the SIU fleet. The organizing program has given organizational experience to thousands. Participation in rank and file committees has given a good portion of the membership valuable knowledge of the Union's operations. Through these mediums have come the men who now serve the membership as officials.

Seafarers who feel they have the qualifications to serve the membership as part of a Branch or Headquarters crew are duty-bound to put themselves in nomination. Nominees who meet the constitutional requirements have until October 15 to file with the Secretary-Treasurer.

Poor Harry!

Harry Bridges, the president of the International Longshoremen's and Warehousemen's Union, CIO, must be a heartbroken guy. "She" doesn't love him any more. Anybody with a taste for romance might even be tempted to feel sorry for the poor fellow—until he looked into the truth of Harry's love affair.

A few years ago, when the Russians were our "brave allies," Harry was the West Coast waterfront employers' best friend. He practically played Clark Gable to their Lana Turner, so close were the bonds.

During the war, as called for by the commie line, Harry was always climbing on the rostrum to make fiery speeches denouncing "job actions" and proclaiming "no strike" pledges for all to hear. "Don't worry about us working stiffs, we'll make it easy for you," he told the bosses in effect.

Even when the war was over, Harry was out there singing the same song before the commie line flip-flopped. He was crying for more "no strike" pledges. In short, he was playing the bosses' game.

But now Harry has been kicked out of the house. The door is barred to him. The bosses consider him "troublesome"—and worse. The poor chap is on the town, hanging around pool rooms, perhaps.

Harry's story should be a lesson to all of us. Certainly it proves the correctness of the SIU's stand—during the war, before the war and after the war.

The SIU's consistent policy has always been not to play around with the bosses—war or no war, party line or no party line. Seafarers always have known that the working stiff who does, gets the boot. And he gets it right where it hurts the most.

THROW IN YOUR
CARD, BROTHER!



Men Now In The Marine Hospitals

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

NEW ORLEANS HOSPITAL

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

Q. REEGO

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

GALVESTON HOSPITAL

J. F. MAPPS
J. GIVENS
D. HUTCHINS
L. R. WILLIAMS
G. D. ERLINGER
W. McCUISTION

MOBILE HOSPITAL

J. F. GERSEY
J. H. ASHURST
JOHN WEIMER
CHARLES E. GLOVER
A. C. McALPIN
J. W. BUTLER
F. L. REYNOLDS
PETE HENDERSON
T. H. ROSLUND
H. R. LOWMAN

STATEN ISLAND HOSPITAL

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

Hospital Patients

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

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

Staten Island Hospital

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

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

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

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

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

BOSTON MARINE HOSPITAL

JULIUS HENSLEY
CLARENCE CREVIER
VIC MILAZZO
JOHN J. GEAGAN

SAN PEDRO HOSPITAL

L. TICKLE
T. C. KELLY
M. BYERS

SAN JUAN HOSPITAL

R. SEJO
A. SILVESTRI
I. MONTANEZ

Resolution On SIU Election

Adopted at membership meetings in all Atlantic & Gulf ports on September 22, the resolution below puts into motion the nominating machinery for the referendum to determine 1949 officials in A&G Headquarters and ten branches.

Nominees will, if qualified, go on the referendum ballot to be voted on by the membership in all ports during November and December, as provided for in the SIU Constitution.

Text of the Resolution follows:

WHEREAS: It is customary for the Union to determine annually by resolution what elective offices should be placed on the ballot at each annual election over and above those provided for in the constitution, and

WHEREAS: Our Union should plan for greater service and leadership for the members in the coming struggles immediately ahead by having our elected officials operating in the proper places as is most beneficial to our membership,

SO, THEREFORE, BE IT RESOLVED: That the following ports be filled by regular referendum ballot in the 1949 General Election for Officials in the Seafarers International Union of North America, Atlantic and Gulf District:

HEADQUARTERS:

1 Secretary-Treasurer
3 Assist. Secretary-Treasurers

BOSTON:

1 Agent
1 Joint Patrolman

NEW YORK:

1 Agent
2 Deck Patrolmen
2 Engine Patrolmen
2 Stewards Patrolmen
2 Joint Patrolmen

PHILADELPHIA:

1 Agent

BALTIMORE:

1 Agent
1 Deck Patrolman
1 Engine Patrolman
1 Stewards Patrolman

NORFOLK:

1 Agent

SAVANNAH:

1 Agent

TAMPA:

1 Agent

MOBILE:

1 Agent
2 Joint Patrolmen

NEW ORLEANS:

1 Agent
1 Deck Patrolman
1 Engine Patrolman
1 Stewards Patrolman

GALVESTON:

1 Agent
1 Joint Patrolman

SAN JUAN:

1 Agent

AND BE IT FURTHER RESOLVED: That the Port of San Francisco be considered in an organizational status and not be filled by an elective office inasmuch as this Union has just opened its own Hall there,

AND BE IT STILL FURTHER RESOLVED: That if during the year it becomes necessary to open additional offices, the staffing of such offices shall be left to the discretion of the Secretary-Treasurer, subject to the approval of the membership, and

BE IT FINALLY RESOLVED: That in addition to the regular constitutional requirements, each candidate for office shall furnish with his acceptance for office a regulation passport picture of recent taking, as well as a statement of not more than 100 words, giving a brief summary of his Union record and activities, such picture and statement to be run in the Seafarers Log just prior to commencement of voting. This to be done in accordance with previous membership action to familiarize the membership with the names, faces and records of all candidates for office.

PAUL HALL, 190

ROBERT A. MATTHEWS, 154

JOE ALGINA, 1320

RAY WHITE, 57

J. P. SHULER, 101

J. H. VOLPIAN, 56

LINDSEY J. WILLIAMS, 21550

CHARLES G. HAYMOND, 98

Qualifications For Office

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

(a) That he be a citizen of the United States.

(b) That he be a full member of the Seafarers International Union of North America, Atlantic and Gulf District, in continuous good standing for a period of two (2) years immediately prior to date of nomination.

(c) Any candidate for Agent or joint patrolman must have three years of sea service in any one of three departments. Any candidate for departmental patrolman must have three years sea service, as specified in this article, shall mean on merchant vessels in unlicensed capacity.

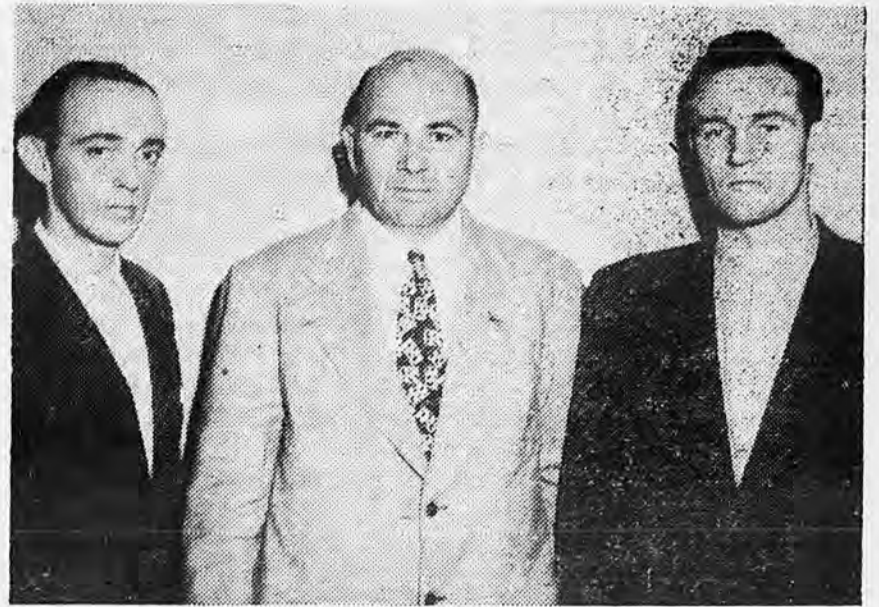
(d) That he has not misconducted himself previously while employed as an officer of the Union.

(e) That he be an active and full book member and show four months discharges for the current year in an unlicensed rating, prior to date of nomination, this provision shall not apply to officials and other office holders working for the Union during current year for period of four months or longer.

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

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

Striking Pilots Ask Seafarers To By-Pass National Airlines



Three members of the Air Line Pilots Association which has requested the support of Seafarers in its strike against National Airlines. Left to right—Dale H. Southard, counsel in charge of picketing in New York area and member of the National Strike Committee; Bob Denton and P. E. Nelson, striking pilots.

Members of the Air Line Pilots Association, on strike against National Airlines since February 3, have called upon the membership of the SIU to respect their strike by not booking space aboard National Airlines planes.

In a visit to the headquarters of the SIU, Dale Southard, in charge of picketing in New York area and member of the National Strike Committee, accompanied by two striking pilots, expressed the thanks of the AFL Pilots Association for aid in the past and asked continued support of their beef.

The National Airline, which services cities between New York and Miami on the East Coast and from Florida to New Orleans on the Gulf Coast, is being struck because of gross violation of contract and refusal to abide by the Railway Labor Act. The pilots do not come under the Taft-Hartley Act.

The justness of the strike is shown by the report of the Presidential Emergency Board, an impartial body set up to investigate the strike, which placed the blame for the strike entirely at the door of the airline.

In spite of the many obstacles put in its path, the union has been successful in cutting down the company's passenger loads.

The union reports them to be half of what they were during the same period last year, and instead of making a profit, has caused a heavy loss.

Because of the great deal of traveling done by the members of the SIU through Atlantic and Gulf ports, and the fact that many Seafarers have been out on long trips and do not know of the strike, the Pilots Association asks that Seafarers spread the word of the strike and travel by other carriers.

SIU PICKETS

One incident where the Seafarers gave material support to the Pilots' beef was in Norfolk. There men of the Pilots Association approached the Seafarers for the use of the Norfolk Hall while they distributed leaflets and massed pickets at the Norfolk municipal field. The Seafarers showed support by rallying 30 Seafarers to the picketline. Last week's LOG carried a letter from the union's President David Behncke, thanking the SIU for its aid in Norfolk.

On the spectacular side, the Pilots Union is using something new in strike advertising. They are employing a smoke-writing plane which has covered the skies of the big cities with the messages: "National Airlines Pilots On Strike," and "Scab." Also they have two banner-towing planes which spread the message: "Don't Fly National Airlines."

Garment Union Rally Pledges Total War On Union-Busters

NEW YORK—At an unprecedented mass rally stretching two blocks through this city's crowded garment district, some 50,000 of the International Ladies Garment Workers Union pledged an all-out fight against gangster elements in the garment industry trying to smash the union.

Scattered through the crowd were hundreds of white-capped Seafarers who drew enthusiastic cheers and applause for the aid they were giving the ILGWU in its war on the garment hoodlums.

The demonstration was an outgrowth of the ILGWU's current organizing drive against the remaining non-union shops in the heavily unionized dress industry.

ILGWU organizers discovered that gangsters were muscling in to the industry by controlling a

number of trucking companies which haul cut materials from the "jobbers" to the "contractors" who sew the cut pieces together. The gangsters shipped the material to non-union contractors running "sweatshops" in other cities. The SIU was asked to help because the gangsters were beating and intimidating ILGWU pickets 85 percent of whom were women.

The ILGWU plans to intensify its organizing drive until the industry is 100 percent organized despite any attempts at intimidation or other obstacles. Most of the campaign will necessarily be directed against the 100-odd non-union "jobbers" which dot the garment area.

The union has struck nearly 30 of these firms of which 18 have already indicated a desire to negotiate.

Send Pictures

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

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

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

Philly Notes Stir In Shipping; Alexandra Engineer Fouls Trip

By LLOYD (Blackie) GARDNER

PHILADELPHIA—Three pay-offs this past week gave a much needed boost here in Quaker-town.

First there was the tanker SS Julesburg which came in and paid off on Sunday night. This was the Julesburg's first payoff under the SIU contract, but she paid off clean with no beefs whatsoever.

To keep things going, Waterman's SS Bessemer Victory arrived for a fast, clean payoff that also was easy to handle. She came from the West Coast, but couldn't return because of the beef out there. She was Mobile bound leaving here.

To finish the week, the Caracas tanker, SS Alexandra, blew in and paid off down in Paulsboro, New Jersey. This one gave

enough to incur his wrath, and, as a consequence, was punched and beaten by this unsavory character.

It's a shame that such a phony should be permitted to foul up a good ship. The Alexandra's skipper, for instance, is a damned fine Joe—for a skipper.

This Engineer joker probably is a fink from way back. Although I don't know his record or where he came from, I sure can predict where he's going to wind up.

To turn to more pleasant subjects, I want to say that we held our first educational meeting last week, and that I am proud and happy to report that it was a great success.

We had plenty of discussion, plenty of debate and one hundred percent attendance. Everyone is looking forward to the weekly meetings with interest and enthusiasm.

GIVES UP ON A'S

There is not much of importance to report on the labor scene here. Things are rather quiet. A threatened strike by the ship cleaners and scalers has been settled with the men getting their wage demands.

In closing, a word on baseball. I have given up at last. I have to admit that Philadelphia will not be seeing any World Series games this year. As I write this, it looks like Boston and Cleveland. But it could be Boston and New York—or Boston and Boston.

The best teams are winning, anyway. But watch our Amazing Athletics in 1949.

HMMM...
EATING AGAIN

CREW'S
MESS



us somewhat of a headache. The ship was infested with a first class louse, namely the Chief Engineer.

SLAMMED MESSMAN

This man lives under the impression that he is the indisputable king of the scow, and he sticks his skinny nose into all departments. This last trip, a mess boy was unfortunate

Nine A&G Ships Idle As West Coast Beef Continues

By BLACKIE CARDULLO

SAN FRANCISCO—Everything remains tied up on this coast, and right now we can see no break in the deadlock between the CIO longshoremen and the Pacific shipowners. However, several companies are known to be straining at the leash to get things going.

Calmar and Isthmian have paid off their crews and left their ships dead. At this writing, there are nine A&G ships idle at the docks.

The owners say they would settle if the striking unions would comply with the Taft-Hartley Act, which means that the issue now is purely political. This goes to show what happens to a union that allows political to dominate its affairs.

Here are trade unions whose members are on the bricks and whose beef can't be settled because the members have no control over union policies. One big reason the SIU has been able to forge ahead, winning the best contracts in maritime and always setting the pace, is that the political issue is not allowed to enter SIU affairs at all.

SIU FOR SEAMEN

Our well-informed membership would not tolerate that kind of malarkey. We stick strictly to maritime trade unionism for the benefit of the membership.

Take the case of our organizing campaign. No other outfit can boast of successes like ours. The reason is that we are a sea-

men's organization for seamen and nothing else.

So far out here, about 170 Seafarers have cast ballots in the



referendum on the General Fund Assessment. And there probably won't be many more voting because of the beef.

One thing we'd like to call to the attention of crews hitting this coast. The LOG, quite properly, has carried notices that the A&G headquarters in San Francisco is the place to bring your beef. However, this does not mean that you should call us long-distance from Seattle or Wilmington on every trivial complaint, and then reverse the charges.

Recently, we have received such calls from as many as three men on the same ship. Each one always insists that he is the delegate and has a big beef to report. We accept the call, and the guy just wants to know the latest in the strike situation. Why doesn't he buy a newspaper?

