

SIU Wins \$12.50-\$25 In 2-Yr. Mississippi Pact



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NY Decision Awards Idle Pay To Permits

By JOSEPH VOLPIAN
Special Services Representative

A decision, handed down this week by the Unemployment Insurance Referee Section of New York State, clears the way for permitmen to collect unemployment insurance after leaving their ships under the union's 60-day-limit rule.

In an appeal made by Isthmian Steamship Corporation against an SIU permitman, the State Referee ruled that the man had not left employment without due cause, as claimed by the company, but was abiding by the contract between Isthmian and the SIU.

Events leading up to the ruling began when the SIU man, Dominador Isorda, left his ship in compliance with the SIU ruling allowing a permitman to remain aboard a ship for one voyage or sixty days.

He then made application for unemployment benefits in New York and was approved. Following this, Isthmian entered into the case and claimed he had left the ship voluntarily and without good cause.

In its decision the Referee Section pointed out that the company had entered into an agreement with the SIU to employ its members aboard its vessels. Under the rules and regulations of the SIU the man could not continue aboard the ship and thus, in the true sense, was not leaving employment without good cause.

Movies Again!

There's good news for SIU flicker fans in New York this week. The moving picture projection gear is humming right smooth again and all hands are invited to attend tomorrow's show.

Feature presentation will be "Under Texas Skies," a larrupin' Western with a cowboy cast headed by Bob Custer and Bill Cody, two ping-ping artists who sure will get those bad guys 'fore they get to the gulch. Also on the bill is a cartoon subject, "The Foxy Fox."

The pictures start talking at 12 noon. That's tomorrow, Saturday, August 14.

The company, agreeing that this was true, based its case on the fact that the man had left his work through no fault of theirs. The referees, however, pointed out that a man is able, under the State Unemployment Insurance Law, to leave his job voluntarily and, if in good cause, collect his unemployment pay.

The "good cause" must be determined by the facts in each specific case, the referees pointed out.

To back up their decision, the referees quoted the State Unemployment Insurance Law, which states that good cause for leaving employment exists when "acceptance of such employment would either require the claimant to join a company union or would interfere with his joining or retaining membership in any labor organization...."

The referees then summarized their decision:

"Since it is undisputed that the laws and regulations and practice of the Union, which the employer herein is bound, by contract prohibited the claimant from continuing in employment after the completion of the voyage because of the expiration of the permitcard that had been issued to him, it follows that if the claimant had continued in the employment thereafter not only would there have been a violation of the contract between the employer and the Union but the claimant's right to join the Union (become a bookmember) would have been jeopardized."

ORIGINALLY CORRECT

"Under these circumstances the Commissioner's representatives correctly determined that the claimant voluntarily left his employment with good cause."

"The employer's objections are overruled and the initial determination ruling claimant eligible is sustained."

This far-reaching decision is a clear cut win for the permitmen of the SIU. For once and for all, company objections to permitmen receiving unemployment pay in New York State have been beaten down.

The effect this ruling will have in other states cannot be predicted, as every state has its own unemployment insurance laws.

AFL Official Dies



FRANK FENTON

WASHINGTON — Francis P. Fenton, director of international relations for the American Federation of Labor and former national director of organization, died of a heart ailment in his Washington office this week. He was 53 years old.

Since last year, Brother Fenton had represented the AFL in the International Labor Organization. He was a vigorous foe of communists in the labor movement.

Originally a printing pressman in Boston, Brother Fenton lost his right arm in an accident, later becoming a representative for the Teamster Union. He then became regional director for the AFL in Boston, and was brought to Washington as the AFL's national director of organization in 1940.

TEAMSTERS' REP

The late AFL official inherited much of his zeal for the trade union movement from his father, John J. Fenton, who was business agent of Local 68 of the Teamsters in Boston.

Brother Fenton was familiar to many members of the SIU, which he lauded for its policy of supporting other trade unions with legitimate beefs.

Union-Run Hiring Hall, Many Other Demands Won In New Contract

NEW ORLEANS—The Atlantic and Gulf District of the Seafarers International Union smashed through with a precedent-making pattern for the maritime industry Aug. 6, when New Orleans Agent Earl Sheppard, acting as chairman of the sub-Negotiating Committee, signed a two-year contract with the Mississippi Shipping Company, for the highest wages ever set in the history of maritime. The contract will expire Sept. 30, 1950 and guarantees a wage increase of \$12.50 across the board for every rating, with

the exception of Bosun, for whom the Negotiating Committee secured a \$25 raise.

The signing of the new two-year contract was made doubly important by the fact that the Union also secured a clause—contained for the first time in any maritime contract—which guarantees that the present manning scale on all Mississippi ships cannot be reduced during the full life of the pact, unless both parties agree to such reduction.

In the negotiations with the other contracted companies, the SIU is insisting that the pact signed with Mississippi be accepted as the pattern for the industry.

In New York, the Union Negotiating Committee presented the two-year agreement to representatives of the Atlantic and Gulf Ship Operators Association at a meeting held late Thursday afternoon.

MEETS WATERMAN

A Union sub-committee, headed by Mobile Port Agent Cal Tanner is holding discussions with representatives of the Waterman Steamship Corporation in Mobile. The Mobile committee is also pressing for the Mississippi-type contract.

The Negotiating Committee reports that it will have available for publication in next week's issue of the SEAFARERS LOG full details on the progress of all negotiations up to date.

As soon as the major companies fall in line, the committee said, the Union will be free to deal with other contracted operators, comprising 16 freight-ship and 16 tanker companies,

as well as 12 other outfits engaged in various operations.

The main motive behind the SIU Negotiating Committee's hard drive for the two year contract with guaranteed manning scales was that it would allow the SIU to devote far more time and energy to organizational activities than ever before.

This additional strength and energy will be of considerable importance to the Union now that pork chops are getting higher in the maritime industry and every new job from now on will mean additional security for the SIU membership.

UNION RIGHTS

In addition to securing the precedent-making clause on guaranteed manning scales, the

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New Frisco Hall

The San Francisco Branch of the Atlantic and Gulf District announced that the search for its own Hall had ended this week with the opening of quarters at 85 Third Street.

The opening of the new Hall followed a decision of A&G members in all ports strongly urging such action.

The building is ample enough to permit full Branch activity. A special room for recreational purposes contains a library, games and free coffee.

All A&G Brothers in Frisco are invited to make full use of the new facility. Phone number of the Hall remains the same—DOuglas 2-5475.

ILA Longshoremen Win Puerto Rico Strike

SAN JUAN — Strongly supported at very turn by the SIU, the International Longshoremen's Association emerged victorious from a strike in Puerto Rican ports of nearly three weeks' duration, when the companies finally were forced to grant a retroactive wage increase.

The new agreement, covering some 8,000 workers, calls for a pay hike of 10 cents an hour retroactive to January 1, 1948,

and for an extra five cents an hour beginning January 1, 1949.

The longshoremen were scheduled to return to work on the morning of Wednesday, August 11, and 430,000 tons of raw sugar piled on Puerto Rican docks were expected to start moving.

The strike was called late in July when it became apparent to the ILA that there was no other way to break the deadlock in negotiations which had been

in progress since the first of the year.

The companies had insisted that the wage issue be arbitrated, a procedure which the ILA could not accept lest the union lose all voice in the dispute.

When the strike began, SIU Headquarters instructed Sal Colls, Puerto Rico Agent, to co-operate with the ILA "in whatever manner the ILA requests."

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The Way Is Open

The two-year agreement with the Mississippi Shipping Company means that the SIU has breached the defenses of the operators—and once more the SIU has set a new mark in the industry.

Not only is the Mississippi contract a great achievement in itself, but it is a beacon lighting the way to a new era in SIU and maritime history.

The wage increases are highly satisfactory. The Hiring Hall is the same one we obtained from the Atlantic and Gulf Operators early in the summer, and we know what a stir that made on the waterfront. The manning-scale clause guarantees that every Mississippi ship will sail with a full crew. And the new coal and copra clauses mean more jobs because they mean more ships will be sailing.

In dealing with Mississippi, the aims of the Negotiating Committee were the greatest number of jobs possible, the tightest job security possible and the highest wages in the industry.

These have always been the aims of SIU negotiators, but this year is an especially critical one for the American merchant marine, and the basic provisions of the Mississippi contract had to be thought out with extreme care. This month we are starting the fourth postwar year. The European fleets, with their cheap tramp rates, and low costs based on low wages, are beginning to grab big chunks of the world's trade. The fact that our own government helped put them back in business to steal our cargoes only makes matters worse.

The time has come to stabilize the American merchant marine in the light of world conditions. And it is up to the SIU to stabilize its own position, whether the rest of the industry is ready or not.

That is why the SIU insisted on and got a two-year contract with Mississippi.

That is why the SIU is insisting that the rest of the contracted companies sign two-year contracts.

When the SIU is completely covered by two-year agreements—and we will be even if the remaining companies have to get the point the hard way—we will be able to draw a deep breath and look around us.

It is true that we will find ourselves in the best position in the industry, in the only solid position held by any maritime union. But we will not be able to rest on our laurels, because the union that rests is the union that slips backward.

Stabilizing our position, so far as existing contracts are concerned, will mean that the SIU can double and redouble the vigor of its organizing drive.

In the long run, the best guarantee of more jobs and greater security is constant expansion. A new company under the SIU banner means, not only more jobs for our membership, but the nearing of stabilization in the maritime industry.

At the same time, the Union will be able to move in still another direction—that of devoting greater attention to our internal organization—to the tightening of our organizational set-up, the streamlining of the Union apparatus so that, when and if the time comes, we can move quickly, smoothly and effectively and at a minimum of physical and financial expense.

There may be dark days ahead, dark days for the country as a whole, for the maritime unions, and for the entire labor movement.

The two-year contract is not the whole answer. But the stability offered by this two-year agreement will give the SIU the opportunity to prepare itself for whatever comes.



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.

GALVESTON MARINE HOS.

W. MATSOUKAS
J. HEITMAN
J. GIVENS
A. CAUDRA
G. WELDON
J. W. POLASKI
H. T. NOE
B. W. BIGGS

MOBILE HOSPITAL

A. C. McALPIN
L. D. ATKINS
WALLACE BLY
E. K. NICKERSON

SAN PEDRO HOSPITAL

L. TICKLE
T. C. KELLY
M. BYERS

NEW ORLEANS HOSPITAL

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

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

SAVANNAH MARINE HOSP.

B. K. BAUGH
TROY THOMAS
F. W. VANLEW
A. S. GRIFFIN
H. W. BIGHAM
W. ROBERTS
M. T. TABING

STATEN ISLAND HOSPITAL

A. EWING
A. VANELZUELA
M. CASTRO
J. McNEELY
A. JENSBY
D. DeDUISEN
T. ZEMRZUSKI
W. H. NUNN

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.)

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

BALTIMORE MARINE HOSP.

HAROLD HANNAH
P. D. FULCHER
J. McGUIRE
J. MORTON
H. W. SPENCER
W. WHITE
C. MORALEA
J. P. GAVIN
B. L. MODE
C. L. KAMER
W. T. ROSS
E. BOROCUSKI
L. A. HOLMES
L. J. PATI
G. J. WANKA

Mississippi Contract New High In Maritime

(Continued from Page 1)

Union has also expanded the traditional SIU clause, whereby the Union has the right to open wages at any time. This clause also enables the SIU to open discussions on overtime, subsistence, lodging allowances and other monetary matter included in the contract.

The same Hiring Hall clause previously negotiated with member companies of the Atlantic and Gulf Ship Operators Association has been made part of the Mississippi contract and thus guarantees the continuance of the Union's Hiring Hall for the two-year period.

OTHER GAINS

Among other improvements obtained by the New Orleans Negotiating Committee are the following:

1. Recognition of Monday as a holiday at sea or in port, when designated holidays fall on Sunday. This is a marked gain for the Union. Under the old contract Mondays were recognized as a holiday after falling on Sunday only when a ship was in port.

2. Overtime during straight hours is to be paid to men washing sand ballast off deck, and time and a half is to be paid to men who do this work off watch. This is an innovation in the contract and will result in an increase in the earning capacity of members of the Deck Department.

3. Penicillin is to be carried in the ships' medicine chests at all times and is to be administered to the crew members requiring it, according to the methods and

rules prescribed by the US Public Health Service.

4. Addition of a clause in the Deck Department working rules, providing that when the Deck Gang is required to spot booms for longshoremen, they shall be paid for such work at the regular longshoremen's rate as contained in the longshore working rules of the SIU contract.

5. The Union has agreed that Carpenters may sound all bilges and fresh water tanks, but such work must be done every day while at sea or in port. This will increase the earning capacity of the Carpenters, because previously some operators have not allowed them to sound bilges on days which would normally mean overtime.

6. The Union has revised the Bosun's clause so that in the future, Sunday's eight hours overtime at sea for sailors will continue to be paid for at the overtime rate, but will not be computed as overtime to be equalized for "high man" Bosun. In turn, the Negotiating Committee obtained "a double raise" for the Bosun rating. This is of particular importance to the Union because the "high man" provision for the Bosun previously meant that the Bosun was called out at all hours to work overtime. The new clause in the contract reads as follows:

"Section 12. Division of Overtime. All overtime shall be divided as equally as possible among the members of the deck crew. In any event the Boatswain shall be allowed to make as many hours overtime as the high man's overtime hours in the Deck Department, except

where such overtime has been paid for routine sea watches.

If the Boatswain is required to work with and supervise the watch on deck on Sundays or holidays at sea for which the watch on deck receives additional overtime, he shall receive the same amount of overtime per hour as paid to a member of the watch on deck, in lieu of his regular overtime rate.

When the Boatswain is working alone, or with men on watch below only, on Sundays or holidays, he shall receive the regular overtime rate prescribed."

CLARIFICATION

A further clarification prescribes that when the Bosun is given the right to work "high man overtime" to equalize his pay with that of the high man in the Deck Gang, he shall be called out for such work only at reasonable hours. This will eliminate a large share of the headaches some of the Mates have caused by insisting that the Bosun be called out any hour to equalize overtime.

Other clarifications and changes made in the contract are as follows:

1. **Coal & Coke as Penalty Cargoes:** Two years ago the SIU forced the operators to consider coal and coke as penalty cargoes. This was done in spite of the fact that no other seamen's union had such a clause. At the time of the inception of this 10 percent penalty for coal and coke, the Union was manning close to 100 vessels carrying these cargoes. Immediately after, because of the penalty attached to SIU ships hauling coal, SIU companies accepting coal gradually took their ships out of operation until, only a short while back, the Union had no vessels at all hauling coal or coke as regular cargoes.

West Coast- and NMU-contracted ships, not having this clause, have secured this trade and the SIU membership has lost 1,000 to 2,000 jobs.

Because other maritime unions never tried to obtain this penalty clause, putting the A&G District at a disadvantage, the Negotiating Committee, acting on its own initiative for the protection of the membership and their jobs, removed these two items as penalty in the new contract.

