

Headquarters Set To Resume Union Classes

Classes in Union education will be resumed by the Atlantic and Gulf District of the SIU in the Port of New York Tuesday evening, November 9.

Instruction will be directed by Joseph Glass, well-known labor lawyer, assisted by members of the Seafarers. Brother Glass directed this phase of the Union's educational program last spring, when the weekly classes drew large turnouts.

The education sessions, which will get under way at 6 o'clock, will include instruction in Public Speaking, Parliamentary Procedure and allied subjects.

The classes are run along the lines of a meeting, with the chairmanship rotating, thus allowing every member a chance to take active part.

All hands are urged to attend these highly informative Union education classes. The place is the same as last year — third floor recreation room of the New York Hall. Time is 6 P.M. every Tuesday, beginning November 9.



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

VOL. X

NEW YORK, N. Y., FRIDAY, OCTOBER 29, 1948

No. 44

New Registration Rules Go To Membership Vote

The proposed new uniform registration rules, as finally revised by a Headquarters Committee to accord with expressed membership wishes, will be voted upon at the next regular meetings up and down the coast on November 3. The rules are now in effect in New York, having been adopted on October 6.

So that every member may be

completely informed on the proposed new rules, they are printed on the back page of this issue of the LOG. These proposals differ slightly from those originally proposed by the Headquarters Committee, since they contain a few changes, by which the Committee's first report was amended through membership action.

In New York now, and in all

ports if the membership approves the proposals, men will register by groups of ratings. No longer will a man be able to register in all ratings in a particular department, so that a Bosun, for instance, can crowd an OS from a job.

On the other hand, a man registering as Bosun will also automatically be registered as Bosun's Mate, Carpenter, Deck Maintenance, Watchman — Day Work and Storekeeper. This group of ratings will constitute Group I for the Deck Department.

THREE GROUPS

Group II for the Deck Department includes rated watchstanders and Group III covers Ordinaries. The Engine and Stewards Departments are similarly broken down into three groups for each, with Utilities, Messmen and Wipers in the third groups.

The changes in the original report consisted of redistributing the Stewards Department ratings into three groups instead of two as was recommended at first, and in more precisely defining the conditions under which Ordinaries with physical defects could throw in for Bosun and other high Deck ratings.

In the Stewards Department rules, the ratings Second Cook and Third Cook were placed by themselves as Group II, to protect those jobs from men declaring their eligibility for higher ratings. In the Deck Department rules, it was made clear that Ordinaries who have physical defects barring them from being rated AB must have Coast Guard endorsements to sail Bosun, Carpenter or similar ratings, as well as three years sailing from SIU Halls.

ANALYZED, SIFTED

The proposed rules are the end product of a series of complaints about the port-to-port variation in registration rules. Port Committees were elected early last summer to conduct local hearings and make recommendations for uniform rules. A Headquarters Committee analyzed and sifted these reports, and conducted further hearings before making its own set of recommendations based on the principle of registration by groups. These recommendations were then amended as reported above.

As they now shape up, the proposed Union-wide Registration Rules represent a cross-section of membership opinion.

All Seafarers are urged to study the back page of this issue of the LOG, so that there will be no misunderstanding of the rules when they come to a vote and if they are adopted.

Polls Open Monday For A&G Election

At 10 A.M. next Monday morning, November 1, the polls will open in all Atlantic & Gulf District Branches in the annual election to determine the men who will represent the Union in 1949. The polls will remain open until December 31 when voting will officially come to an end.

This year's ballot carries the names of 61 qualified candidates contesting for 33 Atlantic & Gulf positions. In addition, the ballot provides a space for voters to name men not on the list for any of the 33 jobs.

ON THE RECORD

Last week's LOG contained pictures and brief biographical sketches of the candidates, the purpose being to acquaint the membership with the records of men running for office.

The ballot, as is the custom, will lead off with the names of candidates for Headquarters positions. Port offices to be filled will follow in geographical order starting with Boston and continuing down the East and Gulf coasts with San Juan listed last.

BIG VOTE COMING

In all ports ballots are now in the hands of local committees elected at special membership meetings. The committees will supervise the registering and voting of qualified bookmembers, and will be in charge throughout the voting period.

While the Union has been affected by slow shipping during the past months, a membership turnout larger than 1947 is expected at the polls. In line with this, the Union has urged all men eligible to vote to cast their ballots. A large vote will be the true indication of the membership's wishes.

Gov't Bureau Reveals Union Membership Reaches 15,600,000

Total union membership in this country is put at 15,600,000 according to Bureau of Labor Statistics data compiled in its "Directory of Labor Unions in the United States."

This huge membership figure is represented through a total of 197 national and international unions, and 89 State and territorial labor organizations.

JUST 20 CENTS

There are 37 unions with 100,000 members and six with a membership greater than 500,000; while 16 have less than 1,000. Though 15 of these organizations have more than 1,000 locals, half have less than 100 locals.

Anyone interested in obtaining a copy of this up-to-date reference work, which lists each union by its official title with principal officers, frequency of conventions, name of official publication; and also includes a discussion of the labor movement since World War II, may obtain it for 20 cents by writing to the Superintendent of Documents, US Government Printing Office, Washington 25, D.C. Ask for BLS Bulletin No. 937.

NMU National Council Scuttles Thousands Of Aliens In Union

The National Maritime Union, CIO, self-styled crusader in behalf of alien seamen, is putting the boot to a large section of its foreign-born membership.

Very bluntly, the NMU has notified the thousands of alien seamen taken into that union during the postwar years that their shipping chances are practically nil.

This latest demonstration of NMU fair play is revealed in a set of recommendations recently adopted by the union's National Council and published in the Pilot of October 8.

Behind the move to scuttle alien members were the NMU's national officers, headed by president Joe Curran, whose recommendations the council adopted.

The NMU, in effect, is telling aliens to go peddle its papers elsewhere, even though they are full bookmembers, paid up to

date, and entitled thereby to all the rights and privileges set forth in the Union Constitution.

According to the NMU National Council the best thing for these alien seamen to do is "to seek jobs on foreign flag vessels, particularly Honduran and Panamanian flags."

In what obviously appears to be a violation of the shipping rules, and certainly an undemocratic procedure, the NMU officers' report states preference will be given to war service aliens. Under democratic administration of the rotary system of shipping, all bookmembers, regardless of their date of entry into the union, are entitled to the same job consideration.

Attempting to rationalize its arbitrary position in regard to the alien members, the NMU tosses responsibility for their tactic at the communists.

Despite the fact that the union knew it would not be able to provide jobs for all the postwar alien members, the communists in the NMU took them in "to be used for disruption and for votes and for other tactical reasons to advance the communist party control," the recommendation stated. It added that the aliens in the postwar years were "victims of a plot."

HE WAS SILENT

However, there is no public record of any objection to this practice by Curran, who also headed the union during the period alien members were given NMU books in wholesale lots.

Even though the NMU's recommendation on the aliens is offered on the pretense of job shortages, another council proposal headed "New Members" helps to thicken the fishy atmosphere.

On the subject of new members, the Council recommended "that agents in the ports be permitted to bring into the Union skilled ratings based on the needs of the port. All skilled ratings now employed aboard ships are to be taken into the

union as probationary members," the NMU officers stated.

What will probably stun the NMU alien members most, however, is another resolution "adopted unanimously and signed by every member of the Council," and published in the Pilot of October 22.

Very piously, this resolution — on discrimination — stated that when the NMU was formed it was decided to adopt a "constitution granting membership to all bona fide seamen, regardless of race, creed, color or national origin."

The NMU National Council's resolution continued:

"We therefore declare:

"That members in our union have equal rights to the protection afforded by our Constitution and our contracts. No special treatment shall be granted because of race, creed, color, or national origin and none is intended within our union. All are equally protected under our constitution."

THEY'RE GUILTY

The boomerang comes in the final paragraph of the resolution in which the NMU National officers pull a masterpiece of self-indictment for their treatment of the postwar alien members.

"We therefore serve notice," they declared, "upon one and all that the principles laid down in our Constitution will be strictly enforced and the penalties provided in our constitution applied to anyone who violates its rules and regulations. We are restating this policy so that one and all are clear as to the intent of the newly elected officials of this union to enforce these principles and rules and regulations of our constitution and contracts."

Perhaps the easiest thing would have been for the National Council to rewrite the NMU constitution to suit its own peculiar purposes. At any rate, the NMU's postwar alien members can clearly be called "victims."

Mass Picketing Held Illegal

WASHINGTON — The NLRB did it at last. This week the Board ruled that mass picketing was illegal under the Taft-Hartley Act by deciding that certain activities of picketing CIO longshoremen in Petaluma, California, were against the law.

Specifically, the Board ruled that the pickets had violated the law by blocking a highway leading to the plant, and by following scabs home, although there was no violence in either case.

However, the Board did not say that taunts and derisive cries by pickets were unlawful, although NLRB General Counsel Robert Denham had said that such actions constituted coercion. Nor did the Board completely confirm the ruling of one of its trial examiners in another case last week who said that all mass picketing was illegal regardless of the circumstances.

SEAFARERS LOG

Published Weekly 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

Entered as second class matter June 15, 1945, at the Post Office
in New York, N. Y., under the Act of August 24, 1912.

267

Labor's Own Voice

Since the spring of 1947, when the seed that grew into the obnoxious weed which is the Taft-Hartley Act first sprouted, one thing which has become more apparent with each passing day is the need for a national daily newspaper designed to convey labor's case to the American public. Americans who do not belong to unions have little opportunity to learn and understand labor's problems.

Such an enterprise could well be sponsored by a group of unions, with the way left open for other unions to come in. Its primary purpose would be to do a bang-up public relations job in organized labor's behalf, while doing a newspaper's regular job of recording and interpreting the passing scene.

To say that organized labor gets a raw deal from the commercial press is to repeat the obvious. Whether it is a vicious anti-labor columnist swinging his axe, or some gentle, nameless soul typing an "impartial" editorial for his publisher, labor gets the short end of the stick.

For purposes of public breast-beating, spokesmen for the commercial press like to say that, whatever private views may be expressed on editorial pages or in signed columns, news stories are written without bias.

This claim is arrant nonsense, as any trade union member learns whenever his union is involved in a beef. In the unlikely event that a news story does contain all the pertinent facts of labor's side of any issue, the chances are that it is slanted against the union by some form of trickery. Perhaps it is the headline that inflicts the damage, if nothing else does.

Do you remember the press treatment of the UFE beef? Of the alleged mutiny on the SS William Carson? Of recent events in the ILGWU's campaign in the New York garment industry and the SIU's part in it? Remember them! Man, you can remember them and a hundred like them!

The few papers which do give labor a reasonable shake are so scattered and so lacking in circulation, not to mention influence, that they are a negligible factor in the total situation. A union-operated daily, in the country's leading cities, devoted to labor's interest, would be a tremendous event in American journalism and inevitably would have a profound impact on the reading public. Union members and the general population alike would share the benefits.

In form, a labor paper would not differ much from the present commercial dailies, except so far as the imagination of the editors could give a new kind of paper a new look.

If such a paper were to succeed, it would have to embody many of the features considered necessary to modern journalism, including a daily report on Ted Williams' batting average and a weather map.

There would have to be extensive coverage of Washington and foreign news. There would be political news, economic news, human interest stories, reviews of books, movies, plays, concerts and art exhibitions, comics, household hints and chess problems. There might even be advertising, but that is a controversial matter. However, all news would be presented from labor's own viewpoint.

The most important fact about such a paper is that it would belong to the members of the sponsoring unions. It would give union members the chance to assume their proper place in society, and to use their power for the best interests of all who work for a living.

"The Free and Unequal Press"



Men Now in The Marine Hospitals

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

STATEN ISLAND HOSPITAL

A. EWING
A. VANELZUELA
M. CASTRO
J. McNEELY
A. JENSBY
D. DeDUISEN
T. ZEMRZUSKI
W. H. NUNN
J. BOUYEA
W. HUNT
R. L. JOHNSTON
K. C. CROWE
C. OPPENHEIMER
W. H. PERRY
T. MANDICK
C. NANGLE
C. W. HALLA
P. G. DAUGHERTY
NORMAN J. MOORE

NEW ORLEANS HOSP.