Waterman Drydock May Stabilize Mobile Shipping

By CAL TANNER

MOBILE—Shipping in this port remained dead last week, registering no change from the week before or the week before that.

Although we had six payoffs and five sign-ons, we shipped only 61 bookmen and 13 permits in the entire seven-day period. Two of the sign-ons were ships we have no continuous articles.

The payoff vessels were the Fairport, Morning Light, Antinous and Noah Webster, all Watermans, and the Josiah Snelling and the Corsair, both Alcos.

The Webster, which was the

only one to give us any trouble, and the Snelling joined the trek to the boneyard where all the Libertys seem to be heading these days.

The beef on the Webster wasn't really very much, come to think of it. There were some overtime hours in dispute, but we managed to settle the matter to everybody's satisfaction.

BACK ASSESSMENT

Voting continues strong down here. The majority of the members we talk to express the opinion that the General Fund Assessment is one of the most constructive proposals ever made in the Union's 10-year history. They think it will make the SIU

the strongest Union financially on any and every waterfront.

Maybe shipping sounds bad here and in general. However, locally there is a ray of hope. The new Waterman drydock was started yesterday, and that drydock means that every ship in the Waterman fleet will have to come to Mobile at least once a year. There will be plenty of job turnovers in the process.

There are some oldtimers around. Maybe you'll recognize them: G. M. Lambert, W. Miller, H. D. Wainwright, B. P. McNulty, N. Breedin, G. Dean, D. Tibbetts, J. M. Brannum, John Prescott, A. J. Bey and Charles Spencer.

AROUND THE PORTS

NY Shipping Slumps After Heavy Week

By JOE ALGINA

NEW YORK—A king-sized wet blanket has been thrown on the somewhat hot shipping this port enjoyed for the past week. Almost overnight the activity here as concerns SIU ships came to a near-standstill. There is no particular place we can point to as the cause, it is just an inexplicable lull.

That gloomy statement should discourage any members in the outposts who have considered trying New York for a ship. If not, then here's our plea: Stay where you are, New York is sad for shipping.

Worth mentioning before a whipping into the story of ships in and out of this port is subject of reading the LOG. Almost every Seafarer reads the stories of shipping in the various branches and the happenings of ships' crews. Some members, however, don't bother to delve into the resolutions adopted, motions passed and matters adopted into Union policy, all of which appear in the LOG.

Thus, three or four months later we get a beef from a Seafarer who is all hot and bothered about some action taken that he was totally unaware of. All we can say in a situation

like this is that the story was in the LOG and he should have picked it up. I'll admit that being out at sea a lot makes it difficult to receive every LOG, but when you come ashore, pick up the back numbers of the LOG and put yourself abreast of the times.

WILL BE BEEFS

Last week we explained the matter of transportation on Waterman ships and how it operates on the Far East—West Coast—Europe—East Coast run. In a couple of weeks we're going to get some beefs on this because somebody didn't read the story in the LOG. The easiest way to be on your toes on Union matters is to read the LOG from front to rear. It's not a difficult task as the LOG is, we think, the best labor paper in the country and is packed with news of interest to the membership.

With that out of the way, here's the way shipping shaped up in the port of New York last week. We paid off Isthmian's Steel Designer, Santa Clara Victory and Steel Maker. The last mentioned was a port payoff as the ship ran aground before leaving the port. Alcoa's William Johnson was in for a payoff. She'll probably go to the boneyard. Waterman had the James Jackson, Topa Topa and Maiden Creek. The Maiden Creek is heading for the Gulf to go into the shipyard for repairs. Seatrain New Jersey and Bull's Suzanne completed the list.

We signed on the Polaris, Alcoa; Meridith Victory and Azalea City, Waterman; Anniston City, Isthmian; Robin Wentley, Robin; Jean, Bull. Not much of a showing. What we had to deal with were handled in SIU-shape by the Patrolmen and all beefs were settled at the payoff.

CHECK IT

Incidentally, when Patrolmen are not handling ships, they're always to be found on the sixth deck of the New York Hall handling beefs at the counter and working on the records in headquarters.

If you hit the dues paying

window on the sixth deck here, or in any other Hall for that matter, make sure you get a receipt for any monies paid out. Check the receipt for accuracy as to amount paid and your book number. This is for your protection and makes keeping the records straight much easier for Headquarters.

This column has mentioned the importance of getting a statement from the master when a ship is being put into lay-up. This is especially important to men on Waterman ships. Some men who haven't received such a statement have found it very difficult to receive unemployment pay. Waterman and the other companies haven't lessened their hard-timing tactics regarding unemployment pay, so make sure you get the statement. It saves headaches and starts the dough coming through faster.

Before signing off, I want to urge the members who haven't done so yet to vote now in the referendum on the \$10 General Fund Assessment. The polls will close October 8, only one week away, so stand up and have your say. We want New York to show a good turnout at the polls and that means every member should cast his ballot.

Here's an afterthought suggested by several Stewards: Make sure you turn in your linen when you are issued a clean lot. Members may be unaware of this, but it is the Steward who is charged with the linen and he must make it good.

The Patrolmen Say—

Bosuns Must Work

In the past we have had quite a few super-duper, militant Bosuns who have thought that they do not have to work at sea, and only have to run the gang.

This is not the case.

The Bosun has his work to perform just the same as has every other member of the Deck Department. In port, I agree that the Bosun cannot be expected to do the actual work, for he is kept busy supervising all hands on deck.

At sea, however, it is quite another matter. A good deal of the time he is working with the Day Man alone, or with the Day Man, and one or two Men on watch. He has to do his part.

So Bosuns, there are quite a few things that you should learn in the agreement, in regard to your work, before you get the idea that you are only a supervisor of a "gang" of one or two at sea.

C. E. (Red) Gibbs

HAVE YOU VOTED YET?



These men are signing register prior to receiving ballot on which they'll have their say in current referendum. If you haven't voted on General Fund Assessment, you'd better hurry. Balloting ends October 8.

Study The Rules

As important to the members of the SIU as the contracts they work under are the shipping rules of the Union. All Seafarers are urged to study their shipping rules and the proposed changes so they will be thoroughly acquainted with their provisions.

Dispatchers report that often members seem to be unfamiliar with many of the rules and, as a result, cause much needless confusion. All doubt can be eliminated by careful reading of the shipping rules. Those which are not clear will be clarified by the Dispatcher in any SIU Hall.

Grain Cargo Rise Spurs Need For Rated Men In Galveston

By KEITH ALSOP

GALVESTON—Increased grain shipments have boosted business in this port and there is a need for rated men. This need for men will be even more pronounced if the rate of current shipments continues.

There were three payoffs in this area during the past week. All ships paying off were Waterman jobs, the SS Bret Harte paying off in Galveston and the SS Governor Sparks doing the same in Houston. The third ship, the SS Noonday, paid off in Orange.

NO MAJOR BEEFS

There were no major beefs on any of the ships paying off, although the crew of the Governor Sparks apparently did not understand the provisions of the new transportation rider. The

few minor beefs were in regard to overtime and were settled at the payoffs.

Among the topics coming in for discussion at our last regular membership meeting was the SIU educational program and the benefits it brings to the Union.

On the matter of shipping, it is expected that we will have to call men from New Orleans to enable us to crew the ships that are going out of here. New Orleans should stand by for an SOS.

LOCAL LABOR

On the local labor front, the picketline was withdrawn from the Brown and Root construction outfit since a company that has a contract with the carpenters union has taken over the job previously handled by Brown and Root. So union labor is now on the job.

In accordance with the program worked out at the recent emergency Agent Conference, this port is holding educational meetings every Tuesday.

Around the port at the present time are Walter Brightwell, R. W. Quinn, J. H. Page and J. Germano. Several Seafarers are in the Marine Hospital. They are: J. F. Mapps, J. Givens, W. McCuiston, D. Hutchins, L. R. Williams and G. D. Erlinger.

Why Delegates Get Grey Hair

By "A Silver-Haired Delegate"

This morning I collected the repair lists from the Delegates of the departments and, from the size of the list and the repetition of items that were repaired following the last trip, one would think the ship had been out three months instead of the usual five or six weeks.

Five broken crew lockers on the list again! Three of the five had been repaired by a shore-gang just a little over a month ago and checked by the Delegates.

No one has yet been able to catch that little gremlin who has been responsible for the damage. Whenever I ask, "How come it is broken again," the answer is always the same: "Damned if I know. It was that way when I moved in. Must have been the work of the guy who had the Locker last trip."

It's silly to think that a guy would kick in the vent to open his door when the Mate on watch has a pass-key.

"Yeah," I'm told, "it must have been some snooper from ashore in that last port."

The department heads tell the sign-on Patrolman that there is plenty of soap and matches, as called for in the agreement, but somehow we always run short of laundry powder.

SOOGIE—WITH WHAT?

I don't think that the Mate believes that the laundry soap powder is being used for sooging down the mid-shiphouse, but he does think the house should be soogied even though he has forgotten to see that bulk soogie powder was put aboard before leaving.

"What!" he screams. "Use salt-soda on that brand new paint job? I should say not, Bosun."

I saw the Old Man on the bridge the other day. He looked like he was feeling in pretty good spirits and, being as I didn't feel so bad myself, I thought I would approach him on the subject of painting our messhall and the Stewards Department heads and showers.

Speaking of showers, a regular typhoon blew up in my face when I suggested any such thing. Says he, "Overtime, overtime. That's all you birds think of." (These units haven't been painted in over seven months.)

"Then, next trip, the crew sends up another Delegate to

say the crew wants everything down there painted again."

As the storm subsides, I bring out a few points about the Captain's own foc'sle being painted when he wants it, and the passengers' quarters and alleyways topside painted and soogied at the drop of a hat.

Well, the Captain cools off just a wee bit and consents to look it over down there. If he thinks it needs painting, he'll authorize it. Of course he points out some corny self-made rule that the company only allows painting in the quarters once a year, whether they need it by that time or not.

Down we go, the Captain and I, to the crew's deck—and at all times to go. It doesn't look as if the paint work has been spotted in a solid week. Handprints, smears and trash-filled laundries, greasy tables and crumb-filled pantrys. It was only last week at our meeting that everyone agreed to do his part in keeping all ship-shape, especially since the delegates were ordered to ask for painting and general inspection of the crew's quarters by the Captain to see what all had to be done. Brother! Did he tell me what had to be done!

During all this I was taking deep breaths and getting back

to normal breathing. With his blow-up over, we walked aft to the crew quarters. Surely the black gang and deck men won't let their poor delegate down, I thought. But on arrival



aft, just as we stepped into the crew's laundry, my hopes were dashed.

Some guy had just poured five gallons of fuel oil into the laundry and gave everything a protective coating. (I found out later that it wasn't anything but the results of washing six pairs of dungarees with a stiff brush. This was the residue.)

By this time the Old Man was shouting until his pan was purple. He had stepped across the passageway and opened the Deck Maintenance foc'sle, but it looked more like Fibber McGee's closet. Gee, I thought we took this matter up at the last meeting, too.

Shipping Fair In New Orleans

By EARL SHEPPARD

NEW ORLEANS—Shipping is fair despite four lay-ups, and business is in good shape. Ten payoffs are scheduled for the next two weeks—two of them Alcoa's headed for the boneyard. Alcoa has laid up about every Liberty they have and it is rumored that they are operating 41 ships under foreign flags—Panamanian, Greek, and Italian—on the bauxite shuttle.

Yesterday the Education Meetings were started as recommended by the Emergency Agents Conference. All hands expressed enthusiasm by their attendance and interest in the proceedings. Meetings will continue with a new topic discussed each time to clear up important points for the membership and especially for permits.

Voting is in full swing for the

\$10 General Fund Assessment. All hands are urged to vote yes, for a \$10 bill from each member now will certainly help in the Union's fight with the anti-labor forces and the ship-owners.

The membership is asked to cooperate with the janitor in keeping things cleaner in line with the economy program, as laid down by the Emergency Agents Conference, two men are being laid off in this Port—in all Branches this will mean a saving of around 40 men.

The Crescent Towing and Salvage Company are still on strike and it looks like a long drawn-out affair. All members are urged to give their support where and when needed by our Brothers in the Marine Allied Workers Division.

The recreation room below, where everyone had agreed to put the books and magazines in their proper places, and use the ash trays for ashes, looked like a recreation room all right, but more like that of a kindergarten class than for SIU seamen.

FAST SPIEL

I put on my most serious look and started some fast talking. It had results. I assured the Captain that everything would be ship-shape in quick time and he agreed to put aside the log book and turn someone to preparing the messrooms and heads for painting.

Immediately the delegates met and passed the word around about the condition of things. We also mentioned that fines might be pressed. We hated to mention this, but drastic action was necessary.

A day later, everything looked a hundred percent better and the delegates congratulated the crew. But now, only two weeks later, I see we're getting back in the same old rut.

As ship's delegate, I called the other delegates together and we circulated around. We asked the sanitary men and Messmen to remember to spot during their working hours. But they informed us that it's not in plain language in the agreement that they should spot, and if they do it, they would not be given the overtime to fully soogie before we get home.

"CALL THE DELEGATE"

But I do know that when things go wrong for them while the ship is away from home port, the first thing each will do is put up a holler for the poor ole ship's delegate:

"See what's wrong with this chow and this dirty messhall."

"Make out that repair list, my locker won't work."

"By Joe, tell that Old Man we don't want any screwy answers about the agent not bringing him any money for draws when we hit New York this time."

Another voice from the wilds: "Say, be sure to make up that crew list for the boarding Patrolman."

"How come we haven't had any fried bananas for breakfast? What! No bananas? Didn't you check the ship's stores? You're one hell of a delegate."

Ship Men Turn Thumbs Down On Landing Craft

NEW YORK—The commercial use of war-time invasion craft, such as the LST, LCT, and LSM-type ships, has fallen far short of expectations, according to a recent survey.

Of the many thousands of these crafts that were mass-produced between 1942 and 1945, of which many hundreds were large ocean-going craft, only about 100 are now in commercial use, and less than half of these are within the United States.

When these vessels were developed during the war for landings on undeveloped beaches, it was felt that, with the coming of peace, many areas that had never had the benefit of waterborne commerce because of the lack of dock facilities would be benefited by the use of these ships in hauling general freight.

But as it has worked out, aside from a few conversions to barges, ferries, tugs, etc., they have been put to little use here. One outfit has started to carry lumber in them on the West Coast. Two LSTs were converted to carry truck trailers between New York and Albany.

In the Philippines, however, 35 are in use in the Island trade, and the Farrell Lines has three craft operating in a feeder service on the West Coast of Africa. Newfoundland and Alaska also are using a few of them.

The reasons put forth are principally the cost of conversion, since the Coast Guard bulkhead regulations do not conform with the open ramp end without extensive alteration. For another thing, they are diesel powered, and the American maritime industry has never favored diesel.

Minutes Of A&G Branch Meetings In Brief

BALTIMORE—Chairman William Rentz, 26445; Recording Secretary D. Stone, 1996; Reading Clerk, Al Stansbury, 4683.