2. **Copra Penalty Cargo:** This item is pretty much identical with the question of coal and coke. SIU vessels were the only vessels securing penalty pay for hauling this product, generally the only cargo brought back from the Far East these days. Since the SIU ships were the only ones that had the penalty, practically all SIU ships came back without any cargo at all.

Consequently, SIU companies have been reducing the number of vessels running to the Far East, causing the loss of a great number of jobs. To protect the membership and its jobs, the Negotiating Committee, on its own initiative, changed the penalty rules and has agreed that up to 3,000 tons of copra can be carried without being classed as penalty.

3. **Wiper's Duties:** In line with the SIU program of making every SIU ship a clean ship, the Union Negotiating Committee agreed that Wipers, during their regular working hours, may paint, without overtime, the

Notice To Agents And Crews

The membership is aware of the fact that the SIU Negotiating Committee is now in the process of negotiations with the members of Atlantic and Gulf Ship Operators Association, comprising the following companies:

Alcoa, Bull, Eastern, South Atlantic, Seas Shipping, Bernstein Shipping, Smith and Johnson, Seatrain Lines, Baltimore-Insular.

True to shipowner form, these people have wired the Union that the Union is "tying up their vessels."

This, of course, is false and is an obvious attempt by the shipowners to try to lay the groundwork for some phony type of injunction or other legal action.

All officials and crewmembers are therefore notified, in riding these particular companies' vessels, to pay particular attention that the shipowner does not and is not allowed to do any chiseling in any form whatsoever. Make sure the operator lives up to all of the terms of our contract.

Crews riding these vessels are, in the meantime, notified that on any question that may come up regarding contracts, negotiations, etc., to go directly to the Port Agent in whatever Port they happen to be for full information.

PAUL HALL

Secretary-Treasurer

foc'sles and toilets belonging to the unlicensed Engine Department.

The company had originally tried to insist that, because of this overtime clause for Wipers, Black Gang quarters on board SIU ships in the future should be painted only once a year. The Committee rejected this proposal because it would mean filthy quarters for SIU men. Therefore, the Committee agreed to the revision of the Wiper's working rules based on the view that if the Wiper can paint the engine and fire rooms during his regular working hours, certainly he should be allowed to paint the Oiler's, Fireman's and Deck Engineer's quarters in a similar manner.

4. **Assistant Electricians:** The rating of the Assistant Electrician is changed to Second Electrician, with a monthly pay rate of approximately \$326, representing a considerable wage increase for men in this classification.

5. **Utility Messmen:** The Union has agreed to a clarification concerning Utility Messmen who are carried for the sole purpose of caring for extra passengers. When during the course of a voyage these extra passengers are discharged from the ship, the extra Utility men carried for the purpose of taking care of them may be required to sougee the unused passenger quarters. Thus, the SIU contract in this respect is still tops in the field, as no other member of the Stewards Department may be required to do such work without payment of overtime. The SIU Negotiating Committee believes that by taking such a move, it will encourage SIU-contracted operators to carry more passengers on the 11-passenger-type ships, thereby increasing the number of jobs for

unlicensed personnel in the Stewards Department.

6. **Transportation.** The operators have made a big beef about transportation. Rather than hold up the entire contract and the newly negotiated wage scale, the Union has agreed to set aside the question of transportation. Once the entire contract with Mississippi has been acted upon by the membership, the Union will negotiate a new transportation clause with the operators. When completed, it will become part of the Mississippi contract.

AIMED AT SECURITY

The entire contract negotiation plan was aimed at greater security for the membership and the procuring of as many more jobs as possible. It was for this reason that the penalty clauses were eliminated and the other amendments were included in the new contract.

The Committee declared that its efforts to obtain the record wage increases were greatly hampered by the NMU's recent acceptance of a five-dollar across-the-board raise from several contracted companies.

The Negotiating Committee believes that the two-year contract with Mississippi, with its guaranteed manning scales, the right to reopen the other monetary clauses at any time, will give the A&G membership far more protection and security than under any of the previous contracts.

The Committee also pointed out that the next two years will be tough ones for the maritime industry—possibly the most critical of all time. By now locking up working conditions and making it possible for SIU-contracted ships to operate in any type of cargo field, the Union will be able to guarantee itself contracted protection while devoting itself to other problems.

Things Jumped For Mississippi — And So Did Their Officials

There must have been a good deal of excitement around the offices of the Mississippi Shipping Company in the Hibernia Bank Building in New Orleans during the last days before the new agreement was signed.

The jumping started when the company received a notice from Earl Bull Sheppard, chairman of the SIU Negotiating Committee, on August 5 stating that "in compliance with the interim agreement signed by the Union and the Company, dated July 31, 1948, that negotiations have stalemated."

The company, in the person of H. X. Kelly, vice-president, hastened to reply on the same day that negotiations must recommence at once. Apparently the company got this letter off as rapidly as it could.

SOFT ANSWER

"With reference to your letter advising that negotiations have stalemated," Kelly wrote, "we beg to disagree with this statement. Negotiations should continue and we believe that they would result in an agreement. We are ready to continue negotiations at once and request you advise us when we can meet with you..."

However, this soft answer did not prevent the company from filing a complaint with the National Labor Relations Board on that same day, charging that the SIU had "refused to bargain collectively...until the un-

dersigned company agreed to enter into an illegal hiring hall contract requiring that all employees be hired from and through said organization."

The company also charged that the Union had done some other terrible things, but 24 hours later Mississippi ordered "full speed astern."

On that same day, August 5, the crew of the SS Del Norte, one of the company's three crack cruise liners, discovered that there was no contract. Naturally, if there was no contract the Union crew could not sign on—even if there were 94 passengers aboard.

The ship was scheduled to sail at four o'clock that afternoon, but it did not leave until the crew had an agreement under which to work.

GAY SAILING

On August 6, Friday, the company signed the new contract and withdrew the charges it had filed at the NLRB. The Del Norte, with its gay crowd of passengers, many of them vacationists, finally sailed Saturday noon.

By then, it could be presumed that Mississippi officials were wiping their brows.

Perhaps these company officials shared the feelings of a lady passenger who was unable to take her place in the dining saloon for luncheon on Friday while the ship was still at the dock. The poor lady was just too seasick to make it.

Free Check-Up For TB

Seafarers in New York who wish to receive a check-up for tuberculosis can do so through the facilities offered by the New York Tuberculosis and Health Association.

In Manhattan, the clinic nearest the SIU Hall is the Washington Chest Clinic at 123 Wooster Street. The examination is free, but an appointment is necessary. The telephone number is WATkins 5-7184.

Another clinic is the Brooklyn Tuberculosis and Health Association Clinic at 293 Schermerhorn Street, Brooklyn. The hours are Monday from 12 to 9 PM. No appointment is needed, and the fee is \$1.

There Are Beefs — And Just Beefers

By LLOYD (Blackie) GARDNER

The Editor of the LOG has invited me to submit an article "on some subject of general and vital interest to the membership."

So getting right down to things I asked of myself, "What's something that everybody is more or less familiar with, but which is always driving guys to the aspirin bottle?" The answer was right there under my nose. It was BEEFS.

You can't dispose of a subject like beefs in an article of this type. The guy that can clear up all the beefs around us doesn't exist. But I'd like to sound off a little on the subject, in the hope that it might help to get a clearer picture of which beefs are worthwhile, and which ones ought to be tossed over the side because they can do no one any good.

Writes As Member

I'd like it understood that I'm writing my views as a Union member, as a Seafarer. It is hoped this will start some discussion on the subject. Any member with thoughts on this matter should write in and



express himself. If he agrees with what's said here, or he has something to add, by all means let him drop a note to the Editor so we can all read about it. By exchanging our ideas through the medium of the LOG every man participates in the discussion and has a chance to say what he has been thinking about aboard ship or ashore between regular meetings, where he can also speak his piece. Now there's an idea for another subject. But having chosen beefs, let's stick to it.

First of all, let's get clear on what we mean by beefs. I'm not referring to the kind we get aboard ship that involve contract violations or infractions of Union Shipping Rules and regulations, or any of the things covered in writing that our Union enforces for our protection.

Deals With Gripes

The beefs I'm concerned with in this article probably could more correctly be called gripes—those little dissatisfactions, dislikes, rumors and whatnot that are always making the rounds and most of which are never straightened out because they're not brought out in the open.

All of us gripe. We wouldn't be human if we didn't. There's absolutely nothing wrong with a guy blowing off steam. For one thing, it makes him feel better. For another thing, it sometimes leads to im-



provements, if his purpose is constructive. Gripes of this type have many times been the forerunner of Union policy, because the member who blew his lid did it where it could do some good. He either wrote a letter to the LOG and got his point across by having the majority of the membership read it, or he spoke up at a membership meeting where action could be taken.

Not all gripes or beefs of this type are important enough to be aired at a meeting—I'm not trying to

The Editor of the SEAFARERS LOG has invited the Port Agents to submit a series of articles on issues of general and vital interest to the membership. These articles will not take the place of the Agents' weekly surveys on the state of shipping in their ports and other matters, but will be something extra.

The Editor felt that the Port Agents, because of their positions, would be able to comment wisely on a variety of subjects. The third article in this series appears on this page. It was submitted by Lloyd (Blackie) Gardner, Port Agent in Philadelphia. Members are urged to submit their own views on this and the other articles in the series.

Brother Gardner is an original mem-

say they are. Plenty of times we have something on our chests that we spill to one another over a drink and we're finished with it.

But any gripe or beef that is big enough to get a guy all hot and bothered about, and which he keeps repeating to everybody he comes in contact with, ought to be aired in front of the men whom it affects—the membership. To let a beef take the dark, winding course that leads to confusion can ultimately be harmful. If that's a guy's intention, then he means no good and should be straightened out by anyone within earshot who's interested in his own well-being as reflected by the welfare of his organization.

Ginmill Gossip

Guys have passed along to me beefs told to them in a ginmill that are really childish stuff. But they are always loaded with harm because they might be taken seriously by the easy-to-convince type of listener.

I learned that a certain member was sore because a guy he once sailed with, now a piecard, didn't spend a couple of hours talking over the old days with him. The disgruntled Brother was yammering in a ginmill that the piecard was now a "bureaucratic so and so," and that "he's too big to remember his pals, now," and "I knew him when." You know the stuff.

But when you look at this gripe coldly, you see how foolish it is. The membership, including the griper, elected the man in question to a Union job because they expected him to do the job—and do it right. Maybe the official was just itching to get down to talk of the old days but his job wouldn't allow it.

Remember, the piecard is not available for social life during the working day. The membership pays his wages, the membership chose him because it had confidence in his ability and reliability. The official is responsible to the membership for delivering the goods. He can't deliver the goods and spend the day sloughing off his duties, while he goes around being a good sociable guy. If he does, he's not on the ball.

Just Misunderstanding

That little incident is just a case of misunderstanding. Any guy worth his salt with a gripe like that will get the pitch if it is put to him clearly and in the proper light. On the other hand, there are chronic gripers to whom nothing can ever be explained, because they're never happy unless they are knocking something or someone. Nothing constructive ever comes from these guys. They generally are fascinated by the sound of their own voices, and the more they drink the more they pump their speech boxes and the more destructive become their little stories.

They don't confine their barbs to piecards, either. "The Bosun is a bum, doesn't know a damned thing," and that "Steward we got is a phony," and "Where the hell did they get that lousy Messman," and on and on and on. Montonous, isn't it? Pretty sorry conversation when you get that for a daily diet.

Standstill Attitude

It doesn't end there, however. These lads with the loose tongues are only warming up. "Why the hell do we need a new Hall," and "Why should we build up the Strike Fund?" and "What's the matter with

ber of the SIU and he has been active in Union struggles throughout the period of the entire life of the SIU. Brother Gardner sailed steadily during the war years. He has put in much time as a volunteer organizer and has contributed considerably to the successes the SIU has made in bringing unorganized fleets under Union contract. He was first elected to office in the SIU in the last general elections of 1947-48 as Port Agent in Philadelphia.

In writing about beefs, Brother Gardner deals with a subject he has become very familiar with, as a result of his considerable experience as Ship's Delegate on innumerable vessels he has sailed.

the Shipping Rules as they are?" they invariably ask. You can always answer these cold. The answer is: We don't need new Halls—if we want to jam all the Brothers in dirty, foul, dark Halls without lounging, toilet and recreational facilities. Strikes never were



necessary—IF we never cared about getting more than \$45 per month, IF we had been willing to continue to sleep on blue linen. We never need make changes in Shipping Rules or other regulations—if we don't want to make things easier and more efficient for all concerned.

But, then, what would the gripers have to talk about if there was no progress? You're right, they'd probably start beefing about why we didn't have new Halls, why we didn't strike for better conditions, and why didn't we improve our Shipping Rules.

Endless Subject

We could go on forever on the subject of beefs. Fortunately it isn't necessary. What I'm trying to get across is the fact that, aside from the trivial small beefs that are an outlet for steam, and which are very much in order, all beefs affecting the individual and collective welfare of the Union and the membership should be brought out in the open.

To allow beefs to fester in the dark until they become smelly cannot be considered healthful. If we have a gripe involving our shipmates, Union Brothers or our Union, we should state our case before the membership, where action to improve or correct a situation can be taken.

Let's exchange our views and ideas. I think that in this way we can all get closer together and thereby



build a more tightly-knit organization. Beefs are okay, if they have a sound purpose.

I think that if we bear this in mind, we can all move ahead more swiftly and surely.

AROUND THE PORTS

Shipping In New York Holds To Fair Clip

By JOE ALGINA

NEW YORK—In spite of the general lull in maritime, shipping and business in this port continue to ride along at a fair clip.

Several good payoffs featured the past week's activity among them the following Waterman ships: SS Malden Victory, SS Afoundria, SS Governor Sparks and the SS Kyska.

There were a few disputes aboard the Malden Victory, which is on the intercoastal run, but all were satisfactorily squared away.

One of these beefs had the Mate and the Bosun as principals. It seems the Mate didn't like the Bosun and wanted him fired. But we didn't think his reasons were sound and we wouldn't go for it. The Bosun stayed.

ALCOA PAYOFFS

Two Alcoa vessels, the SS Paul Revere and the SS Alcoa Polaris, also were ship-shape at the payoffs, with only minor beefs to be cleared up.

Other ships terminating voyages in New York this week were the Carras tanker, SS Trinity, in after a four-month trip, and our old friend the SS Colabee, American-Hawaiian, which makes a 14-day run to Canada and back carrying newsprint.

Several sign-ons took place this week, with the SS Isaac Singer, SS Jean Lafitte and SS Bret Harte heading the list.

Attention must be focused on a little mixup which, in the interests of all hands, cannot be allowed to continue unchecked. It appears that some crewmen announce their intentions of getting off the ship at payoff time, but when replacements arrive they report that they have changed their minds and want to stay on.

Once a man declares his intention of getting off a ship and replacements are called for, he must follow through and get off. This is only fair to his Union Brothers and will avoid a good deal of mixup.

