

AFL Maritime Trades Dep't Scores Victory In MM&P Beef



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

VOL. XII

NEW YORK, N. Y., FRIDAY, MAY 5, 1950

No. 9

RRs Charged With Blocking US Shipping

Competing railroads were charged with blocking resumption of America's coastwise shipping operations by Major General Philip B. Fleming, chairman of the US Maritime Commission, at a recent Congressional hearing.

"By various technical devices the rail carriers have been highly successful in holding down their water-competitive rates, at the same time taking the full increase permitted by the Interstate Commerce Commission with respect to other traffic," General Fleming said.

"Under these conditions," he added, "it has been well-nigh impossible for the coastwise water lines to maintain service."

At the hearing, conducted by a subcommittee of the Senate Interstate and Foreign Commerce Committee, the Maritime Commission chairman declared that "competing rail lines that operate along the eastern seaboard and on the Pacific coast have placed all possible stumbling blocks in the way of resumption of coastwise water transportation."

The railroads likewise "vigorously opposed" the re-establishment of intercoastal shipping service when operations were ready to be resumed less than a month after V-J day, Fleming charged.

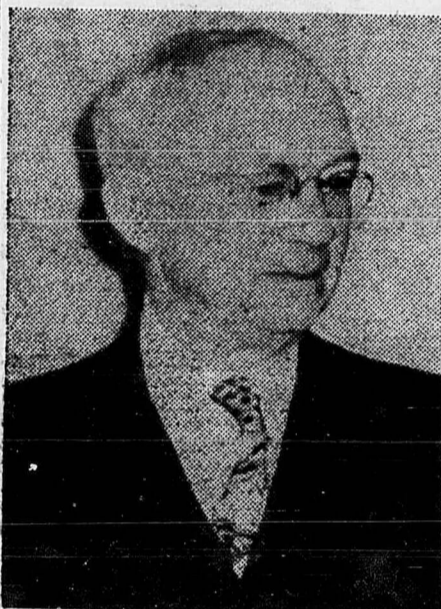
4,000 Join SIU In Mississippi

BILOXI, Miss. — The 4,000-member Oyster Shuckers Association has voted unanimously to affiliate with the Seafarers International Union, making a total of 8,000 new members that have come under the SIU banner in the Mississippi coastal area since the start of the AFL's current organizing drive.

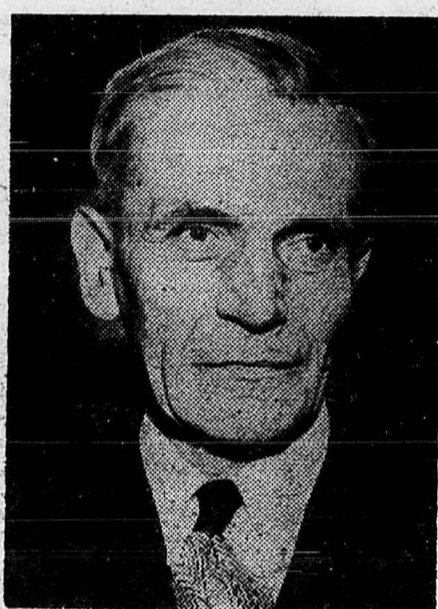
Last fall the Shrimpers Association, another independent group, voted to bring its 4,000 members into the SIU.

Cal Tanner, A&G District Mobile Port Agent and a vice-president of the SIU, and W. L. Hines, AFL organizer, handled negotiations with the Oyster Shuckers.

TWO MTD NEGOTIATORS



JOHN OWENS



CAPT. C. F. MAY

NEW YORK—With a complete tieup of all US shipping by the powerful AFL Maritime Trades Department hanging over their heads, East and Gulf Coast ship operators quickly altered their union-busting stand and negotiated an agreement with the AFL Masters, Mates and Pilots.

The pact was signed on April 21, just 36 hours before the strike deadline set by the licensed officers' union. The settlement ended nine months of stalling by the operators. At the request of federal mediators, the old contract had been extended four times since it expired on September 30.

Member unions of the MTD intervened in the dispute when they were satisfied that the shipowners were intent on destroying the MM&P, one of the AFL waterfront group's affiliates.

The MTD, composed of the SIU's Atlantic and Gulf District, Sailors Union of the Pacific, International Longshoremen's Association, Radio Officers Union, Local 333 (United Marine Division) of the ILA and the MM&P — announced all-out support in the fight against the shipowner's attempts at union-busting. The AFL Brotherhood of Teamsters similarly announced that it would buck the attack on the MM&P.

The position of the MTD was set forth by John Owens, its

executive secretary, who is also secretary-treasurer of the ILA. Owens told the shipowners that unless they quit their union-busting tactics, they would face united action of all MTD affiliates on the East and Gulf Coasts.

Owens said that the MM&P demands were "reasonable and fully within the ability of the shipowners to meet." He added that West Coast operators had already had in force a contract embodying the demands made on the East Coast and had not caused any hardship out there.

The MTD official emphasized that all affiliates agreed that the operators were out "to smash the AFL licensed officers' union," and added "that this would never be tolerated."

With the announcement of the MTD's position, the operators began softening up, but apparently were not ready to concede any of the major issues, which involved hiring practices and the right of the union to govern its own internal affairs without interference from the employer.

At this point the MTD entered the bargaining discussions and "forced the issue," telling the operators that they either knuckle down "right now" or accept the responsibility for paralyzing the maritime industry.

The agreement was reached after an all-night session attended by shipowners, members of the MM&P negotiating com-

(Continued on Back Page)

SIU Security Best In Maritime

The man with an SIU membership book is better off than any other seaman in the industry, according to a survey of the job situation in the maritime industry conducted by the "New York Times."

On the basis of information obtained from union, industry and government sources, the "Times" estimated that from one-third to one-half of America's seamen are on the beach as a result of the postwar decline of the nation's merchant fleet.

In the SIU, however, only about 25 percent of the membership is ashore waiting to ship out, the "Times" reported.

The rest of the seagoing unions have from 37 percent to 50 percent of their memberships on the beach, according to the survey. Specifically the union employment picture was given as follows:

In the National Maritime Union, CIO, there are approximately 15,000 men waiting for berths — about 37 percent of its deep-sea members.

About half of the seven or eight thousand members of the AFL Masters, Mates and Pilots on the East and Gulf coasts are reported idle.

Half of the CIO Marine Engineers Beneficial Association's 12,000 members are out of work.

In the CIO Marine Cooks and Stewards Union, about 35 percent of its membership is looking for work. Mainly a West Coast outfit, the MCS recently had 454 men on its New York shipping list alone.

The independent Marine Firemen's Union has seen its unemployment problem double in the past year, and almost half of its 5,000 members are now out of work.

The Military Sea Transportation Service, which mans army and navy transports, reported that in March it had 4,600 men

aboard its vessels, while close to 6,000 applicants were waiting for jobs.

Although the SIU has felt the adverse effects of the decline in shipping, its membership has suffered least of all. In fact, as

reported by the "Times," the SIU has more jobs now than it had before the war, as a result of its successful organizing efforts that were started immediately at the end of the war.

(Continued on Back Page)

SIU MARINE ALLIED WORKERS STRIKE BISSO



Pickets from the lines of the SIU-affiliated Marine Allied Workers on strike against the Bisso Tugboat Company in New Orleans refresh themselves at one of the waterfront soup kitchens. Dispensing the chow is Jean Randall, who has been active in setting up aid for the strikers who are seeking a union contract.

SEAFARERS LOG

Published Every Other Week by the
SEAFARERS INTERNATIONAL UNION
OF NORTH AMERICA
Atlantic and Gulf District

Affiliated with the American Federation of Labor

At 51 Beaver Street, New York 4, N. Y.

HAnover 2-2784

Reentered as second class matter August 2, 1949, at the Post Office in New York, N.Y., under the Act of August 24, 1912.



267

The Commies Try Again

Give the devil his due—you can't discourage the commies. Like malignant bacteria, they look for, and take advantage of, the slightest opening.

Out on the West Coast 6 maritime unions—2 from Bridges' longshoremen, the MC&S, the NMU and the MFOWW (3 commie outfits, one possible—the NMU—and one innocent, the MFOWW) have gotten together, ostensibly to relieve the unemployment situation in maritime. Nobody could offer much objection to two of their demands: increasing unemployment benefits and the establishment of a WPA-like Maritime Works Project.

But the third demand shows the fine hand of the commies, and once again the MFOWW seems to have fallen for the fast-talking commies (How many times can you get raped!)—immediate trade with Red China. This last is a small refinement of the current number-one commie slogan, immediate recognition and aid to China.

Perhaps resumption of trade with China would help relieve, although to a small degree only, maritime unemployment. But if the comrades were really interested in promoting foreign trade to help American seamen, then why do the commies:

1. Oppose the Marshall Plan which is responsible for more American shipping than 6 Red Chinas would;
2. Oppose the European Arms Aid Program, which is beginning to provide jobs for American seamen;
3. Oppose a loan and a trade agreement with Yugoslavia;
4. Oppose any kind of aid to Franco's Spain, which is not any more totalitarian than Russia or Red China?

The answers are obvious enough. The above countries are enemies of the international communist movement, and the commies are against any kind of aid to them, although the countries in the first two categories are democracies.

As for Red China, she is Stalin's bastion in the East, and therefore must be built up—especially with capitalist help—and all of the current communist propaganda is aimed in this direction.

It is no surprise that once again the commies are trying to use the American labor movement for Stalin's purposes. They're in that business. But how is it that the MFOWW gets taken in, time and again?

Main Line Of Defense

Once again the AFL Maritime Trades Department has demonstrated that it is the most powerful trade union body on the US waterfront.

By effecting a settlement of the long drawn-out contract dispute between the East and Gulf Coast operators and the AFL Masters, Mates and Pilots, the MTD succeeded in transforming what had been an obvious effort to smash the licensed officers' union into a sweeping contract victory for the union.

MTD representatives entered the negotiation sessions and made the issue clear to the operators: Either quit stalling and resolve the issues—which in themselves were no cause for such protracted talks—or accept responsibility for crippling US shipping.

The operators got the pitch, talked turkey on the double and the contract resulted, just 36 hours before the strike was to have begun.

Each succeeding victory scored by the MTD since its organization three years ago has contributed to its strength as a stabilizing factor on the waterfront. The memberships of its affiliated unions can rest content in the knowledge that they are not alone against their foes.

'Calling the Tune'



Credit Unions An Answer To Loan Sharks

A Michigan State College professor bought a car for \$1,720 and paid off the loan in less than 30 days. But when he took out the loan he was charged \$210 interest—and got no refund for the interest paid in advance.

That kind of auto sales gouging has brought down the wrath of a special Michigan investigating committee. Up in arms at gouging practices that, it estimates, is costing Michigan car buyers \$25 million annually, the committee has urged Governor Williams to take steps to stop such abuses.

A spotlight of publicity has been focussed on this amazing gouging on the part of a relatively few auto dealers in Michigan. But much less publicity has been brought on the quiet, but effective solution to much of this and other abuse by small loan operators—financing through credit unions.

UNIONISTS SAVE

For example, the Detroit Newspaper Industrial Credit Union, whose membership is open to both AFL and CIO unionists in the Detroit newspaper trades, has saved its members thousands of dollars in charges on consumer financing, including auto loans.

It does so simply by charging the member 1 percent a month on the unpaid balance of his loan—or the equivalent of \$6.50 on each \$100 borrowed and repaid in 12 equal monthly payments.

If the member pays off his loan ahead of time, he pays interest only on the amount he actually used for exactly the time he used it. Also, by providing the member with cash,

it enables him to bargain for his purchases more effectively.

As estimated 50 percent or more of Michigan's 327 credit unions—owned and operated by church, fraternal, community, school, farm industrial, government, utility and cooperative groups—make auto loans.

Whether they do or not, and the number of loans made, depends on the size of the credit union. But the important thing is—that thousands of Michigan wage earners have an easy way out of the vicious circle of auto sales gougers—and gougers in other merchandising lines.

Credit union financing—which means saving your money and borrowing it from yourself and your associates—has many extraordinary advantages that only become clear when you realize you're dealing with yourself.

These advantages help to explain the undeniable fact that credit unions are the nation's fastest growing type of small loan operation in the US today.

Credit union financing protects borrowers against trick clauses and hidden overcharges which take millions out of their pockets each year.

And just as important, most credit unions also provide loan protection insurance. This insures the life of the borrower to the amount of the unpaid balance of his loan.

In case of the borrower's death all security pledged is released. No widow or other heir, or co-signer is faced with the obligation.

Nor is the borrower, if he becomes permanently disabled and the credit union carries, as most do, the loan protection policy

which covers disability as well as life.

Both are made available by the credit union-owned and controlled CUNA Mutual Insurance Society.

In the case of the college professor who started this story, the \$210 interest he paid on the \$720 loan for less than 30 days, the Detroit News pointed out, would have amounted to an interest rate of 3,088 percent a year.

No such fantastic interest charges are possible in credit union financing. You pay no set amount of interest or extra charges. You pay only the advertised rate, a low percent of the unpaid balance at "simple interest."

SIMPLE INTEREST

"Simple interest" is the actual charge for the use of the money, as the credit union does, computed on an annual basis.

The News said the Michigan investigating committee "found few buyers who understood that a \$10 interest charge on a \$100 loan was a 10 percent charge only if the loan were kept for a year, that if it were repaid in 6 months it became a 20 percent charge."