J. N. HULL
J. DENNIS
S. C. TAREMAN
T. RIEGO
P. L. SAHUQUE
E. DANCY
A. M. LIPARI
H. S. TUTTLE
G. M. GRAY
E. JEANFREAU
J. ZIMMER
L. F. COOK

G. O'ROURKE
J. L. GREENE
J. SMITHE
G. D. BRADY
O. HOWELL
C. W. JOHNSON
A. R. KING
V. P. SALLINGS
M. C. MURPHEY
A. WARD
E. E. WEBBER
R. GIERCZIC
K. A. PARKS
W. R. GREBE
R. A. HACKER
T. F. OLIVER
N. ROMANO
J. E. TIENSUM
S. LeBLANC
L. KAY
B. BIGGS
H. WEBBER
C. HELM

BOSTON MARINE HOSPITAL

JOHN J. GEAGAN
VIC MILAZZO
JULIUS HENSLEY
JOSEPH E. GALLANT

BALTIMORE HOSPITAL

P. STRIKLAND
G. C. REM
J. P. THRASHER

Hospital Patients

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

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

Staten Island Hospital

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

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

J. FITZSIMMONS
L. G. LINTHICUM
C. SIMMONS
F. BECKER
R. PURCELL
S. L. ZUBRZYCKI
C. B. VIKEN
J. D. ANDERSON
R. A. MUNSELL
E. M. GONYEA
W. J. TALLEY

MOBILE HOSPITAL

J. F. GERSEY
A. C. McALPIN
C. GLOVER
W. RICHARDSON
E. LEARY
H. LOWMAN
J. ASHURST
J. E. HALL
C. PERKINS

GALVESTON MARINE HOSP.

H. GALLAGHER
W. McCUISTION
T. CATHERINE
J. GIVINS
D. HUTCHESON

Owners, Brass Want Seamen Under Navy

Printed below is a letter from Hans Isbrandtsen of the Isbrandtsen Company, one of the larger steamship corporations, in which the owner wonders why the LOG of October 1 objected to his suggestion that merchant seamen be encouraged to join the Naval Reserve and draw part of their pay from the Navy. Following Isbrandtsen's letter is the LOG's rejoinder, emphasizing the obvious dangers of the proposal.

October 16, 1948

Editor,
SEAFARERS LOG,
51 Beaver Street,
New York, N. Y.
Dear Sir:

In your issue of October 1st, 1948, you ran an article entitled "Ship Tycoon Asks Seamen Be Militarized," which comments on but one feature of a list of proposals I made recently to the Maritime Commission with a view to improving conditions in as well as strengthening our American Merchant Marine. For ready reference, I enclose a copy of my complete letter.

You seem, by your comment, to be unduly alarmed at my suggestion that some sort of reserve status be offered to seamen and that the Government contribute some part of their compensation while they are in such a reserve status. I feel that you do not fully appreciate what I have in mind.

My proposal is that the Government pay the men directly for their reserve service instead of looking to a third party, i.e. the subsidized operator—in other words, they would receive part of their compensation directly from the Government. I cannot see anything wrong with that and fail to see how you can.

Actually, our vessels are already on a reserve status since they are taken immediately in time of emergency and, in a sense, so are the men who man them—in other words, both are in the same boat.

What I mean to accomplish is to keep more ships going in time of peace and thereby also insure more employment on a more continuous and secure basis and that can be done only by meeting the competition of those other maritime countries we have to compete with.

It does not necessarily follow that there would be any change in the rights of seamen to organize. Nor is there any suggestion of a result such as reduction in maritime wages. In fact, the proposal I make might well result in increased wages and most assuredly would help towards the realization of that job security sought by the men and by your organization.

I consider my suggestion a good one, particularly since it would ensure the security the men do not now have and which they cannot attain as things now stand and portend with American ships steadily losing ground to foreign competition in the matter of employment, which we can all agree, is due to our non-competitive position with regard to wages, taxes, etc. And that is a situation which can only be remedied if the challenge is met. If it is not met somehow, the downward trend in employment of American ships will continue to take its course.

It would be appreciated if you would give this letter as much space in your paper as given to the comments on my proposal.

Very truly yours,

Hans Isbrandtsen

~ ~ ~

When the LOG denounced shipowner Hans Isbrandtsen in the issue of October 1 for proposing that American seamen join the Naval Reserve and collect part of their wages from the government, the offices of the Isbrandtsen Company seem to have been seized with consternation.

At any rate, Hans Isbrandtsen himself was so moved that he hailed a stenographer and dictated a defense of his suggestion which he sent to the LOG with a request that it be printed. The LOG is glad to comply with his request, and the letter appears on this page. But the defense is as naive as the original proposal, if Isbrandtsen is writing in good faith.

Originally, Isbrandtsen presented a seven-point program to the Maritime Commission of which the proposal to militarize seamen was only one. The entire plan was a scheme to increase subsidies indirectly by having the government pay a big chunk of wages and at the same time lower shipowners' taxes.

SEE THE CHAPLAIN

What Isbrandtsen fails to realize is that once you're in the Navy and drawing Navy pay you're under the Navy's thumb.

Possibly he believes that "it does not necessarily follow that there would be any change in the rights of seamen to organize," as he puts it in his letter to the LOG. But nobody who ever has done a hitch in the Navy—or the Army, for that matter—would agree.

The armed services run their affairs in a traditional military manner, which all the recreation halls and service clubs in the world cannot change. If you don't like it, you don't see your delegate—you see the chaplain! Naturally, the sky pilot can do nothing about anything.

Undoubtedly, Isbrandtsen is sincere when he expresses a desire to build up the American Merchant Marine. But putting merchant seamen on the Navy payroll is nothing but a union-busting device, whatever Isbrandtsen thinks or intends.

WORSE COMING

If Isbrandtsen's proposal were an isolated suggestion, it could be dismissed. However, there are moves afoot in Washington to do just what he wants to do and worse. In fact, Isbrandtsen himself, as well as the unions, may have plenty of cause for alarm.

It is reliably reported from the

capital that the Navy is ready to present a bill to Congress by which it and the Army would obtain complete control of the Merchant Marine in war or peace.

In a letter describing the bill, the Navy reportedly told the

Speaker of the House of Representatives that it "would set at rest any issue which may arise because of the employment of a civilian crew."

Cloudy though this strange statement is, it can only mean that the Navy hopes to bar any

union activity, including the Hiring Hall and the right to strike.

Other provisions in the bill would greatly restrict the rights of the owners to run their companies, which ought to give Isbrandtsen and every other owner something to think about.

'THE LABOR MOVEMENT CAN VERY WELL BE PROUD'

MILLINERY WORKERS UNION - LOCAL 49

UNITED HATTERS, CAP & MILLINERY WORKERS INTERNATIONAL UNION

1227 PHILLIPS SQUARE
MONTREAL 2, QUEBEC, CANADA
TELEPHONE : PLATEAU 5442-3



CHARTERED BY
AMERICAN FEDERATION OF LABOR
AFFILIATED WITH
TRADES AND LABOUR CONGRESS
OF CANADA

Montreal, October 1st, 1948

Mr. Alan Macdonald, Agent,
Seafarers International Union of N.A.,
1227 Phillips Square,
Montreal.

Dear Sir and Brother;

I wish to inform you that the Executive Board of our Union has by special resolution requested that I extend to you and your very fine organization our deepest gratitude and appreciation for the splendid co-operation given to us during the organization drive and in our fight against anti-union employers.

The Labour Movement can very well be proud of the existence of the Seafarers International Union of North America particularly for its help to friendly labour unions.

We are thankful for your past efforts in our behalf. We shall be pleased to be of service to your organization whenever needed. Thanks once again.

Fraternally yours

Maurice Silcoff
Vice-President and Manager

MS/tam

In Canada, too, the SIU is looked upon with high regard by organized labor for its unstinting support of other trade unions. Latest testimony to this fact comes from the AFL Hatters Union in Montreal, where Canadian Seafarers had aided in the organizing program aimed at anti-union elements in the Millinery industry.

The Hatters Union expressed its appreciation of the SIU's role in a resolution adopted by the Executive Board, and in letter (above) from Maurice Silcoff, Vice-President.

Hall Joins AFL Anti-Polio Drive

In line with the policy of the SIU to endorse worthwhile social aid organizations, Secretary-Treasurer Paul Hall has accepted a position on the AFL Committee of the National Foundation for Infantile Paralysis, and will present to the membership at the next regular meeting a resolution asking the Union's support of the March of Dimes fund raising campaign.

The resolution to be introduced calls the membership's attention to the Foundation and its work in the treatment and care of those stricken with the dreaded disease, polio.

The resolution further points out the organization is worthy of all financial and moral support in the drive for funds to continue its humanitarian work.

Brother Hall accepted the position on the AFL Committee at the request of Frederick F. Umhey, Executive Secretary of the International Ladies Garment Workers Union and Chairman of the March of Dimes Labor Division.

Mr. Umhey in his letter to you to cooperate in this campaign by serving with me on the AFL Committee."

WHEREAS, The Seafarers International Union, Atlantic & Gulf District, has always given its support freely and wholeheartedly to humanitarian causes; and

WHEREAS, Each year throughout this great country of ours thousands of boys and girls and young men and young women are stricken with the horrible crippling disease, infantile paralysis; and

WHEREAS, There exists in this country a great humanitarian organization, the National Foundation for Infantile Paralysis, the duty and responsibility of which is to furnish the ways and means for the care and treatment of those stricken with this dread disease, regardless of race, creed or color; therefore

BE IT RESOLVED, By the Seafarers International Union, Atlantic & Gulf District, that the 1949 March of Dimes campaign for the raising of funds with which to carry on this noble work throughout the United States be commended to the members of our organization and to the public as a great humanitarian endeavor worthy of all financial and moral support.

From The Sixth Deck

By EDDIE BENDER

Ask for an official receipt each time you make a payment or donation, and by so doing protect yourself and the Union; for all official SIU receipts are accounted for.

Your copy of the receipt made at time of a payment is your protection against the possibility of being asked to pay again, should something happen in the Headquarters record of payment.

You protect the Union, too, when you ask for a receipt, as it assures that all monies collected are properly turned over to the Union treasury. So don't take the chance of placing yourself in the embarrassing position of appearing to be a free-loader, by asking to have your word taken that you have made a certain payment, because you have not bothered to keep a receipt which would make it possible to trace your payment.

All receipts must be signed by the issuing official of the Union. The place and date that it was issued must be shown, along with your name, book or permit number, and the amount you pay correctly entered. Re-check these receipts each time they are issued to you. Checking will only take a short while, and it pays to make sure that all is in order.

You are also advised to go back and check on receipts that have previously been issued to you, to make sure there is no important information missing. If there is, send such receipts in to Headquarters by mail — or better yet, bring them in person, along with your book, to the Sixth Deck at Headquarters for checking. Remember, it is your cabbage you are paying, and it is up to you to see that credit is given you for it.

In the past there have been many instances, which never should have occurred, where the name and book number did not appear on receipts issued. Usually this is due to carelessness and haste on the part of the one paying and the one collecting.

Should you find one of your receipts to be incomplete, you can be sure your payment has not been posted properly in your record, although it may be stamped in your book. These incorrect receipts are posted in our discrepancy file pending proof that you made the payment.

Should you lose your original book and your receipts, and then find holes such as this in your record of payment, you will have to pay these dues again; for there would be no way of tracing the original payment.

Look out for yourself and your Union — check those receipts!

On Performers

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

HERE'S WHAT I THINK...



QUESTION: What are some of the factors aboard ship that you think are essential to a good trip?

HUBURT McMULLIN, OS:

A good Union crew can go a long way in making most trips pleasant for all hands. Men who are easy to get along with, who are able to do their jobs, and understand their duties and responsibilities are one of the most important factors aboard any ship. That is, if they have good conditions to sail under like we have in the SIU. Of course, a decent bunch of officers can help make the trip. Personally, I can't complain, the conditions on the SIU ships I've sailed have been good. It doesn't matter to me where a ship is going, it's what's on board that counts.