We'll have a chance to see whether the Maritime Commission means what it says in deploring the shortage of American-flag passenger ships when it holds a hearing on August 30, on an application filed by the Arnold Bernstein Line for an operating subsidy.

PASSENGER PLANS

The Bernstein outfit wants to inaugurate passenger and cargo service to Antwerp and Rotterdam, for which they will buy the two P-2-type transports, General John Pope and General William Weigel.

An application for a construction subsidy for conversion of the two ships to civilian passenger use has already been filed with the Commission.

The Bernstein Line has made several attempts to operate under the American flag, but each time the Commission has turned down its requests.

Last February, Bernstein tried

to get a cargo subsidy for the Antwerp-Rotterdam run, and last month it asked the Commission to charter one of the transpacific liners, Mariposa or the Monterey, as an Atlantic



liner for six months and as a cruise ship for the rest of the year.

The Commission said it wouldn't charter one of the vessels alone.

Should Bernstein be given the subsidy he's asking for, it will mean that the sadly lacking American passenger service will get a boost.

And it will mean more jobs for American seamen who are on the beach, while foreign ships are taking more and more of our cargoes out every day. We'll see what happens the end of this month, however.

MORE HELP

Just to show you the way every merchant fleet is being helped out at the expense of our own shipping, there's an item this week that tells of a 12-million-dollar American loan to four Netherlands shipping companies to be used for the

purchase of six ships in this country.

I have also just learned that a Japanese tanker has replaced a U.S. ship on an oil run to Iran.

A woman named Eleanor (Cissie) Patterson, publisher of the Washington Star, died a couple of weeks ago. During her time, her paper was one of the loudest anti-labor rags in the country.

Everytime organized men and women struck for decent wages, and a chance to take care of their families more adequately, this woman's paper screamed that labor was getting away with murder.

Last week, when her will was filed it was learned that she had left 15 million dollars, not counting the value of her newspaper, judged by some to be worth another couple of millions, and many more millions in property, the full value of which hasn't yet been determined.

Chief Stewards

If your requisition is cut, or if the food is not up to par, notify all three Delegates at once so that the ship will not sail until the matter has been straightened out.

It is the responsibility of the Steward to check the stores before the ship sails, and any complaints made far at sea won't do the crew any good if they have to eat short rations or poor food.

Baltimore Expecting Slow Shipping Week

By WILLIAM RENTZ

BALTIMORE — Shipping was fair in this port last week, but it appears as though a slow week is ahead of us. We hope, of course, that it turns out otherwise.

The payoffs took place aboard the Cubore, Oremar, W. R. Davie, Atlanta City, Charles Nordhoff, Edith, Mae and the Bull Run. Although these are fewer than what Baltimore is accustomed to handling, I guess we could say it was better than nothing.

On the sign-on side we had only three ships taking crews. These were the Steel Executive, an Isthmian ship, and two Ore jobs—the Cubore and the Oremar. The number of sign-ons gives a pretty good picture of the state of shipping here, I think.

CLEAN PAYOFFS

There were few beefs on these ships and only minor ones at that. All were taken care of at the payoffs.

The crews coming in here are bringing their ships in pretty clean. The fact that they are doing such a swell job seems to indicate they are getting to know their contracts.

This is of great help to the Patrolmen, besides the fact that

it is always a pleasure to see a ship in first-rate condition at the payoff.

However, the fact that there are beefs does not mean always that the men are not fully acquainted with their contracts. Too many beefs can be traced to the fact that topside people think they are gods and try to give the men a hard time. But they are learning, too.

A few ships have come in here in transit status during the past week. Most of them were Alcoa and Waterman ships that hit this port for loading only.

Most of the local talk is about the state of shipping. Men are wondering where all our ships are going, and whether the powers that be are going to let our merchant fleet go down.

When they were so busy giving away and selling our ships they probably never realized that, before they knew it, they'd be watching other countries begin to carry the biggest load of the world's shipping.

PLENTY OF MEN

There are plenty of men on the beach here. We don't know where they are coming from. All apparently think that Baltimore is the best port for shipping. Unfortunately, they are

You Can Get Out In Philadelphia If You Don't Pick And Choose

By LLOYD (Blackie) GARDNER

PHILADELPHIA — Although it can't be called too good, shipping is holding its own in this port, and is fair enough to enable a man to get out—if he's not too particular about the type of ship or the run it makes.

There were several payoffs during the week. One was on the SS Isle of Patmas, of the Mar-Trade Corporation. We had a bit of trouble on this ship because the ship's officers had been trying to throw their weight around.

A damned good SIU crew manned the Isle of Patmas and, in the course of our little investigation, we found that the trouble was caused by a couple of Union-hating officers who, unfortunately, chose to ignore the agreement.

OKAY, NOW

However, we finally squared matters away and paid off the Isle of Patmas. She is still here, awaiting orders. Let's hope that her next trip will be smoother for all hands.

Another payoff took place aboard the Cape Mohican of Mar-Ancha. This was a comparatively easy one, with all hands leaving the payoff very happy. The Cape Mohican is on the Island run.

Also paying off was the John H. Marion, a vessel of the U.S. Waterways outfit. The Marion, too, was a good clean ship and was manned by a competent bunch of Seafarers, sparked by a capable oldtimer, Bosun Ernest Bell.

This Liberty tanker has only recently come under the SIU banner but, believe me, she is a credit to the Union. She was spic and span and a pleasure to payoff.

ALL NEW

And that leads me to a point I think is worthwhile for all

hands to think about for a little while. All three of these ships which were paid off in Philly during the past week are recent additions to the SIU's growing list of contracted companies.

Judge for yourself, then, the importance of our Organizing Department to our Union and the membership. You can easily see how necessary your all-out support is to the winning of any objective selected by our Organizing staff. It all adds up to more jobs for the membership.

I can guarantee the membership here in Philadelphia is more than glad to see these new additions coming in. Philly has al-



ways been chiefly a port of call for most of the larger companies—so it means a hell of a lot to have these newly-organized ships coming in to payoff here.

An incident that occurred here the other day is worth repeating. It is likely to either make you laugh or blow your top but, whichever way you do give out, the story has a point.

PUZZLED MAN

One of our members paid off a ship here this week and was notified to appear the next day before the Coast Guard to answer charges pending against him.

The guy was dumbfounded at the news, because he had not had one instance of trouble during the entire trip. I went up to the CG with him—and guess what?

The Coast Guard donkey started reading a list of charges made aboard a ship that ended her voyage in January 1947. This guy had been logged two for one for about eight different charges, but this didn't satisfy the big brave subway sailors.

Oh, no, this offender, they said, had to be disciplined as well. Of course, the big brass actually had no power to do anything, but they explained that the charges would be filed until the Congress appropriated enough dough for the kangaroo courts to begin operating again.

So there you are. Laugh or blow your lid but think it over.

QUIET FRONT

On the labor front, things are very quite in Philadelphia, but labor men here are disgusted over the calling out of the National Guard to deal with a strike in Dayton, Ohio. But, then, what do you expect? That's where Senator Taft hails from, isn't it?

Baseball and the hot weather have this town by the seat of the pants and aside from questions on the temperature reading, the one big thing in everyone's mind is this: How to get tickets for the World Series at Shike Park when the amazing A's cop the pennant? (Editors Note: If they do!)

Frisco Branch Finally Does It: Opens New Hall For A&G District

By A. S. CARDULLO

SAN FRANCISCO — Here's lieve me when I say it isn't the announcement we promised last week: The new Hall of the San Francisco Branch, Atlantic and Gulf District, is located at 85 Third Street. The phone number is still DOuglas 2-5475.

All of us out here are proud of our new quarters and we know the other members will be, too. The accommodations are ample for our purpose. Everything is spic and span, with freshly painted white walls and shining wax floors.

RECREATION ROOM

There is special room for recreational purposes, containing a library, games and free coffee for the brothers browsing around. Members who wish to improve their rating will find our collection of text books on a variety of subjects quite helpful.

Union educational material is also available for all hands interested in the know-how needed to be a good Union man. Educational classes will be held daily once things start to roll.

A vote of thanks is due—several A&G men on the beach here who helped line things up at the new Hall, and get it in working order. Among these Brothers, whose enthusiastic efforts were very helpful, are:

C. Metting, P. Drevas, R. W. Stanford, T. Popa, D. Bell, J. R. Gordon, R. K. Williams, H. Aberham, S. Holden, H. Beckman, L. Burnett, J. Ciglio.

We didn't have any payoffs here during the past week although we did have several ships stop by in transit. Among these were the Penmar, Calmar, St. Augustine Victory, and the Warrior. The Warrior merely stopped for a breather before making the European run.

UNNECESSARY BEEF

A group of the boys on one of our ships had another fracas with the longshoremen here. This is the third beef of this sort. If the messrooms were kept locked during the period in port, and the watch were given the keys to hold, these beefs would never happen.

Some fellows may think it's a joke to be in port for a day or so and stir up beefs like these, but Al Bernstein and I make these docks everyday and you can be-

lieve me when I say it isn't funny.

The CIO longshoremen out here have an injunction against them and they are looking for any excuse to stop work.

In this case the commies whispered "race riot," and the press said "crew riots," neither of which were true.

The whole incident could have been averted if the messrooms were kept locked when the ship was in port. We trust that the members will keep this in mind the next time their ships are out this way.

That's all for now from the Gold Coast. In our next report we hope to be able to report a number of men registered and were shipped.

SHIP BLAST VICTIM ON THE MEND



James Jones, one of the men burned in steam line explosion aboard the SS John Bartram in Tampa last month, has been discharged from the hospital, where above photo was taken, but will require indefinite treatment for his burns.

The Patrolmen Say—

Do It Right

NEW YORK—In recent weeks we have come across quite a number of demotion beefs. Somehow, a few Skippers and Chief Engineers have arrived at the old-fashioned idea that, by demoting a rated man, they have handed out the extreme penalty against so-called misconduct.

It is true that any man found guilty of not being able to carry out the duties of his rating can be demoted to the next inferior rating, but such action must be proven before the U. S. Steamboat Inspectors.

But we have been plagued by certain officers who take the position that they are bigger than the Inspectors that issue the ratings, and make a practice of demoting not to the next rating, but (to take an example) from Chief Steward to Messman, or from Chief Electrician to Wiper. Such a procedure is contrary to maritime law.

Demotions for minor misconduct is a high-handed gesture of swell-headed Chief Engineers and Skippers, enthralled by their "exalted" position, who imagine themselves the sole judge of others with the right to give or take away a man's livelihood.

Fortunately the officers who pull this tactic are few, and their unwarranted action should not be allowed to cast a reflection on the majority of officers, who endeavor to do the right thing.

The rated men shipping out of the SIU realize that they have an obligation to their shipmates and to their Union to do the work of their respective ratings and instances where they have not been able to do their duties are very few.

Remember that, as long as a man carries out his responsibilities and lives up to the agreement, regardless of anything else he may do, he is protected against any and all demotions. Of course what a man does on his own time is his own business.

When you go aboard ship, though, do your job right and prove to others (as we already know) that an SIU seaman is the best seaman in the world!

Louis Goffin

Mobile Reports Progress With Waterman

By CAL TANNER

MOBILE — During the past seven days shipping reached a new low, with a total of 58 bookmen and 11 permitmen being shipped. Only four ships paid off and none signed on.

At this writing, however, there are several ships waiting to be signed on as soon as necessary repairs are made, and slop chests and stores are put aboard.

All ships paying off are Alcoa jobs. The Clipper, one of the line's luxury passenger ships, took no replacements this trip. Her payoff, like that of the Cape Edmont, was smooth.

The Edmont, which had been operated by Alcoa for sometime now, is being turned back to the Maritime Commission for layup.

SQUARED AWAY

The payoff aboard the William Johnson was held up awhile because of overtime disputes, all of which were finally settled to the crew's satisfaction.

Chief cause of trouble aboard this ship was the Skipper and a Mate—who is an ex-NMU man—both of whom made a lovely combination.

The Patrolmen won the beef that arose as a result of no shore leave in Bermuda, and also squared away several other beefs. The last payoff for the week was on the Ben Fisher, which had but a few minor beefs that were quickly settled to the satisfaction of all hands.

The ships to be signed on when the repairs have been made and stores completed are

the Alcoa Runner, the William Johnson and the Ben Fisher.

Only vessel to hit Mobile in transit this week was the Governor Bibb, a Waterman ship that came in with a full crew from Beaumont, Texas. Our Patrolmen visited the ship and the replacements needed were furnished right away.

NO OPTIMISM

In face of the fact that shipping last week was the worst we have had in some time, we cannot be optimistic about the immediate future. Prospects do not look too good for the coming week.

Quite a few arrivals are expected, but there is no certainty that they will go back out again. In fact, some of them are scheduled to undergo repairs at the shipyards here. The moment shipping does revive, we will report it to you, via the LOG.

According to the report of our Patrolman who visited the local marine hospital, all goes well with our Brothers confined there. Brothers receiving their Union benefits this week included A. C. McAlpin, L. D. Atkins. Also in the hospital are Brothers Wallace Bly and E. K. Nickerson.

INTEREST IN CONTRACTS

The main topic of interest to the Seafarers around the Hall now is the progress of contract negotiations. At our last regular meeting, the membership was informed of the negotiations being conducted in New York and what the Negotiating Committee is doing.

Down here in the Gulf, dis-

cussions are continuing with Waterman Steamship Corporation, the main company here. Our negotiating committee is making definite progress.

While the company is asking for some changes and concessions in the proposed contracts, these are not vital enough to worry about, and have no effect on any of our hard-won provisions in the old contract.

At no time here have negotiations broken down. Both sides are meeting continuously in order to get the new contract lined up as quickly as possible. We hope to be able to report something favorable on this in the very near future.

OLDTIMERS

Included among the oldtimers on the beach in Mobile at the moment are Charles (Captain) Spencer, W. W. Brown, K. W. Klug, W. Jimmie Grey, E. L. Collins, M. Bonds, J. L. Osborn, William Werneth, Leo P. Marsh, Tom Meagher, J. Jordan and S. W. Ghale.

The SIU-affiliated Marine Allied Workers' Towboat Division has been digging in at the national pastime. In a free-hitting contest the other day, our tugmen dropped a close game to the Mobile River Rats, an aggregation representing the river and bar pilots here, 16 to 15. Pitching the pellet for the MAW was Brother M. E. Nelson.

The towboat Division has another game scheduled for next week, and it is hoped that all Brothers on the beach will drop by to see them play.



Why Bosuns Get Grey

By G. W. BILL CHAMPLIN

What I call incurable "company men" among Masters and Mates often constitute a serious menace to the life and limb of the crew, as well as a hazzard to the ship, a source of loss to the company and a liability to the underwriters.

These men go on the mistaken idea that, if they chisel a few hours overtime from the crew and indulge in other penuriousness, the company will, in undying gratitude, magnanimously present them with a Commadore's position or a shoreside job.

On my first trip to sea on the old Marore, in 1925, I became acquainted with the kind of Master, who is a company man first, and a seaman afterward.