This type of deception, of course, is not found in credit union operations, where there is no incentive to cheat.

Protection of this kind is immensely valuable to borrowers who tend to get mixed up in hidden clauses, legal phrasing, etc., and who do not understand finance terms very well. In a credit union there is nothing to conceal and no elaborate terms to follow.

BEAT TAFT-HARTLEYITES, SAYS HINES



AFL Special Representative Lewis Hines stresses need for organized labor's participation in Congressional elections to effect repeal of the Taft-Hartley law in talk at crew meeting aboard the SS Puerto Rico at sea. Labor has been forced into politics by its enemies, he said.

—photo by Jim Golder

Labor Must Whip T-H At Polls, AFL Rep Tells Puerto Rico Crew

The Taft-Hartley law is the greatest single union-busting weapon ever placed in the hands of organized labor's enemies, Lewis Hines, special representative of the American Federation of Labor, declared at a regular shipboard meeting of the SIU-manned SS Puerto Rico.

To combat the vicious T-H law, it is imperative that all laboring men and women use their votes to elect to Congress people committed to its repeal, Hines said.

NO CHOICE

"Labor has been forced into politics," the AFL representative explained to the crew meeting, held April 16, adding that if it responded wisely at the polls, "labor will have won one of its most important battles."

Hines, who was aboard the Bull Lines ship en route to Puerto Rico for a study of Island labor conditions, said that all of the AFL unions' great strides in behalf of American workers were in jeopardy because the T-H law had taken away the closed shop, restricted picketing and strike activities and was threatening the existence of the hiring halls.

As a result, he continued, labor is at the mercy of the National Association of Manufacturers, Wall Street and other powerful anti-labor groups.

Hines was accompanied to the crew meeting by Harry Weiss, an official of the United States Department of Labor, who was making the trip to Puerto Rico with him.

After the department delegates had presented their reports to the meeting, a motion carried to forego regular procedure so that Hines could address the session.

The AFL guest was introduced by meeting chairman Edward Mooney, Ship's Delegate.

GREETINGS

In accepting the floor, Hines expressed pleasure at the opportunity of attending a shipboard session. He extended to the crew the greetings of William Green, president of the AFL, which is now celebrating the 100th anniversary of the birth of its first president, Samuel Gompers.

At the conclusion of Hines' address, the meeting observed the traditional one minute of silence in memory of those Union members lost at sea, and then adjourned.

Puerto Rico crewmembers have had a number of top AFL officials and Government legislators present at their shipboard meetings, among them a Congressional committee which visited the islands last November for a study similar to that undertaken by Brother Hines.

LEGISLATORS

Members of the committee, headed by Rep. John Lesinski, chairman of the House Committee on Labor and Education, included Representatives Augustine Kelley, Charles Howell, Harold Velde, Carroll D. Kearns and general counsel John Forsythe. They were accompanied by Walter Mason, AFL legislative representative.

Upon their return to the States, the committee members sent letters to the Union and the Bull Lines, lauding "the excellent service provided to the passengers of the ship by every member of the ship's company."

Calls For Government Aid To Tramp Shipping

By CAPT. NICHOLAS MANOLIS

(As Port Captain for the Orion Steamship Company and a veteran of many years' experience in shipping, Captain Manolis can be considered an authority on matters concerning the American merchant marine. Although he speaks from the shipowners' viewpoint, which many times conflicts with those of maritime labor, we believe that the readers of the LOG will find this a strong argument for tramp subsidies interesting.)

The greatest portion of American privately owned tramp vessels are wartime built (Liberty type) which, at present, are on their way to effective devaluation in the international trade.

This is due to the recent devaluation of currency by the European maritime nations, which not only devaluated the operating cost of the ships but the property as well.

For example, a vessel in the British market prior to devaluation was worth 100,000 pounds at \$4.03 or \$403,000; the same vessel at the current rate of exchange, \$2.80, is worth only \$280,000.

Our government sold the Liberties to American owners for \$550,000; the majority of owners have worked their ships for a period of two years or less, and during this period rates have sharply declined, making it impossible for the owners to show any gain or profit.

However, their ships are mortgaged by the government. What will happen if these private fleets are laid up or become idle due to the strong international competition?

Will these vessels revert to the government at a complete loss to the owners, and as a result of which the future of American shipping will be discouraged?

Are we planning to avoid a repetition of our past mistakes which restricted American shipping to its coast and intercoastal waters only?

During World War I, it cost the United States four billion dollars to purchase and build up a merchant marine of twenty million tons. At the end of the twenties we had only a 20 percent active fleet.

During World War II, we spent twenty billion dollars to build in a hurry a merchant fleet to solve the problem of carrying the goods needed to win the war.

The greatest portion of this fleet, 2,030 ships, is laid-up in groups of hundreds in a few concentrated rivers and, with the unsettled world conditions, this fleet could be scuttled or sabotaged within a few hours.

This would leave us with no means of transportation in the event of an emergency and little or no opportunity to again build ships, as our industrial centers will be the targets of future conflicts.

The only available transportation at our disposal would be the ships scattered at sea and in ports—or, in other words, the

ships which are in operation and ready to move.

The laid-up fleet is maintained at a tremendous amount of money and, in an emergency when needed, it will take incalculable millions to put them to sea.

While we do not want to monopolize world ocean commerce, we are entitled to a large share of it. As a great industrial nation we can become a great maritime expert if we properly organize our industry, keep our seamen trained, and employ systematically those steamship companies which are building up their administrative abilities, and which will benefit the future of our national maritime interest.

Again, we believe that due to the progress made by other

maritime nations in the modernization of their vessels—liners and tramps alike—our government must adopt a policy of aiding the differences in costs of operation between American tramp owners and that of foreign, thereby enabling our people to recover their investment and, at the same time, encourage them to assume their responsibility of shipowners in the continuation of improving their future shipping enterprise with new tonnage.

For this reason we believe that the HR 6719, Assistance to Tramp Shipping, introduced by the late Otis S. Bland, should go before Congress for adoption. If not, some other means of aid must be set up by the government to maintain an active Merchant American Fleet.

Do You Have Questions On Social Security?

I have two Social Security numbers. Will having two numbers affect the benefits payable to me at 65, or to my survivors in case of my death?

A worker should have only one Social Security number during his lifetime. If he loses his Social Security card, he should apply for a duplicate. If you have two different numbers, you should go to your nearest Social Security office to have one cancelled so that both accounts can be combined. If you do not have the accounts cleared in this manner, it is possible that you or a member of your family might lose benefits because all of your credits are not combined.

My wife is younger than I am. Does this mean that I must wait until she is 65 before retiring, so that she can be entitled to wife's benefits on my account?

No. You may retire at age 65. If your wife is not 65 at the time, she must wait until she is age 65 before she can draw her own benefit. Remember that this benefit does not come automatically—she must file claim when she reaches age 65.

If I die before I am age 65, insured under Social Security, and if my wife gets a lump sum, does this mean that my account is closed and no future benefits are payable?

There are many misconceptions, misunderstandings and just plain not-knowing as far as the provisions of the Social Security Act are concerned. This article attempts to clear up some of the questions most frequently asked. Brothers who have other questions as to benefits, eligibility, etc., are urged to send them in to the LOG, and we will get the straight dope from the experts of the Social Security Administration, who also answered the following inquiries.

No. If at the time of your death your wife is under age 65, and you left no minor children in her care she gets a lump sum. If she doesn't remarry, she can be entitled to monthly benefits at age 65, if she files an application at that time.

I have worked in employment covered by the Social Security Act since it started. How can I find out how much could be payable on my account at the present time? I am nearly 65.

You can obtain a statement of your account by getting a postcard from the local Security office. Fill in the card and mail it. It is addressed to the Accounting Office of the Social Security Administration. When you receive the statement, take it to the local office, and they will figure your benefit and answer all of your questions.

I worked for the first three

years after Social Security went into effect in employment covered by the law and then started a business for myself. Last year I returned to Social Security employment. Do I lose the credits I earned those first three years?

No. All employment that you have had under Social Security remains credited to your account.

Last year I paid Social Security tax on an income of over \$3,000, earned from two separate employers. Since the law states that I can receive credit for only the first \$3,000 of income in any one calendar year, do I have the right to request a rebate of the tax overpaid?

Yes, you can secure a claim Form SF-843 and SS-9a from the local United States Collector of Internal Revenue Office. The Collector's office will assist you in completing your claim so that you might obtain the refund.

These claims should be filed immediately at the end of each year.

My father retired from employment covered by the Social Security Law in 1945, after he became age 65. Since that time he has worked in employment not covered by the law. He works as a caretaker of a church. He has never filed for Social Security benefits. Is he entitled to such benefits?

He should visit the local Social Security Office immediately. If they find that he is insured under Social Security, they will advise him to file a claim. Since he no longer works in a job covered by Social Security, he may draw benefits regardless of the size of his income from his present employment. Since the benefits are only retroactive for three months, he may have lost a considerable amount of benefits because he did not file in 1945.

How old must a person be before he can get a Social Security Number?

There is no age limitation. If you work in employment covered by Social Security you must have a number. The State Department of Labor regulates employment ages for different types of jobs. Each state has its own laws in this respect.

4 Cities Service Tankers Payoff In Boston Area

By BEN LAWSON

BOSTON—Among the payoffs in this area during the past two weeks were four Cities Service tankers.

The vessels and the points of payoff were the SS Council Grove, in Portland, Maine; the SS Archers Hope, in Providence, and the SS Cantigny and SS Lone Jack in Boston.

Other payoffs were the SS Ann Marie, Bull Lines, and SS W. E. Downing, States Fuel.

The Lone Jack and Council Grove signed on again. Other activity in the port included in-transit calls by the SS Steel Worker, SS Steel Seafarer, Isthmian; SS Kyska and SS Azalea City, Waterman.

Everything went smoothly aboard these ships, except for a couple of overtime disputes on the Steel Seafarer and a few Brothers who thought they could gas it up all they wanted to in port and not turn to. All these men have to do now is tell their troubles to a trial committee. The overtime dispute will be handled at the payoff port.

There are a couple of hundred men on the beach up here, but we still had to send to New York for about 20 men in the past two weeks. With the Yarmouth and the Evangeline taking over 200 guys, and the summer boats getting under way soon, shipping should be good in these parts.

In fact, we are hoping that things will begin to hum in about two weeks.

5 Ships In-Transit, But Only One Payoff For Port Savannah

By E. M. BRYANT

SAVANNAH—South Atlantic's SS Southstar paid off and signed on here last week after a few beefs had been straightened out in SIU style.

Among the beefs settled were some disputed overtime and a matter of coffee supply, which the company agreed to increase.

In-transit ships calling here were the Alawai, Topa Topa, Waterman; Jean, Inez, Bull, and the Hawaiian, a Matson ship contracted to the SUP.

The crew of the Southstar donated 38 dollars to the SEAFARERS LOG.

LOSSES

A couple of SIU Brothers in this port had some tough luck last week. C. W. Thompson's mother died in Jacksonville and C. (Buddy) Reynolds' sister died in Savannah. Wreaths were sent to the funerals by the Union.

Among those waiting to ship at present are Brothers R. Grimes, R. Bennett, M. Wickham and W. C. Sanders.

The Teamsters Union has requested all unions to ask their members not to use Garden City taxis in Savannah. This outfit is still giving the cab drivers local a runaround on their demand for a contract.

The Patrolman and myself are planning to hire ourselves out to the farmers as rainmakers. We have a new method. All we do is prepare to go fishing and bingo, there's a cloudburst.

'A Constant Source Of Comfort'



UNION OF CARE EMPLOYEES

20 BROAD STREET, NEW YORK 5, N. Y.

April 12, 1950

Mr. Paul Hall, Secretary
Seafarers International Union - A.F. of L.
51 Beaver St.
New York, N.Y.

Dear Sir and Brother:

We would like to inform you that at the last meeting of the Union of CARE Employees, the membership voted to use the facilities of Schwartz's Restaurant in the future as the permanent meeting place for our Union.

While we are of course pleased to have reached this stage of financial self-assurance, we have not forgotten that the assistance we received from fellow-unionists, notably from S.I.U., helped make this possible.

The Officers and membership join me, at this time, in offering our sincerest thanks to S.I.U. for the countless services you have rendered us during almost three years of our existence. We recall with gratitude that in the initial stages of our development, the knowledge that we could always rely upon your cooperation, was a constant source of comfort to us. It was this spirit of fraternal good-will that we drew upon to help us build a good Union in the white collar field. We think you will be interested to know that we have just concluded negotiations on our third and best contract.

While we know full well that we can never repay you for all the considerations, both moral and material, which you have shown us through these years, we would, with deepest humility, welcome any opportunity to be of future service to you.

Fraternally Yours

Sonia Alloy
Sonia Alloy
Secretary, U.C.E.

Log Subscribers

Readers notifying the SEAFARERS LOG of a change in mailing address are requested to include their old address along with the new. In addition to making easier the switch-over it will also guarantee uninterrupted mailing service.

All notifications of change of address should be addressed to the Editor, SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.

Discovered Early, Cancer Is Curable

While advanced cancer is nearly always fatal, early cancer is one of the most curable of all diseases, says the New York City Cancer Committee.