Motion carried to go into obligations and charges. Brothers Robert D. Amato, Clyde Keaton, Francis J. Buhl, John O'Toole, William H. Powell, Raymond, Kaboska, Carlos M. Luna, J. B. Smith, C. V. Gladhill were obligated. Charges were referred to a Trial Committee. Minutes of all branches having New Business read and accepted. Motion made to forward all ship's minutes to the Editor of the LOG. Resolution from Headquarters regarding election of officials for 1949 accepted unanimously. The minutes and recommendations of the Special Agents Conference were accepted. Agent William Rentz's report, the Patrolmen's reports, and Hospital Committee's report were accepted. The Dispatcher reported 503 registered, and 269 shipped. Four motions regarding shipping and registering were made and all four defeated by vote of membership. Meeting stood one minute in memory of departed Brothers. Under Good and Welfare there was discussion on the laying up of ships. Meeting adjourned at 8:10 P. M. with 232 present.

PUERTO RICO — Chairman S. Colls, 21085; Recording Secretary M. Rubio, 6844; Reading Clerk P. Prokopuh, 39468.

Minutes of Branches having New Business were read and accepted. The Agent reported on the shore gang contract. His report was accepted. Motion made to concur with the Agent's Conference resolution, with the exception of San Juan, which was to be referred to New Business. Trial Committee's report concurred in. Under New Business, a motion carried to have a combination Dispatcher-Patrolman for Puerto Rico on the ballot. One minute of silence for de-



parted Brothers. Brothers J. Brady, and E. P. Hernandez were obligated. There was general discussion under Good and Welfare. Meeting adjourned at 7:45 P. M. with 34 book men and 11 permits present.

GALVESTON — Chairman Keith Alsop, 7311; Recording Secretary R. Wilburn, 37739; Reading Clerk Jeff Morrison, 34213.

Other Branch minutes were accepted. The Agent reported shipping good, and stated that other Ports would have to be called for men, if things continued at the present rate. He spoke at length on the Educational meetings being held from 11:30 to 1:30 every Tuesday on the Dispatcher's floor, and requested all members to attend. The Patrolman's Report was accepted. The Dispatcher reported 103 registered, and 144 shipped. After much discussion in which it was pointed out that the matter of a new building in Puerto Rico should be referred to the Secretary-Treasurer, it was moved that the meeting non-

A&G Shipping From Sept. 7 To Sept. 21

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	30	24	33	87	3	4	17	24
New York.....	250	212	200	662	187	192	191	570
Philadelphia.....	60	25	32	117	19	17	14	50
Baltimore.....	222	159	122	503	90	110	69	269
Norfolk.....	75	69	48	192	12	11	11	34
Savannah.....				(No Figures Received)				
Tampa.....	26	26	23	75	5	5	1	11
Mobile.....	217	241	246	704	56	52	41	149
New Orleans.....	150	120	151	421	85	80	100	265
Galveston.....	45	29	29	103	53	49	42	144
San Juan.....				(No Figures Received)				
San Francisco.....				(Shipping Halted By Strike)				
GRAND TOTAL.....	1,075	905	884	2,864	510	520	486	1,516

concur with Puerto Rico New Business. Carried unanimously. Motion carried that whenever the meeting acted on important Union business, members raise their books in their hands. Motion carried to ask the Secretary-Treasurer to send all ports a clarification on Section 35 of the official Shipping Rules, as to whether a permit man can stay on the ship after making a com-



plete foreign trip of less than 60 days. One minute of silence for departed Brothers. Under Good and Welfare there was discussion on the shipping rules governing permit men, and it was the opinion of the meeting that permit men be allowed only one foreign trip, or 60 days coastwise. Meeting adjourned 8:05 P. M. with 64 members present.

TAMPA—There was no meeting due to the storm, however it was blown out by this morning. All men registered were given credit for attending. Most of the men living here, are from out in the suburbs, and quite a gale was blowing and a warning was sent over the radio to be ready for any eventuality. Acting Agent R. H. Hall reports shipping seemed to be picking up a bit. The first payoff in four months—the Bertram Goodhue, South Atlantic — is scheduled later in the week. It will clean out the Hall. There have been the usual number of ships in transit, but they have taken few replacements. Income is very slow as all ships sign on and payoff elsewhere.

BOSTON — Chairman Dan Sheehan, 22856; Reading Clerk Gene Dakin 180; Recording Secretary Bill Prince, 30612.

Motion carried to refer that part of Puerto Rico New Business regarding a new building to the next Agent's Conference. New Business of other Branches was read and accepted. The Agent reported that business in the Port was slow. He asked that members flood the fink halls when un-organized ships come in, in order that we may soon be able to vote these ships, and secure more contracted jobs for the Union. A good Educational meeting was held on Tuesday, and the Agent urged all on the beach to attend these meetings which will be held each Tuesday hereafter. The Patrolman's report was accepted. The Dispatcher reported 87 registered, and 24 shipped. The minutes of

the Special Agent's Conference were accepted. A Balloting Committee for the General Fund Assessment was elected from the floor. The resolution from Headquarters was accepted unanimously by a book vote. Under New Business a motion carried to accept the Balloting Committee's report. One minute of silence for departed Brothers. Meeting adjourned 8:40 P. M. with 85 members present.

PHILADELPHIA — Chairman Ray Oates, 25128; Reading Clerk D. C. Hall, 43372; Recording Secretary A. Merlino, 35731.

New York Branch minutes were accepted—all except the motion on Isthmian Stewards, which should be left up to the Negotiation Committee. Motion carried to non-concur with the San Francisco New Business referring to financial aid for strike-bound seamen. New Business of other Branches was accepted. The Agent reported that the Port was running smoothly with no outstanding beefs and expressed the hope that shipping would pick up in the near future. The labor front in Philadelphia is quiet with the threatened ship-cleaner strike squared away. The first Educational meeting was an unqualified success and all were urged by the Agent to attend. A communication from the Pennsylvania Federation of Labor was accepted. The Resolution from Headquarters was accepted. The Dispatcher reported 117 registered, and 50 shipped. Motion made and seconded to ask Headquarters to inform San Juan to get adequate building facilities. Motion carried to instruct our contracted companies to ship according to Union Agreement in foreign countries the same as in the U.S. Motion seconded that Headquarters reconsider placing only Philadelphia Agent on ballot, and also place a Patrolman



there. Under Good and Welfare several members spoke on hospital benefits, and also proposed electoral ballots in regards to manning certain Ports. One minute's silence for departed Brothers. Meeting adjourned at 8:15 P. M. with 180 members present.

SAVANNAH — Chairman C. H. Starling, 6920; Reading Secretary F. Shaia, 22596.

Due to the threatened hurricane it was decided to hold the regular meeting in the afternoon

following the educational meeting. Minutes of Agent's Conference dated August 30 through September 1, read and accepted with a vote of thanks. Motion carried to non-concur in Puerto Rico's action on the San Francisco Branch Minutes. New Business of other Branches read and accepted. The Secretary-Treasurer's report and the resolution from Headquarters were



accepted. One minute of silence was observed for departed Brothers. Under Good and Welfare discussion included a clarification of Shipping Rules in regard to permitmen, and the cleanliness of the Hall, which is left up to the members. Meeting adjourned at 1:15 P. M.

NEW ORLEANS — Chairman Leroy Clarke, 23062; Recording Secretary Herman Troxclair, 6743; Reading Clerk Buck Stephens, 76.

New Business of Branches read. Motion to refer that part of the Boston New Business regarding the raising of hospital benefits to the Secretary-Treasurer and accept the balance. Motion in reference to San Juan New Business, to reaffirm New Orleans' previous stand regarding the buying of a Hall in Puerto Rico, and to accept the balance of the New Business. Minutes of other Ports accepted. Agent Earl Sheppard reported affairs of the Port were in good shape, although business and shipping had fallen off, that there have been 12 payoffs and only four signons, and it was pointed out that this was partly accounted for by the fact that two Alcoa and two Isthmian ships went into the boneyard. In addition three Mississippi ships paid off and will not sign on till they complete the coast trip. The Agent stated that New Orleans Branch has refused to sign on Waterman ships that do not store up here. Agent's report accepted. The Dispatcher reported 421 registered, and 265 shipped. The Resolution from Headquarters regarding the coming ballot for officials read and accepted. The Secretary-Treasurer's report read and accepted. The meeting stood in silence in memory of our departed Brothers. Under New Business the minutes from the Emergency Agents Conference were read in their entirety. Motion carried unanimously to accept and concur in the entire proceeding of the Emergency

Agent Conference. Under Good and Welfare there was discussion about helping the janitors keep union property clean, and thanks were extended to the crews of of ships who donated money for the movie projector, which made possible the showing of movies every Friday. Brothers were urged to vote yes, on \$10 Assessment. Meeting adjourned at 8:45 P. M. with 410 members present.

MOBILE — Chairman C. A. Aubert, 24723; Recording Secretary L. Meira, 26393; Reading Clerk H. Fischer, 59.

Minutes of Branches having New Business were read and accepted. The Agent reported that the companies were appealing all seamen's unemployment compensation insurance cases pending a Supreme Court ruling; but that the State Director of the Unemployment Compensation Board had been contacted and that a meeting had been arranged for the coming Monday. He reported that Waterman had officially opened their Dry Docks which would mean that all Waterman ships would dry dock in Mobile at least twice a year, and that Waterman has secured contracts with at least two other SIU Companies to do all of their dry docking work. He concluded by pointing out that nominations would be opened this evening for A&G 1949 Officials and clarified the qualifications required of any one who desires to run. Accepted. A communication from Headquarters, and the Resolution from New York in reference to election for 1949, A&G Officials, were accepted. Motion carried that any key, rated-man who has been on the shipping list for 90 days, but who has been unable to ship in that rating, be allowed to retain his shipping card. The Patrolmen's reports were accepted. The Dispatcher reported 704 men regis-



tered, and 149 shipped. One minute of silence for departed Brothers. Meeting adjourned 8:15 P. M. with 263 present.

NORFOLK — Chairman James A. Wynn, 30783; Recording Secretary Ben Rees, G95; Reading Clerk Joe Lupton, 7713.

The Secretary-Treasurer's financial report for week ending September 4, was read and accepted. New Business of branches read and accepted with the exception of Boston, which was referred to New Business for discussion and motion. Motion under New Business to non-concur with that portion of the Boston minutes dealing with the raising of the hospital benefits, and to refer this to the Secretary-Treasurer. Motion made to request the Agent in Norfolk to allow an additional thirty days on shipping cards. It was pointed out that due to the slump in shipping men could not get out in the usual time allowed. Carried 31 for and 18 against. Resolution from Headquarters to determine offices in the Union that are to be filled in the coming annual election, and

(Continued on Page 7)

Put Seamen Under Navy, Says Owner

(Continued from Page 1)

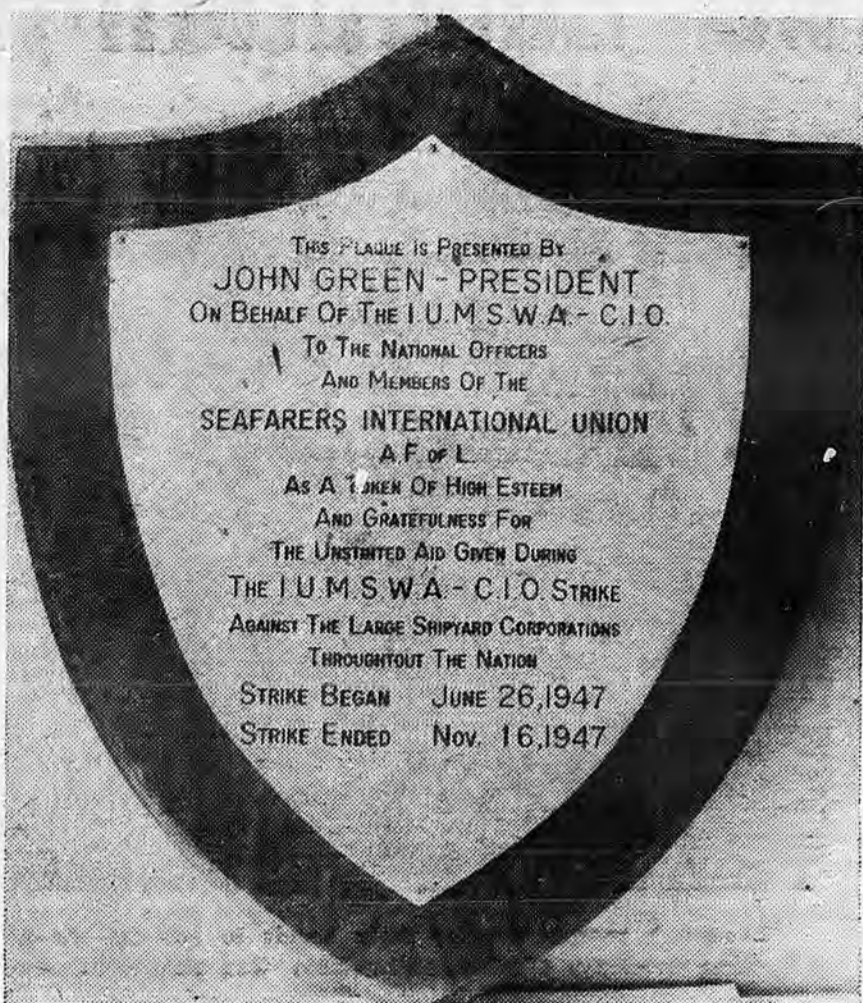
would make it possible for the American shipowners to thereby "not have to pay more than the five nearest competitors, Britain, Holland, Norway, Sweden and Denmark."

Thus: No subsidy for the company with resulting government restrictions, but rather a subsidy of the seamen to be paid to the company with the seamen bearing the restrictions of the Naval Reserve.

The comment of one SIU member pretty well summarizes the average seaman's attitude to the Isbrandtsen proposals:

"It sounds like a typical shipowner's spiel. They're always covering their schemes for more money and fewer unions with smooth sounding plans to stick the seamen. If anybody suggests putting a collar on them, it's mutiny."

SEAFARERS CAN BE PROUD OF THIS



This plaque was presented to SIU by CIO shipyard workers at New York membership meeting last Wednesday night.

Employers Obscure Economic Issues In Pacific Coast Waterfront Strike

(Continued from Page 1)

the strike continued.

The shipowners have used typically communist tactics by appealing directly to the rank-and-file of the unions involved. Their aim was to cause dissension. The MFOWW called their bluff.

This was not the MFOWW's first try. A week earlier, the union sent an open letter to the shipowners stressing that its members were prepared for a nine-month strike, but that so long a struggle would harm unions and companies alike. The owners said a flat "No" to this one too.

There was no doubt that the owners were making the most of the commie issue and would continue to do so. The pro-commie leadership of the ILWU and the MCS was the weak spot and the owners were quick to pound on it.

There were other political moves. Early in the strike, which began on September 3 when the Longshoremen walked out, the Army threatened to use troops to load Army cargoes. But the Army backed down, presumably for political reasons.

Meanwhile, two independent stevedoring companies signed up with the ILWU and the Army cargoes were loaded by some 1,100 longshoremen. At the same time, nine A&G ships lay idle at West Coast docks, completely strikebound as Seafarers resolutely respected the picketlines.

However, with the Army ships loading in Oakland and elsewhere, and with a number of West Coast contracted ships of the Shepard Line operating freely from the East Coast ports with West Coast crews there seemed no real reason to hold up East Coast ships indefinitely. Accordingly, the A&G District re-

quested the striking West Coast unions — the ILWU, MCS, MFOWW, MEBA and Radio Officers—to allow SIU ships to sail.