Captain McF., ordinarily a kindly man to his crew, had worked long and diligently at his profession, and had risen to command one of several sister ships that were the world's largest bulk carriers.

The good Captain was even then on his last voyage, for he was to have been made Commadore next trip.

Sailing out of New York, we hit Cristobal on Sunday, March 7 (my birthday, damn it!) and lay on the hook. "Heavens," exclaimed the Skipper who didn't swear, "a day lost!"

At Cruz Grande, Chile, there was a shortage of ore, and another two days were lost.

A week later we lost a day in Miraflores Lake, awaiting transit through the Panama Canal. Then we took on bunkers at Christobal. "Great Guns! More lost time."

We were to discharge at Sparrows Point, Baltimore; so we ran through the Virginia Capes and headed up Chesapeake Bay.

There the company agent met us in an old launch and told the Skipper to head back outside for Greenville, N.J., because the port was tied up with a waterfront strike.

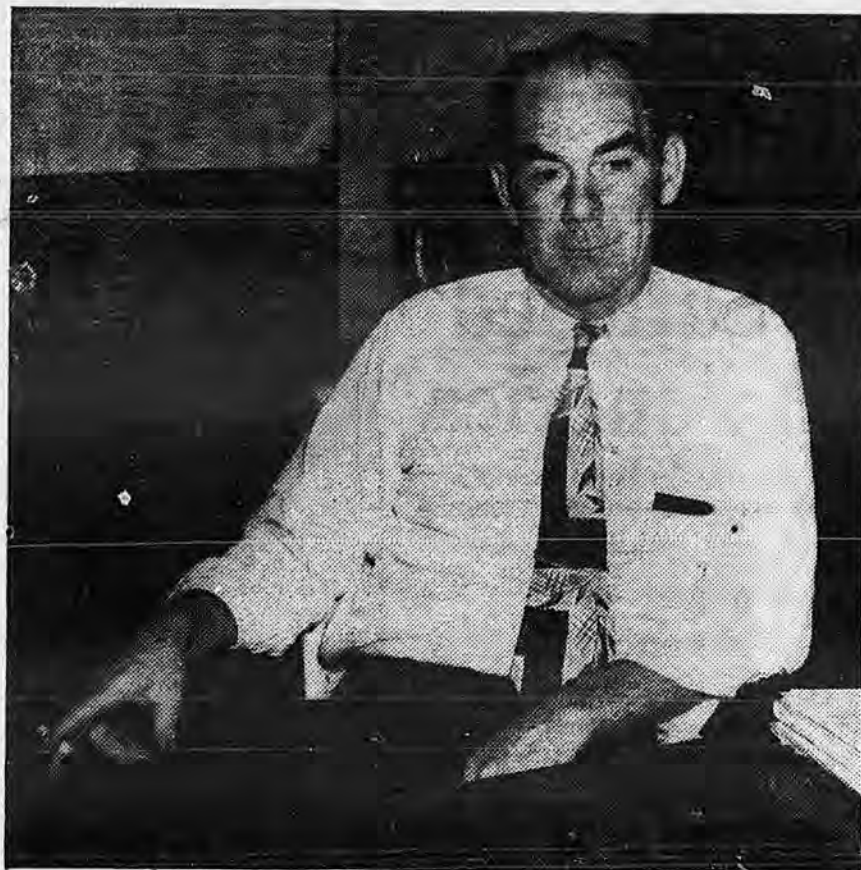
The poor Old Man, in a dither of righteous indignation over the delays these "blasted Unions" were causing him—and of course with his mind on the Commadore's job—decided he'd show Bethlehem Steel what a faithful servant he was by saving an hour from Cape Charles to Sandy Hook.

So hugging the coast, full speed ahead, he piled her up on a bar. But, don't laugh—we were in a tough spot then, off an icy shore, with the barometer falling. The powerful turbines and twin screws were useless, and so were the Coast Guard tugs that came to our aid.

The Old Man broke down and cried like a baby. I often look back and remember him then, helpless and frightened, tasting the bitter folly of forgetting that a Master must be a seaman first and a company agent last.

However we did get off on the second high tide, and made Greenville after all—later than ever, of course, thanks to the Skipper's fear of the company whip.

GRATEFUL FOR UNION BACKING



SIU representation drew plaudits from Seafarer John White, Chief Electrician aboard the Robin Gray, after the Union aided him in being cleared of phony sabotage charge lodged with Coast Guard by vessel's Chief Engineer.

Bosuns Aren't Only Grey Ones, Says Steward

By RAYMOND J. WELLS

There have been many articles in the LOG about Bosun's problems; but I can tell you he is not the only man who gets grey hair!

Take the last trip of the SS William R. Davie, South Atlantic. We left June 17, and just got back. It was my 13th crossing of the Atlantic—so maybe that had something to do with it.

We crewed up in Baltimore, and the first thing off the bat the Chief and 3rd Cooks got into a battle, with the Saloon Messman mixing in too.

All came out with bruises and black eyes and got a calling down by the Patrolman, before sailing to Norfolk.

Saturday, the 3rd Cook went to the doctor to get cracked ribs taped up—a result of the previous fight. He paid off Sunday under mutual consent, leaving us short-handed. After loading coal, we shifted ship and loaded stores, preparatory to sailing Sunday PM.

I went down to the galley at 5:30 and found a big fire in the stove, and figured everything was under control for breakfast, and went back to bed.

About 7:15, the Saloon Messman called me and said the Night Cook and Baker had gone to bed.

I went down and found him either sick or drunk, but he refused to turn to. By that time it was 7:30—breakfast time—and nothing was ready.

I built up the fire again and managed to get the meal out; and when the Chief Cook came in to start dinner I notified the Captain that the Night Cook and Baker was fired.

That left us two men short on a Sunday sailing, with the Hall closed. With the help of the port officials we finally rounded up two SIU replacements and brought them down to the ship. Charges were read to the old Night Cook and Baker, who did not deny them, only stating that he was depressed.

When it came to signing on the replacements, one was an alien, and our allowed complement of aliens was filled. Two hours to go!

So that left only one thing to do: try to persuade the old Third Cook to sign on as Night Cook and Baker—broken ribs and all. This he did, although he had taken his papers and clothes home previously.

Everything went smoothly till we hit the coast of Europe



fifteen days later and started to discharge.

The Chief Cook got all gassed up and started scattering things around the galley. When I went in, he took a swing at me. He followed me into the saloon, threw the Third Cook on one of the tables and knocked him out.

Mobile MAW Sets Up Meetings

MOBILE—The Mobile Branch of the Marine Allied Workers, affiliated with the SIU, will hold regular membership meetings on the first and third Mondays of each month, with all hands being required to attend at least one session monthly.

These provisions are incorporated in a resolution adopted recently by the MAW to insure quorums for the transaction of Branch business by the membership in regular meetings.

PROTECTIVE MEASURE

The resolution, submitted by Mack Hawkins and J. A. Foster, of the MAW Towboat Division, declared that "before coming under the banner of the Seafarers International Union tugboatmen in the Port of Mobile worked long hours and for low wages for many years..." and that it was therefore necessary to protect the newly-won contract conditions by active in-

San Juan SIU Continues To Aid Puerto Rico Longshore Strike

By SAL COLLS

SAN JUAN — There's no change in the strike situation down here as the longshoremen's beef continues 100 percent effective. Relations between our crewmembers here and the striking men of the ILA and UTM are at a very high level.

(Editor's Note: Late dispatches report settlement of the strike.)

Oddly enough, shipping has been very good, especially in the Deck Department. Since the strike may last indefinitely, many of the men on the vessels tied up are heading for the mainland, because they would rather take their chances on being shipped out from another port.

Replacements for them have, therefore, been necessary.

SQUARED AWAY

Of course, there have been no payoffs during the past week. A beef on the SS Monroe, a Bull

Line ship, was disposed of when the Oiler, who had been performing for three days, was pulled off the vessel.

The Night Cook and Baker, who had been late for three consecutive days, was fined \$25.

Because of the present situation, there were no sign-ons.

Both the Catahoula and the Carabelle, of the Cuba Distilling Company, have called in here and shipboard organizers were contacted on both these vessels. Sentiment on both these vessels appear to be strongly SIU.

(Editor's Note: On Aug. 3, the National Labor Relations Board handed down a certification order naming the SIU as collective bargaining agent, as a result of the elections held recently on these ships.)

RECOMMENDATION

The local Building Committee has recommended the purchase of the building on Palayo Street, just around the corner from our present location, to serve as a new Hall. The membership has accepted the committee's recommendations.

The strike being conducted by our AFL Maritime Trades Department affiliate, the ILA, has the island tied up tight, and the Governor of the island and one of his aides have gone to Washington to see if something cannot be done to bring about a settlement.

Because of the strike, there are more Brothers around the beach than normally. Some of the lads seen around are E. Ventura, M. Murphy, M. Santiago, H. R. Billings, Homer Spurlack, G. Gonzalez, J. Bermudez, J. Maldonado and J. Goicoechea.

Galveston Has Jobs On Deck, But That's All

By KEITH ALSOP

GALVESTON—The return to normal shipping which we have been expecting in this port happened this week.

We're back to normal, but we can still report that shipping is good in the Deck Department.

There was one payoff in this area, the SS Aroseman in Houston. This vessel signed on, as did the SS John B. Weaver, this week.

SUMMER QUIET

The lag that comes with the month of August has had its effect on most everything around here. Things are quiet throughout the area, with nothing of special interest to report to the membership.

Several Seafarers are in the Galveston Marine Hospital. They are W. Matsoukas, J. Heitman, J. Givens, A. Caudra, G. Weldon, J. W. Polaski, H. T. Noe and B. W. Biggs.

Among the Brothers around the beach at the present time are Sam Cooper, C. Collins, J. W. Heitman and Sam Vincus.



SHIPS' MINUTES AND NEWS

Seafarer - Explorer Has 'Safaried' In Dark Continent, South America

One Seafarer who has seen the interior as well as the coasts of continents is Otto Richfield who says he is an explorer and anthropologist as well as a seaman.

Richfield has prowled the jungles of darkest Africa and Brazil's Matto Grosso, and has done extensive radio work in South America in connection with his scientific interests. The record of his adventures, including meetings and correspondence with many South American political bigwigs, is contained in a personal log which he calls his "Golden Book."

Born in Austria, Richfield is now a naturalized American citizen. He claims two degrees from the University of Vienna where he made his first inquiries into the field of anthropology. (In case your favorite dictionary is in the next fockle, anthropology is the science that treats of the origin and development of mankind, including customs, beliefs, languages, and other matters. Richfield says he goes in for the whole business, but that his special interest is languages.)

In 1935, Richfield headed for central Africa. He was a rover at heart, he maintains, and offers as evidence the fact that when he was a boy of eight he ran away and lived for a week in the woods outside Vienna before he was found.

UP THE NILE

In Africa, he headed up the White Nile to the area where

the Anglo-Egyptian Sudan, the Belgian Congo and Uganda come together. He traveled by foot on some occasions, and by canoe on others. No colonial government would guarantee him any protection whatsoever in this cannibal-infested area, he says.

However, the natives gave Richfield no trouble. In fact he made friends with them, if the accompanying photograph is any indication. He also collected utensils, weapons and other gimcracks illustrative of the central African way of life which he says he shipped back to various museums in Vienna and elsewhere in Europe.

Richfield wandered around Africa and the Red Sea for a couple of years. One day in Casablanca in 1938, being the master of several languages, he shipped as interpreter on a French passenger liner bound for Buenos Aires. Once ashore, he proceeded to explore a tough section of South America the hard way.

With some help from the Brazilian government and the backing of a group of Brazilian radio stations, Richfield set out on an expedition into the Matto Grosso in western Brazil. His object was to find a British explorer named P. H. Fawcett who had not been heard from since 1925 when he had left on a search for a "lost city."

The first part of the trip was relatively luxurious, Richfield points out, since he traveled by rail all the way from Sao Paulo, the huge city 40 miles inland from the port of Santos, to the end of the line at Corumba near

the Bolivian border, a matter of some 600 miles in all. Then he struck out north for Cuiaba, last big outpost before the Matto Grosso itself.

FOUND RIFLE

Once in the vast relatively unexplored wilderness of Matto Grosso, Richfield, traveling along the rivers by boat and canoe, made friends with the tribes of hostile Indians that live in the area, notably the savage Chavantes.

Richfield did not find Fawcett but he did find Fawcett's rifle and evidence leading him to believe that Fawcett was dead, killed, probably, by the wild Chavantes who resented the Englishman's intrusion into their land. But the trip made a good story for the radio stations which backed it. In his radio work on this occasion and others, Richfield was always aided by his knowledge of languages. He speaks German, English, Spanish, Portuguese, Italian, French and Arabic. In addition, he says that he can find his way around in dialects of several South American Indian and African tribes.

Before becoming a Seafarer, Richfield spent a stretch beginning in 1940 in New York. He worked mostly as a designer of leather goods and belonged to Local 60 of the International Ladies Handbag, Luggage, Belt and Novelty Workers Union, AFL. But he hopes to follow the sea for many years to come.

George Thompson Dies In Accident

George Thompson, 22-year-old Seafarer, was killed on July 19 while working in the American Oak Leather Company plant in his hometown of Cincinnati, Ohio, the LOG learned this week from retired Seafarer William F. Clouse, Jr.

Clouse reported that Thompson was electrocuted when he touched a 440-volt wire while drilling a hole through a casing of a control board.

Brother Thompson had taken the job ashore to earn money to return to New York for a ship. He had been home five weeks when the accident occurred. Clouse, an old shipmate

LOGS IN JAX

Seafarers touching Jacksonville will now be able to pick up the latest copy of the LOG, thanks to arrangements made for distribution of the LOG in that port.

The Savannah Hall, which represents ships touching Savannah, has arranged for H. Bennett of 501 East Bay Street, Jacksonville to handle 40 LOGS weekly. The location is near to the waterfront and is easily accessible from all ships.

PUTS CHALLENGE TO ALL COMERS



Lou Martinelli to the wrestling world, but Lou Meyers to his Seafarer Brothers, and "Stewy" to his shipmates on the SS Paul Revere where he is Chief Steward. The husky battler recently challenged all comers when the ship stopped in Trinidad. Holder of many championships, he is rated Number One contender for the American title by the National Wrestling Association.

Holds African Title, Eyes Wrestling Crown Of Europe

Lou Meyers, Chief Steward on the Paul Revere, who as Lew Martinelli holds the South African heavyweight wrestling championship and is rated the number one contender by the National Wrestling Association, recently challenged all comers in Trinidad while his

ship lay-over there, according to a report carried in the "Trinidad Guardian."

This 250-pound Seafarer, who is now 27, recently held the world champion Jim Londos to two draw battles and plans another crack at the world championship after making a try for the European title.

Son of the European titleholder from 1900 to 1904, Meyers began wrestling at the age of eight. After battling amateurs for seven years, he turned pro and has been winning most of his professional bouts all over the world for the past 12 years.

Trained by Zbysco, ex-European champion, and his father, Meyers is of such proportion that he was dubbed the Orang Outang in South Africa when he fought the noted Whiskers Blake there for the title.