Thus, cancer control starts with the individual. Every man and woman should have a complete physical examination each year. Women over 40 should be examined twice a year.

Most importantly, every person should learn to recognize the seven danger signals that may mean cancer. See your doctor if any of these signs appear:

- (1) Any sore that does not heal;
- (2) A lump or thickening in the breast or elsewhere;
- (3) Unusual bleeding or discharge;
- (4) Any change in a wart or mole;
- (5) Persistent indigestion or difficulty in swallowing;
- (6) Persistent hoarseness or cough;
- (7) Any change in normal bowel habits.

New York Shipping Hits Low, But Hopes For Quick Pick-Up

By JOE ALGINA

NEW YORK—The props were knocked from under this port's activity the past couple of weeks and shipping dropped to a low for the year. We're not making any predictions for the coming weeks; we'd rather wait and let the shipping figures give the correct picture. But we're hoping for the better, of course.

Getting down to the scows, here are the ships that paid off:

Kathryn, Puerto Rico, Beatrice, Mae and Elizabeth, Bull; Steel Surveyor and Steel Seafarer, Isthmian; Fairland, Claiborne and J. B. Waterman, Waterman; Algonquin Victory, St. Lawrence Navigation; Michaels, Carras; Marymar, Calmar; Lake George, US Petroleum, and the Seatrains Texas, Havana and New Jersey.

SIGN-ONS

Signing on were the Elly, Seatraders; Choctaw, Waterman; Steel Worker, Isthmian; Robin Wentley, Seas; Algonquin Victory, Lake George, Michaels, Steel Seafarer and the Seatrain and Bull Lines ships that were on coastwise.

That brings us to unemployment insurance about which we have a bit of advice for those men who are about to file for benefits. It is advisable to keep your payoff slips and to carry them with you when you go to the unemployment insurance office to sign up for the weekly insurance payments.

In this way you'll have a record of your earnings on you and won't have to dart all around town trying to find out this in-

formation and thereby possibly causing delay in getting your checks.

Speaking of keeping things of value, let's remember to hold on to our Union books as though they meant everything that they represent.

The Union book is your living—hold on to it. If some guys lost their seamen's papers as often as they have their Union books they'd spend 10 years waiting around before getting things lined up so they could ship out.

Port Baltimore No Longer Haven For Job Seekers

By WILLIAM (Curly) RENTZ

BALTIMORE—Men are coming into Baltimore from other ports in the mistaken idea that shipping is better here at the moment than it is elsewhere. Normally, Baltimore is a good port but it has been affected by the decline in the industry's activities.

This past week things were quiet and although we expect a slight improvement during the coming two weeks, due to scheduled Ore Line payoffs, we don't look for anything near what is necessary to relieve the situation.

PAYOFFS

Payoffs during the past period were the Evelyn, Bethore, Steel Fabricator, Ponce deLeon, Bull Run, Cubore, and Robin Wentley.

Signing on were the Bethore, Cubore, Marore and Fimore. In addition to these vessels, the following called at the port on in-transit status: Thomas Sim Lee, Chickasaw, Algonquin Victory, Robin Kettering, Seamar, Steel Designer, Jean La Fitte, Edith, Angelina, Steel Worker, Carolyn, Antinous and the Government Camp.

In view of the current shipping situation, a word of advice: If anyone wants to come to Baltimore to ship, he should make sure he can afford a stretch on the beach. It may be a little while before he can ship out.

In fact, the smart thing to do is to stay as near to home as you can until better shipping sets in.

MM&P BEEF

The SIU here in the Port of Baltimore was geared and ready to go, as were the rest of the AFL Maritime Trade Department affiliates, if the Masters, Mates and Pilots beef hadn't been settled.

The victory of the MM&P in getting a good contract is a tribute to the type of support they received from the MTD unions. The Baltimore local of the MM&P, through its representatives, thanked the SIU membership personally at our last regular meeting for the splendid and effective backing they gave throughout the dispute.

How To Kill A Union

1. Stay away from your meetings by all means.
2. If and when you do go, be sure to come in late and mumble about what's already taken place before your arrival.
3. Kick and howl if you aren't appointed on Committees, but if "the buck is passed to you," then refuse to serve.
4. Don't contribute anything except malicious criticism when asked for your opinion on an issue.
5. Don't get "rooked" in on any work details.
6. Complain constantly about those who DO the work, pointing out that your union is run by a "clique."
7. Never discuss the functions of your union until you need its help.
8. Accuse active members of being "office seekers."
9. Look for sore-heads with whom you can join in an effort to create dissension.
10. Lag behind in your dues until threatened with suspension, then declare you are discriminated against.

—(Kentucky Labor Journal)

The Seafarers In World War II

By JOHN BUNKER

The Russian Run

Chapter 5

As long as men who sailed in World War II still go to sea, there will be told stirring tales of the Russian run—the long, cold, hazardous voyage to Murmansk and the ports of the White Sea.

Close to 350 American ships made the run to Russia with bombs, guns, tanks, ammunition, gasoline, beans, bandages, dried eggs, sugar, shoes, grain, and even gin for the big brass.

Up to March of 1943, 32 American ships out of 143 setting out for the Barents Sea had been lost. Many of these, and not a few of those lost later, were manned by men of the SIU, for the number of ships crewed by Seafarers on the legendary run to Russia was almost legion.

Greatest danger on this northern voyage came when the convoys approached North Cape, the Arctic tip of Scandinavia, which posed the last great hurdle before they reached their destination on the upper rim of the world.

Some convoys delivered their cargoes without loss, but most of them saw action from planes, subs, and Nazi surface craft. Added to this were the natural hazards of bitter cold, storms, ice and fog.

Nearly every ship setting out for Russia was given a load of explosives to carry: anywhere from several hundred to a thousand tons. It was "sudden death" that could—and more than once did—send ship and crew to kingdom-come in a sudden fearful roar.

Seamen in convoy PQ-18, which included the Schoharie, Virginia Dare, William Moultrie, and other SIU ships, will never forget the end of the freighter Mary Luckenbach.

WIPED OFF THE SEA

During a heavy air attack, a torpedo bomber either crashed on her deck or dropped its torpedo like a bomb. No one can ever tell exactly what happened, for the vessel was completely obliterated.

When the William Moultrie steamed over the spot (she was in column behind the Luckenbach) crewmen could not spot a single bit of wreckage from the unfortunate vessel — not even a board or a shattered piece of liferaft.

The Skipper of the nearby freighter St. Olaf entered in his log that the Mary Luckenbach "flew into a million parts like a giant hand grenade."

Following the famous "Fourth of July" convoy — which was decimated by planes and subs when deserted by its escort—convoy PQ-18 was heavily protected, but still had to fight its way through to the White Sea.

Of 40 merchant ships in this convoy, 13 were sunk in bitter attacks that included as many as 40 torpedo bombers at one time, and which lasted even to the moment the fleet arrived in Archangel.

Sailing the "road to Russia" was frequently quite exasperating to crews whose ships either sat at anchor for weary, uneventful weeks, or went wandering around over the ocean as though there was not the least hurry about delivery for their cargoes of war.

BEAUREGARD TAKES THE "ROAD"

Captain William Patterson and his SIU crew took the Waterman Company's SS Beauregard out of New York for Halifax on May 1, 1942, joining an eight-knot convoy from there to Hull, England, where the cargo was taken out and the ship re-loaded with tanks and other equipment for which the Russians were said to be in desperate and urgent need.

By September, the Beauregard was in Lock Ewe, Scotland. Then to Glasgow for some repairs. After that to Belfast, where the crew were

Author's Acknowledgement

The writer was greatly assisted in obtaining the facts concerning many of the incidents in this war story of the SIU through the cooperation of Captain W. N. Mansfield of the Office of Naval Operations, War Records Section; and to Captain Frank Rusk of the Records and Awards Division of the US Maritime Commission, both in Washington, D.C. They kindly allowed the writer to refer to official files to check the history of many of these ships.

surprised to meet 12 other ships of the original group with which they had left the States. To Russia now? Not at all, for the dispatch of ships in those days was not so simple as all that.

It was now the middle of October, and during the next eight weeks the tired old Beauregard was sent, in turn, to Kirkwall, the Firth o' Forth, and Edinburgh, where the outmoded tanks were taken off and replaced with newer models.

Sailing for Russia at long last, the ship arrived in Murmansk on Christmas Day, and then on for a month the crew sweated out 130 air raids, shooting down one Nazi bomber with a rocket gun.

BACK AFTER 11 MONTHS

The Beauregard returned to the States just one month short of a year-long trip.

Other SIU ships, like the Schoharie and the Gateway City, wasted weeks in cruising between Scotland and Iceland, or laying idle at Reykjavik.

The Gateway City rode at her anchor chain for 107 days in Iceland while the crew, who were forbidden to go ashore lest they divulge matters of "military importance" to Axis spies, made skiffs out of dunnage and paddled around to other ships in the harbor, including the Russians.

The "Russkies" liked checkers and chess, and the men from the Gateway City answered many challenges from the Russian crewmen (and women).

On those ships in the 1942 convoys which had guncrews, the Navy personnel was seldom more than ten or twelve men at the most, and their armament was usually of popgun caliber.

The SIU-manned Alcoa Banner sailed to Russia in convoy PQ-16, being defended by a prodigious battery of five .30-caliber machine guns and a Navy guncrew of two men!

This convoy had plenty of use for guns, too, for it was attacked 25 times en route from Iceland. Among the ships it lost was the SIU-crewed Alamar, sunk about the same time as the SS Syros, which blew up when a torpedo nosed into its load of TNT.

MASSMAR HITS MINE

En route back from Russia, the Massmar (SIU) struck a mine, along with the John Randolph and the Heffron. Men of this convoy will always be grateful for the heroic work of the French corvette Roselys, which rescued 180 men from sinking ships.

There were many other SIU ships on the run to Russia—ships like the Alcoa Rambler, Alcoa Cadet, Topa Topa and the old Bayou Chico—which saw action aplenty, but it is not possible here to do honor to them all, though they all richly deserve to be equally well remembered.

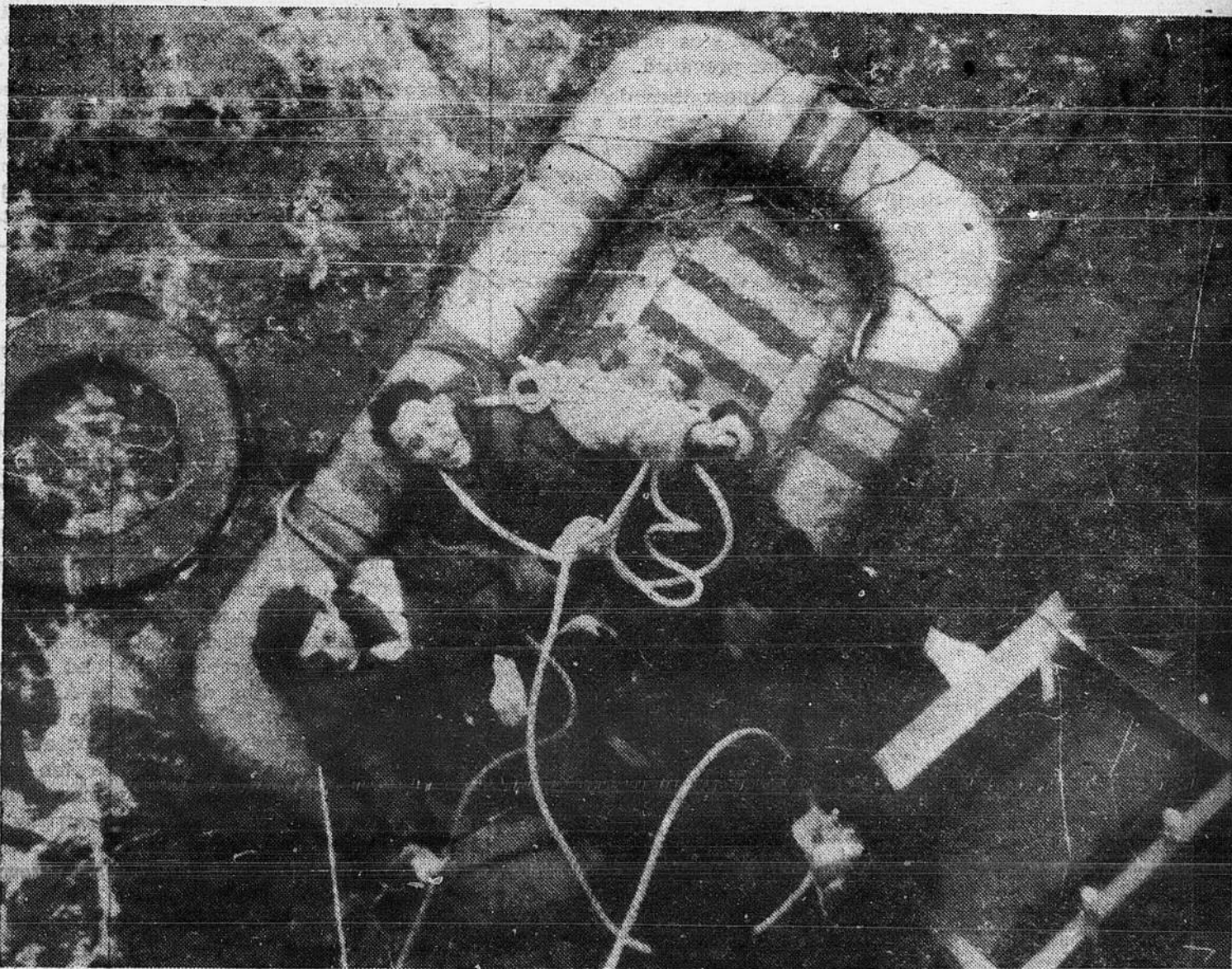
Whatever the ship, their crews shared alike the hazards of this Arctic run and, while 1942 was the peak year for losses in ships and men, there were casualties right up into 1945, with some of the heaviest attacks being launched by the Germans in this last year of the war.