The striking unions, up to this point have rejected the request. The A&G men will continue to respect the picketlines, since the West Coast maritime workers in spite of their screwball policy do have real economic beefs involved. The A&G District will also continue to refuse to sail any re-allocated ships or anything else that might impair the co-workers' side of the action.

It is quite possible, many observers believe, that the commies to save their own skins are avoiding truly militant action that would end the strike. They are not tying up things tight as the loading of the Army cargoes indicates. Any increase in Army cargoes on ATS ships would weaken the strike. And there is strong danger that the commie leaders will gradually tone down all their demands. That's the way they do things.

The strike began on September 3 when an 80-day Federal injunction against the unions ran out. Since then the owners, wrapping themselves in the flag, have refused to negotiate at all.

NOTICE!

Receipt Number 69478

Will the holder of receipt number 69478, aboard the SS Anniston City, get in touch with 6th Floor, 51 Beaver Street, New York.

~ ~ ~

The following men have seabags, suitcases or other gear in the warehouse of Sudden & Christenson, Inc., in San Francisco: R. Zwiernin (no ship given), Charles Madison of the SS Wall Knot, Manuel Velez of the SS Sheep Shank, David Joseph and T. Russep of the SS Governor Houston, E. A. Gardner and Richard Quintero of the SS Governor Brandon.

Suggest Two Revisions In Registration Rules

Changes have been suggested by five full book members in the Proposed Uniform Registration Rules as submitted by the Registration Committee and carried in the LOG for September 3, 17, and 24.

These changes are in the form of clarifications, for the five members are heartily in agreement with the main form and intention of the Committee's report.

In the Deck Department Rules, it is pointed out that Ordinarys with physical defects must obtain their special endorsements, in addition to sailing three years SIU, in order to register in Group I; and in the Steward's Department, it is felt that Group I-Rated Men—should be broken up into two groups so that the Second and Third Cooks may register separately.

These five members wish to further remind the membership that now is the time to study these proposed Uniform Registration Rules, and to make suggestions, so that they will be in a form satisfactory to all when they come up for a vote.

DECK DEPARTMENT

Proposed Rules Suggested Changes

GROUP I—DAY WORKERS

Each man must be qualified for the job he throws in for and have necessary endorsements. At registration time his qualifications shall be checked.

Ordinary Seamen who cannot obtain AB tickets because of physical defects—such as color-blindness, etc.—may, upon proving that they have sailed three years as Ordinary out of SIU Halls, register in this group.

Bosun
Bosun's Mate
Carpenter
Deck Maintenance
Watchman—Day Work
Storekeeper

GROUP I—DAY WORKERS

Each man must be qualified for the job he throws in for and have necessary endorsements. At registration time his qualifications shall be checked.

Ordinary Seamen who cannot obtain AB tickets because of physical defects—such as color-blindness, etc.—may, upon proving that they have sailed three years as Ordinary out of SIU Halls, and after obtaining the special Bosun's, Carpenter's or other endorsements which the Coast Guard issues in such cases, register in this group.

Bosun
Bosun's Mate
Carpenter
Deck Maintenance
Watchman—Day Work
Storekeeper

REASON FOR SUGGESTED CHANGE:

In reference to Ordinary Seamen with physical defects, it is pointed out that the rules should specifically state that men who have sailed for three years out of the SIU Halls must also obtain the special Bosun's, Carpenter's or other endorsements (which are issued in such cases by the Coast Guard, and are required by the Commissioner before signing such Ordinary Seamen on) before he may register in Group I.

STEWARDS DEPARTMENT

Proposed Rules Suggested Changes

GROUP I—RATED MEN

Each man must be qualified for the job he throws in for and have the necessary endorsements. At registration time his qualifications shall be checked.

Chief Steward—Passenger
Second Steward — Passenger
Steward
Chef
Chief Cook
Second Cook
Night Cook and Baker
Third Cook

GROUP II—MESSMEN

Utility Messman
Messman

GROUP I—RATED MEN

Each men must be qualified for the job he throws in for and have the necessary endorsements. At registration time his qualifications shall be checked.

Chief Steward—Passenger
Second Steward — Passenger
Steward
Chef
Chief Cook
Night Cook and Baker

GROUP II

Second Cook
Third Cook

GROUP III—MESSMEN

Utility Messman
Messman

REASON FOR SUGGESTED CHANGE:

It is further pointed out that in the grouping of the Steward's Department, Second Cook and Third Cook should be put into a separate Group in order to protect these jobs from men who intend to ship in top ratings, and at the same time to add an incentive for men capable of handling the top jobs to get their endorsements and ship on them.

Signed:
Aussie Shrimpton 40260
Bennie Gonzalez 125G

Joe Algina 1320
J. P. Shuler 101
Paul Gonsorchik 749

PERSONALS

THOMAS TIZZCA

Your mother asks that you get in touch with her at once.

~ ~ ~

GEORGE ABBOTT

Mrs. Ollie Abbott Fain wants you to write her. She wishes to acquaint you with the details of the passing of your sister,

Mrs. Ella Colegrove, in September. Mrs. Fain's address: R-2, Wheelersburg, Ohio.

~ ~ ~

JOHN A. RENNIE

Get in touch with your mother. Mildred wants your address. Your mother's address: 3526 North Watt Street, Philadelphia 4, Pennsylvania.

Branch Meetings In Brief

(Continued from Page 6)

to instruct the Secretary-Treasurer to appoint the Agent in San Francisco. Carried unanimously. The Agent spoke at length on the economy program for the Port of Norfolk, pointing out the absolute necessity of this program because of the greatly reduced revenue in this Port and the problems that the Union has to face in the coming year with the General Fund. Accepted. The Dispatcher reported 192 registered, and 34 shipped. Brothers Julian Z. Markham, and Walter L. Compton were obligated. The Balloting Committee reported 134 votes cast to date. Under Good and Welfare several members talked on the economy program and the necessity of every member cooperating. One minute of silence was observed for departed Brothers. Meeting adjourned at 9:15 P.M. with 127 books and 65 permits present.

NEW YORK—Chairman Lindsey Williams, 21550; Recording Secretary Robert Matthews, 154; Reading Clerk John Arabasz, 29836.

All minutes accepted save Boston's and San Juan's. Rejected that part of Boston minutes dealing with raising of hospital benefits, and that part of San Juan minutes dealing with plan to purchase building in that port. Carried resolution, moved by Frenchy Ruf and seconded by several, calling for elections for 1949 Union officials. Pointed out that any member could nominate himself if he was in good standing. Secretary-Treasurer introduced John Grogan, vice-president of IUMSWA, who presented plaque to SIU for help in 1947 shipyard beef. Defeated motion to air mail LOG to all ships in foreign ports because of cost. Minute of silence for departed Brothers. Meeting adjourned with 1,657 members present.

Enthusiasm Marks Education Meetings

Contract, Assessment Highlight Sessions

The weekly meetings proposed by the Emergency Agents Conference early in September got off to a flying start up and down the coast the morning of Tuesday, September 21, according to reports reaching the LOG this week.

Local conditions kept several branches from holding their initial meetings, but it is expected that all ports will be conducting regular sessions shortly. In New York, SIU participation in the Ladies Garment Workers battle against racketeers necessitated postponement of the first get-together.

The first meetings were largely taken up with analysis of the new two-year agreement as suggested by Headquarters, but in most ports discussion naturally ranged far and wide through the field of maritime.

The Port Agents in their accounts of the meetings reported enthusiastic interest by members in all branches as well as 100 percent approval of the contract. Typical was the comment of the Philadelphia Agent who wrote: "These meetings are received here with a great deal of enthusiasm, with everyone taking an active part."

BOSTON BEGINS

In Boston, Agent E. B. Tilley called the meeting to order at 11:30 a.m., explaining that the purpose of the first session was to air the new agreements so that every member present would have a thorough opportunity to understand and express his own views of it.

The contract was read aloud before those present were asked to hit the deck, which many did. Among those speaking were "Red" Cashman, A. S. Callahan, William Hennessey, William Hall, E. T. Callahan, and Joseph Greenbaum. The consensus was that the SIU had won the best contract in maritime history. The members felt that the amendment of the penalty clauses was a wise move in the light of conditions and that the two-year life of the agreement would stabilize the industry.

In Philadelphia, Agent "Blackie" Gardner called the meeting to order at 11 a.m., and Bill Luth was elected chairman. The aims of the program, which are to make sure that the SIU has the best informed membership in the industry, were explained at some length. It was pointed out that while attendance was not compulsory it would be to everybody's advantage to attend.

2-YEAR PACT

Nearly everyone joined in the discussion of the contract, all who spoke expressing the view that the two-year provision was a great step forward for all Seafarers. Considerable time was spent considering the problem of how best to utilize the leeway afforded by the two-year period, which will give the Union the opportunity to devote more time to organizing and other activities.

Among the many who addressed the Philadelphia meeting were George Seeburger, J. A. Baldwin and E. Ahauly. The

last-named expressed the opinion that the Union should stop the transfer of American business to foreign flags and strive to build up the American merchant marine.

In Norfolk, with Joe Lupton as chairman and John Harrison as secretary, Agent Ben Rees opened discussion by placing before the members present the subject "The Importance of Our Two-year Contract," and invited everybody to join the debate. Rees urged each member to express his own opinion even if it differed from that of others. During the next hour, about 50 men took the floor to have their say SIU style.

BIG IMPROVEMENT

Everybody felt that the two-year provision was a vast improvement over the old one-year clause, especially at this time, Rees reported. Many pointed out other improvements including wages of course, that set the SIU at the top of maritime.

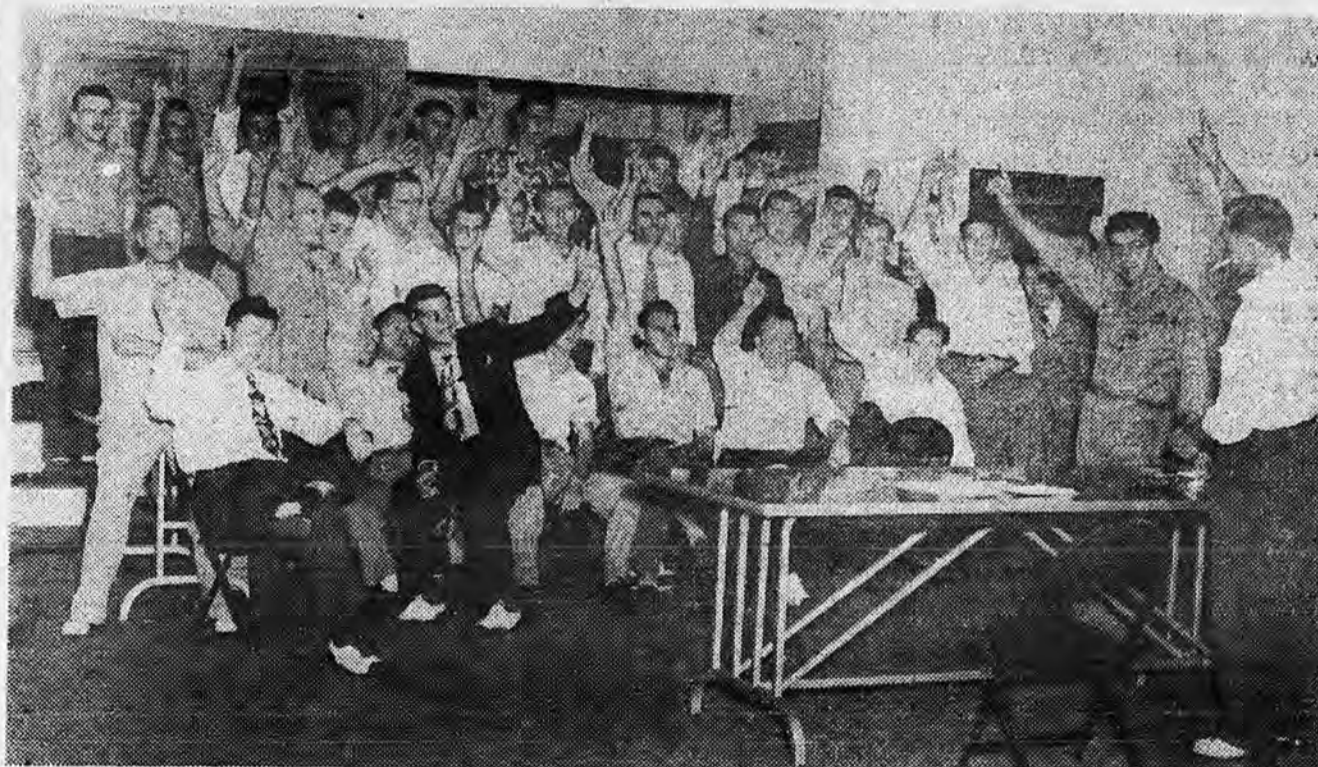
Some of the Stewards thought they should have received the same pay boost the Bosuns won, but the Stewards admitted that they were pretty well off at that the way things now stood.

Later the Hiring Hall came up for a thorough going-over from all angles. When the SIU's Hiring Hall clause was compared with that of other maritime unions, everybody concluded that the SIU had the best hiring conditions in the industry.

In Savannah, Agent C. H. Starling called the meeting to order at 10 a.m. With Starling presiding and Fred Shaia acting as secretary, a complete study of the contract including its historical background was made.

It was brought out that, as late as 1939, messmen were being paid as little as 55 dollars a month. This wage and others have been tripled by the SIU. These new wages, it was emphasized, constitute a great advance despite the inflation.

Discussion covered many details of maritime history which brought home to those present the importance of the new contract as nothing else could, the



Savannah members raise their hands to acclaim the new contract after studying it in the education meeting. Similar enthusiasm was shown in other ports.

report of the meeting indicated. It was also evident that the Savannah branch felt that the proposed strengthening of the General Fund, coming as it would on top of the two-year agreement, would make the Union practically impregnable.

Among those who spoke were Charles Schuck, A. Fricks and I. Hodges all of whom expressed their satisfaction with the new contract.

TAMPA SESSION

In Tampa, the meeting was called to order at 11:30 a.m. Al Driver was elected chairman and R. E. Seckinger was named secretary. After discussion began, it was pointed out by several Brothers that the SIU had climbed high in its 10-year history and that the new agreement marked a new peak for the Seafarers and for maritime.

One man pointed out that the SIU never had lost a beef, which was one reason the shipowners preferred to grant the demands rather than risk facing a determined SIU stand. Another Brother warned the younger members that it would be their job to protect the gains already won and go after new ones.

KEEP STRIVING

A number of Brothers, some of them bookmen and some per-

mits, took the floor to say that no matter in how good shape the Union was nothing was ever perfect. It was up to the membership, these men said, to always be alert to opportunities to make the Union physically and financially stronger.

In New Orleans, Agent "Bull" Sheppard called the meeting to order at 11:30 a.m. With Sheppard in the chair and Johnny Johnston acting as secretary, active, far-ranging discussion filled the next two hours.

The unanimous opinion of the 210 Seafarers present was that the two-year agreement put the SIU in the best possible position to increase its strength and fight the anti-labor forces responsible for the Taft-Hartley Act, according to the report of the meeting.

Many aspects of the Union's position as a result of the new contract were brought to the attention of the New Orleans meeting.

Several members said that if they had two years to get ready they could hit the bricks with money in their pockets if it became necessary to take strong action the next time the contract came around. Some of the younger members spoke of the value to them of the entire education program.