A BIG BOY

With 49 inch chest normal, and 54 inch expanded, 29 inch neck and 19 inch biceps, he can clean and jerk 325 pounds in weight lifting. When ashore he runs two-and-a-half miles every morning, and on the ship tosses a few weights about to keep in shape.

Last February he defeated Henri de Glane the French champion in Paris; so it is no wonder that Chanka Maharaj, once pride of Trinidad, decided to remain in retirement when Meyers was there.

Brother Martinelli — er — Meyers, that is, joined the SIU in 1945 and carries a full book.



Seafarer Otto Richfield shakes the hand of an African Chieftain whom he claims to have found somewhere near the upper reaches of the White Nile. Richfield states he wore the necktie to impress the chief.



GEORGE THOMPSON

as messman. In good standing at the time of his death, burial benefits have been paid to his wife Mrs. Jean Thompson. In Cincinnati he made his home at 2624 River Road.

Digested Minutes Of SIU Ship Meetings

WILLIAM TILGHMAN, March 27—Chairman J. Napier; Recording Secretary R. Noe. Bosun elected Ship's Delegate. Motion that Departments rotate each week in keeping the laundry clean. Motion that coffee time be taken in recreation room. Under Good and Welfare it was recommended that books be returned to the ship's library after use. Members asked to turn in repair list to their Delegates. Steward asked that used laundry be returned promptly.

PETROLITE, June 23—Chairman Cy Magnan; Recording Secretary Duke Livingston. Delegates' reports accepted. Motion that any Bookmember caught carrying tales top-side be brought up on charges, and that any trip-card doing so be excluded from future meetings. Under Good and Welfare there was general discussion and recommendations concerning cleanliness of quarters and messroom. The Steward was asked to see about sending personal laundry ashore in France. The Ship's delegate was asked to check and report back on the money exchange in France. Educational meetings were scheduled for every Sunday. One minute of silence for departed Brothers.



CHARLES NORDHOFF—Chairman R. E. Dickey; Recording Secretary Stephen Sczyliarian. Everything ship-shape, reported Delegates. Motion under New Business to elect a Ship's Delegate. After discussion the motion was withdrawn and the meeting went into Good and Welfare. Tablecloths were asked for the crew's mess tables and there was general discussion on cleanliness and ship's repairs. A committee was appointed to draw up a list of fines that were to be reported back to a special meeting later. One minute of silence for departed Brothers.

ANGELINA—Recording Secretary Doc Chakra. Overtime disputes reported by Deck Delegates. Steward Delegate pointed out that the messhalls must be kept cleaner. Under New Business it was decided to put in for a new awning for the fantail. Motion to have the blackgang head and showers repaired. A secret vote of full-book members to determine whether the Steward would be allowed to make another trip. By a vote of 10 to 7 he was allowed to stay on. One minute of silence was observed for departed Brothers.



WILLIAM H. ALLEN, May 16—Chairman W. Addison, Recording Secretary A. Brodie. Everything was reported in order by the Delegates with the exception of some disputed overtime. Motion under New Business by G. Lonski, seconded by B. Craig to send a telegram to the Secretary-Treasurer to find out where the crew stood on war bonuses etc., in the Middle Eastern War areas. Motion made to curb drunkenness on board ship. Motion by W. Morris Jr. to request New Orleans to check the standing of Brother who missed ship



in New Orleans. Under Good and Welfare it was decided to ask the Captain to have the messroom and recreation room sougeed and painted. There was discussion on moving the outside laundry aft where there would be less noise from the steam line, and also discussion on keeping the officers out of the crew's messroom. The Ship's delegate was asked to endeavor to have the draws put out in US money.

SUZANNE, May 30—Chairman P. Dunphy; Recording Secretary W. F. DeLong. Disputed overtime was reported by Department Delegate. Discussion under Good and Welfare covered request for more fruit juices, and the feeding of watch first. It was suggested that all stage lines and gantlins be reserved for no other use so that they would be kept in safe condition for those trusting their life to them. Jack Martin, Deck Delegate, started discussion on the disputed overtime arising from delayed sailing. The repair list was to be made up by Department Delegates and reported at next meeting. One minute of silence for Brothers lost at sea.

TOPA TOPA, May 2—Chairman John Marshall, Recording Secretary William Hahn. The Ship's Delegate reported the slop chest was short of needed items. Under Good and Welfare it was decided to accept one dollar donations toward obtaining a new motor for the washing machine. One minute of silence for Brothers lost at sea.



TOPA TOPA, May 23—Chairman John Marshall; Recording Secretary William Hahn. The Deck Delegate reported disputed overtime in his department. There was a motion under New Business to have the Patrolman check the slopchest as there were many shortages. Under Good and Welfare a repair list was made up. There was discussion on the inferior brand of coffee, and of the necessity of having a better job done on sanitary cleanup. One minute of silence for departed Brothers.

AFOUNDRIA, May 31—Chairman Jerry J. Palmer; Recording Secretary B. S. Hoffman. Deck Delegate Palmer reported that the stores, slopchest, and repair list had been checked by the Patrolman in New York, and that minor repairs were being started by the Chief Engineer. Motion under New Business by J. Palmer to leave the registration rules as they are. The articles in the LOG about the committees working on new registration rules were read. Amended by Brother Palmer to end discussion and turn the matter over to a committee to report back

at next meeting. Carried. Under Education the changes in the Waterman agreement that became effective in 1947 were discussed, and the referendum decision that those responsible for sanitary work must put in the full two hours to insure that an SIU Ship is a Clean Ship was pointed out. Under Good and Welfare it was pointed out to the membership that each man should be prompt in paying the new Building and Strike Assessments. One minute of silence for Brothers lost at sea.

DANIEL HUGER, June 6—Chairman Earl DiAngelo; Recording Secretary L. H. Harris. Minutes of previous meeting accepted. Delegates reported all Departments in good shape. Motion carried to have ship fumigated at next port. Motion by B. D. Lock, seconded by J. O. Brusso Jr. to have Patrolman check slopchest invoices to be sure the prices were not above the legal ten percent. Motion to renew the mattresses. In Good and Welfare Brother Anderson asked that the crockery, silverware, and toasters be reordered. Brother Harris asked that the table-tops, black board and ice-box in the messroom be put into good order or replaced. The Steward expressed thanks to the crew for cooperation during the trip. One minute of silence for departed Brothers.



AFOUNDRIA, June 6—Chairman Jerry J. Palmer; Recording Secretary B. S. Hoffman. Under Old Business the committee appointed at previous meeting to study proposed changes in the Registration Rules, reported that no changes be recommended by this crew. Deck Delegate reported that overtime for Mates working on deck was being turned in regularly. Motion carried to appoint a committee to draft a letter to the LOG pointing out the evils of company policy in working Germans at chipping and painting, in the port of Hamburg. Norgaard, Zavassen, Silvertsen to serve on the committee. The 2nd Cook elected Ship's Delegate. Under Education, Jerry Palmer gave a talk on the importance of ship-board meetings.



BEAVER VICTORY, June 28—Chairman James W. Kelly; Recording Secretary Victor A. Caver. John Hitch elected Ship's Delegate by acclamation. Several motions carried for repairs, new gear, and furnishings. Under Education, Chairman J. W. Kelly spoke on unionism, both ashore, and as it entered into the carrying out of the contracts on board ship. Under Good and Welfare there was discussion on ship's cleanliness, and proper disposal of garbage. One minute of silence for Brothers lost at sea.

SEAFARER SAM SAYS:

CHECK THE CHISELLING!



THE CHISELLING DAYS ARE BACK AGAIN, WITH SOME OPERATORS REFUSING TO CARRY OUT ALL PARTS OF THE CONTRACT THEY SIGNED. WHEN YOU COME ACROSS ANY ATTEMPT TO VIOLATE THE AGREEMENT, NOTIFY THE NEAREST UNION HALL—AND YOU WILL GET RESULTS. SEAFARERS, AS USUAL, WILL CARRY OUT THEIR PART OF THE CONTRACT—AND WILL MAKE SURE THAT THE COMPANIES DO, TOO.

CUT and RUN

By HANK

Our humorous fountain of knowledge is overflowing. Practically splitting at the sides with comical facts. We've been laughing to ourselves ever since we installed this column with a radar detector (a pair of eager ears and pot-luck) for any comical brotherly news floating in and out of port. We have also rigged our own humor pressure-cooker with a safety valve for possible boners. Well, we now believe that old saying, which is, you'll never stop learning as long as you live. Take chess, for example. A slow, brutal, brainy game. We were amazed, however, when several champion chess players playing on the third deck told us that the oldtimers in chess-playing (landlubbers, of course) usually freeze themselves for a week or longer over just one chess-game. We couldn't stand it (or sit it out) watching and non-kibitzing at a game taking a whole week. It would seem as if rigor mortis were sitting in the game, too. The monotony of it all would hold us in such suspense that we'd probably "pop" our coffee-lined gaskets, cut the game short and promise ourselves never to watch another chess game. After all, it would be chess one of those things.

Second Cook Eddie Eriksen cooked us a few morsels of information about food—especially the art of making Irish stew. Eddie, who really digs into those smorgasbords when he hits Copenhagen, Denmark, or uptown New York around West 54th Street, says lots of cooks don't make Irish stew the right way. They use beef or veal instead of lamb. When Eddie was on the SS Janeway with Steward John Jellet he cooked a Danish dish (which looks like hash) of meat, potatoes, onions, etc. However, Danish cooking doesn't appeal to average SIU crews. Scandinavians are famous for eating fish in all shapes and forms, day after day. But they also have a sweet tooth, oddly enough, for one particular food. This is hot, sweet soup made from prunes or other fruits. (This fact still looks fishy to us, however.)

Brother Jerry Palmer sailed in this week from German ports and sailed out again aboard the SS Afoundria... Last week a brother was leaving New York with his gear. No, he didn't have a ship. He was just going down to Baltimore and he said, "This town is too big for me. I gotta walk too much"... Steward Bill Dunham, who made many trips on the SS Alcoa Cavalier, announced last week—"I'm not doing much of anything. And I'm getting mighty tired of doing that, too."

George Meaney writes from New Orleans aboard the tanker New London—"This is a good ship. Some of the brothers aboard are J. C. Rowley, P. Achilles, Herbert Berner, William Dixon, J. De Jacimo, Tom Scanlon, Bob O. Smith, D. B. Carpenter, Ben Talbert, P. Sanford, William Burton, Ed Lamb, Chet Novakowski and that little brother with mustache and songs, Steward Jimmy Crescitelli."

To aid in our search for humorous events and sayings we've created—companies, please note—two brand-new shipboard ratings, which could revolutionize the maritime industry. We'd like to see a Coffee Cook signed aboard. The coffee would then be just right at all hours, not bilgy one time and like tea the next. The second: A Humor Maintenance Man. He would maintain the pressure of laughs equally in all departments. Until next week, brothers, keep those ships clean and happy.

THE MEMBERSHIP SPEAKS



Brother Offers Sure-Fire Formula For Living On \$26 A Week In N.Y.

To the Editor:

Now that more and more seamen are suffering from the dollar shortage, I would like to offer a few suggestions on how to make the \$26 per week unemployment insurance stretch out to cover expenses. That is, if you're on the beach in New York.

First is food. If you dine at the "orange room" (Nedicks), you can get coffee, juice and two donuts for 10 cents; have lunch at various cafeterias for 40 to 60 cents; and supper for about the same. I always ask for lots of bread and get it.

Between this and eating at free-lunch counters on East 14th

three cents. The man believes in Father Divine, and won't charge a cent more. From there you can go to the Davenport theater—27th between 3rd and Lexington Avenues. It's a free theater, open every night except Monday. Off Washington Square they have the Playhouse with free dancing and gym.

The YMCAs also furnish free movies, and tickets to all the plays, broadcasts, television shows, and amusement parks.

If you like free art shows, look into a borrowed New Yorker Magazine; and go to the large libraries for information on lectures of timely interest. At the Museum of Modern Art you can get in free by showing your Coast Guard pass. At Carnegie Hall they have art, dance, ballet, clay-modeling, musical instructions, etc., for 25 cents a lesson. Take it in. You'll fill up a lot of time and stretch the \$26 per week.

WHISTLE STOP

If you like wetting your whistle, you can go to a place between 96th and 97th Streets on Third Avenue for the largest glass of suds in NYC (32 ounces) for a dime. There is free television, too. Grab a chair, roll yourself a tantalizing home-made cigarette, and relax. What the hell, why worry? The next trip will be different. But don't drink so much you can't ride back.

While doing all of these things you keep telling yourself that the next time you get a ship you will save some money so you won't have to go to free places next time.

So open up a bank account at the Seaman's Bank for Savings at 74 Wall Street. Deposit your book with them and they'll give you an identification card. When you sign on the next ship present the card to the Shipping Commissioner and go the limit on the allotment to your account.

While in the N.Y. Hall, take in the free movies and television shows, and read the timely educational booklets, and catch up on the reports of the Safety of Life At Sea Conference which was held in London this year.

If you don't like free movies, remember that the places on Times Square are only 50 or 60 cents before 1:00 P.M. weekdays.

On Sundays you can always

Waiting For Visa, LOG Keeps Him Posted

To the Editor:

Just a note to thank you for sending me the LOG. I shall look forward to receiving it every week.

My application is in for a US Visa, so I expect to be back before very long. I sure miss my Seafarer friends down there and the atmosphere around the New York Hall.

Larry McMullin
Sydney, N.S.

avoid the crowds by taking a nice long bike trip or hike to City Island, where they have plenty of boats for rent, or the Bronx Zoo, or go up to Rockefeller Center.

Try a few of my suggestions and, for the fun of it, live by them for one week. If you run over the budget, take a ride out to the Marine Hospital with some LOGS and visit the SIU guys there. Also donate a pint of blood for them—it sure is a sensation giving your blood for someone that needs it.

Some day I'll write an article on how to live on \$500 per week—Ah yes, to think of the days of the wartime bonuses!

Happy starving! The next trip will be different.

Ed Larkin

Notes On Seamen-Types Found Aboard All Ships

To the Editor:

A seaman's behavior ashore I would not undertake to defend or condemn, except to say that he lives hard and must play hard. But on shipboard a seaman is a comrade above all else.

There are three types of men who are not wanted on board ship and who usually don't stay very long anyway. One is the mentally unsuited who cannot adjust himself to shipboard routine and, as a result, is bad tempered, ill-mannered and at odds with the tone of good humor which usually prevails on merchant ships. There are the completely incompetent ones—since the war's end, a very small minority. And last, there are the few extreme radicals who work determinedly to des-

troy shipboard peace and harmony.

Constructive radicalism has done much to spark seamen out of the terrible lethargy of a few years ago when their living conditions and wages were below anything on land. They organized and fought for decent conditions. But I am referring to the character who for personal reasons or in the name of some foreign ideology, deliberately disorganizes and disrupts a crew by promoting arguments and bum beefs. The crew on an SIU boat soon takes care of this type of person nowadays.