The return trip from Russia was hardly less arduous than the run north; for a sunk ship, as far as the Nazis were concerned, meant one less bottom for supplying the Russians, and they let no opportunities go by to bag ships homeward bound from the White Sea.

Such was the fate of the SS Puerto Rican (SIU-SUP), which had delivered her freight and was headed back for Iceland early in 1943, with 3,500 tons of ore under hatches.

She lost the convoy in a violent storm on

(Continued on Page 10)



Numbed by the freezing, stormy sea, two survivors of a torpedoed US transport are saved from sure death by the speedy arrival of the Coast Guard cutter Bibb. The transport, the former liner Henry R. Mallory, was sunk on route to Iceland early in 1943 by a Nazi U-boat. More than 300 seamen and troops were lost.



SHIPS' MINUTES AND NEWS

Fast-Moving Recorder Crew Pulls Officer From Red Sea

Thanks to the lightning-like response of the Steel Recorder's SIU crew to the cry of "man overboard," the Isthmian vessel's Junior Third Engineer is alive and kicking today. The life-saving episode occurred on March 22 in the Red Sea en route to Bombay, according to Seafarer Dick Cummings.

Here's the story as Brother Cummings reconstructed it in a letter to the LOG forwarded from Calcutta on April 8:

Thursday, March 22, started out to be just another day aboard



Lifeboat returns to Steel Recorder with rescued officer.

the SS Steel Recorder, as she was cruising through the Red Sea on her way to Bombay and ports east.

ON THE JOB

The Deck Gang was busy overhauling gear and putting the ship in first-class shape; the Black Gang men were doing their jobs with quiet efficiency and the Stewards Department was just finishing up its morning round of duties.

Suddenly and dramatically from midships on the boat deck came the cry only too well-known to many sailors: "Man overboard!"

Seemingly with the speed of light the whole shipboard picture changed. Work was stopped immediately, tools were dropped and from all parts of the ship SIU crewmen raced for the lifeboats on the leeward side, tossing several lifebuoys over the side as they went.

BOAT MANNED

The Deck Gang manned the boat commanded by Chief Officer Cornwell. Others stood by to lower the boat into the water and the rest of the men posted themselves at vantage points to spot the victim.

Bill Weise of the Stewards Department sighted the man, who turned out to be the Junior Third Engineer, and reported to the Captain. The ship was swung around quickly and brought to a position from which the rescue boat was lowered.

After a short, hard pull, the Junior was reached. He was hauled into the boat, which was then rowed back to the ship's side and hoisted aboard.

SPEEDY PERFORMANCE

Captain Walsh complimented the crew for a job well done. He revealed that the rescue, from the time of the first cry of "man overboard" to the moment he was picked up, totalled but 18 minutes. The speedy action was especially impressive in view of the choppy seas and the strong wind that prevailed.

The Skipper then declared the rest of the day to be a holiday and the good ship Steel Recorder again headed for Bombay and ports east.

Commented Brother Cummings: "The saga wound up with a happy ending in more ways than one."

SEAFARER-ARTIST AND HIS CANVAS



To pass time aboard ship Brother Bob Neidemeyer does what comes naturally—painting with oils. Above he shows one of his latest efforts, done while he was a crewmember on an SIU ship. It's a scene of a farm in Germany. Bob has had no formal art training.

Voice Of The Sea

By "SALTY DICK"

Milton Mailho is well-known in the Gulf, but not by his proper name. All the boys call him "Rags." He was so nicknamed because he made a trip around the world with one pair of pants. But to-day he travels with an assortment of suits.

In the near future you may see a new product in Rio de Janeiro put out by a former SIU seaman. More details on this later. . . . The New Orleans Branch has a butterfly picture (second largest in the world) on the third deck. It was donated

by the Del Norte crew. . . . If you must buy a wrist watch or a camera, get it at Curacao.

Frank Bachot once owned a bakery but he loved the sea so much he turned over the business to his son. . . . "Dad's Book Store" at 1026 Louisiana Ave., New Orleans, is owned by a former Seafarer.

SS Jackson Crew Favors Voluntary Vacation Rule

Crewmembers of the SS Stonewall Jackson have drafted a resolution favoring voluntary resignation by men who have put in one year aboard contracted ships.

The resolution, drawn up by Robert High, John Cantrell and Jerry Palmer, was offered for consideration by the Headquarters Committee in drafting the final ballot on the question of a vacation rule, and is reported to represent the sentiments of the majority of the Jackson crew.

RESOLUTION

Text of the resolution follows:

Whereas: The American shipping industry has diminished since the close of World War II and from all present indications it appears that the policy of the government bureaus, especially the Maritime Commission, tends to point to a smaller merchant marine, and

Whereas: It has been the policy of the SIU to maintain Union security, which, in reality, is job security, and

Whereas: This course of action will continue to warrant job assurance for all, and

Whereas: Continuous seetime on the same vessel in excess of one year may tend to deter a man from his full responsibility in the enforcement of his Union contract; and realizing a Union's strength is entirely dependent upon its well-informed militant membership; then to insure a better balanced organization,

Therefore, Be It Resolved: That every man who has a vacation due him under SIU General Contract, voluntarily quit the vessel and accept vacation pay.



Crew of the rescue boat gathers on deck after completing task. Front row, left to right: R. H. Barnes, AB; J. Dimas, AB; R. Kaminiski, DM; rear: E. Mabey, OS; S. Birkland, AB; Burton, Wiper; C. Umfleet, AB; T. Banning, DM; R. Cummings, Carpenter, and Cornwell, Chief Mate. Photos submitted by E. Sims and Barnes.

Crew Meetings In Full Swing On CS Ships

Cities Service crewmen are taking full advantage of their contractually-guaranteed right to independent, democratic discussions and decisions involving their shipboard welfare. As a result, minutes of crew meetings aboard the company's tankers are reaching the LGG office regularly.

The proceedings give evidence of the responsibility typical of alert and competent Union crews.

On the SS Government Camp, for instance, the minutes of the April 9 session, chaired by G. M. Kotsomitis, and recorded by D. Boza, said that the delegates reported no disputes and "all departments running smooth."

For the benefit of newer SIU members, Union shipping rules and the drawing up of agendas for ship's meetings was discussed. Also discussed were the Union procedures in handling beefs at sea and ashore.

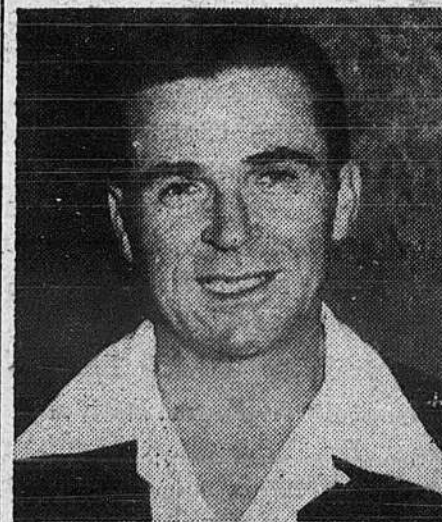
It was suggested at the meeting that repair lists be drawn up by the department delegates and submitted to the Ship's Delegate for proper action. Brother Kotsomitis was elected as representative of the Govern-

ment Camp's unlicensed personnel.

At the April 15 shipboard meeting aboard the SS Bradford Island, the crew held elections for the delegates jobs, with the following men being designated: Erben Scott, Deck; Mike Lenches, Steward; Peter Walsh, Engine, and Cleveland Farnham, Ship's.

Among the motions carried at the meeting were one offered by Air and seconded by Walsh that a ten-cent fine be imposed on men failing to comply with courtesy regulations in the crew's mess. Proceeds from the fines, it was agreed, would go into the ship's fund and thence to hospitalized men in Marine Hospitals at point of discharge.

The Bradford Island meeting closed with a suggestion from Brother Walsh that men returning from shore leave show consideration for those asleep by entering the foc'sle quietly.



Chris Keller, is taking a rest after a year-long Persian Gulf trip on the Cities Service tanker French Creek. On learning of the SIU contract, Keller said his almost three years on CS ships proved worthwhile.

Digested Minutes Of SIU Ship Meetings

YOUNG AMERICA, Feb. 12—George Sorenson, Chairman; George Johnson, Secretary. Motion carried that matter of additional storeroom space for Stewards Department be left fully in the hands of the boarding Patrolman. Discussion held on effects of Trotskyites in our Union and it was pointed out that it is bad to have small cliques in a Union whose membership is pledged to stand and act together for the best welfare of the organization. Ship's Fund recommended but no action taken.



Bulletin sent out by LOG and which has been reaching ship regularly at Port Said.

§ § §
WILLIAM H. CARRUTH, Feb. 26 — Gillis, Chairman; Hansen, Secretary. Department delegates reported everything okay except for a few overtime beefs. Motion (by Pinkowski, seconded by Moss) carried that repair list be posted in recreation hall. Discussion on laundry. Matter was referred to repair list.

§ § §
MOTHER M. L., Feb. 26—Ernie Mayfield, Chairman; Dick Lyon, Secretary. Delegates reported no beefs in any of the departments. Radiogram sent to Headquarters announcing unanimous vote favoring ouster of Trotskyites and commie splinter groups from SIU. Headquarters and New Orleans Branch informed of difficulties in obtaining payment of penalty cargo and area bonuses. Repair list to be posted.



§ § §
ARLYN, Feb. 12—Bill Mackin, Chairman; J. (Lonnie) Lonski, Secretary. No beefs. Motions carried: To make three copies of repair list for Patrolman, Master and department delegate; to get pop-up toaster and replace refrigerator; to have departments share in cleaning laundry, with delegates to make up schedule. Ed Bayne elected Ship's Delegate. Discussion on food under Good and Welfare.

§ § §
BETHORE, Feb. 19—S. Fulfor, Chairman; Robert Atmore, Secretary. No beefs. Motion carried to accept Ship's Delegate's resignation and that no election be held until new crew boards vessel. Under Good and Welfare several members blew their tops about the food situation, a request for a messhall clock was made and it was recommended that keys be made for the foc'sle.

§ § §
CUBORE, Feb. 19—J. V. Bissonnet, Chairman; W. A. House, Secretary. Delegates reported no beefs. Motion carried to find out if ship called Union for two Wipers last trip and if call was made for AB this trip. W. M. Fields discussed history of the SIU and the hard fights it has waged to attain our present wage, living and working conditions. He stressed fact that all hands should bring up beefs at shipboard and shoreside meetings, rather than gripe about them in non-union atmospheres. Old book members were reminded of their responsibility to teach new members to be good Union men.



§ § §
DEL SUD, Feb. 19—Leonard Munna, Chairman; George McFall, Secretary. Ship's delegate reported that Captain likes cleanliness of ship. Delegates reported on contributions received for March of Dimes. Motions carried: that we spend \$75 on baseball equipment; that washing machine be repaired as soon as possible; that we purchase SIU film and obtain all SIU literature.

§ § §
MANKATO VICTORY, (No date) — Angelo Cinquerana, Chairman; Sylvester Zygarowsky, Secretary. Ship's Delegate reported that all beefs had been settled to crew's satisfaction. Department delegates reported. Brother Stone suggested that all painting be done by Deck men. Hill suggested that we see Captain about getting foc'sles painted this trip. All hands cautioned to see sailing board before going ashore and fulfilling agreement by returning one hour before sailing time.



§ § §
STEEL WORKER, Feb. 20—W. Borreson, Chairman; J. De Poo, Secretary. Ship's Delegate reported that iceboxes were dirty; everything in other departments okay. Motion carried that Steward see that iceboxes are cleaned and kept that way. Steward to make menus and Chief Cook to abide by them; Under Education, Union pamphlets on "Charges" and Departmental Delegates Duties" were read and discussed.

§ § §
ROBIN KETTERING, Feb. 20—Elbert Hogge, Chairman; John Tilley, Secretary. Delegates' reports: Larry Laronde, Deck, said his department was running smoothly, except for 10 hours OT to be turned over to Patrolman; Barney Speegle, Engine, said a couple of men had missed watches and that it will be reported to Patrolman; Stanley Cooper, Stewards, reported smooth sailing; Harry Willoughby, Ship's Delegate said no beefs had been reported to him. Willoughby resigned and John Tilley was elected to succeed him. Motion carried to turn report of men missing watches over to Patrolman. Members reminded to return all excess linen for inventory before returning to states.



§ § §
SEAMAR, Mar. 12—T. Clough, Chairman; Roy Lundquist, Secretary. Motion carried that case of crewmember who has been abusive to Union men be referred to New York Hall upon arrival. Motion (by Cavender) that Deck and Engine departments clean recreation room for remainder of this trip and that next trip all departments alternate at the job.