C. V. STRONG, Fireman:

The fellows aboard a ship are what make it good. If they clean it up, do their jobs, and work together, they are well on the way to making it good. I prefer the European runs, because it is cooler in the fireroom, and I like the ports over there. The Stewards Department has a good deal to do with a trip, too. When they take the time to fix the food up right and make the dinner hour pleasant, a man's day is happier. Shipping out of SIU Halls, I usually find the ships pretty good. The Robin Trent, last trip, was a good ship with easy chairs and movies, and the crew was tops.



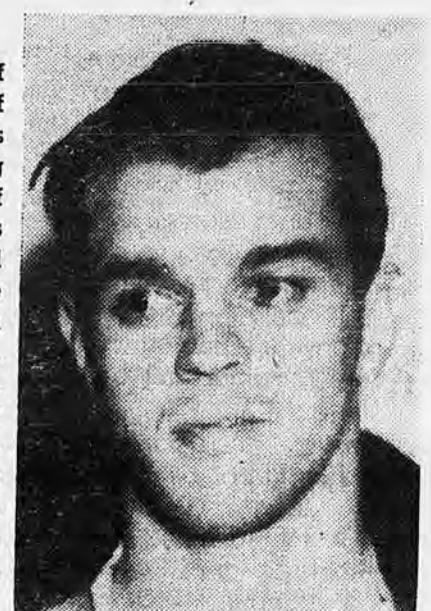
SABATINO PICONE, Oiler:

In order for a trip to be a good one, there are several things that have to be right aboard ship. One of the most important things is that there be a good crew aboard—guys who know how to cooperate and get along for the benefit of all hands. Let's not forget the good chow. I like variety in my food. One of my weaknesses is Danish pastry. A trip can be pretty good for me if the ship calls at South American ports, like B. A., Santos, Rio. On the whole, I've found SIU ships are good for all of these things. The men are competent and good guys.



GEORGE R. SNEEDEN, AB:

I'd call a good ship, first of all, one with a good bunch of shipmates. One where there is harmony and cooperation among the crew and the officers. Of course, a good ship is one that is kept clean and feeds well—and then, too, I'd expect her to make some good ports, like South Africa, and especially Durban. On a good ship the work is spread out over the trip, so that there is a fair amount of overtime built up, without a last minute rush to get things in shape for port. I hope I get such a good ship pretty soon for a good trip down to Durban.



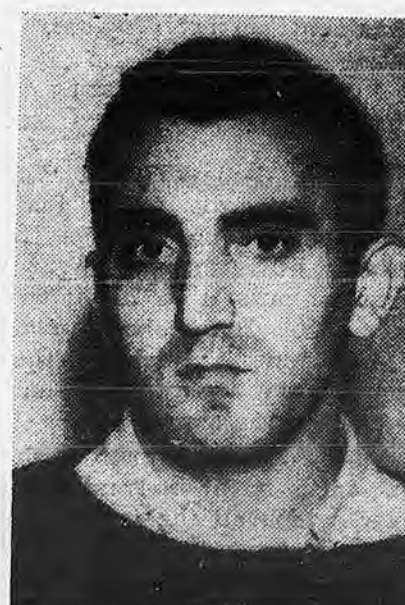
THOMAS KING, Bosun:

The main thing in making a ship a good one and the voyage pleasant is to have things shipshape and the vessel clean. The messhall particularly should be spotless, and each watch should make it a point to see the messhall is left clean. A good Skipper and Mate are also important in making the trip satisfactory. And the slopchest should have plenty of cigarettes available. If the chow is good and you've got a decent bunch for a crew sailing under an SIU contract, you'll have a good ship and good trip. However, for me, a good ship has to have some bridge players aboard.



SPYRO PANDELIDES, MM:

Going aboard a ship I like to know that the Captain thinks about his men and not only himself. If the Skipper is a decent sort the trip should be okay. Where the ship is going means little or nothing to me, as long as it is a foreign trip and destined to be out of port for a long time. The longer the trip the greater will be the payoff. Because of my liking for long trips I prefer Liberty and Victory ships—they're slower. Of course a trip can be made uncomfortable with gashounds aboard, so if the crew is a bunch that is boss of its liquor, so much the better.



JOSEPH MUCIA, AB:

A crackerjack Union crew, the kind of boys that get along fine together, plus a good bunch of officers and a first rate Steward—those are what add up to a good ship and good trip. On the other hand, you've got a bad ship if the crew members start fighting among themselves, or if the Skipper, the Mate and the Engineers get to hard-timing the crew, or if you don't eat well. On long trips, if you don't eat well, sometimes everything else begins to go wrong. One thing that doesn't matter much is where you're going, especially if you sail for a living.



JOHN MATKOWSKI, OS:

I always look forward to getting aboard a ship that has a good crew. If they are a good bunch of guys who know their jobs and work according to the Union contract, the ship will be kept clean. And that's another thing that is important if you're going to have a good trip. Of course, you can't have any hard-timing Mates aboard if you want everything to run smoothly. I haven't had any real bad trips, because SIU ships are run the way good ships are supposed to be run. With competent sailors on deck, a good Black Gang, and a Stewards Department serving tasty chow, you're all set.



Boston Shipping Marks Time

By E. B. TILLEY

BOSTON—Last week we had our chest way out to brag about the two payoffs we had up here, but this week we have the crepe out. There probably isn't a port at this time that is as dead as this one.

Not a ship is in port at the moment and the only one in sight is the SS Yarmouth, and she is coming in to payoff and lay up for the winter.

So from the way things look right now, this will be a good port to bypass for awhile—unless you have a pocket full of money and plenty of heavy gear for bad weather.

SPUD RUN

However, we're still hoping that we will soon have some ships up this way on the spud run. At least that gives us something to look forward to.

Rumors from way down the coast are reaching here to the effect that the law is giving the men on the local beach a hard time. There hasn't been the slightest indication that there's any truth to these rumors, so we'd like to state that the whole thing must have been a pipe dream of some smoke hound down the coast.

We've been hearing another rumor — one that's much more pleasant to listen to — that the Waterman Steamship Corporation may soon be making Boston a port of call for their coastwise ships. Time, of course, will tell whether there's anything to it.

Philly Shipping Slump Continues As Result Of West Coast Strike

By LLOYD (Blackie) GARDNER

PHILADELPHIA — This week in Philly presented us with the worst shipping slump that has been seen here in many a year.

Awful is the word for it, with not a single payoff. The few ships that were here in transit took very few men.

Several of the lads feel that the situation now is like the bust before the boom. I sincerely hope they are right — and soon. Of course, the West Coast strike has been having its effect on local shipping. We used to put quite a few men on the ships running intercoastal.

CONCERNS ALL

For the benefit of a certain few characters in our Union I would like to get something off my chest that is rather important to all hands. Fortunately, this beef only concerns a very small group of guys but those whom the shoe fits might damn well wear it.

The type of joker I am referring to has several very obnoxious ways of showing up his true colors. He comes back from a trip and blows his top because the shipping rules have been changed and an assessment has been voted upon and adopted by the membership while he was out at sea. I, for one, have been wondering if this guy has ever figured any possible way to have all SIU seamen on the beach at one time to vote.

It's this same guy who jumps a ship after signing on and who screams bloody murder when the membership sees fit to fine him. And this joker is usually



No Change: New York Shipping Still Fair

By JOE ALGINA

NEW YORK—It's fair and cold this week in the big metropolis. The shipping is fair as it has been for the past several weeks; the weather is cold and threatening to grow colder. As long as it is only the mercury that drops we won't cry too loud.

The breakdown of the shipping picture shows berths in fairly good numbers for rated bookmen in departments other than the Stewards. Stewards Department men and unrated bookmen and permits still find shipping slow.

The ships hitting New York for payoffs this week were the Marine Arrow, Robin, which proved to be a good ship with a good crew and good payoff; the Cape Mohican, Mar-Ancha; Colabee, American-Hawaiian; Seatrain New York; Gadsden, American Eastern; Beatrice, Evelyn, Bull; Montgomery City, Steel Advocate, Isthmian; Alawai, Waterman.

All of the above named scows hit the port in good shape. It appears that the crews are really buckling down and seeing to it

that the ships pay off in SIU style.

Jobs taken off the board this week were for signons on the Andrew Jackson; Raphael Semmes; Jean Lafitte, Waterman; Montgomery City; Gadsden; and Cape Mohican. The Helen, Bull, which has been on idle status for quite awhile came out and called for a crew. The same was true of the Seatrader, which is going to Haifa.

The Journal of Commerce this week expressed an opinion the SIU has held for the past several weeks, namely, what is the hold up on the tankers. Last year's oil shortage was caused partly by the operating of only a fraction of the tankers available. When homes, schools and hospitals were suddenly caught short on oil the government stepped in and tried to rectify a bad situation. At the time a promise was made that the same wouldn't happen in 1948.

Well, it looks like it was another promise quickly forgotten. Right now there are plenty of tankers lying at the docks and from all indications, according to the Journal of Commerce, no move is being made to put the ships into service. It looks like we'll have to go through another oil shortage before tank ships move in any great number.

Here's a word of advice to Electricians. Since many men with this rating hold no other endorsement they are often caught short when there is an over abundance of Electricians on the beach. If Electricians holding only one rating would pick up other engine room ratings such as Oiler or FWT, they would be protected should they find few jobs open and many Electricians available.

RETIRING BOOKS

Another suggestion, this time to men retiring their books. If you retire your book in an out-port and do not receive a retirement card within ten days, write to the Records Department, SIU Headquarters, 51 Beaver Street, New York, giving all particulars as to book number, when and where retired, and where the card is to be sent. Sometime there is a foul-up along the way. A quick check with Headquarters usually squares the matter away in short order.

The week's report wouldn't be complete without a word or two on some problem that comes before the membership on the ships. This week's concerns the guy who comes aboard a ship gassed to the gills and sacks down until the ship is well out from port. He then turns to like a greased gopher. He is the workhorse of the ship, painting, chipping, and soogeeing from bell to bell. This continues until the ship approaches port on the return and then he is suddenly stricken with "booze-itis."

Flat on his sack goes the speed demon, where he remains until the payoff is ready. This guy is usually liked by the officers. He works like mad at sea, just the

way they like it; but he is most unpopular with the crew.

LIGHT DUTY MAN

Because he was gassed up during the departure and arrival he missed all of the back breaking work connected with securing for sea and readying the ship for



tying up. His fellow crewmembers had to do their own difficult work and his, too. When he turns to at sea only the relatively easy work remains to be done.

The fact is that being a good sailor at sea doesn't make a man a good crewmember. He has to take his share of responsibility, which is most important when the ship is leaving or arriving in port. A steady tempo all through the trip is more appreciated by fellow crewmembers than a frenzied work stint while at sea.

Port Galveston Is Good Haven For Rated Men

By KEITH ALSOP

GALVESTON — This port is still doing all right by its rated men. Bookmen and permits are not having trouble getting jobs, a situation we have been enjoying here for several weeks.

Two ships signed on in Galveston during the past week. One was the SS George Prentice, a Waterman Steamship Corporation vessel. The other was the SS Cuba Victory, which had a payoff earlier in the week in this port. No trouble was encountered in the sign-ons or in the payoff.

Other port activities included in transit stopovers by the SS Chrysanthy Star and the SS Seatrain New York. The Chrysanthy Star carried a few minor beefs into port but before she left they had been settled in customary SIU style.

QUIET WEEK

Galveston is, as usual, making every possible effort to make our organizing program ever more successful. Aside from the activity in that direction, and the usual routine business of the port, things generally have been pretty quiet during the past week. The same holds true of conditions in the local labor field.

Several of our members are in the Galveston Marine Hospital this week. They are Brothers T. Catherine, J. W. Givens, D. Hutcheson, K. Nodomer, Butler, Gibbons and Crement.

Among the Seafarers on the Galveston beach during the week were Stew Monast, Fred Heathcoat, Red Barron and J. Hannon.