THE DISRUPTION

Then there are brave men and cowards at sea. One of the most courageous men I have ever had the honor to sail with was a young kid called "Lefty." Named so on account of having lost his right arm at the shoulder during an enemy attack somewhere at sea.

He did not care to talk about the incident, so the where and when of it I never learned. He had an unusually happy disposition combined with a sharp wit that made him a favorite of the crew to whom he served three meals a day as messman.

He asked no allowances due to his handicap, and did his job a bit more efficiently than the majority of messmen who have two good arms.

But often when he thought himself unobserved, I could detect a shadow of hopelessness cross his features when the going was rough—but only for a moment.

Then by calling on some reserve willpower, he would become again his cheery self and continue his duties with vigor as if trying to drive away the few minutes of dependency from his thoughts.

John Wunderlich Jr.

ON THE JOB AND ON THE ALERT



On the job chipping on the boat deck the Homer men make sure the ship stays spic and span. They're proud of their ship, which, they claim, is spotless inside and out. Right foreground—Garrod, AB. At left—Hall, AB and Duncan OS.



On the alert to protect their conditions aboard ship the crew of the Winslow Homer meets in regular shipboard session to hammer out problems. The two boys on the left are Stallones, OS; and Hall, AB. At the table, front to rear—Wilson, Oiler and meeting's chairman; Robert, BR; Sam, 3rd Cook; and Fireman. Seated at right, front to rear—Scotty, Saloon Mess; Wiper; Brown, Utility; Baker, AB. Standing, front to rear—Bill, Fireman; Wiper; Barrett, Oiler, and Cain, AB.



Street and Third Avenue the food bill will come to nine dollars per week—no tips though.

Between job-calls at the Hall, you can go to the local Horn and Hardart automat and serve yourself a glass of ice water, ease up to the tea dispenser and grab a few lemons while nobody is looking, then sit down by the windows and squeeze the lemons into your water behind the paper you picked up at the Hall. Add plenty of free sugar, and presto! you have free lemonade.

DEMAND MORE

When ordering food always look the waiter in the eye and jingle a few coins—he may think it's tip money. When served always tell him to take it back and put more food on it.

For a place to stay—other than the ten cent hotel (subways), always find a family rooming house for from five to eight dollars per week. There you will have someone wake you up in the morning, will find soap lying around the bathroom, can wash your clothes at the launderette, and will probably find an iron handy to crease your clothes.

I prefer landladies, for they always have a soft spot in their hearts. Seamen are usually handy, and there may be odd jobs around the place that will knock down the rent-bill and maybe earn a few meals. You can listen to her radio, possibly be invited for a car ride, and have the privilege of getting a tan at Tar-Beach (the roof).

While sweating out the waiting period for a job, you can always cool off at the various free YMCA swimming pools and showers.

There's a place off Third Avenue on 31st Street where you can get a good shoe shine for

Raps Burials Of American Seamen Abroad As 'Shabby'

To the Editor:

I ran into a situation in Antwerp recently while I was a member of the crew aboard the SS Fairisle that certainly doesn't speak well for the type of treatment accorded seamen—even in death.

The Fairisle was in Antwerp after spending 10 weeks in a Hamburg drydock. While in the Belgium port, I visited a seamen's club, where someone asked to see if I could get a couple of boys together to attend the funeral of an American seaman who had just passed away.

The seaman was off the Henry Jocelyn, a Sword Line ship, and I believe he was a member of the NMU. Four of us from the Fairisle attended the funeral to pay our respects in behalf of the seaman and we draped the American flag over his coffin.

The fact that this American had to be buried on the other side annoyed me and I spoke to the American Consul about

it. I wanted to know why the body could not be returned to the States.

COMPLAINED OF COST

The consul informed me that to return the body would cost about \$1,000 and since the company only provides \$300 for funeral expenses, the man had to be buried on the other side.

I don't know if this situation holds true with the companies we have under contract but it certainly strikes me as being a pretty shabby way to do things. As I told the consul, if a man is ill he is returned to the States. There isn't any reason why the body of a man who passes away shouldn't be returned to his loved ones for burial. I think it's a shame to show respects in this way.

I'd like to know what the score is on this situation insofar as our contracted companies are concerned.

"Brother Dutch"

Big-Game Expedition Outside Beira Nets SIU Sextet Plenty Of Steaks

To the Editor:

When our ship arrived in Beira, South Africa, six of us decided to head into the interior and do a little big-game hunting. We left early the first afternoon with two guides and a number of native camp workers. We left as soon as possible as we wanted to arrive in camp before dark.

It seemed that as soon as we left town we were in ideal hunting territory, but most of the big game was not there, they had been driven inland by civilization.

During our drive inland we hunted during about four of the seven hour journey. We shot one leopard, two deer and one wildcat. We were lucky to kill a leopard, we were told, as they are very scarce this time of year.

We drove about 150 miles before we made camp and as soon as the camp had been set up we retired for the night.



Before departing for the hunting grounds 150 miles inland from Beira, South East Africa, these brothers lined up with their guides for a picture. Back row, left to right—Hunting guide, H. Leroy, Tex. E. Samia and second guide. Front row—Jesse Cann and Roy Urgent. Brother E. Chalowitch took the picture.

The whole party was up early the next morning and ready to go. About ten miles from camp we shot another big deer. During the hunt I saw two lions, but they were too far away for pursuit.

HEADED BACK

We returned to the camp about noon, had our dinner and packed up for the return trip. There was hunting all the way back during which we bagged one

wild pig. We saw some deer but we didn't shoot any more.

At one place in the road we had difficulty getting around some trees that elephants had pushed into the road during the night.

Our party arrived back in Beira late that night, very tired after a most successful hunting trip over beautiful, grassy plains and through jungles that few white men have ever seen.

E. Chalowitch



LOG-A-RHYTHM

Captain Barstow's Prize

(A tale found in a bottle at sea)

By JAMES P. CONROY

I do not recall who first saw 'er,
Battered hulk of debris.
"A light—two points Starboard bow, sir,"
Had been someone's cry to me.
From the bridge of the schooner "Bennett,"
My glasses raised that dawn.
I saw it flicker a minute
Then, by God, the light was gone.

Had it been a star reclining
Behind that edge of sea?
Perhaps the sun's first shining,
Yet, no, it could not be.
There it was again, and brighter yet,
But one point off our beam.
Hell, I'd of made an even bet
'Twas coming on full steam.

Yea, it was a ship, a ghastly ship,
With the sun's first rays we saw;
A wooden bark with sail adrift—
I stood and gasped with awe.
It drifted damn near on us,
Without motor, without steam.
And of wind there had not been a gust
For all the Caribbean.

"Hard right, we'll pull alongside,"
I shouted the command;
"We've a prize ship there, we'll ride 'er,
Back up unto the land."
"A ghost ship," were the whispers among
my leary men,
"A prize that only listers would ever want
to win."

"An ancient Spanish galleon is what it well
might be."
"Perhaps the 'Flying Dutchman' for it's light
I chanced to see."

"The hell with all that gumshoe,"
Was my swashbuckling reply.
For 'tho I'd seen that light too,
Not one bit feared was I.

We lowered boats, to lines secure
Upon the floating wreck.
The sea was calm, and I was sure
We could 'aul 'er deck to deck.
With creaks and groans, and wire for line
We pulled 'er to our side.
"Secure 'er mate, we've got 'er fine
She's now the 'Bennett's' pride."

With gangway lowered, I went aboard
The shattered, grotesque prize.
My mate and men all stayed behind,
Reluctance in their eyes.

Once below in that rotten wood,
Former presence was betrayed,
By musty bones, no longer good,
To the decks on which they laid.

I was truly dismayed
When in the chartroom I strayed,
And saw on the table so torn,
That the Captain did lay
With a knife for a stay,
Through his rib bones all decayed and
worn.

There was the air of another's presence
That seemed to fill the room.
Yet nothing was there but the essence
Of a bloody heathen tomb.
Imagine my horror upon the sight,
Of a galley, neat and trim,
A fire in the oven, burning bright,
'Neath a coffee pot, filled to the brim.

Fresh boiling coffee in this ghastly hole,
Uncanny, insane, a horrible dream.
Yet it was real, as real as my soul,
Which cowardly let my lips scream.
"Ahoy, mate, 'Tis a ghost ship, indeed,"
I screamed as I ran from below.
Oh curse the sailors who live by a creed,
The mate had cast off from our tow.

"I'm Captain Barstow, mate," I cried,
"I'll log you, I'll break you this minute."
"Your Captain of that prize," he replied,
"I'm skipper of the 'Bennett!'"
Yea, the blasted mate and the scurvy crew,
Sailed and let me stay;
Aboard this ship of ghostly brew
Where I'm writing from today.

The "Bennett's" out of sight now,
And my prize has picked up sail.
A light has flashed upon the bow,
And I hear an eery wail.
The light upon the bow must be
The one we saw this dawn;
The glare of it I plainly see,
But not who turned it on.

We are sailing through a foggy gloom,
O'er an unfamiliar sea.
There are voices from the chartroom,
And I think they speak of me.
I'm tired and I'm sleepy,
And there's nothing else to do,
So I'll go below for coffee,
And sign-on my new found crew.

Electricians On The Ship — Ashore They Are 'Officers'

To the Editor:

This is a conversation overheard at the Seamen's Club in Port of Spain, Trinidad.

Upon entering this club, every seaman is required to sign his name, rating, and ship in the register book. There are two of these books, one for officers, and one for unlicensed personnel.

Two Electricians from one of the Alcoa ships on the bauxite shuttle entered the club and proceeded to the books to sign their names. Asked by the doorman if they were officers or unlicensed men, the Chief Electrician replied "We are junior officers."

"What is your position aboard ship," asked the doorman.

"We are Electricians," was the reply, and they proceeded to sign their names in the officers book.

While they were signing, another seaman entered who was a crewmember of another Alcoa ship lying along the dock. Apparently knowing what ship the Electricians were on, he asked them if a certain man had come ashore in the launch with them.

SAY 'SIR', BUB

"What department does he work in," asked the Chief Electrician?

"On deck," was the reply.

"Well I don't know whether he came ashore or not," replied the electrician. "I don't know any of the Deck hands' names. I'm the First Assistant Engineer!"

Now what satisfaction these would-be officers get out of masquerading as Junior Officers

and First Assistant Engineers is hard to say; but I do feel quite sure of one thing: If our Union is ever faced with a showdown with the shipowners, and our future existence is at stake, there is no doubt as to which side these characters would swing to.

I wonder if they ever stood on a picket line?

G. Troche

John L. Hicks

Crew On Shuttle Run To Bremen Requests The LOG

To the Editor:

I am writing for the crew of the SS Joshua Thomas, Coastwise Lines, five months out of San Francisco on the ore run between Bell Island, Newfoundland and Bremen. We are to be on this run for a couple more trips and would appreciate it if you would send us copies of the LOG. We have not seen one since we left Frisco, and can get little information as to what is happening at home.

I will try to arrange it with the Red Cross in Bremen to handle the LOG there as quite a few ships like us are stopping there that can't get them now. I'll let you know in a later letter of any definite arrangements that can be made.

Ira Carey

Deck Delegate

(Ed. Note: Fifteen LOGS are sent weekly to Special Services, Army PX, Bremen, Germany.)

Seafarer Urges President To Honor War Certificates

To the Editor:

Well it looks as if our old friend General Hershey has his old job back again—much to my sorrow. I understand that he is pressing very hard to put Seafarers who are in the 19-through-25-year group in the army.

Only yesterday I read in the Jersey papers that merchant seamen were not eligible for deferment under the new draft act. The policy is reputed to be that the Certificate of Service issued by the Maritime Commission was only valid during the last war, and that if a man came out of it without having an arm or leg blown off, he would now have to serve an additional 21 months in khaki.

The Government spent millions of dollars training seamen to replace the tremendous losses of the first months of the last war, as well as to man the new ships; and then put out more dough to pay office employees to issue these scraps of paper after the war was over. What good are they if they don't stand for wartime service and exempt those who hold them from service in some other outfit?

SMELLS PLOT

Regular service veterans are exempt even if they didn't go into a war area. Why aren't seamen who were in war areas all the time? I wouldn't be a bit surprised if certain big business groups are persuading the brass hats to push for the drafting of seamen for their own selfish motives.

Our Government certainly considered seamen essential to our National Defense during wartime; so it is only logical that the Government should be concerned to have a strong merchant marine during peacetime. The Marshall Plan, to supply commodities to countries in need, is only beginning.

Many dollars were spent on letters from the President to seamen issued a Certificate of Continuous Service. The message read something like this: "To

you who have answered the call of your country and served in its merchant service, I extend the heartfelt thanks of the nation and hope that you will continue to serve it in peace time. Signed: Harry Truman, President."

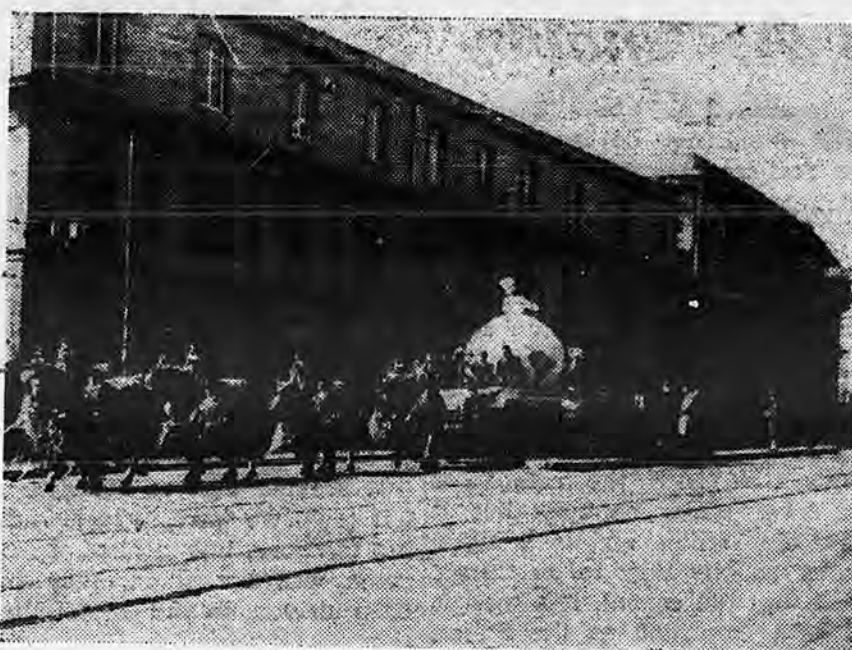
Do you remember, Harry? Are you going to go back on your word now?

I am sure that President Roosevelt, if he were living, would say "Exempt all seamen from the draft! The maritime industry must be prepared for all possible wars." I hope Harry Truman doesn't let us down.

Just a word of advice to the membership: Get those Certificates of Continuous Discharge. They may be of some use yet.