§ § §
DEL SANTOS, Feb. 15—James Tucker, Chairman; Charles Frey, Secretary. Dave Ramsey elected Ship's Delegate by acclamation.

Tucker discussed possibility of getting decks painted in crew's quarters and passageways. (Has since been accomplished). Rigby asks more cooperation in keeping heads tidy. Member asked for discussion on Trotskyites. James Tucker, well versed in labor movement, who ran for Union office in last election, spoke. He said there was no need for pressure groups or cliques in SIU. He asked for resolution condemning such groups. Lively discussion followed and resolution was adopted unanimously. Crew purchased new washing machine and sent bill of sale to New Orleans Hall for safe keeping in case ship is laid up.

§ § §
ALGONQUIN VICTORY, Feb. 19—E. Mulford, Chairman; R. Cantor, Secretary. Delegates reported no beefs, with all book members aboard. Discussion on code and unions. Information posted on bulletin board for crewmen to study. Discussion on period a man should be allowed to stay aboard ship. Two-thirds of crew voted against setting time limit. Motion carried to continue discussion and count of men showed 12 men were against rule, four favored it and four had no definite opinion.



§ § §
STEEL VOYAGER, Feb. 19—E. A. Martell, Chairman; F. McGann, Secretary. Resolution on rest periods was read, also Article 2, Section 35 of contract. After much discussion, motion carried that this resolution be signed and forwarded to headquarters for presentation at all shoreside meetings. Under Education, the booklet "How to Conduct A Meeting Shipboard and Ashore" was read and discussed.

§ § §
TRINITY, Feb. 18—J. Anderson, Chairman; P. Piascik, Secretary. Ship's Delegate said \$10.25 was in ships fund. Discussed case of Brother Collins who had been hurt. Motion carried to send letter to Collins' mother, and to appoint department delegates to act as committee to handle contributions made to fund for Brother Collins.

§ § §
PETROLITE, Feb. 22 — V. Perez, Chairman; H. Rosenstiel, Secretary. Ship's Delegate reported that Captain would hire only Americans when available for replacements. No beefs in any of the departments. Discussion on First Assistant spending coffee time in crew's mess. Crew voiced appreciation of Overseas

SEAFARER SAM says:

IF YOU ARE ELIGIBLE FOR UNEMPLOYMENT INSURANCE, REGISTER WITH THE UNEMPLOYMENT OFFICE AS SOON AS YOU HIT THE BEACH, SO, IF JOBS ARE SLOW IN COMING YOU WON'T BE DOING YOURSELF OUT OF MONEY TO WHICH YOU ARE ENTITLED.



CUT and RUN

by Hank

The newspapers stated that the communists had a miserable May Day parade here in New York. The only thing these comics didn't show parading was all of their disrupters of maritime unions. Truth is, communist troubles in or against maritime unions are almost entirely extinct—but still dangerous. . . . Flash News—Brother Don Rundblad's buddy, Ken Beckerich, who is aboard the Seatrain New Jersey right now, is shaping up his pallettes, brushes and paints for the wall mural he's going to paint in Jack Parker's place, the "Sea Hawk" down in New Orleans. Good luck, Ken. . . . Brother Don Smith, who says he hasn't seen his shipmates Ozzie Okray and Leo Siarkowski for some time, is here in New York. . . . Al Lopez, who has been on the New York beach for some time, is waiting for that good old Germany run. . . . Steve Pitiak left this town for the West Coast. . . . John Calhoun is down in Mobile and right on top of the shipping list, we're informed.

§ § §
Brother Ray Kaiser, who has been hospitalized, writes that he is now in the port of Savannah. . . . Brother Albert Fields is one of the guys here in New York helping out with whatever there is to do. And so is Brother Donald Rood, the electrician with a mustache. What, no beard? . . . John Santos is in town right now. . . . Robby Willoughby is out there in San Francisco where he says shipping isn't so slow. It's hardly moving at all. Could be so. . . . One of the Brothers aboard the Meredith Victory mentions that the Singapore Bar in Singapore is a general hangout for all SIU Brothers. Other places which will be getting LOGs also are—the Lighthouse Bar in Houston, Texas, the De Poste Hotel Bar in Port De Bouc, France; the Seamen's Overseas Recreation Center in Pusan, Korea, and the L. Pleysier Cafe in Rotterdam, Netherlands.

§ § §
A letter from Brother Donald Hall from San Juan says he's on the "sugar shuttle" run with the SS Tini. The run hits the ports of Cuba, Puerto Rico, Germany and Trieste and Don says he'll be shuttling four more months. Don also mentions with appreciation the fact that the SS Tini has received the Overseas Bulletin in nearly every port they hit. . . . Brother Charles Murphy, the oldtimer from Massachusetts, is aboard the SS Topa Topa. . . . Brother Donald Trefethen might be still here in New York. . . . Steward "Ziggy" Zygarowski sailed into this town last week. Probably staying aboard for another trip. . . . One of the typically good SIU men is Brother Chris Keller who sailed into our port recently after dogging down a year's voyage organizing. A vote of thanks, indeed, to a Brother who has done a tough job well. To the membership this is a perfect example of how and why the SIU is stronger in jobs and financially than any of the other maritime unions. . . . We're informed via the grunts and groans grab-line that Brother Duke Livingston, the wrestler, shipped out recently. Just now there is another wrestler in town. Brother Frank Boyne. Doing any more canvassing, Brother Boyne?

§ § §
The SEAFARERS LOG will be sailing free of cost to the homes of the following Brothers: Steve Magyar of New York, W. C. Craven of North Carolina, Victor Brunell of Louisiana, Harold Grabee of Massachusetts, S. C. Millward of New Jersey, Charles Schrank of Florida, William Talley of Pennsylvania, John McKarek of New York, Domingo Jartin of New York, Willard Edwards of Georgia, George Peterson of Texas.

THE MEMBERSHIP SPEAKS



'Tex' Retires From Romance After One Scorching Fling

To the Editor:

After being on the beach in San Francisco a couple of weeks, I decided to try my luck with the feminine species here in this great city. I decided to try my luck at dancing in the El Patio, one of the most elaborate dancing establishments in San Francisco.

Being the bashful type, I did not know exactly how to go about asking a young lady for a dance. When I arrived at El Patio the lights were turned down low and the orchestra was playing soft beautiful music which we members of the younger generation really enjoy.

Finally I decided to ask a young lady for a dance. I had previously seen this girl standing on the dance floor and she appeared to be of Spanish decent, which was okay with me.

PLENTY OF NAME

While dancing with her I thought it would be a good idea to get her name so that we could become better acquainted. She whispered into my ear: "My name is Conchita Marquita Rosita Pepita Lolita Juanita Lopez, I think. But you can call me Panchito, no."

With a name like that I figured the girl's parents must have had a lot of friends. Back home people call me Tex. Tex is my maiden name, Tex is. But I didn't tell you what this girl looked like.

She had the most beautiful eyes you ever saw. One was black, the other was blue, so you could take your pick. She also had a beautiful set of teeth. One pointed north, the other due south.

Boy could that gal kiss. I asked her where she learned to kiss like that and she said that where she came from people called her hot lips Conchita, because when she kissed them she branded

Hello, Daddy!



No wonder Seafarer Pat Frango proudly carries this photo with him wherever he sails. The pert little lady on the telephone is his daughter Gail, who says Pat "is the sweetest Daddy in the world."

them at the same time. I sure believed her.

I went to her ranch a couple of days ago to do a little bit of horseback riding, and she came out to the corral to meet me. At first I thought she was bowlegged, so I asked her if she walked like that all the time.

SIZZLING EPISODE

It seems she had an accident a couple of weeks before while she was in El Paso. She had gone out to watch the cowboys do a little bit of branding and by accident she sat down square on a branding iron. That just goes to show you how horses affect some people.

And speaking of branding irons, that gal sure put her brand on me. She kissed me goodbye when I left and evidently she wore her lipstick in layers, because I am still trying to get the damned stuff off. I guess I'll have to leave this love life to the Casanovas around here who are more hep to the modern girls than I am.

Clyde L. (Shotgun) Still

REAL FLORIDA SUNSHINE



Meet four-year-old Susan and two-year-old Edward, two bright spots in the life of SIU member and Mrs. Edward Cole of Tampa. The youngsters are giving a couple of coconuts a ride before tearing them to pieces.

Bar In Colombia Using USS Sign Not Authorized

To the Editor:

We write you because of mounting complaints received in this headquarters from members of merchant crews who go ashore in the port of Buenaventura, Colombia. The complaints relate to a bar catering to seamen in the port, which is being operated falsely, the reports indicate, under the name of the United Seamen's Service, Inc.

Our information is that the owners of the building which we occupied until Sept. 1948 have continued to run a seaman's bar on the premises, with a USS neon sign a little distance from the enterprise still being used.

A year ago, we requested that the sign be removed.

Current complaints from seamen regarding this operation center around exploitation of patrons in terms of service, of change manipulation and prices charged for food, drink and souvenirs. Many seamen are unaware of the fact that we no longer have any connection with the Buenaventura center and we now feel forced to inform seamen generally that the USS has absolutely no connection, despite the neon light.

We hope you will cooperate in helping to get this information to all seamen by publishing this letter in the SEAFARERS LOG.

Otto J. Hicks
Executive Director
United Seamen's Service

Kyska Shipmate Eulogizes Late Carl Reiss As 'Honest And Exemplary Union Member'

To the Editor:

At the general meeting in New York the other night I was greeted by a Brother I know only as George, a Fireman on the Kyska. I had paid off the Kyska a month ago and George just recently paid off her. After an exchange of information on shipmates and shipping conditions George asked me if I had heard.

No, I didn't hear!
"Well, Carl Reiss is dead!—in Georgetown—the engineer called him in the morning.

The little more I gleaned from George was that apparently it was heart failure.

I remember Carl Reiss best, as I believe most of the Seafarers on the Kyska's last foreign trip will, in that beef in which one of the Electrician's alleged jobs, according to the captain of this vessel, was to install light bulbs in the mast and range lights. Reiss balked at the idea of the Electrician climbing the mast to install the bulbs, naturally.

Reiss wrote an account of this incident for the LOG and it was read by the chairman at a ship's meeting; it later appeared in the LOG of March 10. Some of the confusion that stemmed from Reiss' refusal to do Able Seaman's work was that the two experienced deck men who removed the masthead light casing thought they should get the overtime for doing an Electrician's job. This beef, as Reiss explained in his letter, was finally ironed out in New Orleans and was a vindication of his stand.

Correlated with this beef of Reiss' at this same ship's meeting was one that had to do with a dog aboard the ship. It would take up too much space to go

into detail about this issue, but one Brother stated (and this is the significant part of this beef) that at a general meeting in New York a motion was passed that no Brother should bring an animal aboard the ship. Some of the Brothers said they remembered when this motion was passed. The majority of the Brothers present said they could not recall any such motion.

The upshot of these beefs, which are really trivial ones, but nevertheless had a few guys blowing their top are that some confusion is bound to come about when there is no account in the various union literature of past motions made to guide Brothers when they have a problem, and say, if a point of contention occurs while the ship is in a foreign port the men will have to wait till they come back to the states to get their beef settled, or send a telegram to Headquarters advising them about their beef.

I think if the Educational Committee of the Seafarers puts out a pamphlet chronicling all the motions ever made in each port, giving the gist of each motion and pack this pamphlet in a delegate's kit a lot of unnecessary confusion will be removed.

I started this letter with the intention of giving some sentiments of Carl Reiss as a shipmate and Union Brother. I found him a quiet man, somewhat shy, yet open in manner and friendly towards all. He was moderate in his views and yet could be fiercely militant, as in the beef described above; yet he was in no way harsh or haranguing. I never heard him say a bad word against anyone.

In years he was about 50 and looked quite strong. He served

12 years on American ships and at one time served in the German Navy. He was an exemplary Union man. The quality that struck me most about him was his honesty in speech and action.

John J. Flynn



Men Now In The Marine Hospitals

NEW ORLEANS HOSP.

- J. LYONS
- W. HANSTUCH
- E. J. NAVARRE
- R. CRUZ
- L. WILLIS
- L. LANG
- H. F. LAGAN
- F. DANDRY
- D. D. KELLY
- A. F. KOTHE
- J. H. FORT
- R. RICHARDSON
- C. C. GATES
- O. NORM
- G. NEWMAN
- W. W. MOORE
- E. C. ROBINSON
- L. TICKLE
- J. TUTWILER
- R. TINDELL

STATEN ISLAND HOSPITAL

- C. ESOLAN
- H. E. GRANT
- J. BLOMGREN
- T. BARRACLIFF
- LOUIS CIRIGNANO
- G. CASTRO
- HENRY WATSON
- J. L. LIKNES
- T. F. ROZUM
- ASTERIO DELGADA
- J. B. PURVIS
- C. P. THOMPSON
- T. E. MAYNES
- W. REID

- EDURADO BALBOA
- EUSTACH BULIK
- T. H. BYUS
- ROBERT DOUGLAS
- E. A. HANSEN
- FRANK KUBEK
- H. V. NIELSEN
- HARRY PRYTULAK
- F. D. BERTHOLD
- ARNE BJORNSSON
- C. W. PALMER
- A. T. PAPPAGOLLS

SAN FRANCISCO HOSP.