Puerto Rico Reports Job Boom For Bookmembers And Permits

By SAL COLLS

SAN JUAN — Right now the beach is teeming with approximately one hundred lusty and handsome lads off a dozen or more Bull Line and Waterman scows. They're doing all right by themselves, too. They wear clean shirts, always have a press in their pants, and flip the shoe-shine boy a quarter for his work, without batting an eyelash. Of course, we know why all the prosperity: it's the shoregang.

There's been plenty of work for all hands, and all hands have been pitching in and doing it, it seems. So much so, that we haven't been able to scrape up a bare handful of members to get our weekly Tuesday Educational Meetings under way.

Now, we'll have to admit, Brothers, that there's no poverty of invention, either, among these tropical beachcombers. They certainly have their own way of putting things. Listen to this one.

A LITTLE LATE

One brother, who had been sampling the island's bottled product rather heavily for a few days, dropped into the Hall the other morning and said he was in a terrible hurry to ship out, and could he please register for a coal passer's job on a sailing ship!

In a very soft voice, we explained to this Brother that the

last sailing vessel to call at San Juan for a replacement was the good ship RED CLOUD, which hove to here in 1873, on her way to the Sandwich Islands. Patting him gently on the head, we intoned that perhaps he might be persuaded to register and throw in his card for a Deck Engineer's job on the next submarine leaving for Iceland with a deck load of Panama hats. With brimming eyes, he agreed.

Yessir—you've sure got to be on your toes down here!

But all joking aside. We're glad to say that shipping down here has broken all records in the last two weeks. Last Monday, for instance, we shipped thirteen men for that day alone, to all departments. The blackboard was so white with chalkmarks, it looked like a sheet tacked on the wall. Our reports show forty-three men shipped in the past two weeks. It's been as good for the permitmen as the full books. And besides, there's been shoregang work on the Kathryn, Jean, Angelina, Arlyn, Elizabeth, and the Rosario.

So, those of you up North, if you haven't got a peacoat and a suit of red flannels, or if you don't like the cold weather that's soon to set in where you are, well — then, come on down to Puerto Rico.

There promises to be plenty of work all winter on the shoregang. It's a promise, Brothers.

Baltimore Has Jobs For Ratings Despite Effect Of Coast Strike

By WM. (Curly) RENTZ

BALTIMORE — Shipping has picked up a bit in the Port of Baltimore, but, of course, not enough to satisfy any of us here. There are still plenty of men on the beach, but rated men are getting out.

One of the situations which seems to be adjusting lately is the problem of crewing Ore line ships. It's a pleasure to see all bookmen take the jobs on these vessels. Formerly it was a bit difficult to get the book men to take these jobs.

Bookmen should keep sailing these ships, especially now. After all, the quarters are good — and the food is good. True, there have been squawks about the chow, but quite often the fault lay in the preparation and not in the quality or quantity. Men of the sea often say that a good cook makes a happy ship.

FOOD IMPORTANT

Well-prepared food can make a crew satisfied. Chow is an important factor in morale, especially when a ship is out for a long time. Therefore, the men in the galley deserve a lot of credit when you hear crewmembers say they had a good trip.

Quite naturally, the West Coast strike is affecting shipping in this port. Several ships that come in here on intercoastal runs are tied up out on the Pacific, which is partially responsible for the large number of men we have on the beach.

But despite this, we had several payoffs and a few sign-ons. Payoffs were the Thomas Sin Lee, Isthmian; Nathaniel Currier, Waterman; Marore, Ore, and the J. H. Marion, U. S. Waterways.

Signing on were the Santore, Nathaniel Currier, Marore, Thomas Sin Lee and the J. H. Marion.

Honors for the week's best payoff go to the Thomas Sin Lee.

One of the ships that came in was as dirty as it could possibly be. But there were some good reasons, namely the Skipper and the Chief Mate. The Skipper was a hardtimed Simon Legree, who never heard of overtime. He wanted the men to spot-sougee every single day, and at any time he specified.

It's not hard to understand why a crew couldn't get along with a guy like that. When it was pointed out to the company officials that SIU crews pride themselves on keeping a ship looking first-rate, but that with a Skipper like this one had such a thing was impossible, the company officials agreed the crew wasn't to blame for the ship's condition.

The Chief Mate was no better. He worked the men from bell to bell, operating on the theory that if they were made to sweat the trip out, they'd produce. He doesn't belong to a union because he is opposed to unions right down the line, something which is pretty clear in the way he works. You'd think that by this day and age men would realize that people will not cooperate with you if you try to put them at the other end of your whip. At any rate, this Mate is probably learning that cooperation is a mutual thing.

GOOD, OTHERWISE

Otherwise, things are okay here in Balto. Several payoffs are expected to come in here and rated men are having no trouble shipping out.

Internally, the membership has seen fit to strengthen our organization considerably by voting favorably on the General Fund assessment. Actions like these are what have been making the SIU the best prepared, most alert organization of seamen on the waterfront.

Mobile Shipping Is Still Slow

By CAL TANNER

MOBILE — Shipping in this port has been on the dead slow bell for the past seven days. Activity was confined to six payoffs and four sign-ons, including two with continuous articles.

Waterman and Alcoa accounted for five of the payoffs. Of the Waterman fleet, we paid off the Wild Ranger, Mirabeau Lamar and D. H. Berry. Alcoa payoffs were the Ranger, and Cavalier. The sixth payoff took place aboard the tanker Radketch.

Sign-ons for the week were the Bessemer Victory, of Waterman, and the Ranger. The two ships on continuous articles are the Waterman Wild Ranger and the Alcoa Cavalier.

In transit callers during the week were the SS Steel Flyer, an Isthmian scow, and the SS A. K. Smyly, another Waterman ship.

GOOD PAYOFFS

On the whole the payoffs and sign-ons for the week were very smooth. The Cavalier paid off in good shape, then headed down for the passenger-bauxite trail. Signing on for the same run was the Alcoa Ranger. Waterman's Wild Ranger hit for Puerto Rico.

The Bessemer Victory started a new Waterman coastwise run this week, with stopovers scheduled for ports that will include

Tampa, Miami, New York and Georgetown.

Of the ships paying off this week, two—the Mirabeau Lamar and the D. H. Berry—are headed for the boneyard. These two layups have, naturally, contributed to the growing list of men presently on the beach in Mobile.

The Radketch of the Rad-ocean Steamship Company, hit port this week after her first five months under the SIU banner. Although she came in with the usual run of beefs and overtime disputes, which are expected on any first trip under union conditions, we are confident that everything will be settled to the satisfaction of all concerned.

Incidentally, this was the tanker on which Brothers Red Collins and Talton Carlisle died at sea.

LONG STRETCH

The crew didn't have much of a payoff for the understandable reason that they were in the Port of Antwerp for 63 days.

Quite a few oldtimers were around the beach last week, including Brothers F. Saucier, R. McNatt, E. Goodwin, K. Huller, W. McNiel, J. Elliott, H. Douglas, L. L. Parker, G. Troche and George Bales.

GOING NATIVE DOWN BALTIMORE WAY



The scene is Bullneck Creek, near Dundalk, Md., with Seafarer William J. Ellers (left) paddling his Siamese sampan, while his brother Leroy pilots an African dugout. The two craft comprise the Ellers-owned and operated fleet.

Dugout, Sampan Comprise Seafarer's Fleet

BALTIMORE — William J. Ellers is a Seafarer who owns and operates a two-ship fleet.

It's not exactly a deep-water fleet, however, nor does it hold much promise of jobs for the membership. It consists of an African built dugout canoe designed for speed if not comfort, and a Siamese teakwood sampan. The manning scale is low on both.

Ellers' fleet ties up in Bullneck Creek at a pier behind his brother's house in Dundalk near Baltimore. Bullneck Creek is a tributary of Bear Creek, and presumably Ellers has no intention of venturing into broader waters than the two creeks provide.

Not that both craft aren't seaworthy. For instance, when he purchased the dugout at Takoradi on Africa's Gold Coast, a native boy paddled it through three miles of rough water to deliver it to Ellers' freighter.

This was in 1940. Ellers paid seven dollars and three sets of old work clothes for the dugout, which is fashioned from a single log. It has no seams and no metal beyond a couple of plates and screws Ellers has put in to keep it watertight.

"I guess that boat is all of 100 years old," Ellers told a Baltimore Sun feature writer last summer, "and the amazing thing is that it could be made without using modern tools."

To build such a canoe, Gold Coast natives fell a tree and let it season at the water's edge, Ellers said. They shape the outside before starting to hollow the inside with a slow fire that eats gradually into the wood. When the fire has gone deep enough, the native shipwrights put it out and get to work with scrapers, hollowing the interior until it is between a quarter and a half inch thick.

Ellers' canoe weighs less than 40 pounds. It is approximately 15 feet long and 18 inches wide. It has neither deck nor thwarts, and the paddler sits in the stern sheets. However, when he is using it, Ellers places 18-inch spreaders between the gunwhales to preserve the dugout's shape.

Ellers hasn't yet attained the mastery over the craft possessed by the Gold Coast chap who took it through the three miles of surf and heavy seas. In fact, Ellers confesses that every time he has taken it out he has had to swim home pushing the dugout before him.

Perhaps his 168 pounds explain the repeated duckings. His brother Leroy, who weighs a mere 120 pounds, has been using the dugout regularly without being ducked at all.

When Ellers ties up the dugout, the procedure is different from what you'd use for a victory or a C-2. He rests it on the bottom of the creek.

The Gold Coast natives learned long ago that such craft dry can warp, if left in the open air even in the shade. Ellers simply does what he learned in Africa.

The sampan is a different proposition all around. It will hold up to four people in contrast to the one man with a paddle the dugout carries. It's solid teak planks are joined with wooden pegs, and it weighs 170 pounds.

Ellers bought the sampan for 35 dollars in a shipyard in Bangkok, letting a Siamese do the bargaining for him. From then on the expenses mounted.

It cost him 40 dollars more to have it carted to his ship in Baltimore. When he hit the States, his ship paid off in Philadelphia, and it took still another 40 dollars to get the craft

to Baltimore. Since then, however, it hasn't cost much to keep it shipshape.

Ellers, who has been sailing since 1937, was torpedoed twice before Pearl Harbor, both times on tankers in the Gulf of Mexico. On the first occasion, he was rescued from a life raft two hours after the tanker went down. On the second, he suffered burns from the explosion, jumped into the water and was picked up by a lifeboat. Then he spent two days in the boat.

After the United States entered the war, Ellers sailed with good luck in all areas until transferred to the Army tugboat service. He took part in the invasion of France, and four days after D-day his tug struck a "Bouncing Betty" mine. Ellers spent the rest of the war in a marine hospital.

Last summer, the Baltimore Sun discovered his strange foreign-built fleet and sent out a feature writer and a photographer to get his story. The result was a crackerjack feature with a picture of shipowner Ellers in the Sun of Sunday, June 8.

No Sign Of Break On West Coast

By A. S. CARDULLO

SAN FRANCISCO—The strike that has paralyzed all shipping on this coast for almost two months still shows no signs indicating a settlement. All negotiations between the shipowners and the striking CIO longshoremen have completely broken off.

The standstill in shipping and the slim likelihood that the situation will improve in the near future should be sufficient warning to the men who might be toying with the idea of "going West." We advise everyone to keep clear of this coast, until a settlement has been reached and shipping is resumed.

FIXING UP

We have been utilizing the enforced leisure to put some finishing touches on our new Hall out here. Several of our strike-bound Brothers have been giving us some mighty valuable help in getting things looking shipshape.

Among the lads pitching in on the projects were Bill Kierkulf, Dick Bowman, Pete Morris and H. Beckman, all of whom volunteered their services and did a swell job in setting up the li-

brary and renovating the place generally. All hands should find things very comfortable around, thanks to the efforts of these Union-minded Brothers.

VITAMIN-CONSCIOUS

The long strike has made things so tough for the boys that some have gone out picking tomatoes on nearby farms. Apparently the pickin's weren't so juicy because, after three weeks, they wound up owing the farmers money for their room and board. Some of the men who took a turn on the tomato farms were Jackie Gardner, Phil De Paz, Pete Morris, Bill Kierulf and about ten other oldtimers.