BEST SPOT

Others said that an education meeting was a better place to debate Union policies and maritime questions than the ginmill on the corner. Still others recalled the early days of the SIU and explained how the Union had advanced the cause of seamen.

The proposed General Fund Assessment, now the subject of a referendum, also was discussed at length, the report of the meeting said: This proposal originated in New Orleans, and the New Orleans, Brothers expressed their approval of it as a way to serve notice on John Shipowner that the SIU would never be caught short.

Among those who aired their views in New Orleans were Frank Hughes, Victor Miorana, W. J. Reidy, William J. Moise, James F. Lamm, Bill Frederick, George Howard, "Red" Slater, M. E. Buck, Leroy Morris, Charles Montgomery, R. McClusky, A. W. Sparks, Sidney

Jackson, Alfredo Green, Harry Lowther and Gordon Peck.

In Galveston, Patrolman Jeff Morrison called the meeting to order at 11:35 a.m., Agent Keith Alsop having gone to Houston to pay off a ship. The meeting got under way with Morrison presiding and C. E. Ward serving as secretary.

REVIEWED

The entire education program as drawn up by the Emergency Agents' Conference was reviewed before the discussion became general. The two-year contract was analyzed and the Brothers present demonstrated their understanding and approval of its more important sections.

Discussion soon spread to other aspects of Union affairs, however. Several Brothers hit the deck to emphasize that every Seafarer should give a good day's work for a good day's pay. These members pointed out that the best contracts in the industry called for the best seamanship in the world, and stressed that the Union too had responsibilities under the contract and that the members must live up to their bargain.

The situation of permitmen also came into the field of discussion as did the duties of the various ratings in the Stewards Department. Brother "Tampa Red" proposed that a copy of Robert's Rules of Order be placed on each ship to make shipboard meetings easier to run, and the same man also suggested that each and every member on the beach attend future education meetings.

It was the opinion of all the Agents in whose ports meetings were held that the education program had caught the membership's enthusiasm, and that future gatherings would become more and more profitable as the program went on.

Mobile To Come

Report of the education meeting held in the Port of Mobile reached the LOG too late for publication in this issue. However, an account of this meeting will be carried in the next issue of the LOG along with any other meetings held up to that time.



In Boston, Seafarers at the education meeting use the LOG as their text book for study of the benefits won in the new contract. Comments of individual members in Boston and other ports appear on the opposite page.

Opinions From Floor Add Zest To Confabs

"RED" CASHMAN
Boston

From what I have read of these new contracts, they are by far the best ones negotiated in maritime history. They show planning and foresight. Obtaining the two-year contracts in times like these is a big deal for a labor union with all those anti-labor forces pressing on us to smash our organization. The SIU has again led the way for better general conditions, and all maritime unions have benefited. We'll always lead the way, because we know what we want and how to get it. And we'll always know the score because an education program like this one we're getting under way will keep all of us informed on Union affairs in particular and maritime affairs in general.

CHARLES SCHUCK
Savannah

The two-year clause is a very good clause, especially in this stage of the game. It gives us a wedge and a good one against the Taft-Hartley Law.

FRANK E. HUGHES
New Orleans

We the members of the Seafarers are working under the best conditions and wages of any maritime union. Many of us don't stop to think how serious the Taft-Hartley Act could be if we lost our Hiring Hall. I would like to point out that the Negotiating Committee worked hard and burned the candle late at night to secure the best agreement in maritime history for the SIU. And they anchored the Union fast on a good bottom when they had the shipowner put it on the dotted line for two years. As a member, I wish to be recorded as saying "Well done" and giving a personal vote of thanks to the Negotiating Committee.



Taking Floor in Boston

GEORGE SEEBURGER
Philadelphia

One thing these contracts running two years do is give us plenty of opportunity to organize. We don't have to stop everything to re-negotiate with our old companies. We have the chance to look around. There are plenty of unorganized ships still around. No maritime union can count itself safe, really safe, until those companies are under

Here's What They Said!

The new series of education meetings recommended by the recent Emergency Agent's Conference was designed to make sure that all Seafarers become completely acquainted with Union affairs. One subject that all members should know backward and forward is the contract. For this reason the new two-year agreement was the recommended subject for the first weekly meetings, and it proved a good one.

What some of the members in Boston, Philadelphia, Norfolk, Savannah, Tampa, New Orleans and Galveston thought of the education meetings and the two-year contract is quoted below. Their comments are typical, for both the program and the contract were received with wide-spread enthusiasm in all ports.

Future education meetings will deal with other Union problems and pertinent aspects of the maritime industry. The final result will be that the SIU will have the best informed membership on the waterfront. Certainly the membership has demonstrated its determination to know more about their Union and its problems than any other maritime group.

contract. It's up to every Seafarer to work to expand the SIU by bringing those companies under the SIU banner. It's up to all of us to take advantage of the opportunity this two-year clause gives us to build the bigger and better Union we want and must have.

"TAMPA RED" CONNELL
Galveston

Everybody on the beach, every member and every permit, should attend all future education meetings to learn more about Union matters. And on every ship there should be a copy of Robert's Rules of Order so that shipboard meetings can be run right.

R. McCLUSKEY
New Orleans

The new two-year contract to me is the SIU's greatest achievement yet. We will not have to worry or lose time every year in negotiations. We now have two full years before we have to start again, but if we feel we need a raise we have the 60-day wage re-opening clause. The men behind this 60-day clause are definitely entitled to a sincere vote of thanks from the entire membership. Maintaining the SIU Hiring Hall in the face of the Taft-Hartley Law certainly is another great achievement. I sincerely hope that the majority of the membership is satisfied with the contract, as harmony is needed in all families and the SIU is a big family. There certainly is harmony in its ranks at present as there has been in the years past.

E. T. CALLAHAN
Boston

The two-year contract gives me a feeling of security for a longer period of time than I've known before. Above all, the re-negotiating clause takes care of any raise in the living rate.

GORDON PECK
New Orleans

The two-year contract speaks for itself, it has so many merits. The most important clause is the two-year clause. At the end of two years, we may find that the anti-labor forces have a well organized and well financed campaign to do their utmost to see that the contract is not re-

newed for an additional two years. We must be prepared to fight because labor as a whole may not be in too good shape by that time. Much can happen in two years to consolidate the power of the Taft-Hartleyites and break the power of co-operative and sympathetic labor forces on whose support we depend. But regardless of what happens in the future, I feel that we will be more than equal to the problem when it arises in any form.



Telling 'Em In New Orleans

A. W. SPARKS
New Orleans

The importance of the recently signed new two-year contract is, as I see it, that it guarantees our jobs for two years, a period which I feel will bring great changes socially, internationally and commercially. There will be many things coming up in the near future where the shipowners will try to take advantage of us, but they won't be able to do it. They won't find us unsettled, with contracts pending. They will find us firmly entrenched behind the two-year agreement. That two-year clause will force them to live up to their bargain. The negotiations were carried out swiftly and smoothly without a lot of fanfare, and our committees secured contracts well ahead of other maritime unions. I would like to suggest that we

endeavor to tie down the shipowners to keep their ships under the American flag for the duration of the agreement, or as long as they are operating them, and not be knifing us in the back the way Alcoa is by laying up Libertys and turning their shuttle trade over to Greek, Italian and Panamanian ships.

A. FRICKS
Savannah

The two-year contract doesn't give the companies any chance to try to exclude anything we've won, and it gives us a better opportunity to plan improvements for our own future.

PAUL BRINSON
Tampa

There are several oldtimers right in front of me who have been members of the SIU since its inception. Since that time ten years ago we have come forward from a new and small organization to become the most formidable outfit on the waterfront. It has always been the policy of the Union to look forward and better all seamen's wages and conditions. We now have the reputation of never losing a beef to the shipowners. We have risen from being one of the lowest paid groups to be one of the higher. Our contracts are the best in the history of maritime. We enjoy the Hiring Hall which other unions are having so much trouble getting. Our contracts are not the usual one-year agreements but now run for two years with the privilege of re-opening for wages. All this was no present from the shipowners, it was fought for and won by the Union. It is up to the younger members to protect these gains and get more. In the future, whenever you go aboard a ship to take a job always remember that you are taking a job on one of the SIU's contracted ships and that you must protect the contract. Never carry a chip on your shoulder. Be a good shipmate. And above all remember your wages and conditions were won the hard way.

JOSEPH G. GREENBAUM
Boston

The new agreement, after studying it here in the education meeting, sounds just about perfect to me.

E. AHAULY
Philadelphia

We have two years to work in now, and there are plenty of things we can do with the time. Certainly we ought to be pressuring the shipowners to stop the transfer of American business to other flags, and we ought to be building up the American merchant marine.

VICTOR MIORANA
New Orleans

To me the new contract is tops in the industry. These few Brothers who beef over losing a couple of hours of overtime now and then because they feel it should be written up the way they want it should remember that this two-year contract was written for all members. It definitely is satisfactory to the majority. We should bear in mind that regardless of what other maritime union brags about its contracts, we had ours signed, sealed and delivered before the others were able to break the shipowners and ride in on the Seafarers' coat-tails. To me there is nothing right now important enough to beef about to make us re-open the contracts. Our job is to keep what we've got and plan how to move forward.



Hitting Savannah Deck

J. A. BALDWIN
Philadelphia

The two-year contract is fine. Now it's up to every Seafarer to live up to the Union's side of the contract, and see to it that the companies live up to their side.

HARRY LOWTHER
New Orleans

The two-year contract with the shipowners is bound to be a great help in defeating the Taft-Hartley anti-labor law which was passed to smash us and every other union in the country. The two-year contract permits the Hiring Hall to remain, and allows Seafarers a voice to condemn any phony deals the operators try to put over on us seamen. This education program, and the whole SIU program, is one that will keep all of us on the ball. We'll always know what the owners are doing. Then we'll know what we have to do to beat them. The contract really sets us up in a position where we can do the most to protect our security.



SHIPS' MINUTES AND NEWS

Gardner's Stamp Collection Shows Hobby Popular In SIU

Stamp collecting is not the hobby of but a few, the LOG learned this week. Hard on the heels of the story of Fidel Lukban's twelve-thousand dollar 200,000 stamp collection which was carried last week in the LOG, came Frank Gardner, SIU Steward, whose collection ranks well in the class of Brother Lukban's.

Brother Gardner, who has been collecting stamps since he was a boy, began serious compilation of his present 32,000 stamp collection only six years ago. He now has them arranged in ten volumes, which he is cataloguing at the present time.

He has finished his work on two of the volumes and estimates their value to be \$8,000. By the

British Guiana only three of the stamps had been sold when a new shipment of different one-cent stamps arrived from England. The value of these three stamps has risen steadily through the years and has been the source of many tales of intrigue.

Once the stamp was sent to England on the Leviathan, and during the voyage the ship's registered mail box was broken open in an attempt to steal the stamp. The culprits worked without reward as the stamp had been sent through ordinary first class channels, and was resting in a mail bag in the ship's hold. Sending such a highly valued stamp through such open channels was not counted on by the stamp thieves.

NO FAVORITES

When asked which of his stamps he values the most, Frank replied that he plays no favorites. "They all mean a lot to me," he said.

Asked what he thought of United States stamps, he stated, in agreement with Brother Lukban, that they are the best in the world. In line with the Government's policy of issuing stamps to commemorate organizations, persons and historical events, Brother Gardner said that he once wrote the postmaster-general urging him to issue a stamp commemorating the postmen of the United States. "After all," Frank said, "these are the men who, through rain or snow, make the mail deliveries possible. Without them there wouldn't be much stamp collecting."

Frank, whose last ship was the MV Gadsden, aboard which he was the Steward was born in British Guiana and has been going to sea since 1916. He was a member of the AFL Marine Cooks and Stewards Union until it was smashed in the 1921 General Strike. Following that he was a member of other maritime unions through the intervening years and joined the SIU in 1941.

JACK DEMPSEY BAR IN ANTWERP TO HAVE LOGS

If you are in Antwerp one of these days, you can find the SEAFARERS LOG at a brand new place, "The Jack Dempsey Bar" at Londonstraat 31.

You will also find good food and drink at moderate prices along with music and dancing, according to a letter from the Dempsey's proprietor. All this and the LOG too!

The proprietor wrote that he was gratified to have heard that SIU members spoke well of his spot and that he hoped more would come.

Still another place you can get the LOG is Galena Park, Texas, where Seafarer W. N. Fleischman has volunteered to act as distributor.

COOL ON THE COLABEE



One day out of New York on the SS Colabee's cool run to Canada, three Seafarers pose for a snap. Left to right: Gene, FWT; Blackie, Oiler, and Murphy, FWT. Lensman was Juan Colpe.

Bangkok Hotel Plugs Pigs, Fowl, Startles Log Staff

If the letterhead of the Europe Hotel in Bangkok is any indication, that distinguished inn might better be called the Barnyard Biltmore.

The crew of the SS Steel Scientist, Isthmian, sent in a set of ship's minutes typed on the hotel's stationary, and the Editor of the LOG wondered for a moment just what the boys were up to.

On the letterhead appears the hotel's address and phone number, and a statement attesting the excellence of the cuisine and drinks, the breeziness of the bedrooms and the moderateness of the prices. But under this ra-

ther standard advertising is printed in bold type the word "PIGS."

Moreover, surprises don't end with the porkers. After PIGS, in smaller type, follow the words: "Goats, Chickens, Pigeons, Turkeys, Guinea-fowl, Gibbons, Porcupines, Wild Cats, Bears, Tigers, Monkeys, Birds, Peacocks, Sheep, etc."

The situation is less forbidding than it sounds, however. Neither the porcupines nor the wild cats come with your room and beer. The animals are on sale at Kunjara Farm down the road, it turns out if you read far enough.

Gave everybody a start, though.

Russian-Born Seafarer Hopes For Citizenship

MOBILE — Russian-born Seafarer Peter Checklin visited his native land three years ago and likes the United States better, a whole lot better.

He says that "people who claim to support the communist party in Russia are starving to death and those who don't support it die."

That's why he expects 1949 to be a big year. In 1949 he will complete five years sailing time under the American flag, and will be eligible for American citizenship. Right now he is a man without a country.

Checklin, who carries a full book in the SIU, once served in the Russian Navy. He left the service in the 1920s to work in restaurants in France and Belgium. His trip to Russia three years ago was an attempt to find his father and sister which he failed to do.

He recently came into this port on an Alcoa ship, the SS Isaac M. Singer. He was detained aboard because he didn't have citizenship papers.

Governor Bibb Rides Out Jap Typhoon Safely

It was touch and go for awhile with the crew of the Governor Bibb, Waterman scow, which while loading ammonium nitrate (which is bad enough) at Shimizu, Japan, recently was suddenly struck by a flash typhoon.

Caught flatfooted, the Waterman scow was unable to leave the harbor to ride out the storm as the channel was clogged by Japanese ships which had gone adrift. The ship was subjected to terrific pounding at her berth but no damage was done.

Although ammonium nitrate is not considered an explosive it was the cause of the Texas City disaster last year and made for many an uneasy moment among the Bibb crewmembers.

The typhoon, which brought winds to 60 miles an hour and 12 inches of rain, swept in from the sea and caused considerable damage to harbor craft.