- OTTO L. STIFFANSSON
- CARL L. SHOTTER
- WILLIAM T. VAUGHN
- ED PRITCHARD
- T. ISAAKSEN
- H. R. PITT

BALTIMORE HOSPITAL

- R. PERRY
- M. J. LUCAS
- E. F. LAMB
- R. FREY
- T. MACK
- E. JANASKO
- J. TAURIN
- D. P. CARROLL
- A. DUFFY
- C. HANSON
- T. MORIARITY
- M. D. WATT

BOSTON HOSPITAL

- FRANK ALASAVICH

Throw Voting Strength At T-H, He Says

To the Editor:

I wish to express my opinion on the major issue at hand. While we are arguing the vacation rule and other ones, I think we should concentrate our energies at present against the Taft-Hartley law.

I suggest that every Branch meeting pass resolutions against the law and pledge the members to fight it. And as each ship arrives to call meetings for the same purpose. These resolutions and petitions should be presented to members of the Senate.

All of the members should also write letters to their Congressmen in behalf of all organized labor. I will write my own Senator (Claude Pepper of Florida), who has always been a strong advocate of labor.

They well know that the Hiring Hall is the very nucleus of our organization and if the law stands on trying to do away with it, there will be a nationwide tieup of the shipping industry as we well know what working conditions and hiring practices were back in the days before we really became organized.

At present we are at least enjoying a fair wage and rotary system of shipping, which is fair to one and all. The companies benefit by being able to get



competent men at a moment's notice and the members don't have to hunt a ship, but wait at the Hall until one arrives.

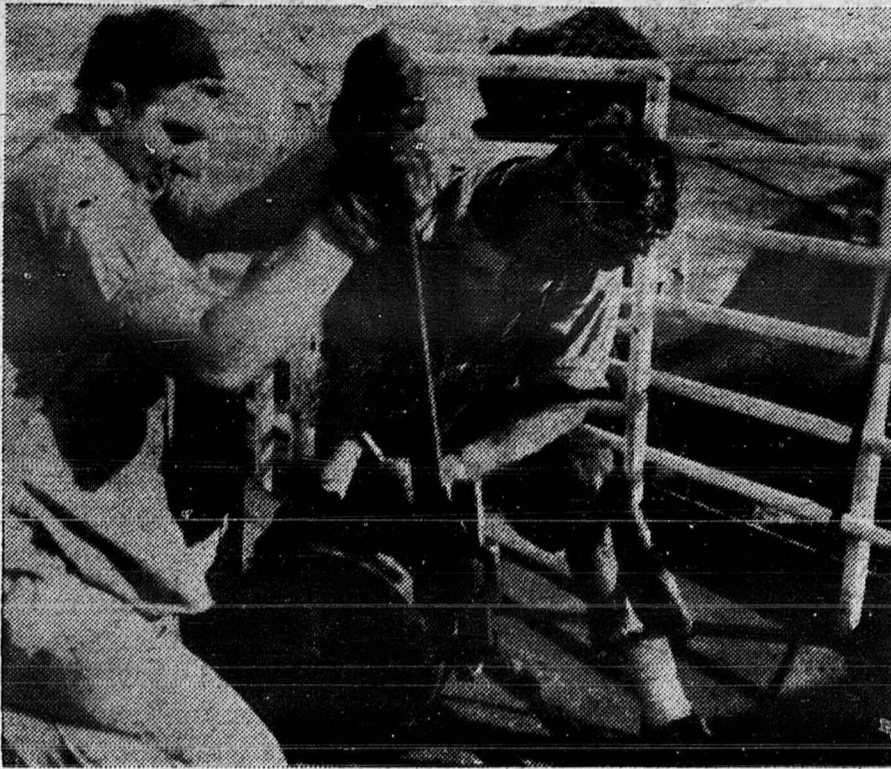
We know shipping is a little slow at present in some ports but it would be ruination to go back to the old days of hiring from the dock.

We have a swell Union and now is the time for all good Union men to get together on this major problem by throwing our voting strength against Senator Taft and his law for the good of all unions.

Meanwhile, to all my buddies, a cheery hello and I hope to be out of the drydock soon.

William D. Warmack
Baltimore Marine Hosp.

STEEL SEAFARERS AT WORK



H. Clemens, AB, and Ski Pugaczewski splicing standing part of wire on a topping lift block aboard the SS Steel Seafarer at sea. Cameraman's name was not submitted so we're unable to give him his due credit.

Vacation Rule Idea Laid To Men Eyeing Special Runs

To the Editor:

I think that before voting on the compulsory vacation issue the one-trippers, or "anti-homesteaders," should take a second look at the shipping figures published in the LOG.

An average of approximately one thousand men per two-week period are being shipped in all SIU Branches. Such a figure amounts to two jobs per year for every member. Taking this into consideration I can't possibly conceive why such austere measures as compelling a man to take a vacation, whether he wants one or not, should be taken.

UNION CREATED SECURITY

The Union, through its own efforts, created jobs and security for the membership and enabled a member to work as long as he chose, subject to only himself and his obligations.

From all appearances, a prejudice against "homesteaders" by men who like to make one or two trips only, has developed. From what I can see, unless these one or two trippers can go to the Hall and get a ship right then and there after having spent their money (usually in a week or two) proclaim shipping as being "lousy" and blame the slump on the so-called homesteaders.

JOBS AVAILABLE

We don't need a 12-month shipping rule, for the simple fact that a member can easily ship out within the allotted three months allowed by the shipping card. While on the beach recently for about two months in Baltimore, where, according to some people, shipping is at an all-time low and, consequently, anti-homesteaders are having a field day, I observed that some of the members most vehemently in favor of the 12-month rule were passing up jobs right and left. Their feeble answer was that it wasn't their kind of ship, a work house, or not the desired run.

There are many easier and more desirable ways of creating jobs than by subjecting ourselves to regimentation and austere rulings. For example, we can outlaw overtime performed by men off watch and increase the day workers in all departments.

Hoping I have touched the chord of bitter reasoning and understanding and helped to make up some of the members' minds, I thank you for being able to voice my opinion on this very important matter.

J. Lauritzen
SS Monroe

Dutchy Moore Reconsiders Vacation Issue, Decides To Vote Against Compulsory Rule

To the Editor:

Since my last letter from the SS Robin Hood, I have been shipping around the good old Gulf, riding some of our choice passenger liners, hot on the trail of the homesteaders, local cliques and any other reasons why we should vote for the enforced vacation rule.

I have really been hot for this issue as have "Salty Dick," Brother Bill Champlin and many others. But now I must confess that after thorough and careful investigation and long consideration I am forced to the conclusion that the resolution wouldn't work. And what is worse, if passed, would be a constant source of danger to the Union's internal security.

GIVES REASONS

Here is why: A guy goes on a ship for a year, is well-liked by officers and crew and is a good Union man. After a year he is forced off. What happens?

You take his job off the board with intentions to make your year. You are a good fellow, just as capable and efficient as he was, maybe better. Does everyone welcome you with open arms? Why sure—with a knife in each hand. You rolled their buddy, see what I mean?

He will be on top of the list when the ship gets back, all set to bump you off. That is easily arranged with the head of the department. After all, you can't please a person who has you

struck out before you get up to bat.

This is only human nature. Millionaires call it "social rights" and exclude everyone from their clubs who do not belong to the "magic circle." If you don't believe it try to walk into one of their swanky clubs and see how quick you bet bounced out on the old ear.

Such things as this are sure to keep everybody in an uproar, feuding and fighting among themselves until they lose sight of the ball.

WOULD MAKE IT TOUGH

Another thing is that I have come across more Brothers to whom it would cause real financial distress than I formerly realized. One example right here in the New Orleans Marine Hospital should make all SIU men proud. A certain Brother, with whom I made two trips here in the Gulf, has an invalided son who requires a constant nurse. His wife works but the combin-

ed wages are not enough to pay the son's expenses.

I never heard a complaint from the Brother while on the ship and only found out his circumstances accidentally when I had to enter the hospital. His expenses have been going on for many months and there is practically no hope for his son's recovery. My hat is off to this Brother, who doesn't want his name mentioned.

There are many more cases that would cause similar hardship if the rule passed, so let's try and be fair about the thing. There must be a better solution to the problem. There are lots of unorganized companies that would mean more jobs. Let's try to get some more of the tanker companies on the East Coast.

When the vacation resolution comes up for a vote I want to be on record as "agin it."

W. W. (Dutchy) Moore
Marine Hospital
New Orleans, La.

Check It — But Good

Check the slop chest before your boat sails. Make sure that the slop chest contains an adequate supply of all the things you are liable to need. If it doesn't, call the Union Hall immediately.

Seafarers Thank N.O. Shops For Supporting MAW Strike

To the Editor:

As most SIU men in the Gulf area know, our affiliate, the Marine Allied Workers, are striking the Bisso Towboat Company and we have been helping them.

All picketing and strike duty is voluntary. For the past several weeks I have been on the picket line, helping these Brothers, and we have received generous contributions from numerous places patronized by SIU men in New Orleans.

Since we have no better way of letting all Seafarers know of these contributors and who they

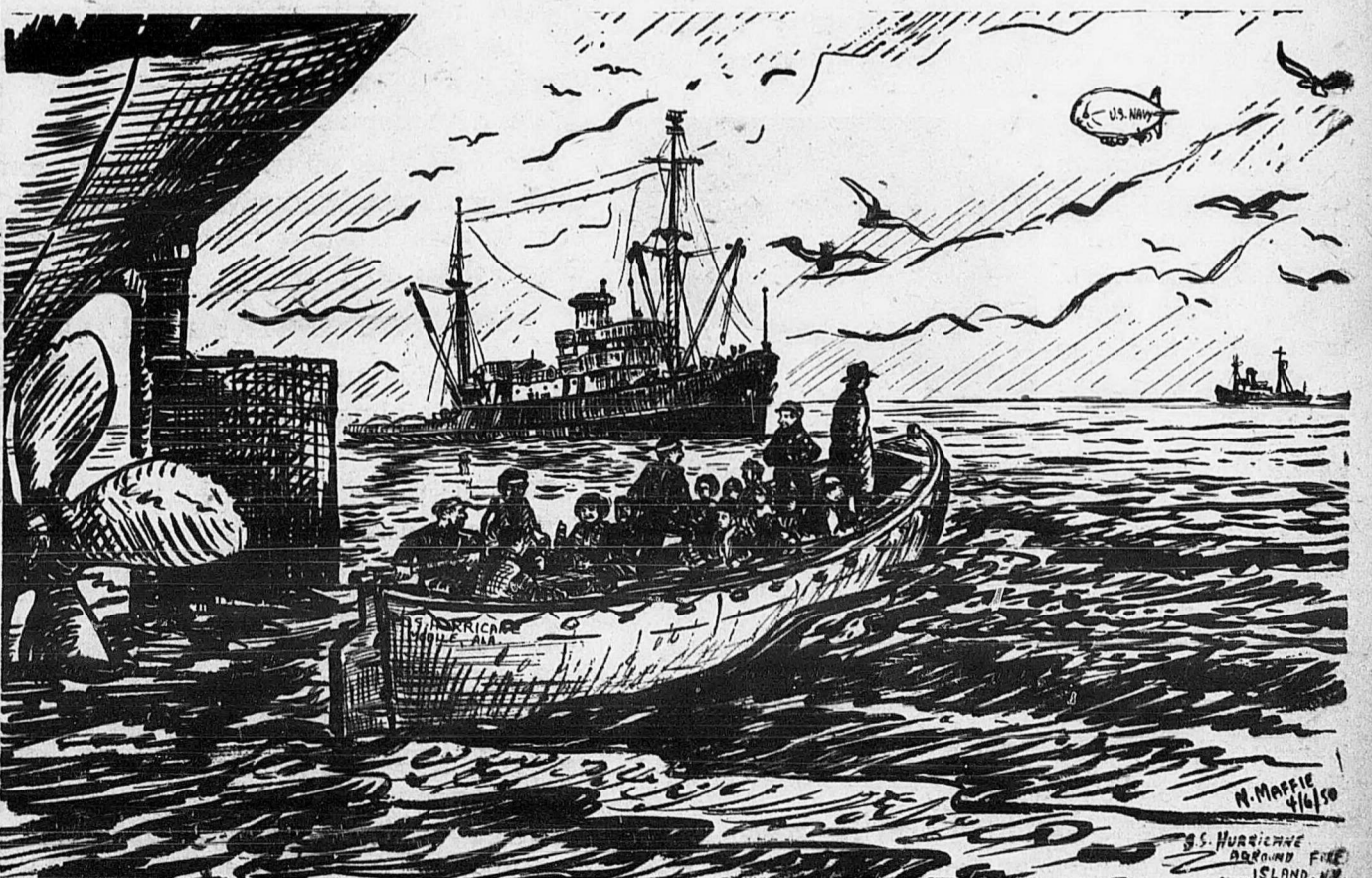
are, I am sending a list of some of them for publication in the LOG:

Rusty's Inn, 417 Jackson Avenue; Jean's Ship Light Bar, 339 Chartres Street; Sgt. Hand's Austin Inn, 416 Chartres Street; Spotlight Bar, 340 Bourbon Street; Baumer's Bar, 517 Bienville Street, and the Council Bar, 300 Chartres Street.

All of us here in New Orleans who are participating in this beef wish to thank these fine people and I think this is about the best way.