We have a swell romance blossoming out here. Brother McLaughlin, the Beantown Shiek, is about to marry one of our Frisco gals. With things so tough in shipping, our prospective bridegroom went up to his fiancée's boss and negotiated a raise for her. Guess he needs more spending money.

Before signing off, we'd like to repeat our earlier advice: Don't come to this coast. Nothing is moving!

Minutes Of A&G Branch Meetings In Brief

PHILADELPHIA — Chairman, D. C. Hall, 43372; Recording Secretary, R. Oates, 25128; Reading Clerk, D. C. Mall, 43372.

Minutes of meetings held in other Branches on October 6 read and approved. Agent's verbal report delivered by D. C. Hall in the absence of Brother Gardner who was conferring with officials of the machinists union concerning temporary jobs for members on the beach. New Business: motion carried that chairman explain to the membership the new transportation rule. Motion by Oates, 25128, seconded by Jean Auger, 48193, that the transportation clause be changed to read that a man accepting transportation be allowed to stay on a ship for a period of not less than ninety days. Motion carried. One minute of silence for Brothers lost at sea. Meeting adjourned with 150 members present.

GALVESTON—Chairman, Jeff Morrison, 34213; Recording Secretary, R. Wilburn, 37739; Reading Clerk, 93.

Minutes of meetings held in other Branches on October 6 read, approved and filed. Agent reported on the general shipping picture for the Galveston area and expressed optimism for the coming four-week period. Non-rated men, however, he pointed out, would continue to have difficulty in getting berths. Agent urged all men to apply for unemployment pay as soon as they hit the beach. Committees' reports: Balloting Committee's report accepted. Tallying Committee's report accepted. Credentials Committee's report accepted. Resolution from New Orleans pertaining to transportation read and accepted by membership. Charges against an SIU member read. Trial committee elected. New Business: Motion carried to have Agent secure a new toilet and have water fountain repaired. Good and Welfare: Discussion on benefit expected



from the \$10 General Fund Assessment. Comments from the membership on the two-year contract. One minute of silence for Brothers lost at sea.

PUERTO RICO—Chairman, H. Spurlock, 11101; Recording Secretary, R. Morgan, 10670; Reading Clerk, T. Lockwood, 24564.

Motion carried to non-concur with the Mobile New Business in its decision on the previous San Juan Branch motion, and to accept the remainder. The New Business of other Branches accepted. The Secretary-Treasurer's financial report was accepted. The Agent reported excellent shipping in San Juan lately. He explained that the weekly educational meetings had not been held, for most of the men registered have been working on the shoregang three days a week. The Bull Line ships have been calling for shoregang men regularly each Monday and Tuesday. The agent concluded his report by recommending that permit cards be picked up and kept on file to facilitate shipping men on jobs when they are needed. The Patrolman's report was accepted. The Dispatcher

A & G Shipping From Oct. 5 To Oct. 19

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	19	10	27	56	3	7	43	53
New York.....	202	190	221	613	181	148	95	424
Philadelphia.....	40	17	33	90	20	15	17	52
Baltimore.....	117	98	123	338	79	68	64	211
Norfolk.....	20	15	23	58	14	9	15	38
Savannah.....	23	13	10	46	6	3	13	22
Tampa.....	20	12	12	44	16	11	7	34
Mobile.....	60	60	56	176	84	76	60	220
New Orleans.....	120	105	150	375	119	110	142	371
Galveston.....	92	62	43	197	37	46	30	113
San Juan.....	21	19	14	54	19	15	9	43
San Francisco.....								
No Shipping Due To Strike								
GRAND TOTAL.....	734	601	712	2,047	578	508	495	1,581

reported 54 men registered, and 43 men shipped. The Headquarters Tallying Committee's Report on \$10 General Fund Assessment was accepted. Under New Business there was a motion by Lockwood to act upon the Agent's recommendation on permitmen. Motion to pick up permits to be held by Dispatcher in order to facilitate shipping men to ships. Motion that when shoregang jobs are called, all non-Union men step to the front of the Hall until members of the SIU have taken the jobs. Under discussion it was pointed out that with approximately 100 men on the beach there was not room enough in the Hall for all to get around the counter at once. Carried. Under Good and Welfare there was discussion on purchase of fans and watercooler for the Hall. One minute of silence for Brothers lost at sea. Meeting adjourned at 8:30 P. M. with 110 members present.

SAVANNAH—(Names of Officers not given).

New Business of other Branches read and accepted. The Tallying Committee's report, the Secretary-Treasurer's weekly financial report and the report of Credentials Committee for 1949 officials were all accepted. The Agent reported that shipping was dead slow, with plenty of men registered in all departments and very few jobs. The next payoff is not expected until the first of the month—and that may go to the boneyard. One ship paid off and signed on in the past two weeks. Under New Business motion made that permitmen who upheld the Union's ideals to the best of their ability on unorganized tankers be granted books but that those who were brought up on charges for performing not be included. Carried. One minute of silence was observed for departed Brothers. Under Good and Welfare the Agent asked the membership to take more interest in the educational meetings held every Tuesday, as these are of vital interest to all. Meeting adjourned at 8:45 P. M. with 96 members present.

BOSTON — Chairman, J. Greenbaum, 281; Reading Clerk, J. Kearney, 26753; Recording Secretary, William Prince, 30612.

New Business of Branch minutes were read. Motion carried to non-concur with New Orleans New Business. Motion to non-concur with that part of San Francisco New Business pertaining to the hospital, and to accept the rest. All other minutes of Branches having New Business

were accepted. The Agent reported that shipping was still slow in Boston with only one payoff in the past two weeks. This was the Governor Graves (Waterman). Some ships are expected in Maine ports on the "spud" run that will be paying off, so that may help shipping. He reminded the membership that the SIU is going all-out to bring the Cities Service into the



SIU, and as there are two of these ships in port each week, it is up to every man to do all he can to land jobs on these ships. Agent's report accepted. The Patrolman's report was also accepted. The Dispatcher reported 56 registered, and 53 shipped. The Headquarters report To The Membership, and the Secretary-Treasurer's financial report for October 2 and 9 were accepted. Motion carried to accept and post the Tallying Committee's Report on the \$10 General Fund Assessment. The Report of the Credentials Committee on candidates for 1949 was accepted. One minutes silence was observed for departed Brothers. Under Good and Welfare there was discussion on the transportation ruling, and on the San Francisco New Business relating to the hospital benefits and Assessments. Meeting adjourned at 8:20 P. M. with 70 bookmen and 45 permitmen present.

SAN FRANCISCO — Chairman, A. Michelet, 21184; Recording Secretary, William Kierulf, 49283; Reading Clerk, R. W. Pohle, 46826.

The San Francisco Branch minutes for October 11 and the Special minutes of October 18 were read and accepted. In acting on New Orleans New Business, a motion carried to concur with the membership's action in accepting the Negotiating Committee's Report, and to again reaffirm acceptance of the Report. New Business of all other Branches was read and accepted. The acting Agent reported that Agent Cardullo was servicing several of our ships in Portland and Seattle. He reported very little local activity due to the strike, which will probably last for several months, as the operators appear to be prepared to hang on till well after the election. He reported that the enforced leisure was being utilized to put the finishing touches to

the Hall, with the strike-bound membership pitching in with voluntary help that is saving the Union considerable money. The Communication from the Cannery Workers and Fisherman's Union regarding legislation to curb fishing in local waters was accepted and filed. The Communication from the Secretary-Treasurer regarding the collection of the new Ten Dollar General Fund Assessment was concurred in. Under New Business there was a motion by Michelet to give the Negotiating Committee a vote of appreciation for their singular action in wresting from the toughest operator in the business, Isthmian SS Co., a two year contract, thereby closing our ranks against the inevitable attack of the operator-inspired politicians. Carried unanimously. The Secretary-Treasurer's financial report, and the Headquarters report were accepted. The Credentials Committee report on certification of officials for 1949 elections, and the Tallying Committee's report on the \$10 General Fund Assessment were accepted. Walter L. Busch was Obligated. There was discussion under Good and Welfare about the new Hall and the cooperation given by the membership in making it a first class place. The new library was commended and Brother Kierulf was thanked for the good job he had done in promoting books at no cost to the organization. It was the consensus of opinion that the Union should purchase a few technical books to supplement the library, and Brothers Beckman, Watkins and Bowers volunteered to help the Agent select them. One minute of silence was observed for departed Brothers. Meeting adjourned with 37 members present.

NORFOLK—Chairman, Snow, 46140; Recording Secretary, Simmons, 50859; Clerk, Lupton, 37070.

Minutes of all Branches having New Business were read and accepted. The Balloting Committee's Report and the Credentials Committee's report were read and accepted. The Trial Committee's report was accepted. The Resolution from New Orleans dated Oct. 6 was non-concurred in unanimously. The Agent's and Patrolman's reports on the activities of the port since the last meeting were made and accepted. Dispatcher reported 58 registered and 38 shipped. There was general discussion on various topics. One minute of silence observed for departed Brothers. Meeting ad-

journal at 9:20 P. M. with 270 members present.

BALTIMORE—Chairman, William Rentz, 26445; Recording Secretary, Al Stansbury, 4683; Reading Clerk, E. W. Clark, 279.

The regular order of business was suspended to go into Obligations, and the following Brothers took the Oath: J. F. Kane, H. Hardin, J. W. Turner, M. M. Martin, A. Lores, J. Roos, Dale H. Carrigues. The Trial Committee's findings were accepted. The Baltimore minutes and financial report were accepted for nancial reports were accept. The Secretary-Treasurer's financial reports for Oct. 2 and 9 was accepted. Motion carried to non-concur in that part of San Francisco's New Business pertaining to the Hospital Assessments. The New Business of all other Branches was accepted. Motion made to forward all ship's minutes to the Editor of the LOG for publication. The Agent's and Patrolmen's reports were accepted. The Dispatcher reported 338 Registered, and 211 shipped. The Hospital Committee's Report was accepted. The Headquarters Tallying Committee's report on the \$10 General Fund Assessment, and the Baltimore Tallying Committee's report were accepted. The Headquarters Credentials Committee's report was accepted. One minute of silence was observed in memory of departed Brothers. Under Good and Welfare Captain E. F. Yocum spoke on draft exemptions. Meeting adjourned at 8:25 P. M. with 530 members present.

TAMPA — Chairman, R. H. Hall, 26060; Reading Clerk, R. Seckinger, 307; Recording Secretary, J. S. Williams, 7161.

Minutes of all Branches having New Business were read and accepted. The Tallying Committee's Report for the General Fund Assessment was made and accepted. The resolution from



New Orleans regarding transportation clause was non-concurred in. The Dispatcher reported 44 men registered and 34 shipped. The Agent reported shipping fair, with several ships coming in and most of them calling for replacements. Two Waterman Victories will start on the run between New York and Tampa Oct. 25. They are supposed to sign-on and payoff in Tampa, which will be a tremendous break for this port. The Eastern passenger ships are starting back on their winter schedule, and will be in Miami each weekend—so with the Florida, it will mean that someone will have to make a trip there pretty often. Report accepted. One minute of silence for departed Brothers. Under Good and Welfare there was discussion on keeping the Hall clean. Meeting adjourned with 77 bookmen present.

PHILADELPHIA — Educational Meeting Oct. 12—Chairman, Ray Oates.

The meeting opened discussion on the new proposed registration rules and the new transportation rules. The membership in the port of Philadelphia went on

(Continued on Page 14)



SHIPS' MINUTES AND NEWS

Lafitte Crew Asks Recall Of Skipper As Disruptor

Captain A. "Red-Lead" Anderson, present skipper of the SS Jean Lafitte, is still pursuing his old tactics of disruption and dissention, according to a letter to the LOG signed by 33 crew-members.

Red Lead is just mean and disagreeable, is their conclusion. A poor shipmate, and a man who discards the tenets of live and let live, for what appears a studied intention to be miserable, and make everyone else miserable, too.

For instance, in Cherbourg on the last voyage it was necessary for the crew to wait long after docking before he would issue a draw — although the Agent brought money aboard at once. "After I have my coffee, and not before!" he blared. Three hours later they got it.