SEAFARERS Quiz

By ROCKY BENSON

How is your IQ, Seafarers? See if you can answer these 10 questions. Score 6—fair, 8—very good, 10—tops. One point for each question.

- What is a camel used for?
 - Breadling float
 - Wire splicing
 - To let go the anchor
 - Radio signals
- When was the SIU constitution adopted?
 - May 1938
 - October 1939
 - January 1940
 - July 1941
- What is a jetty?
 - Merchant marine cadet
 - Lifeboat
 - A landing wharf
 - Deep sea lead
- How many grab rails on a lifeboat?
 - 2
 - 4
 - 6
 - 8
- How many points does a ship have?
 - 8
 - 15
 - 25
 - 32
- How many feet to a nautical mile?
 - 4500
 - 6705
 - 6080
 - 7501
- What year did the Union start organizing Isthmian?
 - 1943
 - 1944
 - 1945
 - 1946
- What is the address of the Savannah SIU Hall?
 - 225 Box Street
 - 339 Chartres Street
 - 992 St. Marks Avenue
 - 2 Abercorn Street
- In what year was the Alcoa Bonus Strike?
 - 1939
 - 1940
 - 1941
 - 1942
- How many binnocles are carried on a ship?
 - 2
 - 3
 - 4
 - 5

(Quiz Answers on page 12).



Digested Minutes Of SIU Ship Meetings

JAMES CALDWELL, Sept. 12—Chairman W. F. Kuschke; Recording Secretary Vernon R. North. Minutes of previous meeting read and accepted. All Delegates reported the ship in good shape and no beefs. The meeting went into Good and Welfare where there was discussion covering all hands being sober at the payoff, the posting of a repair list, and making a request for the painting of Deck Department foc'sles. The Delegates were asked to see the Patrolman upon arrival concerning the matter of a crew member taking care of the medical work. The crew went on record as giving a unanimous vote of thanks to the Night Cook and Baker, Eddie Rhode. He had fresh pastry ready for every coffee time, and fattened up the whole complement with baking that would make a French pastry chef bow with respect. One minute of silence for departed Brothers. (Ed. Note: Patrolman Red Gibbs reported this ship was tops and had an exceptionally clean payoff).



and warned to live up to Union constitution and working agreement. One minute of silence for Brothers lost at sea.

HELEN — (Date not given.)—Chairman Meyers; Recording Secretary Hayes. Department Delegates reported accepted. Under Good and Welfare it was decided to put blank paper on the bulletin board for members to write suggested repairs. There was discussion of the Mate interfering with the the Bosun and Deck Delegate in the running of their Departmental affairs. It was asked that a separate locker be used for dirty linen. The meeting agreed that no one accept a draw unless all are given what they are entitled to. Collection to be taken for the TB Hospital in New Mexico.

HELEN, May 23—Chairman Matt; Recording Secretary Weems. Motions regarding cleanliness of washroom, Third Mate working on deck, and Bull Line Oiler oiling winches after Union Oiler had shipped and reported for work. Under Good and Welfare there was discussion of cleanliness of ship, and it was decided that a steamline would be installed in the shower room to boil clothes, and that the library in the messhall would be fitted with more shelves.



SEATRAN TEXAS, June 27—Chairman Pepper; Recording Secretary Kosanovich. The Delegates reported all in order with ten permits and the rest of the crew full books in good standing. The previous minutes were read and accepted. The meeting went into Good and Welfare where Brother Gilligan suggested that the Steward issue three bath towels to each man as wet towels turned sour very quickly in the hot weather. The Steward agreed to check with the Patrolman and see if it could be arranged. Brother Maurice Finn was elected Deck Delegate. One minute of silence for departed Brothers.

WILLIAM CARSON, July 18—Chairman K. O. Broadway; Recording Secretary B. Harrison. The Deck Delegate reported that all logs had been lifted by the Captain, and that the Captain had suggested that LOG donations be made by the men who had had these logs lifted. Motion carried under New Business for each Department to make up separate repair lists and that duplicates of these be posted on bulletin board. Brother Fricks resigned as Ship's Delegate, and Brother Martin was

elected new Ship's Delegate. Under Good and Welfare it was pointed out that the Captain had asked that all men staying on give him their clothing sizes so that he could order the slopchest to accommodate all. It was asked that the storerooms be fumigated, and all members were told to leave their foc'sles clean for the oncoming crew. One minute of silence for departed Brothers.

LAHAINA VICTORY, July 11—The Delegates reports and the minutes of the previous meeting were accepted. Motion carried that any Brother appearing drunk at the payoff be fined \$25. Under Good and Welfare a vote of thanks was given the Stewards Department for the fine job they had done during the voyage. All hands were asked to leave their foc'sles clean. One minute of silence for Brothers lost at sea.



EVELYN, June 12—Chairman Berger Hansen; Recording Secretary George Swift. George Swift elected Engine Delegate and DeMoss elected Stewards Department Delegate. Motion made to draw up repair list to be presented to the Master and the Patrolman. Under Good and Welfare it was decided to have the Chairman draw up charges to be presented against the former Engine Delegate who left the ship without properly accounting for the ship's treasury of \$2.59. Charges to be presented to the bookmen, who were aboard at the time, for their signatures. The Messman was warned to perform his duties or face the consequences. Cleanliness of showers was discussed. One minute of silence for departed Brothers.

STEEL ARCHITECT, March 28—Chairman Herbert Svanberg; Recording Secretary Edward Bloom. Meeting called to order at 1335. Deck Report: Trouble with Mate on changing watch of Ordinary for sanitary work. Engine Report: No beefs. Stewards Report: No beefs. No New Business. No Good and Welfare. One minute of silence for Brothers lost at sea. Meeting adjourned at 1400.

Keep It Clean!

It is the proud boast of the Seafarers International Union that an SIU ship is a clean ship. Let's keep it that way. Although most of the crews leave a ship in excellent condition, it has come to the attention of the membership that a few crews have violated this rule. So they have gone on record to have all quarters inspected by the Patrolman before the payoff, and if the conditions are unsatisfactory, he has the right to hold up the payoff until everything is spic and span.

Remember that the Patrolman can only have repairs made if he knows what has to be done. Cooperate by making up a repair list before the ship docks. Give one copy to the Skipper, and one to the Patrolman. Then you'll see some action.

Seafarer Sam Says

HURRY! HURRY! HURRY!

VOTING ON THE \$10 GENERAL FUND ASSESSMENT TO BOLSTER OUR UNION STRENGTH ENDS OCT 8

VOTING IS AN OBLIGATION AS WELL AS A PRIVILEGE. HAVE YOUR SAY — **TODAY!**

CUT and RUN

By HANK

Steward H. Peeler told us this week about his long trip from New Orleans with his good shipmate, Bob Burton. Bob and Paddy Walsh are sticking to New Orleans weather instead of the tough New York winter. Brother Peeler said he was baking in the galley when Bob came aboard, squinted into the galley with half a smile on his face and yelled, "I never thought I would see you shipping out of the Gulf"... Archie King, the Cook, finished his short grain trip to the port of Brock, Germany, about twelve miles from Bremen. Archie says sailors are treated swell in this clean port.

Blackie Mancino is back in town again after grabbing a lay-up job down to Mobile... Bosun Joe Felton sailed for Persian Gulf ports on an Isthmian scow... These oldtimers may still be in our town: G. Fleming, W. Fitch, Chief Cook Leo Dwyer, J. Santiago, J. Norgaard, T. Waller, F. Peralta, G. B. Morley, S. Magyar, C. Ibrian, Les Ames, A. Sanchez, A. De Forest, S. Lenert, R. Rowan, T. Barracliff, E. Ohlsson, J. Fediow, J. Rogers, P. Williams, F. O'Brien, Steward I. Miller, Deck Engineer Juan Reyes.

Before Jerry Palmer went down to Texas for a bit of vacation after several trips to Bremen, he spliced some fine information to benefit the Brothers. The crew gets its draws in Army scrip money which is only good in the Army "At Ease" Club. It has a movie house, dance hall, groceries to buy and other services. Jerry says that a Mrs. Hammond in the club stated she would be glad to receive and place the LOGS around for SIU Brothers to pick up in this port-without-any-LOGS. To the crew of a South Atlantic ship shuttling five months between Cuba and Bremen, Jerry gave them some of the latest LOGS (which really made the boys happy), the new educational booklets, forms for shipboard meetings, etc. Brothers, what Brother Palmer did is one of the best ways of keeping other SIU ships informed and equipped with the latest LOGS and other necessary literature.

One Brother in from Persian Gulf ports said it was hot there. One day it registered 167 degrees in the sun. And of all things, the skipper wanted the smoke stack painted under that terrific Persian sunshine. We well remember that even the Persian long-shoremen never worked during the hottest part of the fly-packed day—from twelve noon till late in the afternoon. After all, what's hot for the Persian goose (or goat) is just as hot for the American gander—or words to that effect... These Brothers have requested to have the LOG mailed free of cost to their homes every week: William Hartman of Ohio, Vic Miorana of Louisiana, Robert Peel of Georgia, Olyn Malone of Louisiana, Edward Vorel of Louisiana, James Oysart of Georgia, William Rayes of New York, Franklin Cain of Mississippi, Virgil Bowman of Ohio, Joseph Pettus of Tennessee, Alvin Carpenter of Rhode Island, Carl Dean of California, Louis Anderson of Louisiana.

News Item: An eight-year operating subsidy contract extension has been granted by the Maritime Commission to the Mississippi Shipping Company on condition that the line build a new passenger-cargo ship. Preliminary plans call for a \$12,000,000 vessel of 10,000 tons with Diesel propulsion... Arnold Bernstein Lines is completing plans to enter two 18,000 ton liners by late spring. A favorable decision, Bernstein expects, will be announced before October 16 by the Maritime Commission.



JAMES CALDWELL, Aug. 4—Chairman C. H. Cummings; Recording Secretary Vernon North. Department Delegates were elected. C. H. Collins, Stewards; C. H. Petterson, Engine; B. B. Spears, Deck. The Ship's Delegate was voted to C. H. Cummings. Under Good and Welfare a reminder was given the crew that all overtime must be turned in promptly to the Delegates. All hands were asked to leave the ship in good condition after the payoff for the new crew coming aboard. Arrangements were made for cleaning the recreation room. It was decided to have a repair list ready for Galveston, the next port of call. One minute of silence for departed Brothers.

STEEL MAKER, May 23—Chairman G. A. Masterson; Secretary B. Murillo. G. Masterson elected Ship's Delegate by acclamation. Motion by N. Bartlett that the Ship's contact the Master to have rack installed in crew's laundry to hold buckets for clothes and to have blackboard put in messroom. Carried. Motion by T. Frazier that the Department Delegates make up schedule for cleaning of laundry. Discussion under Good and Welfare on ship's cleanliness, and servicing of fans. One minute of silence for departed Brothers.



STEEL MAKER, June 13—Chairmen Thomas Frazer; Recording Secretary Peter Walsh. The minutes of previous meeting were read and accepted. The Deck Delegate reported that all repairs and installations proposed at last meeting along with lining up the Engine Department foc'sles watch were completed. The Engine Delegate reported twenty-five hours in dispute. No New Business. Under Education there was discussion of working rules in all Departments, and shipping rules. Permittmen were given more Union Literature.

THE MEMBERSHIP SPEAKS



Quick Change In Climate Sends Bauxiters On Pioneer From Loincloths To Longjohns

To the Editor:

This scow has been shuttled and shunted from the monkey-run run to the land of the Northwest Mounties. It's a tough change from the Hades climate of the Caribbean to the icy winds of Canada; and the schooner-rigged bauxite stiffs developed such colds and flu that the Skipper had to put out an extra draw so that the boys could buy some warm clothing.

We had a few beefs in the Port of Montreal ere departing from that fair city. Most of them were in regards to men getting hospital slips. The SIU Agents came down, took the men to the American Consul and then to the US Public Health Service. (After the company doctor had already recommended hospitalization, and then, after talking to some company guys, changed his mind and said to treat the men aboard ship.) I'll not bore you with all the details, but will bring it back to the port of payoff.

It seems that "Father Time Danne," better known in the Gulf as "Bauxite Dan," has finally decided to retire from the Aluminum Trail, and head for different sections of the universe. Good luck to you, Brother, and here's hoping that although you may break as many hearts on some other run, your bachelor days are numbered.

MELTING AWAY

Jim "Three-Ton" Hand, the Ship's Delegate, has fallen away from 337 pounds to 335 in 54 days. He blames the Stewards Department for not feeding black-eyed peas at least once a day.

"Possum" Jordan, "Madhouse" Lambeth, "Pineapple" Lee, "Frenchy" Elias, "Dick Tracy" Ursury, Jerry DaJaniro, and a few others state that they had a wonderful time while in Canada; and while I am at it, I'd like to express our thanks to the SIU representatives in the Port of Montreal for their swell cooperation with the crew of the Pioneer.

Jordan, the Deck Delegate, Red Gleason, the Engine Delegate, and yours truly, the Steward's Department Delegate, have, after due consideration, decided that Jonesie, the Second Cook, is merely a Barbados casanova, and will challenge anyone to a duel (with safety pins) at 100 yards that challenges same.

"Shot" Gun, the Chief of the short circuits has just informed the crew that his partner, the Second Electrician, will take a vacation this coming winter and open, or rather, re-open his fertilizer and gravel business in Florida. The gang knows that you can make good, Brother Star Gazer, for you really have the material—and how!

J. C. (Stainless) Steel, has decided to make another run on this tub, and will not pay off in the fair city situated in the County next to Baldwin. Should such an event transpire, then he has been voted the champ of the "Rum-Run."

Tex DuBois and his friend Rusty, have at last decided to shake hands and have a few cold ones together and forget that they look and act exactly like twins—and not Toni Twins.

Aacky Ackerman has made his debut with a beard or goatee, and Patterson, Doty, Ward, Hutchins, Knowles, and the whole Deck gang were really stunned, specially Eddie "Champ" Yates, for Eddie has only a baseball team when it comes to whiskers—five on one side and four on the other side, and three rookies trying to come out on his chin. Those whiskers will grow later in life, and then you can get your picture in a magazine with your testimonial.

So far, this voyage has been fairly smooth with the same old exception: The anti-union Chief Engineer (a character known as "Hot Head" Price). He is as slick as a 50 year-old-eel in a barrel of jelly. Not the Ship's Delegate, the Engine Delegate, nor any of his own Engineers can discuss working overtime or settling beefs with him, for as soon as you mention legitimate overtime, he heads for his smelling salts.

The Crew of the Pioneer wishes to extend a sincere vote of thanks to our Negotiating Committee which did such a well job on the Union Hiring Hall and the contracts.

THE OLD SAGE

Many questions are being asked by the crew—mostly the younger ones—as to what happened at the meeting between the SIU and the steamship association. Yours truly merely quotes the famous Irishman, Barney O'Doherty of County Donegal: "Your representatives will notify you when it is official, and if you believe in someone or something, prove it by

Taking A Break



Crew Pantryman Thomas Burgos, having lit up, looks quizzical at Eldon Bill Ray's camera. Scene was the Raphael Semmes, Waterman ship on the European run.

not becoming impatient. Wherever you may be, allow your thoughts to be free."