Bobby Dees

MAFFIE SKETCHES HIGHLIGHT OF HURRICANE MISHAP



When the Waterman freighter SS Hurricane ran aground off Fire Island in New York harbor last month, crewmember Norman Maffie scurried for his drawing materials. The scene shown above was sketched by Maffie the following day as the Hurricane's passengers were removed from the ship. Lying astern is the salvage tug Curb, with a Coast Guard cutter on the horizon and a Navy blimp hovering over the scene.

The Seafarers In World War II

(Continued from Page 5)

March 6, and by the night of March 9 the gales had not abated. The Puerto Rican was proceeding alone against a bitter cold wind and freezing spray when, at 10 PM, she was hit.

Loaded deep with ore, the ship sank so fast that there was no chance to launch the boats. Perhaps they couldn't have been launched anyway, for the davits were coated with ice.

There wasn't much chance of a man surviving in such weather, but those who were afloat after the ship went down clung to pieces of wreckage. Several of them climbed aboard a liferaft; others clung to the icy keel of an upturned lifeboat which had been torn from the davits.

It was an epic of pure, raw courage by men who would not give up.

BITTER-ENDERS

By morning Bob Howard and George Reilly, ABs, several gunners, AB Robert Kaley, an Englishman, Joe Disange and Fireman August Wallenhaupt were still fighting the huge seas and the cold—fighting to live, though there seemed no chance of their ever being found.

But courage alone, even for men brave as these, was not enough. One by one they were swept away by the battering seas, till, after two days, only two of them were left.

One was dead, frozen with a death grip on the pitching liferaft. The other, Fireman Wallenhaupt, clung to life with a superhuman tenacity.

And a miracle (for surely in that wild, tumbling ocean swept by snow squalls and curtained by spray, a miracle it was) rewarded this courageous seaman for his fight.

The British destroyer St. Elistin, making a final sweep of the area in its search for the lost Puerto Rican, sighted the raft and its brave occupant. He alone survived his ship — one of many that never came back from the Russian run.

Alm of the Angelina

Chapter 6

"A hero," said the poet Rupert Hughes, "is a man plus."

There were many heroes among men of the SIU during World War II—men who accomplished feats of self-sacrifice; who did acts of courage beyond the ordinary call of duty.

There were men such as ABs Tom Crawford and Joseph Squires of the freighter Maiden Creek.

They stayed behind on the Maiden Creek to fend the falls and get the lifeboats away when this Waterman ship foundered off Block Island in December of 1942, losing their lives for the safety of their shipmates.

And there were men like Seafarer Per Lykke, whose able boathandling that night, through huge waves and gale winds, won from the Navy a commendation for "extraordinary courage and seamanship." Those who survived owed their lives to Lykke.

And not to be forgotten are the seven sailors who manned a lifeboat from the SS John Howard Payne (SUP), risking their lives in dangerous seas to rescue men from an Army bomber forced down in the Pacific.

Count as heroes, too, those merchant crew-

men who jumped overboard from the SS Edwin T. Meredith (SUP) to rescue exhausted survivors from the sinking transport Cape San Juan.

Or the crewmen who manned a gun on the SS Joseph Pulitzer for four days and nights at Gela, Sicily, when the regular Navy gunners were all wounded by a bomb.

Yes, they were heroes, these and many more. But if anywhere in the annals of World War II there was "a man plus" it was silent Gustave Alm, carpenter of the SIU-manned steamship Angelina of the Bull Line.

Huge seas that were 35 feet high and ran 300 feet from crest to crest had separated this ship from a west-bound convoy from England on the 17th of October, 1942.

Just before midnight, when the 8 to 12 Oiler had called the watch, and the Third Assistant was making the last notation in the engineroom log, a torpedo hit the Angelina amidships, blowing up the starboard boiler, flooding the engine spaces, and putting out all the lights as the dynamos sputtered to a stop.

The Angelina was soon abandoned, and 43 of the crew crowded into one lifeboat, which threatened momentarily to be smashed against the sinking hulk as they tried to get away.

Captain W. S. Goodman and the gunnery officer climbed over the side onto a raft, for the lifeboat was already too full and could not hold them all.

OVERWHELMING SEA

Somehow the boat pushed off from the ship without being crushed or capsized, but hardly had the men taken a dozen good pulls at the oars, before the boat broached and a huge comber rolled down onto them with the suddenness of a fast express. They saw the mountain of water momentarily just before it hit.

"Lookout," someone yelled, "here's where we swim."

Rolling hard over, the boat teetered for a moment and then capsized.

When the churning comber had swept on fewer than half of the original 45 still groped for a hold on the upturned craft.

For a while they talked a little to each other, calling out names of their shipmates to find out who had been lost.

But conversation was brief, for the sea was drubbing them unmercifully.

Several men left the boat and swam back to the half-submerged Angelina, hoping to climb aboard and await rescue, but a second torpedo hit the freighter just as they neared its side, sinking the ship and drawing the swimmers down with her as she sank.

Back on the up-turned lifeboat some of the cold, be-numbered survivors despaired of rescue but it was Gustave Alm, the carpenter, who urged them to hang on.

INDOMITABLE SPIRIT

"Don't give up," he kept saying. "Don't give up. There's always a chance. Hang on. Hang on a while longer."

During the grueling hours of the night, a destroyer passed within a stone's throw but no one on the warship saw them or heard their desperate cries.

It was then that one of the gunners gave up and drifted away from the boat, but Gus Alm struck out against the pounding seas and hauled the boy back.

The rescue ship Bury and a corvette had responded to the Angelina's SOS and had picked up the men on the raft before midnight; but it was not until dawn that they spotted the lifeboat, by now with only a handful of survivors still clinging to the grab rails on the bottom.

While the corvette dumped oil to windward of

the boat, Captain L. E. Brown of the Bury maneuvered his little vessel within a line's throw of the capsized craft.

Captain Brown counted five men on the wallowing lifeboat, but what amazed him was the superhuman exhibit of dogged stamina and courage by one of those sea-beaten five: Gustave Alm, the carpenter.

One man would be washed off and then another, but each time this man Alm, by feats of great courage and strength, managed to haul them back aboard the lifeboat's bottom.

PRECISION SEAMANSHIP

While the rescue ship pitched and rolled, Captain Brown managed to get alongside the capsized boat. It was a precarious moment—a time for faultless thinking, for a miscue at the wheel or a roll of the Bury at the wrong moment and the survivors in the water would be crushed by the plunging vessel.

But Captain Brown knew his ship, and on the lifeboat Gus Alm summoned up what seemed to be superhuman determination and courage.

When they threw him a line from the Bury, he stretched out an arm to get it. Twice the line was thrown and twice it missed, but on the third try Alm grabbed the vital strands of hemp and made them fast around one of the holdrods.

Minutes counted now. It was obvious that Alm, strong as he was, could not take care of his battered shipmates much longer.

As the big carpenter held one exhausted man on the grab rails, another one was swept off. He would have been lost had not the Bury, with Captain Brown at the helm, darted up so close to the struggling seaman that one of the vessel's crew reached over the side, grabbed his life-jacket, and dragged him aboard on the crest of a sea.

His half-conscious companions being too weak even to know what was transpiring, Alm caught five more lines that were thrown to him, securing each one in turn around the chest of a shipmate and freeing the man from his hold on the boat when the Bury was ready to pull him in.

SUPERHUMAN SACRIFICE

It would have been exhausting work even for a man who had not already spent the entire night in the water, much less for this seaman who had consumed so much of his strength so that others of the crew could live till rescue arrived.

When a line was finally thrown to Alm himself, he was almost too exhausted to secure it around his own waist. It seemed like hours before he could summon up sufficient strength to secure the knot and wave for them to haul him aboard.

All this time Captain Brown kept his ship within a few feet of the castaways, but Alm was too weak now to help himself and when the Bury edged closer to try and swing him aboard, he was hit several times by the side of the ship.

Once he went down, choking with water, but the sea could not claim such a man as this and they fished him finally onto the deck, bruised, bleeding and covered with oil—exhausted to the point of semi-consciousness—but still very much alive. After they gave him a shot of brandy he passed out "like a light."

Gustave Alm was awarded the Distinguished Service Medal of the merchant marine. Wrote the Bury's Captain Brown to the United States Maritime Commission: "I feel honored to have played a part in the rescue of a man with such spirit. He is a true American."

Another episode of the role of SIU crews in World War II will appear in the next issue of the SEAFARERS LOG.



PER LYKKE

Minutes Of A&G Branch Meetings In Brief

NORFOLK — Chairman, Ben Rees, 95; Recording Secretary, James Bullock, 4747; Reading Clerk, Glen Lawson, 39580.

Motions carried to accept minutes of other Branch meetings as read. Headquarters report read and concurred in. Agent reported that the shipping situation is acute in this port and talked at length on the arms aid program and recent actions of Congress that might affect the port. Motion carried to accept Headquarters Reinstatement Committee's report. Vernon Porter of the committee studying the servicing of Cities Service ships in this port, reported the



plan worked out. Motion carried to concur in his report. Excuses referred to the Dispatcher. Meeting adjourned at 7:40 PM, with 80 members present.

NEW ORLEANS — Chairman, Lindsey Williams, 21550; Recording Secretary, Herman Troxclair, 6743; Reading Clerk, Buck Stephens, 76.

Minutes of all previous Branch meetings read and accepted. Secretary-Treasurer's financial report read and approved. Agent said that affairs of port were in good shape, but that shipping was pretty bad. Prospects for the coming two weeks are not good as two, scheduled payoffs are going into the boneyard. Since last meeting he said there had been six payoffs and six sign-ons, with around 20 ships in-transit. The Bisso tug strike is still on and is effective. The AFL Maritime Trades Department is backing the Marine Allied Workers in this beef, he said. The Agent announced that 35 members had turned in suggestions for the one-year vacation rule, and they will be submitted to the Headquarters Committee. Director of Organization Williams made a detailed report on the Cities Service drive. He also stressed the need for a large registration and vote by union people. Telegram from MM&P thanking us for aid in recent dispute was read. Jack Fitzgerald took Union Oath of Obligation. Meeting adjourned at 8:45 PM; 415 members present.

SAN FRANCISCO — Chairman, Jeff Morrison, 34213; Recording Secretary, A. B. Bailey, 7410; Reading Clerk, Tex Krohn, 34819.

Motions carried to accept previous meetings' minutes of all Branches, Headquarters report and Secretary-Treasurer's finan-



cial report. Agent said that shipping continued slow for the port but that Wilmington and Seattle had good weeks. Seattle still needs men as they have three more payoffs for this week. Shipping for the next two weeks doesn't look too good, as most of the scheduled arrivals are in-transits. Trial and Excuse Committee elected: J. Burke, S.

A&G Shipping From April 12 To April 26

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	20	13	24	57	8	5	2	15
New York.....	119	111	111	341	79	75	59	213
Philadelphia.....	17	24	22	63	15	13	17	45
Baltimore.....	71	84	63	218	62	40	42	144
Norfolk.....	26	29	25	80	2	—	—	2
Savannah.....	11	5	5	21	6	4	3	13
Tampa.....	12	9	15	36	23	15	17	55
Mobile.....	28	25	22	75	9	21	20	50
New Orleans.....	36	48	62	146	49	52	69	170
Galveston.....	24	30	25	79	21	23	15	59
West Coast.....	37	41	32	110	35	39	28	102
TOTAL.....	401	419	406	1,226	309	287	272	868

Ghale, F. Abbott, S. Cohen, B. Wiseman. Trial Committee reports read and concurred in. Telegram from Capt. May of MM&P thanking us for aid in his union's beef was read and approved. Meeting adjourned at 8 PM, with 27 bookmembers present.

MOBILE — Chairman, D. L. Parker, 160; Recording Secretary, J. Carroll, 14; Reading Clerk, H. J. Fischer, 59.

Minutes of other Branch meetings of previous week read and accepted. Agent mentioned the ships scheduled to arrive in this port during the coming two weeks. He announced that the MM&P had signed a contract without having to hit the bricks and that many important gains had been won. The Agent charged that the Dixiecrats were responsible for the fact that not a single Marshall Plan cargo had moved from the Port of Mobile.



He urged qualified voters to back the slate endorsed by the AFL's LLPE, adding that a solid front by organized labor would be a strong factor in increasing our economic strength. He concluded his report by asking members for suggestions for setting up the recreation room. Motion carried to send a floral wreath to the funeral of H. Durant of the SS Del Mar. Meeting adjourned at 7:40 PM, with 250 members present.

PHILADELPHIA — Chairman, A. Cardullo, 24599; Recording Secretary, D. Hall, 43372; Reading Clerk, H. Larsen, 92.

Previous meetings' minutes of all Branches read and approved. Agent discussed shipping during the past two weeks and mentioned prospects for the period ahead. Motion (by T. Fusco) carried that Branch send wreath to funeral of Bill Rooney's father. Rooney is organizer for the Machinist's Union in Philly. Motions carried to accept Secretary-Treasurer's financial report and Headquarters report as read. Excuses referred to Dispatcher. Meeting adjourned at 8 PM.

BOSTON — Chairman, T. Fleming, 30821; Recording Secretary, B. Lawson, 894; Reading Clerk, H. Cashman, 40363.

Minutes of all meetings of previous week read and approved. Motions carried to accept Headquarters and Secretary-Treasurer's financial reports. Oath of Obligation administered to G.