Again, in Antwerp, the Agent brought the money upon arrival — which was on a Saturday, when most of the crew was free

to allay the unrest caused by the Captain's actions, reached the breaking point and left the ship in Rotterdam. With his going, morale was broken and dissention was rife — no doubt to the Skipper's delight.

The letter from the crew ended with this plea: "We feel that when one person will abuse the authority vested in him to such an extent as to make otherwise cooperative crewmembers and passengers find every day aboard the vessel a form of bondage, he is unfit to sail as Master of an SIU ship. We unanimously petition that he be removed as Master of this vessel."

FROM A SEAFARER'S SCRAPBOOK



Shelly White's scrapbook of pictures of past voyages produced these two shots. At left is George O'Rourke, Bosun on the Menden Victory way back in July 1947. At right is Brother White in Marseille, one of the ports made by the Marine Flyer during its "round the world" trip early this year.



Father, Son, SIU Members Die In Crash

Oldtime Seafarers Bienuevido J. and Juan Maldonado were killed October 2 in an auto accident at Harrington, Delaware, according to a report to the LOG by C. V. Vieira. Father and son, they had last shipped together on the Lahaina Victory, Robin Line, where Bienuevido, Book number 1364, who was sixty years old, was Carpenter, and Juan, Book number 1345, who was 35, sailed in the Deck Department.

Members of the SIU since December 1938, they are mourned by their many old shipmates and friends. "Two better guys couldn't be met," stated Brother Vieira, who shipped with them on the Lahaina Victory. Funeral benefits were paid by the SIU.

Member's Painting Joins SIU Collection

The collection of paintings by Seafarers hanging in the New York Hall received a new addition this week when Robert "Blackie" Niedermeyer's painting of American-Hawaiian's SS Colabee was added.

The oil painting of the Colabee shows her preparing to take on paper in Baie Comeau, Quebec. Against a background of blue Canadian sky and the broad St. Lawrence, with the green headland behind, the Colabee is shown riding high behind a breakwater.

Blackie, who has been sailing for a year-and-a-half as Ordinary has had a life-long interest in painting. He carries a full kit of painting supplies, from colors, and brushes, to canvas and stretchers, and states that he likes going to sea for there are always plenty of "characters" to paint as subjects.

Portraits are his specialty. If you want your picture painted, all you have to do is ask him. He sells some of his work, but gives a good deal of it away to his shipmates. Captain Murdock, Skipper of the SS Kiska, has one of Niedermeyer's paintings of Hong Kong at night, which is one of the best things he has done. The Customs tried to assess duty on it as a valuable painting, Blackie stated.

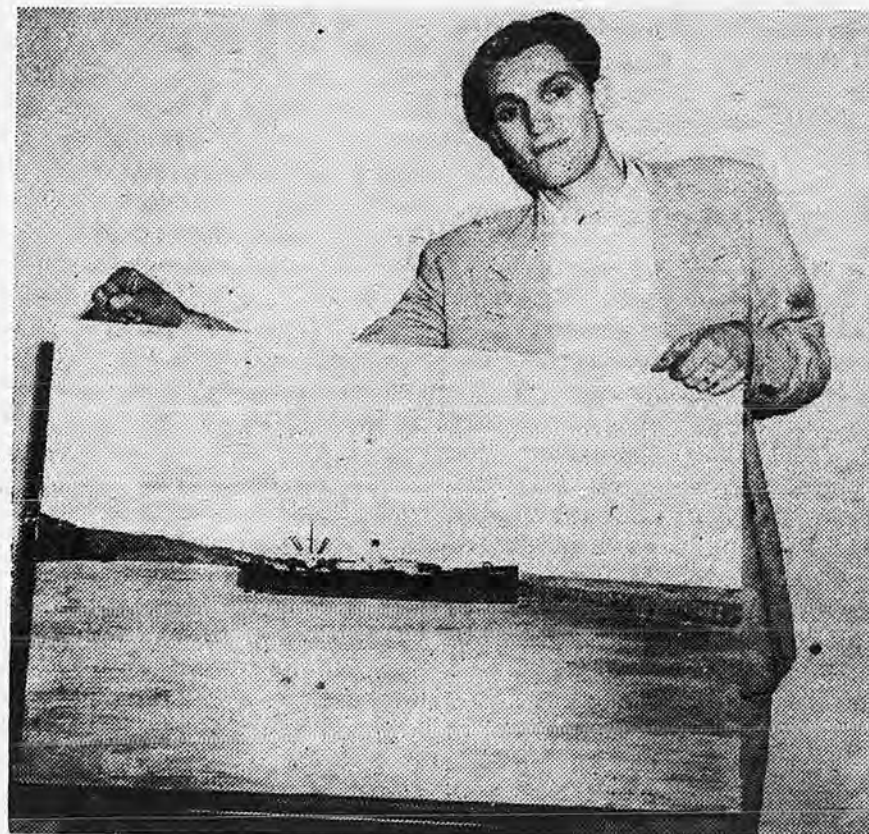
FAST BRUSHER

The painting of the Colabee, which is being hung on the third deck, took about four hours to do, and was painted from a vantage point in a junk-yard across the St. Lawrence River.

Before going to sea, Niedermeyer had a varied career, which included interior decorating in San Diego. He challenges other Seafarers who paint to add their work to the SIU collection.

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.



Seafarer Robert (Blackie) Niedermeyer poses for the LOG photographer with his painting of the SS Colabee.

Warn Of Tough Charleston Ginmill

Seafarers going ashore in Charleston are advised by Brothers A. Jennings, and M. C. Kleiber to steer clear of an establishment on Market Street misleadingly called "Snug Harbor," and of its inhospitable owner, Mr. Cumly.

You're lucky if you're only fleeced, they report, for more likely you'll be beaten up or even shot at. Described as blood-thirsty and possessing an itchy trigger finger, Mr. Cumly is said to tote around, and fire on occasions, a .32 caliber pistol.

Evidently his aim is none too good, for the boys who describe themselves as having been subjects of his ire—or fire—are still able to describe the weapon as making a hell of a racket.

In warning the membership as

to what to expect in this place, Brothers Jennings and Kleiber caution Seafarers against relying on the barkeep's bum marksmanship. "If he misses with a lead slug, you'll still get taken a thousand other ways," they point out.

Correction

The October 8 SEAFARERS LOG carried a picture of Edmund Eriksen of the Nathaniel Currier in connection with a story submitted by Edmond L. Eriksen, of the Oremar. The LOG, in attempting to brighten the story with a picture, slipped up by using the wrong picture from the files. Apologies to Brothers Eriksen.

Clipper Crewmen Aid Seafarer In Wife's Death

NEW ORLEANS — The crew of the Alcoa Clipper went beyond the mere "demand of duty" recently in befriending their shipmate Raymond P. Franklin whose wife had died. A collection was taken among the crew that enabled him to fly home in time to attend the funeral of his wife.

In addition, masses of flowers were sent to the funeral services.

In expressing his gratitude in a letter to the LOG, Brother Franklin stated, "This is truly the greatest expression of union brotherhood that I have ever seen or anticipated in the 20 years I have gone to sea."

Brother Franklin added that he wished to express his thanks to this crew, and to other Union Brothers in New Orleans who attended the funeral and acted as pall bearers.

Keep It Clean!

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

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



to go ashore on their own time—but there was no draw forthcoming till the "lord-and-master" had made a several-hour visit uptown.

He even refused an alien crewmember seeking to file papers for citizenship a good-conduct recommendation, though the man was diligent and industrious aboard ship and had never caused trouble. He is alleged to have stated his intention of replacing the entire Stewards Department on general principles.

Even the Mate Mr. Trumbauer a good Joe who did all he could

Arizpa Delegate



Identified only as John, the pictured Brother is the Arizpa's Engine Delegate and an oldtimer in the SIU. According to Luis Ramirez, who submitted the picture, John is doing his best to cool off all of the hot beefs aboard ship.

Digested Minutes Of SIU Ship Meetings

AZALEA CITY, Sept. 9—Chairman Charles Scofield; Recording Secretary H. Cordes. The Ship's Delegate reported that he had contacted the Captain about painting the crew's quarters and having the repair work done. The Department Delegates reported overtime okay, and everyone in good standing. Motion under New Business to have the Ship's Delegate ask the Captain to put a light on the after deck. Motion carried to give the Captain a vote of thanks for his cooperation with the crew. Under Good and Welfare, it was suggested that a new library be obtained ashore, that the Captain and the Stewards Department be given a write-up in the LOG, and that all men be sober at the payoff. One minute of silence for departed Brothers.

HURRICANE, Sept. 6—Chairman F. Harshorn; Recording Secretary G. Metting. Minutes of previous meeting not accepted. Under New Business, motion by Smith, Seconded by Doucet to keep port passageway locked in port. Motion by Veech to have permanent fixtures for curtains put in crew's messhall. General discussion under Good and Welfare. One minute of silence for departed Brothers.



ALEXANDRA, Sept. 12—Chairman William O'Connor; Recording Secretary T. J. Sullivan. N. Tsangaris and Earl Bradley nominated Masters-at-Arms. Minutes of previous meeting accepted. Engine Delegate reported disputed overtime. Stewards Delegate reported the Steward is contemplating having the messhalls and galley painted before arrival in Port. The Ship's Delegate reported that the case of the Chief Engineer striking Messman Corcoran will be brought up at the next meeting. He requested that repair lists be turned in before next meeting. Motion by Tongate, Seconded by Tlewitz to go into Good and Welfare. O'Connor suggested crew coordinate prices when making out declaration sheet. Moore asked that awning for fan-tail be placed on "must" list when ordering repairs. Delegates requested to see department heads about sougeeing and painting decks in foc'sles. Members requested to list dues and donations which they intend to pay, so lists can be handed to Patrolman. One minute of silence for departed Brothers.



SS ALEXANDER, Sept. 5—Chairman William O'Connor; Recording Secretary T. J. Sullivan. Nicholas Tsangaris and Earl Bradley were elected Masters-at-Arms. The Deck Delegate reported his department running smoothly with the exception of some disputed overtime. The Engine Delegate, Fields, reported that 55 hours of his personal overtime (which had previously been okayed) was disputed by the Chief Engineer as soon as he took over the Delegate's job, following Brother Brown's promo-



tion to 3rd Assistant. The committee of Delegates who spoke to the Chief Engineer regarding his defamatory remarks about the Chief Cook, reported that the Chief denied malicious intent and stated that he had only spoken in a moment of anger. Under New Business, Motion made by Fields, seconded by Flopper, to refer the matter of the Chief Engineer's remarks to the Port Agent. Carried. Motions were made to pick up books and permits before arrival, and to hold up signing-off till all beefs were settled. Motion by Tongate, seconded by Maratta to go into Good and Welfare where discussion covered linen, cots, and cooperation among the crew. Matty Fields spoke on Unionism, and asked Permitmen to take an active part in the regular meetings. Minute of silence for departed Brothers.

CABEL STRONG, Sept. 12—Chairman Leo Gillis; Recording Secretary Leonard F. Toland. Brother Frank M. Dowd was elected Ship's Delegate under New Business. Motion carried to give the Stewards Department a vote of thanks for the good food and service. Under Good and Welfare members were asked to put empty soap boxes in trash can in laundry, and to take care of ship's library. The Steward asked that all extra linen be turned in so that it could be cleaned in Germany. One minute of silence for departed Brothers.



NEW LONDON, Sept. 12—Chairman John Crowley; Recording Secretary James E. Rose. Delegate's reports accepted. Motion under New Business that when a man misses a watch he pay the standee double overtime—half at his own rate, and half at the standee's rate—plus his day's wages. Motion to have the Ship's Delegate contact Lindsey Williams for information concerning organizational activities. Suggestions under Good and Welfare that the Black gang port holes be repaired, as well as the Deck Department shower. One minute of silence for departed Brothers.

ALCOA PATRIOT, Sept. 10—Chairman William Glick; Recording Secretary F. Tompkins. Ship's Delegate M. Trehern reported all in order. There was no New Business. Under Good and Welfare it was suggested that the Patrolman be asked to check the slopchest. It was asked that a new steam pipe be installed in the laundry, but that until this is done each man be allowed not more than three hours to boil his

clothes. It was decided to rotate the cleaning of the laundry between the three departments, week by week. Members were warned to return cups to pantry and not to slam doors. One minute of silence for Brothers lost at sea.