Fred R. Hicks

A SPECTATORLESS PARADE IN GENOA



According to Seafarer Shelly White the above is a communist parade through the streets of Genoa, Italy in protest against the Marshall Plan. From the looks of the number of participants and spectators, the parade was a complete washout.

Twisted Tale Of Finance Draws Fast Kayo

To the Editor:

Like about ninety-five per cent of the other members in the SIU I voted for the \$10 building and strike assessments. In spite of it being carried by this overwhelming vote, which shows the bulk of the men in the Union wanted it, the one rotten apple in every barrel has shown up.

Recently, on an SIU ship, I ran into that rotten apple. This guy is easily the most ignorant person in the world or is on the company's private payroll.

He was peddling around the ship the tale that he was against the building up of the Union strike and building funds because Union funds are put in the bank under the names of officials and "what is to stop them from withdrawing all the money and taking off?"

Sounds incredible, but that's what he said. Can you imagine a guy so stupid?

If he were a good Union man he would have served at one time or another on the Union Auditing Committee and would have learned of the protection

that the Union has against any dishonest officials or employees: the weekly rank and file check-up, the commercial auditing committee and—as additional insurance—the bonding system of the Union.

UNION SAFEGUARDS

The saying goes, "Eternal vigilance is the price of liberty." Well, the same thing goes for the SIU—and every other Union, too. With the safeguards employed by the SIU, the possibilities of anyone absconding with the Union funds are very remote. However, should this happen, the Union would not lose one cent.

The lesson this guy taught me is that the membership gets out of the Union what it puts into it. Disinterest and non-participation in Union affairs breeds characters like this one. If it is wholesale among the membership, the Union will reflect it by

being bureaucratic, corrupt and dishonest.

Fortunately, the SIU does not fall into this classification. Most of us in the SIU have been interested and have participated in running the Union. We have the best Union in the industry, because, up to now, the officials and the membership have worked together to make it so. Only by continuing this joint action can we be assured of the fact. Personally, I have no doubt but that the membership will continued to participate and the Union will grow stronger.

At the time this prize fool (or shipowners stooge?) was spouting off his twisted tale I, knowing the Union financial set-up, from having acted on union committee, quickly set him straight before he caused any trouble.

He sure clammed up quick when I gave him the score. So quick in fact that I now wonder what really caused the guy to say something that was so openly wrong.

Incidentally, how many of you good Union men make it a point to answer some of these guys who shoot their mouths off in the same way? I feel that a good union man should always do so.

Red Hollinger

Thank You

Joe Algina, wife Eileen and Baby James Joseph wish to thank New York Branch and Headquarters for the gift received for little James Joseph.

PUTTING UP A GOOD FRONT



Testimony to the good food served, the boys of the Cape Race "Beef Trust" pose for Seafarer Ed Larkin's camera. According to Larkin, the boys are "all out" for the fine chow served by Steward Fidel Likban. The boys are, left to right—John Murphy, Bosun; James Flanagan, AB; John Hopkins, Oiler, Frank Borkowski, 3rd Cook, and Joseph Wilaszak, Night Cook-Baker.

Bypassing Of Seatrains Puzzles Him

To the Editor:

What's wrong with the Seatrain Lines ships? Whatever it is let's bring it out into the open and settle it in SIU fashion.

I know it takes a good man to hold down one of these jobs, but surely there must be

CREWMEN PROUD TO HAVE WORKED WITH AZALEA MATE

To the Editor:

We, the members of the Deck Department of the SS Azalea City, wish to convey our thanks and highest regards to Chief Mate Thompson for the manner in which he took over his job and put to shame the efforts of his predecessor Higginbotham. In spite of the severe handicaps of working under an anti-union captain, he did a swell job.

We are proud to have met and worked with Chief Mate Thompson and highly recommend him to all members of the SIU as a good shipmate.

Crewmembers
SS Azalea City

some men in the Union with guts enough to sail these ships.

There's so much beefing about poor shipping in New York, yet we have to sail short or fill up with permit holders. It's not only New York, it happens on both ends of this run. Why?

The wages are higher. We have better food with plenty of fresh vegetables and milk. Plenty of everything but men to sail them. On these ships there is no lay-up or boneyard worry—you are assured a full year's work if you want it.

GOOD PORTS

We make two of the best ports in the world—Havana and New Orleans every trip. The jobs aren't bad, so what's the trouble?

I've sailed these ships and found conditions a little better than on most other ships. Also, I've been around long enough to know a good thing when I find it. Of course, this is only my opinion, but let's hear about this from others. I'm anxious to know what it is that is wrong with Seatrain ships?

James Stickney

SEAFARERS Quiz

By ROCKY BENSON

- When you payoff a ship and you go to the Union Hall, what is the first thing you do?
 - Register for a job
 - Shoot the bull
 - Show your Union book
 - See the Patrolmen
- When it is 6 bells on a ship, what time is it?
 - 5 PM
 - 6 PM
 - 7 PM
 - 8 PM
- If steering 270 degrees on the compass, what direction will the ship be headed?
 - North
 - South
 - East
 - West
- What is the biggest company under contract to the SIU?
 - Isthmian
 - Waterman
 - Alcoa
 - Mathiasen
- What was the name of the first steamship to cross the Atlantic?
 - The Great Western
 - Fulton
 - Persia
 - Savannah
- To which port is it the shortest distance by sea from Rio de Janeiro?
 - New York
 - New Orleans
 - Houston
 - San Francisco
- How many spokes in the Seafarers Emblem?
 - 4
 - 6
 - 8
 - 9
- What day and in what month did the 1946 General Strike begin?
 - Oct. 1
 - Nov. 13
 - Sept. 4
 - July 30
- Who is a reefer on a ship?
 - One who smokes a pipe
 - Needlepusher
 - Purser
 - Refrigeration Engineer
- Which is the brightest star of the First Magnitude?
 - Canopus
 - Sirius
 - Capella
 - Vega

(Answers will be found on Page 15.)

Crewmen Cheer Payoff Actions Of Patrolmen

To the Editor:

On behalf of the crew of the SS Sweetwater, Metro Petroleum, I want to extend our thanks to Jim Drawdy and Red Gibbs, the Patrolmen who paid off the ship in New York last week.

We knew the Patrolmen would go to bat for us, but we still feel a vote of thanks is in order. It was beautiful to see them go into action. They squared away the beefs we had and each crewman collected everything due him. They gave us real representation.

Thanks, fellows.

John Dubrowski
2nd Pumpman

Member Says Cash In Bank Is True 'Union Insurance'

To the Editor:

For the record, I must say that I agree wholeheartedly with Brother Cal Tanner's article suggesting that the membership save money for the tough times and strikes (LOG, July 30).

It wasn't until I read his article that I fully realized just how important having money in the bank is. Every guy knows it is nice to have a few bucks salted away just in case, but few of them realize that those bucks are insurance on their Union. I guess you could call it "Union Insurance."

Brother Tanner says the Union cannot pay the private expenses of the membership during a strike and each man should put aside personal savings to tide him over during that period. He's right.

I don't know if many of the men believe the Union actually would pay their expenses, but a lot of guys just didn't give a thought as to how they would get through a long strike. When it comes, then it's too late.

Of course, the Union cannot play wet nurse to the members. They're old enough to take care of themselves in these matters.

The Union, as I see it, takes care of its membership by bettering job conditions and wages

in normal times and furnishing housing, food, etc. for strikers during strikes. That the SIU has certainly done. We have the best contracts in the industry which prove our Union is on the top in its role, and we run the best strikes of any union anywhere.

IN GOOD SHAPE

Too, from Brother Tanner's article, I see that the Union is strong financially. He states the Union has \$800,000 in the strike fund alone, and is on a sound operating basis. This is all to the good.

Hard times are coming and, no doubt, strikes, too. The Union is in good shape now, thanks to the fact that we have tightened up the union while still giving us full representation. We have no kick coming on that score.

So, brothers, it looks like the SIU is strong enough to weather a long strike; the question is, are we? It would be a tragedy if the Union fell because its members couldn't pay their way through a strike.

Every man in the SIU hopes for the day when the Union will own its own Halls, hotels, restaurants, credit unions and ship-board slopcheats. In other words, we should have big plans for the future of our Union. Let's be sure that those plans become facts by remaining financially strong ourselves.

Jim Mathias

Pooch And Pal



Seafarer Glen Vinson caught this shot of Brother Thompson and his dog aboard the Seatrain New York on a recent trip. Thompson is the New York's Bosun. Pooch just goes along for the ride.

Swan Crew Charges Skipper Ignored Dirt, Hurt Morale

To the Editor:

On Friday, July 16, Chief Mate Daniel Harmon instructed the Bosun, Paul Basberg to turn several men to on overtime sougeeing the passageways and the men refused.

When the crew boarded this ship on June 1, in Norfolk, the passageways and messhalls were filthy. Nevertheless, the Captain refused to turn any men to on sougeeing. The crew has had to live in, and look at, this filth all trip and now, two days before arrival in the U.S., they feel that they do not want to assist the Captain in misleading the Company officials into thinking that this has been a clean ship.

The Captain called the Bosun up and told him that since the crew refused to play ball with him, he would not put out a draw in Savannah, and that the crew would receive no money prior to pay-off.

It is the feeling of the entire Deck Department that the Captain has been unfair and prejudiced in his actions throughout the trip.

We feel that the anti-Union attitude of the Captain should be investigated by the Patrolman.

The Mate admitted that the previous crew had been drunk most of the time in port and no one was logged. Yet this crew was logged two for one plus a day's bonus in every case where men took time off. In one case a man received a log for taking off only a half hour one morning, though he returned and worked the rest of the day.

Considering this treatment it is no wonder that morale was low, and most of the crew got so they just didn't give a damn. On top of this the Deck Department was the only one logged although other departments took time off as well.

Further, the crew was required to work under unsafe conditions.

In Rouen the Bosun brought to the Mate's attention that it was not safe for men to work over the side beneath cranes handling coal. The Mate replied, "Those are your orders." Leaving Dingwall, Nova Scotia, the deck gear was not secured before hitting open sea. Several holds were uncovered and the booms were still topped.

SHORT OF TOOLS

The ship left Norfolk with no deck tools whatsoever. The only marlin-spike on board was brought on by the Bosun. The fire apparatus on board was exceedingly inadequate. Most of the hoses forward leaked and one fire station lacked a hose altogether.

The Bosun reported this and was told by the Mate that there were no new ones aboard and he would have to make out with two used spares in the forepeak. These proved to be in bad condition. However a few days before arrival in Savannah the Mate broke out new ones.

There was insufficient hot water for showers, but the Chief Engineer refused to remedy it.

The Captain showed no reasonable courtesy toward the crew throughout the trip, and was even seen making searches—or inspections—in the foc'sles when the crew was not present.

Yes, this is the same Captain Lennie G. Hubbard about whom the poem was written and published in the August 6 LOG. We hope no SIU crew sails with him again.

Paul H. Basberg
Ship's Delegate

Feels New Hall In San Juan Would Be 'Home'

To the Editor:

We had a meeting last night and the Hall was full because so many ships are tied up here with the Stevedore's Strike. At times like these one realizes how important it would be to own our own Hall and have a place where we could put up the membership for the night.

We want to ask all SIU Brothers all over the world to back us in our desire for a new hall here in Puerto Rico, so when you come to this port you can say, "This is an SIU port and I am coming home."

Yes it will be a real home. You ought to have been here last night to hear Brother Spurlock blowing his top to make everyone realize that the SIU Hall is his home in time of need.

The watchword down here now is SIU discipline and Brotherhood.

George Litchfield
San Juan

French Hospital's Service Draws Blast From Seafarer

To the Editor:

Hospital conditions in France for American seamen are the worst in the world. They would just as leave a man to die as not, and the steamship agents there don't seem to be able to do anything about it either.

A crewmember of the SS Wil-

liam R. Davie, South Atlantic, received a severe cut on the hand in Dunkirk and was sent to the hospital. He spent seven days in there and finally was sent back to the ship in worse condition than when he went in. No stitches were taken, and no treatment was given. He is now in the Marine Hospital in Baltimore with blood poisoning and stands a good chance of losing the hand or arm—all because of the refusal of the French hospital to give simple antiseptic treatment.

So, Brothers, be very careful not to get hurt over there. If you have a major injury and have to be taken to the hospital, you will find yourself in a tough spot.

If this happens to you, write in to the LOG. Maybe something will be done about it if conditions are generally known.

J. Sullivan



Passing Time On The Steel Chemist



Described by Laws as "a general bull session," these Chemist crewmembers (above) seem to find something of interest in the tale being told by the man in the middle. It looks as if the man in the foreground has heard the story before. The Chemist at the time this picture was snapped was steaming through Mediterranean. The "Blue Mediterranean," however, doesn't seem to interest them.

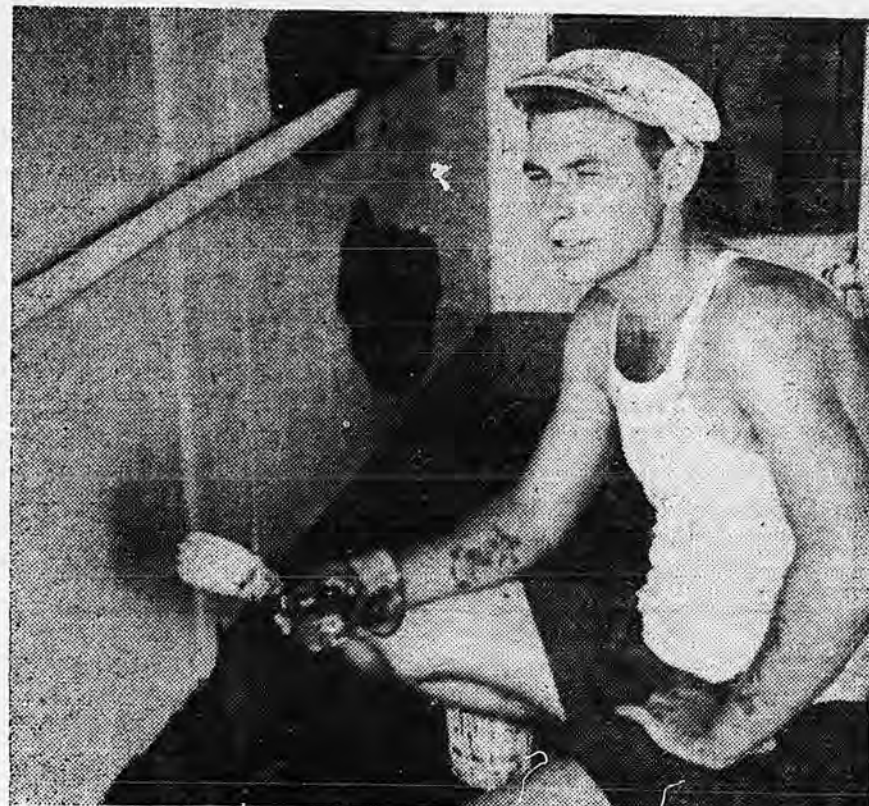
~ ~ ~

At left, two old buddies from way back, Ralph the Fireman and "Tampa Red" Connell, pose for Brother Laws' camera. "Tampa Red" was the Chemist's Third Cook, which may account for the front he is putting up.