Mazzatta, T. Curran, R. Day, I. Rundgren, M. Stabile. Motion carried to elect a committee from floor to draft resolution on compulsory vacation and submit its proposal to Headquarters. Following were elected: Deck—E. Olson, F. Burns; Engine—W. Prine, J. McLaughlin; Stewards—S. Bayne, C. Moss. Meeting adjourned at 7:35 PM, with 200 members present.

GALVESTON — Chairman, Keith Alsop, 7311; Recording Secretary, C. M. Tannehill, 25922; Reading Clerk, R. E. Willburn, 37739.

Minutes of previous Galveston and other Branch meetings read and approved. Motions carried to concur in Headquarters and Secretary-Treasurer's financial reports as read. Agent discussed shipping in this port. Meeting adjourned at 7:18 PM.

NEW YORK — Chairman, John Arabasz, 29836; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Eddie Mooney, 46671.

Minutes of previous Branch meetings read and accepted. Motion carried to accept Secretary-Treasurer's financial report. Agent said that shipping had hit a snag and slowed up considerably during the past two weeks. Charges were read and referred to an elected trial committee. Headquarters report told of set-

tlement of the MM&P contract dispute, as a result of the AFL Maritime Trades Department intervention. In course of the report, the Secretary-Treasurer read a telegram from Capt. May, national head of the MM&P, thanking SIU for its effective role in bringing the beef to a peaceful conclusion. Secretary-Treasurer also discussed the progress of the welfare plan negotiations, which he said were nearing agreement on details involving administration, eligibility and types of payments. He also announced that the committee had finally inspected a building that was ample for holding Headquarters offices and the New York Branch. It was the first of the scores of buildings that had been inspected that was satisfactory in size, location and price. He suggested that members go out to take a look at the place, located at 4th Ave., and 21st St., in Brooklyn, just a few blocks from the waterfront area where most SIU ships tie up. Motion carried that more chairs be placed on the second deck to seat the overflow at meetings.

BALTIMORE — Chairman, William Rentz, 26445; Recording Secretary, G. A. Masterson, 20297; Reading Clerk, Al Stansbury, 4683.

Minutes of previous meetings in all Branches read and approved. Motion carried to con-

cur in Secretary-Treasurer's financial report. Communications from Masters, Mates and Pilots, thanking SIU for helping to settle their contract dispute, were read and accepted. Port Agent said that shipping is slow and indications are that it will continue that way for some time. He reported that he and representatives of ILA longshoremen and tugboatmen had called on Senator Tydings in Washington to discuss possibility of diverting more cargo into the Port of Baltimore. He said the suggestion was received favorably. H. T. Kirk and Jimmie DeRocca of Local 14 of the MM&P spoke



to the membership and expressed the thanks of their organization for the all-out support the SIU had lined up in the event of strike. They stated that as a result of this support they had secured a satisfactory agreement. Meeting adjourned at 8:10 PM, with 410 members present.

SAVANNAH — Chairman, Jeff Gillette, 37060; Recording Secretary, J. Floyd, 50633; Reading Clerk, A. Smith, 36970.

Secretary-Treasurer's financial report read and approved. Agent stated that shipping had been slow. He said that the AFL Teamsters Union had requested all union members not to use Garden City taxis in this port as the owners are still giving the cab drivers a runaround on their requests for a contract. Minutes of previous Branch meetings read and accepted. Charges reports were read and referred to a trial committee. Elected to the trial committee were A. O. Roy, A. J. Bullard, H. Shuman, C. W. Thompson, L. A. DeWitt. Under Good and Welfare several members hit the deck to discuss compulsory vacations. Meeting adjourned at 8:10 PM, with 65 members present.

Personals



JOSE Z. DEHEZA

Your brother Angeles, 508 East 145th Street, Bronx, New York, is anxious to hear from you.

HENRY A. ANDERSON

Get in touch with your sister: Mrs. M. B. Newton, 116-13th Street, N.E., Washington 2, D.C.

Notices

SS WINTER HILL

Will crew members who have knowledge of or information regarding illness of Edwin P. Erewer on board this vessel please communicate with Herman Rabson, 42 Broadway, New York 4, New York

E. SHORTY MEEKS

Write to Carl Williams, 1309 Azel Avenue, Hamilton, Ohio.

ROLAND BRUCE CORNELL

Contact Abraham Weisberg, 38 Park Row, New York, N. Y.

WILLIAM F. ELLIOTT, JR.

Your mother is ill and is most anxious to hear from you. Contact her at once.

JAMES TRUESDALE

Contact Barbara Coffee, Social Worker, Department of Public Welfare, 327 St. Paul Place, Baltimore 2, Maryland.

WILLIAM HOWARD KING

Contact your wife. She is anxious to hear from you.

SS SEATRAN NEW ORLEANS
SIU members in the New Or-

leans Marine Hospital wish to thank the crew for their recent gift of a carton of cigarettes given to each of them.

GEORGE FIENCE

Write to Luis A. Tavres, Apt. 24, 16-18 West 101 St., New York City.

Money Due

SS MOSOIL

Men who were aboard this ship in April 1948 and who have the eight-day bonus payment coming to them can collect it by calling in person or writing to the company office, Federal Motorship Corp., 30 Broad St., New York City.

MTD Power Nips Attack By Operators

(Continued from Page 1)

mittee and representatives of the MTD's other affiliates.

In addition to Owens, those who took an active part in bringing the dispute to a successful conclusion were Harry Hasselgren and Pat Connolly of the ILA; Bill Bradley, Louis Zeigler and Red O'Hara of the ILA's tugboat local 333; Paul Hall of the SIU, and Morris Weisberger of the SUP. Representing the AFL Teamsters were Dave Freschette and Gene O'Rourke.

As a result of the concerted action of the AFL marine unions, the MM&P won a sweeping victory. The new contract provides for conditions never before obtained.

Most important of the newly-won conditions, according to Captain C. F. May, national president, who headed the MM&P negotiating committee, are those relating to hiring procedures.

The companies are now required to hire in their home ports 50 percent of relief day and night mates through the union offices.

In all other ports, the companies must obtain all relief day and night mates from the union offices. Only one home port will be recognized for each company.

MUST CALL UNION

The new contract also provides that the company, after exhausting its supply of employees with seniority, must call the union for all necessary replacements.

Among other gains scored by the MM&P are those involving pilotage, weekly payments of maintenance and cure benefits, pension and welfare fund, clothing allowances; an increase of from \$5 to \$10 for masters shifting vessels, whether they are "dead" or "live" ships.

Shortly after the agreement was signed, the following telegram was received by MTD secretary Owens from Captain May:

"Arrived at satisfactory agreement today. This could not have been accomplished without your splendid assistance and support. Membership of our organization conveys to you and your affiliated union our sincere thanks and gratitude."

Serving with Capt. May on the MM&P Negotiating Committee were Captains May, F. W. Higginbotham, A. E. Oliver, W. C. Ash, W. J. Van Buren, W. Costello, D. D. Dibble, H. F. Kirk and Christiansen.

First Arms Aid Cargo Unloaded In Norway

(ITF)—The first ship with a cargo of Atlantic Pact weapons from the United States was unloaded at Oslo, without incident, by longshoremen, members of a Norwegian Dockers Union, affiliated with the International Transportworkers' Federation.

The work was done cheerfully. Notwithstanding the WFTU International Maritime Department propaganda statements, the communists and fellow travellers were unsuccessful in rallying any dockers at their meetings for the purpose of sabotaging the Atlantic Pact shipments.

The 'Good Old Days' Of Labor Spies Return



The Labor Spy With Us Again

By Murray Kempton

A lot of my betters have been pointing out lately that this is the year of mass nostalgia. The college chicks are shingling their hair and dancing the Charleston; the big-time hoods are back on the picture pages with nothing improved but their tailoring, and the Chicago Cubs are leading the National League.

And now the labor spy is coming back. The first three months of this year have produced more cases of industrial espionage than we've had since the labor spy was purportedly pickled for good in the files of the old La Follette Committee.

Right here in New York, the National Labor Relations Board has charged a major oil company with "engaging in espionage over the activities" of the AFL seafarers union.

The oil company spent three years combatting the sailors' campaign to unionize its tanker fleet. The gamey nature of its crusade has been a scandal on the waterfront for the last two years. Here are some of the things the company is alleged to have done and they're reportedly documented in sickening detail in the NLRB's files.

1. The company set up its own private union to combat the seafarers. Its organizer was a chief steward, who had done the same sort of job for another tanker company against the CIO in 1938.

He was, if Sen. Wherry is interested, the victim of somewhat exotic sexual drives and those were his undoing. The AFL caught him on shipboard with a young sailor in *flagrante delicto*. He retired from his recruitment efforts shortly thereafter.

2. The company hired an ambitious young lawyer to help its campaign. He in turn is alleged to have put at least three labor spies on his payroll. One of them was a well-known waterfront character who had been similarly employed against the National Maritime Union in 1938.

Since then, he had supposedly reformed and would on occasion stop in at the AFL sailors' hall and exchange gossip. He made it his business to talk at length and regularly with the

New York Post

NEW YORK, FRIDAY, APRIL 28, 1950

union's officers and relayed to his boss whatever intelligence they let drop. Between times, he shipped on board the company's tankers, supposedly as a volunteer AFL organizer, and put the finger on union men.

3. The company even had room on its payroll for an anti-Communist expert, a category which includes more dockside drifters than there are current members of the waterfront section of the Communist Party. He favored its records with exposes of the leaders of the AFL union, all of whom have been vigorous anti-Communists for years.

4. To forestall the organizing campaign, the company is charged with firing more than 200 men on suspicion of AFL sympathies. When a sailor applied for a berth on one of its ships, he was asked to name the last ten vessels on which he'd sailed. If one of them was a union ship, he was blackballed.

On occasion, when an AFL man had succeeded in getting on board ship and passing out leaflets undetected, the company would fire the whole crew in retaliation.

The extraordinary thing about all this is that the AFL beat the company by overwhelming majorities in an NLRB election. But it cost the union thousands of dollars; what the company paid for defeat we'll never know.

This is not an isolated case. The National Labor Relations Board has just charged the United Aircraft Corp. with using employees to spy on meetings of the International Assn. of Machinists lodges in its Hartford, Conn., plant.

United Aircraft's major customer is the United States government. These charges of industrial espionage are backed by affidavits; if they're sustained at NLRB hearings next month, we taxpayers will have the uncomfortable knowledge that we've been paying for at least one spy system and one of the seamiest there is.

And out in Toledo, one businessman is publicly bragging that he has transcripts of supposedly confidential meetings of the regional staff of the CIO auto workers.

Apparently some industrialists still haven't gotten beyond the Black Bottom.

Reproduced by permission from the "New York Post" of April 28, 1950. Copyrighted 1950, New York Post Corporation.

Overseas Log Wins

Four weeks ago, in place of the usual multilithed Overseas Bulletin, the SIU airmailed the outside four pages of the regular SEAFARERS LOG to all contracted ships. The crews were asked what they thought of the LOG, and whether it should replace the Bulletin.

The response to date has been overwhelmingly in favor of the new set-up, running four to one among the almost 100 ships to mail replies.

Overall, the majority of crews felt the Overseas Edition of the LOG gave them a more complete picture of Union activities than was contained in the Bulletin. So, Brothers, it's the Overseas Edition of the LOG now.

SIU Provides Best Security Of All Unions In Maritime

(Continued from Page 1)

During the war and in the good shipping period immediately following, the SIU foresaw the unemployment problem that would confront the industry and planned accordingly. It refrained from issuing books in wholesale fashion.

The SIU cautiously kept the issuance of books in proportion to the number of jobs available, so that its membership would enjoy a favorable ratio of jobs to bookmembers.

At present the ratio stands at about 9 jobs for not quite 11 bookmembers. For a long time the SIU was successful in holding the ratio at the enviable figure of one-to-one.

No other union in the industry enjoys such a comparatively favorable books-to-jobs ratio, as the "Times" survey indicates. The paper commented:

"Many of the unions opened their books without reservation and now have a large labor surplus. Other unions" (and here the reference is obviously to the SIU) "gave many of their new members limited membership, allowing full status only to those for whom there were permanent jobs. This has softened the effects of the recession for those senior members who enjoy 'full-book membership'."

50-50 Rule Observed In ECA Shipments

Almost 57 percent of the European aid cargoes in the mid-part of 1949 moved in American bottoms, the Economic Cooperation Administration has announced.

Under a provision incorporated in the ECA law last year at the insistence of the SIU and other maritime unions, at least half of the Marshall Plan supplies must be shipped on US flag ships.

Seafarers Helps AFL Restaurant Union Win Strike

The plaque reproduced here was presented this week to A&G District Secretary-Treasurer Paul Hall by David Siegel, president of Local 16 of the AFL Hotel and Restaurant Workers Union, as a tribute to the SIU membership for their aid in halting a union-busting attempt in the restaurant field.

Approximately 200 Seafarers in the Port of New York aided their fellow AFL unionists in the successful strike which was called when the employers sought to re-establish an open shop and the hourly wage type of operation eliminated by the Restaurant Workers in the Broadway area many years ago.

The strike was in many ways a crucial one for the Restaurant Workers Union, Siegel said, with the wage standards and conditions of thousands of union workers imperiled by the employer's stand.

The success of the strike was due in large measure to "the splendid cooperation of the SIU members who were in there pitching with us," the Restaurant Workers Union official said.