GATEWAY CITY, Sept. 14—Chairman Carolan; Recording Secretary Fuller. Previous minutes were accepted. Engine Delegate reported beefs on spilling of oil on deck, and disputed overtime over work done repacking winches. Stewards Delegate reported disputed overtime on penalty due to late sailing. Motion under New Business to give the men responsible for sanitary work another chance, but if this work is not taken care of properly in the future it is to be brought up in the next meeting, and a fine of \$10 will be imposed. Carried. Motion to condemn bad eggs aboard and replace before sailing. Motion to contact the Hall up arrival in Frisco to get lined up on the present strike. Motion carried to fine any who are drunk at payoff \$5. A collection would be taken up to form a ship's fund to pay cost of communicating with Union Hall. Under discussion members stated that the ship should not have signed on in New Orleans till the stores and slopchest were in better condition. One minute of silence for Brothers lost at sea.



JOHN B. WATERMAN, Sept. 10—Chairman L. McInnes; Recording Secretary F. Jones. Delegates reports accepted. No New Business. Under Good and Welfare, discussion cleared up a beef about the night lunch. Members were told that the electric iron aboard was for the use of all hands, and that it should be returned after using to the Steward. One minute of silence for lost Brothers.

SOUTHLAND, Sept. 12—Chairman John Harris; Recording Secretary W. J. Morris. Delegates reported on standing of membership. No disputed overtime. Motion by Russel, under New Business, that no one pay off till a Union Representative is aboard, and all beefs have been settled. Seconded by Wallace, and carried. Motion by Brother Weeks to go into Good and Welfare. It was suggested that slopchest be checked, and recommendations for re-ordering be turned in to the Master. One minute of silence for departed Brothers.



JOHN BARTRAM, Sept. 12—Chairman R. L. Duke; Recording Secretary C. Kowalski. One member was reported by the Stewards Department Delegate to be behind on assessments, but will pay upon arrival. Under Good and Welfare it was suggested that all hands assist in keeping the messroom clean during coffee time, and night lunch time. Discussion brought out the need to have the passageways painted. One minute of silence for Brothers lost at sea.

SEAFARER SAM SAYS



A GOOD SHIPMATE IS ALWAYS READY TO HELP OUT A NEWCOMER WHO DOES NOT KNOW ALL THE TRICKS OF THE TRADE. TAKE THE TIME TO SHARE YOUR SEAFARING KNOW-HOW, AND IT WILL PAY OFF BY PRODUCING SMOOTHER-RUNNING SHIPS, MAKING EVERYONE'S JOB LIGHTER AND PLEASANTER. (THE LOG WILL PUBLISH LETTERS AND ARTICLES WHICH TRY TO DO THIS. HOW ABOUT THEM?)

CUT and RUN

By HANK

One brother is beating this slow-shiping and the high cost of living on the beach. He's "residing" in a fifty-cents-a-night private room in one of those hotels around Chatham Square. He says it's clean, with daily showers available. The bums are kept out. Perhaps this information can stretch those dollars for some brothers. In from a trip one brother says the shipboard draw in Manila gives you two pesos to the dollar. In Hong Kong, it's 2½ dollars and the rice beer costs about forty cents for a 4/5 quart. The brother, who bought a good pair of cow-leather boots for two bucks, drank two bottles of that rice beer. He became intoxicated all right, but worst than that, he thought he was losing his eye-sight, too!... Brother William O'Connor, from Long Island, has just found out that there's lots of other O'Connors in the SIU. It's a small (Irish) world, no doubt.

To be a good SIU Union brother and a real sailor a man takes any job—tanker, freighter, coastwise, foreign (as well as any organizing job that comes up) and keeps that job—doing it according to the agreement, keeping his nose clean and being a good shipmate. These are tough times and a job means everything to a man who wants to sail, to have a good trip and a home on the sea—not in some flophouse. Beefs aboard ship, especially in an American port, can be sensibly settled—without arguments, intoxication or piling off the ship at the last hour before the ship sails. Our wages and conditions are tops in the industry—and it certainly pays off for a man to honestly do his job in SIU style and cooperate with his shipmates at all times.

The following oldtimers may still be anchored here: E. J. Gaylor, D. Parsons, M. Eeano, S. W. Lesley, H. L. Franklin, R. Zaragoza, J. Blanchard, C. Dall, J. Antonides, S. Rosario, G. B. Thurmer, G. Ledson, W. McClure, Weaver Manning, E. S. Samia, J. Dames, F. Dunn, J. Arroyo, C. F. Rocofort, J. Santalla and W. Walsh... Two shipmates suddenly met each other last week and it was like old times again.

"Where have you been hiding for three years" one asked the other. Then they talked about one shipmate who suddenly got married to a bar friend; the Irish Bar in Hamburg; some gal in Baltimore; and the Council and the Marine Bars in New Orleans. We laughed when they said that no matter how much of a rainstorm or a winter blizzard covered the night you could still find the Hamburg bars gay with music and romance.

The following brothers will be receiving the weekly LOG free of cost to their homes: Gordon Marbury of New York, A. H. Townsend of Florida, Eddie Toone of Massachusetts, Glendon Bane of Oregon, John George of Alabama, Charles Lawrence of Florida, Cecil Martin of Alabama, Frank Shunk of New Hampshire, Henry McCullough of Pennsylvania, Gilbert Bush of Missouri, William Sullivan of Florida, L. Higginbotham of Florida... Two Seafarers told us that all kinds of ship models can be bought in the Azores, where now and then an SIU ship calls to fuel up. Prisoners ashore in the Azores make these models. One time a model of the Queen Mary was bought for twelve dollars. We prefer the square-riggers.

THE MEMBERSHIP SPEAKS



Crew Of SS Lake George Gives Favorable Report On New Ras Tanura Seamen's Club

To the Editor:

The crew of the Lake George wishes to acquaint those who haven't had the opportunity of visiting the canteen at Ras Tanura with conditions here.

When we arrived, it already had been completed. It is a frame building with a verandah, and inside there are tables and chairs, a radio, and bar for serving drinks and sandwiches. The only drinks obtainable are orange, raspberry, and grape soda. The sandwiches are hamburgers with onions and mustard, if preferred.

It is a comfortable one-room building, and is equipped with fluorescent lights. The windows are wide, and in the evening the cool breeze is refreshing. On the veranda there are easy chairs for relaxing and sipping drinks.

There is nothing elaborate or luxurious, but it is something to be able to get off the ships and stretch one's legs after the long trip. It takes away some of the strain, both mentally and physically, although only for a few

hours, as the canteen is open from 2:00 P.M. to 10:00 P.M. daily.

The currency used is the rupee, at an exchange of 31 U.S. cents. A hamburger is one rupee, a drink is 1/4 rupee, a chocolate bar such as Hershey, or Milky Way is about 3/4 rupee, and cigars are about the same. There is also a service for mailing letters in which an air mail envelope with a sheet of paper and stamps runs one rupee.

The canteen is alongside the approach to the dock, and is enclosed by a wire fence. Swimming is allowed. A pass is required when leaving the ship for a visit, and the pass is de-

manded by the guard at the gate upon returning to the ship.

There is a newspaper available here too, that is published twice weekly. It is called the "Sun Glare," and reports news from the States as well as local matters of interest. SEAFARERS LOGs could be mailed in care of the American Arabian Oil Company, Ras Tanura, Saudi Arabia.

I guess that winds it up. There just aren't any highlights about the whole thing.

Sidney M. Lipschitz

(Ed. Note: 100 LOGs will be sent to the canteen at the address you have given.)

Thanks Isthmian Crew For Aid

To the Editor:

I would like to extend my sincere thanks through the pages of the SEAFARERS LOG to the officers and crewmembers of the SS Steel Maker, Voyage Number 4, for the aid and comfort given me during my serious illness from acute appendicitis.

My operation was performed Sept. 1, and I received wonderful care at the Merchant Navy Hospital in St. Johns, Newfoundland. At present I am convalescing at the home of my aunt in Des Moines, Iowa.

I want to especially thank the

Purser, Mr. T. J. McGowan, who did everything within his power to help me.

My father, R. E. Elwood, who was Second Electrician aboard the ship at the time, also wishes to express his thanks.

Will you please send the LOG to my mother, whose address you will find on the enclosed form? My aunt, Mrs. Eva Ruark is receiving the LOG now, and enjoys it very much.

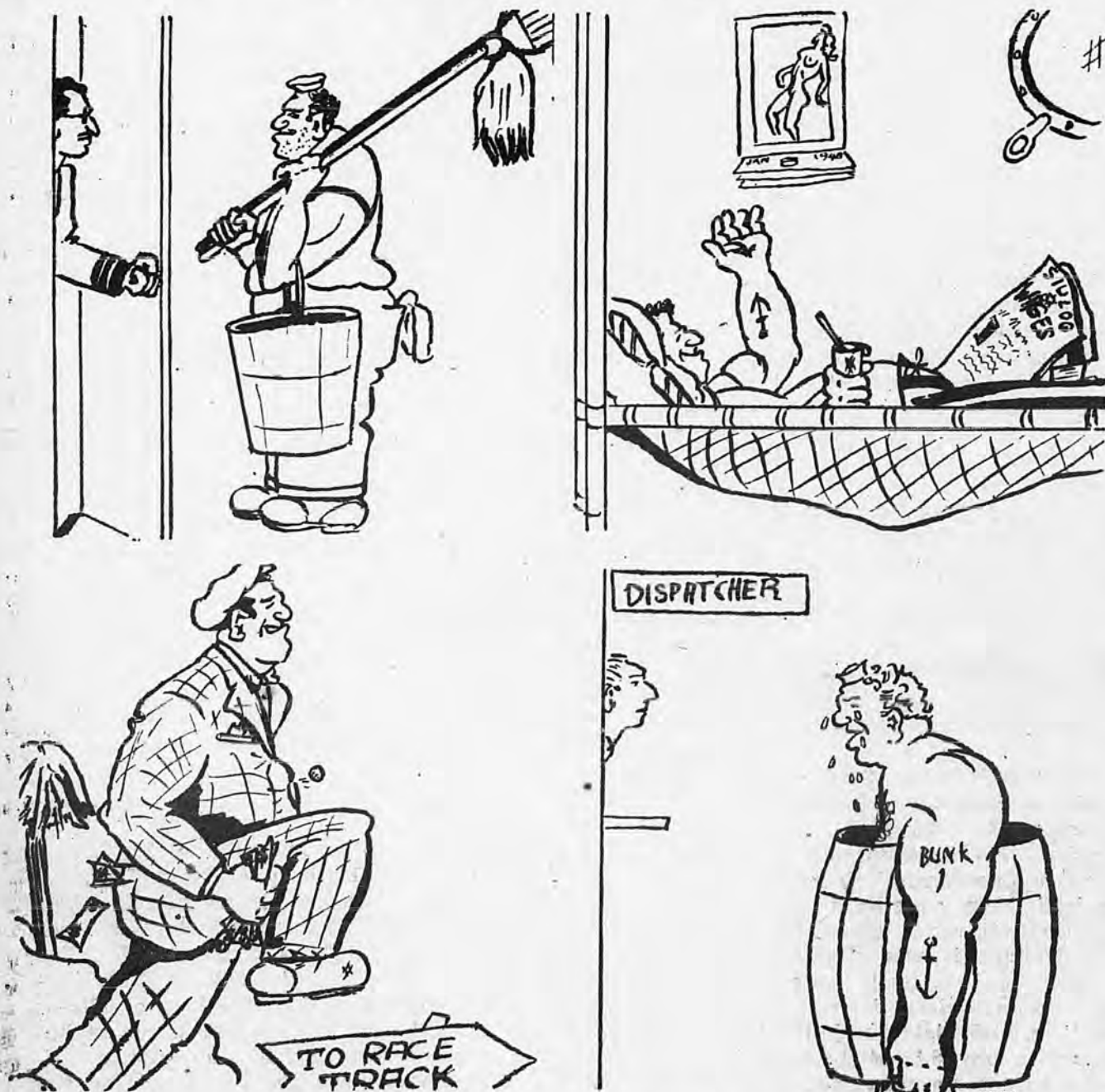
W. L. Elwood

(Ed. Note: The LOG is being sent to your mother as requested.)