Enough of this chatter for now. So with well wishes to all SIU Brothers on the land and on the sea, I am,

Jimmie Prestwood

THEY HAD A GOOD TRIP



The Deck Gang of the SS Atlanta City reported a swell trip to South America and back when they paid off in Baltimore in August. Left to right: Sam Cessna, AB; Wimpy Nungzer, Bosun; L. Armentano, OS. Rear—V. Dominguez, OS; Oh Yung Park, AB.

Angelina Load Of Oldtimers An Ideal Crew: Spurlock

To the Editor:

I'm just like every other jerk in the world I suppose, because when I fall into something good, I like to tell the world about it.

What I mean to say is that I fell into something good just six weeks ago, when the SS Angelina called for an OS (ocean seaman) in the port of San Juan, Puerto Rico.

In case you're not quite sure, the Angelina is one of Bull Line's sugar coffins.

Well, the Hall sent me over to Mayaguez to board her, where she was anchored out on the horizon with a load of dynamite in her number one hold. I did, and I found about the best bunch of hard-working, poker-playing, story-telling, 100 percent SIU crewmen that ever walked the deck.

Tom Rainier was her Skipper; Jimmy "Mathew County" Callis was her Second Mate; and the crew included Brother Alfonso Rivera, Chief Cook; Brother Eddie Bayne, Third Cook; Brother Johnny Nunn, Deck Delegate; Brother Rafael Santos, Deck Engineer; and Brother Angel Paspasera—but space defeats me to name them all. I soon found that I had come up with the rose.

MORE ABOARD

We slipped in and out of the Island ports, and as the sugar sacks piled up higher and higher in the holds, we took on a few oldtimers that put the icing on the cake: Enrique Ventureira

To the Editor:

I see where the American Merchant Marine Library Association has just issued its 26th annual report showing that library boxes were supplied to 2,802 ships, with a total of 335,760 books put into circulation, last year.

That is a lot of books, and as all Seafarers know, it is pretty nice to have a new box come aboard before starting on a long run; but it seems to me that the cost to the Association, as well as the service to the seamen would be vastly improved by a wider use of paperback editions of current books such as the Penguin Signet, and Pocket Books.

In this report, it is pointed out that during the war the cost of the service was subsidized by the War Shipping Administration, while now, as before the war, the costs must be made up by private donations.

Now would be an appropriate time for the library to make use of the wide variety of popular titles put out in these twenty-five-cent editions. Probably the library could buy them in quantity far below the current prices.

MORE READING

In any event, the result would be more books in the little wooden box, and selections of general interest. I often wonder, when I go through the average AMMLA boxes on a ship, where they manage to dig up so many ancient and utterly uninteresting books. And sadly enough these are usually large, and expensively bound editions, which cost more and take up the space of half a dozen lively and interesting numbers off the current re-print lists of the "paper-cover" publishers.

I hope their next annual report runs something like this: "Cut expenses by half—and supplied twice as many books of current interest—by putting 25-cent editions on the ships."

Pete Roach

FAST SERVICE FROM MOBILE PLEASES BROTHER

To the Editor:

Mobile Branch is certainly on the ball when it comes to taking care of matters for the membership! I left my Union book in the Hall when I was down there recently, and wrote to Cal Tanner on a Friday, asking him to send it to me. I had no idea it could get up here to New York before the following Wednesday at the earliest.

But no! There it was in the mailbox Monday morning. Even bill collectors, and the income tax office doesn't act that fast. Thanks a lot.

I'm writing this to let the rest of the Brothers know of the prompt service I received in this, as well as to thank Cal and the boys down there for their courtesy.

William H. Rhome



Quiz Answers

1. Breadling float
2. October 1939
3. A landing wharf
4. 2 grab rails
5. 32 points
6. 6080 feet
7. 1945
8. 2 Abercorn Street
9. 1941
10. 3 binnocales.

SIU Member Who Lost Limb Thanks Union Blood Donors

To the Editor:

Hi, Brother members, and friends! Well, the guy who said it pays to stay sober isn't always right. Election day, when all the gin-mills were closed, a couple of shipmates and myself were standing on the corner of Bourbon (not whiskey!) and Conti Streets, starting a good old session, when a couple of cars collided and one of them came up on the side-walk and drove me against the corner of the building, causing injuries which necessitated the losing of one of my legs.

At the present I am feeling okay, thanks to the swell bunch of people I know. Dit Lewis from the Spotlite Cafe started a collection for me from the gang I know (of which I didn't learn until today). To them I wish to express my heart-felt thanks, and to the people who so thoughtfully came to the Hospital to visit me, I want to say: "Thanks a million!"

Among those who were not seamen, were Jean Randall, Ward Blickman, and Babe Dominick.

Something I will never forget is the way that the membership of our SIU rallied to supply the so very necessary blood for the operation. The following members appeared this morning for the purpose of furnishing additional blood, and to whom I wish to extend my gratitude: Thomas J. Frierson, Eldon Arnot, William Whitby, Paul Demato, Peter Lint, Jr., Tedd Daly, George Holland, Henry A. Anderson, and my pal, Johnny

Frisco Stewpot Moves Seafarers To Sad Lament

To the Editor:

We are appealing to you in behalf of the strike-bound, hungry and desperate men of the SIU A&G District. We ask that you do something about our sorry and pitiful plight.

In the dusk of evening the other day, as the pale yellow beams of moonlight streamed through the broken window of our new Hall and into our soup-kitchen, there was revealed a pathetic group of hungry looking boys, who shivered as they huddled in a bare corner keeping each other warm and their spirit and hopes alive as they sang the following to the tune of an old, salty sea chanty:

Ode to a Stewpot Bellyrobber
Please send good Brother Mich-elet

On The Road to Mandalay;
Bring Jake Shuler out here,
He can't be much worse, we hear.

We'd rather be fighting gales
Than chewing our finger-nails;

We don't want to eat this stew!
But what can a broke and hungry sailor do?

The above are our sentiments. However, before taking action on this, give us a chance to think it over. Print this so everyone will know how tough things really are on the West Coast.

Silent Sufferers of the Frisco Stewpot, and; "We don't know any better. We Want Jake Shuler Committee for Action."

Weir, who was present at the time of the accident, and has remained almost constantly with me.

I was interested to learn through the SEAFARERS LOG that the membership exercised such excellent foresight in getting the voting under way for the referendum on the General Fund Assessment. It grieves me that I'll probably be prevented from casting my affirmative vote but it is comforting to feel assured that the membership will vote strongly "yes."

There is something I have observed here and consider a splendid idea. It is the fact that the SIU patients are furnished not only LOGS but complete sets of Union Literature. They are, with all their leisure, thus enabled to devote their time to a self-educational program.

Alvin Ward

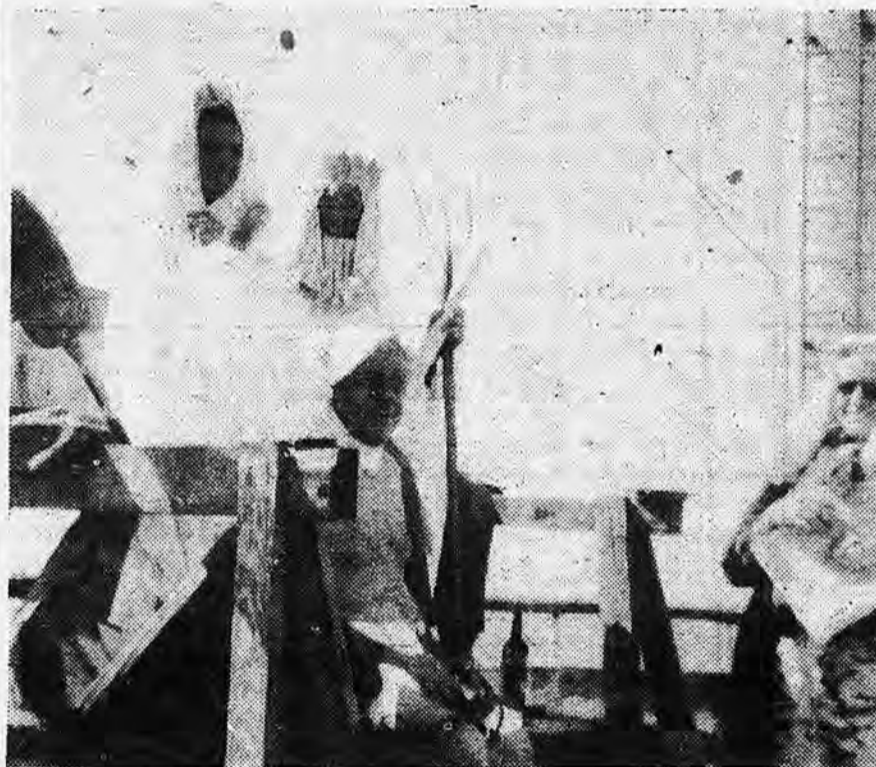
Novelists Note

As a means for literarily inclined Seafarers to bring their manuscripts to the attention of publishers, arrangements were established with an author's agency several months ago. The agency reads the manuscripts without charge and if the material has possibilities it is brought to the attention of publishers for possible sale.

Until recently manuscripts of all types were encouraged—short stories, poetry, novels, etc. Now, however, the agency finds that only book-length works have sales possibilities—novels, non-fiction and biographies.

Seafarers who have manuscripts of this type can have them appraised by submitting them to the author's agent, Carl Cowl, c/o SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.

KING FOR A DAY



On its last trip to South Africa, the SS Robin Kirk crossed the equator in traditional style with the passengers joining in. In fact, the King and Queen and the Royal Equerry shown here are passengers, according to Seafarer A. F. Burris, FWT, who sent in the picture. Burris was Engine Delegate.

Ex-Member Extends Invite To Tavern

To the Editor:

Just a few lines to notify you of my change of address. I am now living in Pennsylvania, and my new address is 46 East Main Street, Plymouth, Pennsylvania. Please forward the LOG to me.

I am a steady reader of the LOG and have missed it greatly for the past few weeks. I retired my book some time ago and went into the tavern business.

From what I have heard in the past, there are quite a few Seafarers here in the general vicinity of Wilkes-Barre. I want to say that they are welcome in my place at all times to talk over the experiences we've had sailing.

I call my place Strum's Cafe, and it is located right in the middle of town. The SEAFARERS LOG will be on hand at all times.

I would also like to know how we seamen stand with this new draft law, considering that we have our certificates of service. Please send me the LOG or LOGs that explain this because I haven't received any for the past 10 weeks or so.

Lots of luck to all the Seafarers of the good old SIU.

Gerald E. Strumsla

(Ed. Note: As of right now, the status of seamen is up to the local draft boards. Any new development will be noted in the LOG.)

Warm Beer, No Liberty: Crew Cool To Near East

To the Editor:

Just a few lines from the good ship SS Queens Victory, Isthmian. The trip from New York to Port Said wasn't very eventful.

We passed through the Canal with all hands still on board, and headed for the Persian Gulf—where everyone knows it gets pretty warm in July and August. We finally made our first stop in Kwait and stayed a couple of days; then headed for warmer places up the Euphrates River to Abadan.

In this port the Old Man ran out of Haig and Haig—and when that ran out so did Captain N. Jansson. We buried him two days later.

Tells Of Therapy Benefits At Ellis Island Hospital

To the Editor:

Yes, I know that in seaman's language OT means overtime. Here at Ellis Island Marine Hospital it stands for something completely different—Occupational Therapy.

Due to the enormous amount of time during which we are not taking treatment or in conferences with doctors to whom we are assigned, it is desired that we spend part of the day learning some sort of creative art, or some hobby. It not only helps us to forget our troubles while our hands and thoughts are engaged, but also assists in promoting an interest in life.

We are all more or less under treatment for nervous ailments of some sort, and consequently are liable to brood too much about our personal misfortunes if left to roam around the grounds in our own company.

Quite a few of the patients are weaving rugs of very intriguing designs and color. Some of them appear to have mastered the art wonderfully. An art it is indeed—an old forgotten art in this modern age of machines and synthetics.

PLENTY TO DO

Others make wallets and other things in leather. Ship models, belts, paintings, drawings, and

several other forms of creative work can be observed on the different tables around the room, which is large and refreshingly cool, with the breeze blowing in through the open windows from across the New York Harbor. In the distance the tall and splendid structure of Manhattan can be seen, where I can clearly imagine people hurrying down the streets and avenues, uncomfortable with their bodies drenched in perspiration, while I sit here in cool comfort attempting to give you a description of the OT shop.

A few weeks ago I was over in England and very desperate, for I was unable to get treatment for my ailment. I thought myself the most unfortunate man alive. I was enormously depressed, and at the end of my rope.

But upon arrival at this Hospital, which specializes in neurology, all of that changed. I met most of the patients working around me in the shop, and I realized that I am not so bad. I am confident that the doctor to whom I am assigned will do everything to get me back on my feet as a normal man again—that is, if anyone can be defined as a perfectly normal man!

(Name Withheld)

Ill Member Charges Consul Ignored Advice Of Doctor

To the Editor:

I've just read an article in the LOG of August 20 concerning the mis-informed public attitude toward psychopathic disorders. I speak from experience when I say that I agree with the Brother's views.

The harsh treatment accorded me by Mr. Bradford, Vice Consul here in Marseille, attests to that. After being examined by a specialist in neurology who recommended that I be hospitalized immediately, the Consul flatly refused to do so, saying that there was nothing wrong with me, and that the doctor's certification of my illness was just a bunch of words that didn't mean anything.

I was in no position to argue with him on that score, though my own sheer determination not to return to the ship finally saved me. I created a scene in his office, so that it was 3:30

P.M. when I left. The ship was scheduled to sail at 4:00 P.M. and since it was laying 60 kilometers away, it was physically impossible to get there in time. Therefore, he finally consented to have me hospitalized.

NO GRUDGE

I hold no grudge against Mr. Bradford, because I believe that my case was the first of this type he has run up against. In the future if Mr. Bradford will enlighten himself with articles along these lines, he may be able to show a little more respect to men suffering from such afflictions.

Before I close I would like to say that I am improving, thanks to Doctors Chabert and Vignes, and I hope to be back in the States within three or four weeks.

(Name withheld)
Clinic Notre Dame
Marseille, France

Seafarer Ponders Which Is Worse: Italian Jailhouse Or NMU Vessel

To the Editor:

In Genoa, I was accidentally shot by drunken Italians about four hours before the ship left port. I waited for an hour for an ambulance, which the police said they had called. It never came. Finally one of the fellows off the ship, Tony, who spoke Italian, got a taxi for me.

They carried me to a hospital where the wound was dressed. Two hours later I was removed to a prison ward, where I spent 15 days without seeing or talking to anybody. I was not charged with any crime.

Later, after I was released, the Agent for the company told me that I was under police protection. The Agent would not bring my clothes, tooth brush, or razor down to the prison—much less money or smokes, although he assured the Captain before the ship left that I would get my clothes and a draw from which to buy cigarettes and food. I never got my money until I was ready to leave Italy, which of course was too late as only lire was available.

All of this time I never once saw the Vice Consul in charge of shipping. I have not seen him yet. I was released from the prison one night about 8 P.M. with no money, no place to sleep—nothing!

NO CAPISHE!

I went to the consul's office the next morning. The only person I could see was an Italian. I thought I had made a mistake and gotten into the Italian Consulate. But sure enough, the American flag was hanging out in front.

After trying to explain what I wanted, the Italian finally understood that I wanted to get back

to the States. He said there was a ship in Ancona. I thought my troubles were over.