Isthmian ships are known for their long trips, and the most recent voyage of the Steel Chemist was no exception. She made a three-and-one-half-month trip to the Far East and hit few ports. When she paid off in New Orleans last week, Seafarer Earl Laws sent these pictures along to show what the crewmembers did to pass the time during the long weeks at sea. Laws, a Junior Engineer, is an old hand with Isthmian ships. During the organizing campaign he rode several of them as a volunteer organizer, and each time hung up impressive scores for the SIU.

The crewmen of the Chemist reported that the trip was a long one and at times dull but, all in all, it wasn't near as bad as some Isthmian voyages. Quite an improvement over what they said about the trips before the company signed an SIU contract.



Seafarer "Buck" Wheat, AB, smartens up a bulkhead on the Chemist to make sure she comes in clean. We don't know what Brother Wheat is squinting at, but perhaps he's seeing visions of that payoff-to-come in New Orleans. Or perhaps he caught a drop or two of paint in the eye.

~ ~ ~



While in the Suez Canal the Chemist men played hosts to the usual number of bumboat merchants. Here one displays his wares of leather goods and souvenir trinkets to the critical eyes of the ship's carpenter, Bosun Ellis, and "Yardbird" Roberts. Laws didn't report whether the boys made any purchases.



Harold Rhodes, ship's Baker, takes time off from his galley duties to put the suds to his clothes. A bucket of hot suds and a stiff brush brings the dirt out of anything.



At right, Andy Anderson and Tommy Macamore examine the leather pocketbook purchased in Port Said. With the bumboat steaming away from the ship, it's too late if the boys have any complaints.

Money Due

The following crewmembers of the Steel Executive, voyage No. 3, have an allowance of one night's lodging due them. Vouchers are being held for them at Isthmian Steamship Corporation, 71 Broadway, New York:

Walter W. Danley, Henry Gibbs, Adam Swiczowski, Russell W. Finstrom, Richard Doupe, George T. Bareford, Anthony Freidof Fondila, Albert C. Belt, Admoaitis, Finn Rasmussen, Charles E. Ackerman, Bjorne Granberg, Lawrence Cox.

Fred W. Johns, John A. Hoffman, George Dwyer, Charles F. Reiff, Albert J. Jensen, Jerome B. Crowley, Richard A. Anzalone, Jose B. Pereira, Benny B. Amequita, Martin E. Fernberg, Marvin Henson, Alen L. Saunders, William P. Gorman.

Robert Gomez, Rodrigo Pelayo, Stanley Potuma, Anthony Benjamin Modo, Oscar A. Payne, Rinaldi Lorenzo, Silverio Parian, Angel M. Chexerez and Aquilino Villariza.

LUISE TORRES

Get in touch with Smith & Johnson Steamship Corp., 60 Beaver Street, New York 4, N. Y. They are holding money due you.

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Canadian District

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VICTORIA, B.C.602 Boughton St.
Empire 4531
VANCOUVER565 Hamilton St.
Pacific 7824

LIVING IS BECOMING A LUXURY



How the working man's hide is being skinned to provide unprecedented profits for the large corporations is graphically presented in chart above. While living costs are rising to fantastic heights this year, business is slicing melons in portions never before dreamed of. The worker, of course, is eating less.



NEW YORK

INDIVIDUAL DONATIONS

Geo. Elmo Anderson, \$5.00; F. Higgins, \$5.00; G. Meshover, \$5.00; J. Torrefiel, \$1.00; W. Dixon, \$1.00; E. F. Paul, \$1.00; R. K. Tompkins, \$10.00; F. W. Tompkins, \$5.00; G. C. Ebon, \$5.00; D. L. Yielding, \$5.00; A. L. Copeland, \$5.00; C. K. Neumann, \$5.00; R. A. Barrett, \$2.00; F. W. Fehr, \$5.00; G. G. Bauer, \$5.00; R. T. Willoughy, \$5.00; M. M. Schapiro, \$1.00; M. F. T. Crommie, \$1.00; J. Guerra, \$1.00; I. G. Shulton, \$6.00.

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QUIZ ANSWERS

- 1- Show your Union book
- 2- 7 PM
- 3- West
- 4- Waterman
- 5- Savannah
- 6- New York
- 7- 8
- 8- Sept. 4
- 9- Refrigeration Engineer
- 10- Sirius

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H. J. Smith, \$1.00; F. W. Kelly, \$2.00; J. Branscomb, \$2.00; E. Mulieri, \$1.00; J. F. Minnahan, \$1.00; V. W. Sorensen, \$2.00; J. P. Wise, \$10.00; R. DeFretes, \$2.00; J. O'Brien, \$2.00; P. Hamilton, \$2.00; P. W. Bentley, \$2.00; H. H. Power, \$2.00; H. L. Franklin, \$2.00; J. C. Hare, \$1.00; T. Bratsos, \$4.00; C. A. Moss, \$2.00.

SS ELIZABETH

F. Hernandez, \$1.00; J. L. Briant, \$1.00; R. F. Stewart, \$1.00; R. Herrera, \$1.00; P. Barbosa, \$1.00; M. Soliva, \$1.00; F. Molina, \$1.00; Ed Castro, \$1.00; R. Barrientos, \$1.00.

SS FISHER AMES

F. J. Deoliveria, \$2.00; M. Chapman, Jr., \$5.00; W. W. Moore, \$5.00; J. Shaw, \$1.00; A. N. Booth, \$15.00; A. Lipari, \$4.00; J. W. Headley, \$2.00; C. Bourne, \$5.00; R. W. Jones, \$5.00; J. Geller, \$5.00; W. O. Ammann, \$5.00; V. Svendsen, \$5.00; J. A. Tonnazzi, \$5.00; J. R. Boone, \$2.00; D. Meara, \$5.00; S. M. Sorko, \$5.00; E. B. Moore, \$5.00; J. J. Padelsky, \$5.00; E. M. Cullerton, \$5.00; J. S. Anderton, \$5.00; M. Courtney, \$2.00.

NOTICE!

SS NEWHALL HILLS

Crewmembers who were aboard the tanker Newhall Hills on Sept. 14, 1946, when vessel was being salvaged by MV Pigeon Point, are urged to get in touch with Abe Rapaport in Benjamin Sterling's offices, Room 1711, 42 Broadway, New York City. It is important.

LAWRENCE TRENT

R. H. FERRELL

Please contact Joe Volpian, Special Services Department, New York Hall, regarding Miles C. Foster's accident on the SS Iberville.

The following men can pick up their discharges at the Seatrains offices, Room 1115, 39 Broadway, N. Y.: Eugene McGuinn, Irving Weitzman, Harold Releford, Edwin Elfstrom, Jesse A. Wood Jr., James B. Murphy, Ralph Cooper, Olav Hagbo, Ted H. Bozeman, Robert Burns.

HJALMAR V. NIELSON

Your book and gear are in the San Francisco A&G Branch Hall.

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:

Name

Street Address

City State

Signed

Book No.

PERSONALS

JOE BARRON

Mrs. W. C. Simmons, 1011 E. Osborne Avenue, Tampa 5, Florida (Phone 33-5863) has very important mail for you.

DONALD WILSON BROWN

Contact your family at Box 123, Navarre, Ohio. Serious illness.

JOHN ROACH

Charles Dix asks that you write him care of SIU, 51 Beaver Street, New York, N. Y.

TOM BLEVINS

Please get in touch with your mother, Mrs. W. M. Blevins, at once. Jefferson, North Carolina.

CLYDE KEATON

Your mother asks that you get in touch with her at once concerning your father's health, at Tazewell, Tenn., R2. Also write your wife and your daughter, Jean, at Fairmont, W. Va.

GEORGE BROWN, AB

Please get in touch with the Dreischs, 1175 Evergreen Avenue, Bronx, New York City.

HANK MASON

Your gear left aboard the Capstan Knot is at the Mobile Hall baggage room, and the check for it is at the mail window. Whitey Dude, Ship's Delegate.

JOSE MADUREIRA

A. & H. Lazarus, Attorneys-at-law, Union House (Third Floor) 12-16 Queen Victoria Street, Cape Town, South Africa, wish you to contact them.

JOSEPH LEON BOURGEOIS

Miss Anita Bourgeois would like you to get in touch with her at 6 Arthur Street, Salem, Mass. Important.

JOHN L. NEWTON

Please contact Emma McGilvray, 243 School Street, Somerville, Mass., as soon as possible.

J. HEACOX

Get in touch with your mother or sister.

FRANCIS A. VIGEANT

Your mother asks you to contact her at 15 Blanche Street, Cambridge, Mass. She is holding mail for you.

CHARLES J. CALVERT

Your mother is anxious that you get in touch with her.

Eastern Ports Want Trade Gulf 'Steals'

The "cold war" between US ports on the North Atlantic seaboard and those in the Gulf of Mexico became a little brisker the other day, when representatives of eight northern ports and eastern railroads met in Philadelphia to combat the rise in importance of New Orleans and Mobile.

"New Orleans is trying to sell the nation's shippers the idea that everything originating between Pittsburgh and Denver and north to the Canadian border should be shipped through the Port of New Orleans," charged a spokesman for the Quaker City meeting, perhaps a little wistfully.

At the meeting, officials from Portland (Maine), Boston, New York, Philadelphia, Camden, Wilmington (Delaware), Baltimore and Hampton Roads as well as freight executives from the railroads were present.

Upshot of their discussion was that the rails and the ports would have to cooperate closely if they were not to lose more business to the Gulf.

They claimed that New Orleans and other Gulf ports were taking advantage of lower freight rates to those outlets. They said that the freight rates were originally established to offset higher shipping rates from the Gulf.

TEAPOT TEMPEST

Now the freight rates from Gulf ports are the same as those from New York and other North Atlantic ports, they maintained, although it takes two or three more days to reach Europe from the Gulf than from the northeast coast.

New Orleans officials, happily noting the growth of the Crescent City and other Gulf ports as shipping centers, countered by saying that they certainly had made no effort to steal business from New York and Philadelphia, but that the new importance of their area was solely the result of a program of making friends in foreign countries.

So far as Seafarers are concerned, the dispute among the ports probably is something of a tempest in a teapot. As long as SIU-contracted ships continue to sail, the question of which ports they sail from is secondary.

Robin Wants A Raise

After September 1, passengers on Robin Line ships will have to be a whole lot richer, if they want to make the run to Africa. The company has announced that, as of the above date, all passenger fares will be increased 25 percent.

However, the Robin Line, a member of the Atlantic and Gulf Ship Operators Association, has not seen fit to offer the SIU any bigger wage increase than the 17 cents a day the Union Negotiating Committee rejected two weeks ago.

HERE'S WHAT I THINK...



QUESTION: What was the toughest run you made during the war period?

C. HOSPEDOLES, Ch. Stew.:

A run to England aboard the SS Frances Marion in 1944. I was Chief Cook at the time, and we had left New York in convoy. Several of the crew, including myself, were playing cards in the messhall when we reached the English Channel. Suddenly we heard the roar of an explosion. The alarm started ringing and we went out on deck, thinking we had been hit. But we found it was the ship behind us. She had been struck by a mine. Of course, the convoy had to keep right on moving, but destroyers went back to pick up the survivors. We were lucky but our nerves jangled.



EDMUND ERIKSEN, 3rd Cook:

I had a close call on the Rob-in Sherwood during a return to the States from England in 1944. We ran into a terrific storm and our coal ballast began shifting. All hands were ordered into the hold, and I was in the fore-cabin changing from my heavy gear when—bam!—I was laying over in the corner of the room. The ship took a 53-degree starboard list. General alarm was sounded and we went to the deck and put on life-jackets. I was about to get into No. 5 boat on starboard side with my watch partner, but changed my mind because of the heavy seas. Nine men got in that boat. Eight of them were lost.



A. J. FERRARA, Carp.:

In the middle of 1942 I was on the Fluor Spar. We had a load of bombs and aerial torpedoes slated for the British, then fighting Rommel in Egypt. We made it to Lake Ismailia at the entrance of the Suez Canal, but that was as far as we got. For three days we were given a hard time by the German Air Force. They dropped aerial mines in the Canal and in the Lake. If we had made a move we would have gone sky high, so we stood still—playing possum — and then unloaded our cargo right there in the Lake. I was sure glad when that cargo was unloaded.

A. R. CARRASQUILLO, Oiler:

I sailed throughout the war in all the zones and never once was in serious trouble. I made many trips through the Caribbean, an area where the subs were knocking them off right and left, but never once was my ship attacked. I guess it was just pure luck. Of course every guy has his anxious moments while pushing a ship through sub infested water, never knowing when a torpedo is going to strike. I sweated out many a trip when we were carrying explosives, and was always glad when that run was ended.



CANDIDO BONAFONT, FWT:

My most harrowing experience came when I was aboard the Delisle. While the ship was in Liverpool, England, she was struck by a torpedo but didn't sink. That was close enough but, later, when we were off the coast of Cuba her number came up. She was struck by a torpedo and sunk. Two men were lost in the explosion. The rest of us hit the lifeboats and were later picked up by a corvette. It seems that that ship was just slated for the bottom of the ocean. I was bombed on the Arizpa, but it was nothing like that trip on the Delisle.



FRED L. TRAVIS, Elec.:

I was on the Melvin H. Baker when she caught a Jap torpedo in the Mozambique Channel, but that wasn't as bad as when we were bombed in Antwerp in January, 1945, on the MV Blenheim. We arrived on New Year's Day, and were greeted by the Luftwaffe's last raid there. We shot down two ME-109s and one Spitfire—by mistake—but we weren't hit. On January 8, though, a V-2 hit 100 feet off the port side. A lot of American soldiers feeding with us were killed along with some stevedores. Half the crew was badly hurt. A lot of them got purple hearts. Then for six weeks we were damaged every day by the buzz bombs. That was the worst I saw.



RAYMOND MORAN, FWT:

We were on the old Beatrice from Mayaguez, Puerto Rico, for Pensacola. I'd been dreaming of submarines and then we got it. I was on watch when it hit. I put out the fire, but the Chief Engineer put a pistol on me to keep me from going up. He claimed we weren't hit but that it was "American fleet exercises," although we were afire and listing. Then we got another one and the Mate was convinced. Finally I found my way to one of the boats. Three days later we made it to Kingston, Jamaica. The Steward was lost, so I was lucky, I guess. I sailed all through the war, but that was the worst time.



PABLO TORRES, Bosun:

The time you got it was your toughest trip. In 1942, when the German submarines were in the West Indies and the Caribbean, I was on the Edith. She was a Bull Line ship, on her way from New York to Puerto Rico. The subs were out and the Navy first held us up at Miami, then sent us down by way of a port in British Honduras. That didn't do any good, for we got it coming out of British Honduras. We lost the radio operator and a FWT. The rest of us spent seven days in the boats, and were out of water and in bad shape when we made it into Black River, Jamaica. I was bombed in Antwerp, but the torpedo was worse.