When I got to Ancona, the ship was a Liberty Ship operated by Polarus Lines, with an NMU contract for the unlicensed personnel. The Captain told me that he couldn't sign me on, because if I didn't really put out and hustle he was going to leave me in Ancona.

I worked like hell while we were in port, so I wouldn't be left. I thought I was going to be a work-away, so I talked to some of the guys in the Deck Department and asked them if they could collect overtime for a work-away performing their work on deck. They said no, not on NMU ships.

I thought I was working for nothing, but upon arrival I was paid. I signed on at sea out of Ancona. The Deck Department were either drunk or wounded after the battle of the booze.

An Ordinary Seaman was part-time Bosun. On the whole the work in port was under unsafe working conditions. The Bosun and the Purser were going to dump the old man, and were promptly thrown in irons for their trouble.

The Deck Engineer was shackled to the hand-rail outside the Captain's room above the fidley for six hours for telling the Chief Engineer to get out of his foc'sle. The Captain got drunk and was letting an Italian kid keep the money and put out draws. You had to get on the good side of the kid to get a draw.

MORE TROUBLES

After leaving Ancona and Centa, I thought our troubles were

over. The Mate had the watches secured for sea, (watch, I should say, for the 12-4 watch secured the ship.) The Deck Maintenance, and the Deck Delegate were hurt, the trip before and performed no work in port or at sea until we passed Gibraltar. We were doing their work for nothing. The Deck Delegate never questioned the Mate about overtime. If the Mate said it wasn't overtime, that ended it. Doing longshoremen's work in Italy and also in Newport News was not overtime.

The Patrolman in Newport News couldn't settle beefs because the crew was on the verge of shooting, knifing, and fire-axing each other. Everybody had one hell of a time. I got my money—wages that is, for it was useless to try to collect disputed overtime as the Deck Delegate would not back me.

However, I will say there were some good guys on the ship. Some oldtimers in the crew and a couple of SIU-SUP men in the black gang and on deck.

The moral of this story is: Don't accidentally get hurt in Italy. If you do, you had better get back to the ship and stay there.

James E. Bell

OH FOR THE LIFE OF A SAILOR!



Wiper M. Beck (left) and Ernie Bonner, AB, relax at the Trinidad Country Club on a recent trip of the Alcoa Cavalier. Too bad they have to go back to work.

NMU Member Voices Praise, Feels SIU Curbs Shipowners

To the Editor:

This is an anonymous letter from an NMU member. While I don't like to be anonymous, circumstances prevent me from putting my John Henry down in black and white.

I've watched the SIU pretty closely for the past five years. I've read the LOG a lot more closely than many of your own members, and checked it pretty closely for trends and tendencies

and politics. I know many of your officials personally and have had close contact with many rank and file members at various times.

I want to say that your organization has grown and improved more in the last few years than I had an idea it could. Today it is a bona fide, first-class trade union that does an excellent job of advancing the welfare of its members.

I still sharply disagree with some of your policies, and if I were a member I would fight against them to the best of my ability. However, I disagree with many of my own organizations policies and have and will continue to fight against them.

LIKES SIU HONESTY

However, I must confess that today the basic issues are clean in the SIU. I can find no evidence that doesn't indicate that your officials are personally honest, sincere, militant and hard-working. This is important.

There is plenty of evidence, too, to prove that the Union is democratically controlled.

Best of all there are many signs of growth and development of the Union into a better organization that is more progressive and more alive in every respect. This, to me, is heartening.

No matter what happens to the NMU in the future, there is no need to fear that seamen will be driven back to pre-1936 conditions by a shipowners offensive as long as the SIU continues to grow. With the best of luck—for "an injury to one is an injury to all."

Anonymous

Snug Harbor-Bound Brother Thanks SIU Members For Gifts

To the Editor:

Many a Seafarer shipping out on a long voyage finds that he has had to stay on the beach a little too long, and is unable to buy gear he will need. Sometimes traveling "schooner rigged" is pretty tough, and a good many members know what it means to have a friend step up with a sawbuck, or heavy pea-coat before you sail.

I felt the same way recently when I "sailed" for Snug Harbor. I would like to thank the members of the Baltimore Branch of the SIU for the robe, pajamas, and slippers they gave me to take to Snug Harbor with me.

Benjamin Thomas

Brighton Marine Hospital Lauded By Seafarer-Patient

To the Editor:

Here are the list of the boys here at Brighton Hospital: V. Malazzo, John Geagon, Eddie Dudek, Clarence Crevier, Cecil Williams, and Henry Art Meats.

Incidentally, Williams and Meats go under the knife Friday. We wish them the best of luck. Meats asks that Stone be informed that he is here.

I'd like to say that the doctors are a swell bunch. Also the nurses are very good and most obliging and pleasant. One department that has been overlooked by a good many of the boys that write about different hospitals is the x-ray department. Here they are a polite and attentive group who give every attention to their patients.

Mrs. Higgins and Miss Lobey are still on the ball with the entertainment. Mrs. Welsh is still on the job with books and writing material. There have been changes here in the doctors, but they are a swell gang, and all the new ones that I have come in contact with are very nice. I don't want to for-

get to mention Dr. Nelson, who also is doing a good job here.

GONNA GET PICS

I believe that all those who come to the Brighton Hospital will tell you the same as I am writing now. I will try to take some pictures of the wards, the recreation areas, and the grounds, where we sit out in the sun.

The doctors here are about the pleasantest that I have found in any of the Marine Hospitals throughout the country. Also we have a new doctor who just arrived a short time ago. His name is Doctor H. E. Fishbum. He is a regular fellow. Boy, when you're here the atmosphere is not like a hospital, but more like a convalescent camp. The food is pretty good, also. That gives you a general idea of the set-up here.

I will try to get pictures of the two Seafarers that are going to be operated upon—Art Meats, and C. W. Williams. I will try to get it when the doctors and nurses are in action.

We are very well thought of here. The doctors and nurses have a very good opinion of the SIU, and think that we have a fine lot of Union men.

Tell Hank to get four daisies for me.

George Meaney



T. Lantto



By FRANK BOYNE

Last Resting Place

Those timbers which so long had stood the blast Of tropic storms had found a resting place at last; 'Twas now a battered hulk whose naked spars Would no more genuflect unto the stars.

Gone were the lines which were her builder's pride, Rotting away with the ebb and flow of the tide; Wrecked on a reef on this desolate coral strand, Barnacle wreathed down to her plimsol in sand.

Chain plates of rust, holes where the rivets should be, Exposed to the sun and the merciless pound of the sea, Thus did she lie many leagues out from the land— A warning to all of the perilous shoals at hand.

Sunset On The Ocean

I watched the sun declining with a final glorious blaze, The gold and blue combining in an opalescent haze, Which sinking in the blackness of the night Quietly puts all troubled thoughts to flight.

Lending itself to silent contemplation, Lifting the soul in inward exultation, The stars came out into a velvet sky; Then, in the east and on the ocean's rim, And like a giant lantern raised on high, The moon comes up and makes the stars grow dim;

Such nights as these on far off ocean trails Renew my faith in God when all else fails, For who could gaze into that star-lit sky And still deny there is a God on high.

'The Voice Of The Sea'

By SALTY DICK

A short time ago we saw a movie about a dope. The story involves a galley crew, and the crew of this ship hasn't quit kidding the bellyrobbers. One of the Cooks went to a restaurant and blew his cork when a lousy steak was served to him. Now he knows how others feel... This happened at Monte. A girl came over to the dock to wave goodbye to the boys and one of the crew (as green as grass) said, "You see, she came to see me off!" One more trip will make him ripe... Our ship's barber needs a barber chair for the crew. Will accept all suggestions.

Sal de Marchi was a youth of 17 who wanted to learn the art of kissing, so he asked all the boys about it. By the time he learned he went home to Long Island, and discovered he was no longer wanted. He went to sea again and the last time I heard of him he was heading for France. Wow... John Lind carves almost anything out of Brazil nuts. Murphy, the Bartender, sells them to passengers.

Harold Crane is heading for the last round-up. He and Adele

Rowe, formerly SIU, are getting hooked in August. No doubt some day there will be another SIU member in the family... Tom Lanoa, Chef, can't hear a Spanish program without doing a flamingo or tango. He also loves to throw the bull. I mean he likes to imitate a bull-fighter.

I'm in favor of instructions and rules for the Steward's Department on passenger ships. We are going forward and we will not permit a few to stand in our way. The day is near when we will rule the high seas... The question now is: What do these South American gals have that our Yankee sisters don't have? I know, do you?... The New Orleans Hall is now one of the best. Good work! I'd like other ports to follow suit.

What happens when a ship has a port list? Our washroom has plenty of water on deck because the drain is on the starboard side. Why not two drains?... The way the boys were speculating in the money exchange in BA would make the Wall Street wolves look like sheep. Everyone was buying pesos. One of the boys made a \$500 profit in no time...

The Argentine dock police are now in business. They tell you where you can find a nice gal. I took a chance and found myself a home... Not mentioning any names, but there's a fellow who always orders Vat 69. He enjoys it more... Tony Elchuk, Messman, has been on the coffee urn for awhile. His wife lives in BA... The other day a senorita from Montevideo flew to Brooklyn to meet her brand new husband. Quite a few of these gals are heading northward... The other day I posted a sign in the washroom which read: "This Ship is SIU, therefore it has to be clean. Keep it SIU always." Try this idea on your ship.

GALLEY TO BRIDGE AZALEA CITY OKAY, SAYS PLEASED CREW

To the Editor:

We, the members of the crew of the SS Azalea City, wish to write a few lines about our shipmates:

We would like to express our thanks to Henry Cordes, Chief Steward, and his Department for the fine food on this voyage. And by the way, if any pastry-hounds read this, just go aboard this scow and catch some of James (Scotty) McMenemy's baking. Once you do you will never leave.

This ship also has one of the few good skippers that sail for Waterman. He is Captain R. Auillard. Whenever the crew is in want of anything, he is most cooperative and does what he can to keep harmony. Hats off to him, and may he have many good sailing days ahead!

The Black-Gang would also like to mention Chief Engineer Robert Gohier and First Assistant Derrell Kinsaul. These two men also make this a perfect ship to sail. Come aboard.

Crew of the Azalea City

Time For Minutes

To speed up as much as possible the appearance in the LOG a digest of their shipboard proceedings all crews are advised to send copies of their minutes direct to the Editor, Seafarers Log, 51 Beaver St., New York 4, N. Y.

Port Agents should also forward their copies of ship's minutes to the LOG as soon as possible after receiving them.

Any other material relating to the voyage, such as stories, pictures, letters, etc., can be sent in with the minutes.

Launch Capsizes; 3 Arizpa Men Narrowly Escape Death

To the Editor:

Here is an incident that occurred while the Arizpa was picking up a cargo of herring in Newfoundland.

We had three crewmembers going ashore at Bellefleur, Newfoundland, in a row boat. That not only proved that you have to be more of a seaman to sail a rowboat than to sail a big freighter; but also proved that there was some sort of luck with the occupants.

I will give you the story as short as possible without going into too many details.

They went ashore all right in the rowboat, but when the boat came back, they tried to change places at the oars. This they did with such bad grace that the small craft overturned and went all the way down to the bottom. That was a little after 9:00 P. M. and it was dark.

They were about one mile off shore, and trying to swim back was no cinch, considering how cold the water was. True, this was on August 18—but summer in Newfoundland is like spring time in New York.

STICK TOGETHER

While they were struggling for dear life, the Deck Engineer, "Whitey", happened to catch an attack of muscular cramps. That made things a lot worse. Leaving him behind would not show very much brotherhood; so they stuck together — all of them between life and death.

But then, as in the movies, when death seemed pretty near for these three young human souls, something happened. They didn't even have a flashlight to make signals with. They did all kinds of yelling, but that wasn't apt to help much, because of the little traffic and the distance from shore.

Then a motor-boat came by, saw the splashing in the water and thought some kind of fish were fighting, so they steered over to have a look. Thus they were saved by accident, when five more minutes would very likely have been too late.

These three lucky men involved were the Deck Engineer, the Pantry Man, Bob, and Jimmy Baungardner, a Wiper.

Luis A. Ramirez

Off-Torpedoed SIU Member To Resume Sea-Going Career

To the Editor:

I am sending you a picture of Wiley Carter, who has been a Seafarer for quite a while. This was taken while in Mombasa, East Africa. After the 1936 strike he stayed shoreside for a few years as a bank runner. He joined the SIU in 1939, and has been shipping off and on since then.

He was torpedoed on the Robin Hood, West Chetac, and the William L. Marcy (all SIU ships except the latter, which was SUP). He has been a waiter at Miller Brothers Restaurant here in Baltimore for the last few years; but is returning to sea again in October. He is now sailing as AB, and wishes to say hello to all his old shipmates and hopes they are all well and still going strong. He hopes to run into them again in the near future.

I hope this will interest all the LOG readers and also that some of the boys will remember

him. I'm taking the liberty to send this picture and story to you, as I'm his buddie here at



WILEY CARTER

Miller Brothers. I will appreciate it if you will return the picture to me.

Ernest Donkas
Baltimore

SIU Oldtimer Finds Rice Crew Best Of Career

To the Editor:

I should like to say to the Deck, Engine, and Stewards Departments of the SS Henry M. Rice, Voyage 19, that in my two decades of seamanship, this is the first trip that is worthy of comment.

You, the Deck and Engine Departments have stood out convincingly as the best crew, in my estimation, that has sailed out of any SIU Hall. Your co-operation on board, and your association ashore in port, has marked a milestone in the principles of merchant seamen.

And to the Stewards Department I want to say, particularly to the bulwark of the culinary department, the Chef in charge, Brother Orville Payne, you are deserving of the highest compliments. You have made the Steward's job on voyage 19 look easy.

The three Delegates, steered by the Ship's Delegate, did a very masterful job handling a very well-behaved crew. I hope to again meet you in the near future, and thank you for your past and present co-operation.

George A. Thornhill
Chief Steward

On Performers

The membership has gone on record to prefer charges against all gashounds and performers as well as the men who willfully destroy or steal ships gear. The SIU has no place for men who ruin the good conditions the Union wins for them. Take action in shipboard meetings against men guilty of these things.

Notice To All SIU Members

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

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

PLEASE PRINT INFORMATION

To the Editor:

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

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SIU Education Takes The Floor

Union men who know the score, know best what they're striving for. Putting it simply, this is what Seafarers are well on the road to accomplishing after the first of the new series of Union Education meetings recommended by the recent Emergency Agents Conference got under way in A&G ports, three of which submitted the pictures published on this page.

By every standard the meetings in all ports were a huge success and pointed up the fact that SIU men understand that without a strong organization, possessing a sound purpose and alert membership, security for seamen cannot be attained.



In New Orleans spacious recreation room, Seafarers write down suggestions and comments that played important part in that Port's Union education meeting.



Like many other Union Brothers in A&G Ports, this New Orleans Seafarer hit the deck to voice his views.



Another New Orleans Seafarer takes floor to point out what good Unionism means to him. Brothers, like one above, tackled the subject seriously.



All hands were attentive in Savannah session as Union Brother explained outstanding features of two-year contract recently won by SIU.



The Port of Boston added refreshments to its agenda. Here, the lads in the Beantown take time out for coffee.