ATTENTION!

The slop chest is your corner store while you are at sea. You can't take your trade someplace else if the slop chest doesn't have what you need.

The Sad, Lamentable Tale Of A Seafarer



Roy Pourceaux of the Del Norte shows the fate of a shipmate's overtime.

STEEL ARTISAN QUINTET IN MANILA



Persuaded by L. S. Agulto, the "Manila Watch," five Steel Artisan crewmembers pose for a picture while their ship was tied up in Manila. Left to right—J. Martinez, R. Sewasky, J. Smith and Hendrix Svenson. In the ring is I. Brazil.

Member's Sister Asks News Of Baltimore And Markham

To the Editor:

I guess it will be okay for me to write to you for a little information, although I am not an SIU member—much as I would like to be. You see, I had the misfortune to be a woman, but I have a brother that has been a member for almost seven years, and my best boy-friend has also been a member for two years.

So I get the LOG, and it is the one bright spot in my whole week down here on the farm.

What I want to know is, what has happened to the Port of Baltimore? For the past two weeks not a word has come from that spot. I keep up with

my men's ships by looking at the different Port Reports, and when I don't see Baltimore's, that is a pretty important chapter missing. They both usually ship out from and come into that port.

I haven't heard from either one of them for several weeks. Can you tell me where the SS Edwin Markham is? It was due back Sept. 2. I haven't seen my brother for four months now, and I am pretty anxious for that ship to pull in.

LIKES LOG

I want to tell you how much I enjoy the LOG. I read every word of it and stay up to date on everything so that I can talk ship terms to my brother and my fiancé when they get in. It is really great to be able to do that. They tell me that I know more about what is going on while they are away than they do. Keep up the good work.

By the way, how about some more poems from John Legge?

Hazel Kincer

(Ed. Note: Baltimore bounced back in the news last week and is with us again this week. The Markham hit Baltimore on Sept. 15th and is now in the Far East.)

THANKS BROTHERS WHO GAVE BLOOD TO ILL FATHER

To the Editor:

I would like to extend my sincere thanks and appreciation to Brothers Clyde Still, Raymond D. Clark, Johnny McKenna, and J. J. Lockler, who donated their blood to my father during his recent illness. Their aid did much to recover his health. Thanks, Brothers.

Charlie Scafidel
New Orleans

Crew Reports Markham Still Needs Clean-Up

To the Editor:

We, the members of the crew of the SS Edwin Markham, bound for Japan and parts unknown, have to appeal to you for help. On July 16, 1948 there appeared in the LOG a letter by Fred R. Hicks, about a topside beef, on this ship which was not in vain, for the next trip the ship was painted inside and out.

But on this trip, lo and behold, we have to take every kind of slur and slam from the Master and Mate whenever we ask for overtime. This Skipper is one of those guys who not only is in charge of the ship, but tries to run all three Departments too.

Another thing, what about the Mate on watch leaving the bridge without being relieved? Isn't that considered dangerous and illegal? We would like to have you run this letter in the LOG.

25 bookmembers

Member Asks SIU To Press For Ship Allotment System

To the Editor:

Tankermen on coastwise runs are subjected to monetary difficulties if they are married and must support families or dependents. Under foreign articles these worries are eliminated by the simple process of an allotment.

Where oil docks are far away from towns or cities (and this writer has Lake Charles, Louisiana in mind as the loading point for Cities Services ships) it is difficult to reach a telegraph office and send money home.

Tankers are only in port a few hours. The crews are paid off at the convenience of the operators or their agents. One Cities Service tanker reached Baltimore in the early afternoon and the agents did not pay off or disburse earnings until late at night—too late for men on watch to go to town and transfer funds to their families via telegraph.

There are also numerous costs added to the burdens of the seamen by this lack of system on the part of the company and its agents. First there is the necessity to leave the ship. Where men must return in a few hours to stand watches this is a very inconvenience indeed.

Second, there are taxi fares back and forth to be added to the bill of costs in sending needed funds home.

Third, there are the telegraph costs.

CAUSES WORRY

It may be added also that many men anxious for the welfare and upkeep of their homes have been unable to accomplish this feat of sending their earnings on to them within the limits of these obstacles imposed upon them by the callous indifference of the company and its agents.

Obviously the company must believe that families do not need support when men are on coastwise runs but only when the crews are under foreign articles. This idiotic thinking forces men to quit the ships after a turn around or two in the coastwise trade.

Why cannot funds be deducted by the company and sent to these families through their pay-off facilities? Surely married men and men with dependents who are weeks at sea should not be subjected to the terrible worry as to whether they can manage to send funds to their families dependent upon them for support before the ship sails, or who must run the risk of missing watches in order to achieve this objective.

Why cannot the telegraph company have a representative right there at payoff time to attend to this detail of sending money home? And why can't the company or its agents attend to this matter as a service to the crews? Maybe they don't give a damn for men or their families.

Why should men working far

CAVALIER CREW COMMENDS SIU FOR ILGWU AID

To the Editor:

We have just heard about the fight the SIU's making in behalf of the Ladies Garment Workers Union. It is in the interest of the entire Labor movement. Keep up the good work!

The Crew
SS Alcoa Cavalier

under the union scales, be forced to bear the costly additional expense incurred by the callous indifference of the Company towards them and theirs?

ASKS ACTION

It is high time that unions forced companies to establish such facilities for coastwise tanker crews. The Seafarers International Union has been the leader in bettering conditions of the seamen. That we know and all tankermen realize. We hope the SIU will not fail to deal with the problem of tanker crews in remitting funds to their families from their earnings and that such a service be initiated throughout the entire industry.

These costs and these worries must be eliminated and abolished forever. This burden must be lifted from the backs of the tanker seamen.

I may add that suggestions to the company are shrugged off. What in hell do they care. If he must send money home he can quite the ship to do so and another slave will take his place and work under these infernal conditions which have no sense or reason for their existence in the world of today. And this is another reason why we need an NLRB election and the SIU as our bargaining agent.

Wandering Seafarer

ATTENTION!

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

AH YES, THERE'S GOOD FISHING HERE



Brother Adolph Capote proudly displays his prize catch hauled aboard the Seatrain New Orleans during one of its runs between New Orleans and Havana. If you want to duplicate Brother Capote's feat, it's not too hard, he says. Plenty of fish can be found along the New Orleans' run, he reports.

Del Mundo Trio



With their chief cook between them, two well-fed looking Seafarers flash their best smiles for the cameraman. The cook is Brother Johnson and flanking him are M. V. Valentine and R. G. Perkins.

Keep Transportation As Is, Seafarer Urges Members

To the Editor:

We have been reading the last few issues of the LOG, and it appears that a few guys sure must hate to get off a ship from the squawk they make when they are handed a fat roll of bills labelled "transportation money."

What in hell is the matter with these guys? Don't they know that this isn't working any hardship on anybody, but simply making shipping faster for all hands?

In the first place, only a small percentage of ships pay off where transportation is involved. This is because most SIU ships are now operating in regular trade runs. The crews normally are not entitled to transportation at all.

Suppose you can get transpor-

tation, what happens then? By the present Union rule, you make the trip, collect the transportation money — which, incidentally, is something the SIU fought hard through many years to get—go to the Hall, and grab another ship.

Sure, there's more turnover. But the more turnover there is, the more jobs there are on the board.

TRANSPORTATION BATTLE

Doesn't the whole membership realize by now that after many years of struggle we finally have forced the shipowners to pay transportation to crew members who are entitled to it? Transportation was not always paid to seamen. It represents victory in one of the major battles of SIU history.

Then there's the question some fellows raise: "Well, why not take the transportation money and stay aboard the ship?" That's no different from taking a piece-off from a shipowner, that's all. Also, it gives the shipowner a chance to make one hell of an argument in every negotiation session for stopping the payment of transportation entirely.

There you have the sad story. Yes, sometimes taking the money and getting off works a little difficulty on a fellow after a short trip. But if he takes the money and throws in for a new job he is doing the entire membership a favor.

SAYS KEEP IT

Furthermore, let's not try to make a lot of special exceptions about trips of 60, 90 or 100 days. The rule as it is a good rule. We should have had it all the time. Let's not give it up now.

We noticed several headlines on page 5 of the LOG for October 5. They ran like this:

"Mobile Shipping Takes A Slight Turn For The Better;" "Conditions Good For Galveston Rated Men;" "New A&G Transportation Rule Gives Needed Boost to Philly."

Now tell us. Do you suppose that those headlines could have been written in the LOG if our new transportation rule had not been in effect. The answer is "No."

The SIU, according to our Headquarters Reports, is the only union today in which there is nearly one contract job for every Union book. That means, Brothers, that we do not have to worry so much about a job that we have to run the risk of losing our transportation riders by changing our present system.

UNION SECURITY

Some men have also raised another issue. They say that not making a man get off after he takes transportation money would give him greater "security."

Just remember this. Every Seafarer's security is his Union and its Hiring Hall. The more jobs come through the Hiring Hall whether or not the transportation rule is involved the more security all of us have.

Let's all put our shoulders behind full Union security. Let's get behind the job of maintaining our wages and our conditions, and let's keep our present transportation rule, which is that if a man is entitled to transportation he must take it and get off, and then re-register at the Hall.

Robert L. Nash

Questions Brother's Report Of Smooth Leacock Payoff

To the Editor:

Maybe Brother C. Gann thought the payoff of the SS Stephen Leacock in Mobile the middle of September was "fast," as he announces in his letter printed in the LOG of October 15. The way I remember it things were pretty slow and the Skipper was far from the "good Joe" that Gann makes him out to be.

In the first place, I was Bosun on the run, a lay-up trip from New York to the Gulf. Brother Gann identified somebody else as Bosun, so perhaps I remember the whole voyage better than he did.

When we paid off in Mobile,

we were supposed to get first-class transportation back to New York. Everybody knows that first-class transportation means a lower berth.

The Skipper offered us the price of a first class ticket, \$42.57 if I recall the figure correctly. But he did not offer the price



of a lower berth, nor did he offer to pay the 15 percent federal tax.

The crew refused to pay off, naturally.

A LITTLE CHAT

That evening the men went ashore, as seamen will in port. As soon as the men were off the ship, the Skipper told the shore watchman that everybody was paid off, and that nobody was to come back aboard. During the night, several men were turned away.

The next morning we went to the SIU Hall. The Patrolman got the picture and picked up the phone. He had a little chat with the South Atlantic agent. The upshot was that we got the following:

Complete first class transportation including lower berth and 15 percent tax, the whole thing coming to a little less than \$62.00; also, the price of one meal and one night's lodging.

Sure, we got everything that was coming to us, but where was Brother Gann's "fast" payoff.

Incidentally, the Skipper told me one day that South Atlantic would be down to seven ships after the Leacock laid up, and that he was seventh in line in the South Atlantic list. He was sure to get a ship, he said. Maybe so, for he sure tried hard to save the company's dough.

John E. Bertie

SEAFARERS Quiz

By ROCKY BENSON

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

1. Which of the following four unions has the largest membership?

1. United Mine Workers
2. Seafarers International Union
3. International Brotherhood of Teamsters
4. Hotel and Restaurant Employees

2. Where is the Oil Bowl (Football)?

1. New Orleans
2. Pasadena
3. Houston
4. Miami

3. What color of paint would you ordinarily use to mark a 20 fathom shackles?

1. white
2. blue
3. yellow
4. red

4. Who relieves the 4-8 watch for supper at sea?

1. Wiper
2. Chief Engineer
3. Deck Engineer
4. relieve themselves

5. What is the manning scale for the Stewards Department on a Hog Island ship?

1. 8 men
2. 9 men
3. 10 men
4. 11 men

6. When a man brings charges against a Union Brother and then fails to appear at the trial, how much is he fined?

1. \$10
2. \$20
3. \$30
4. \$40

7. What month in 1942 was the SS Venore Sunk?

1. January
2. May
3. July
4. September

8. How many months of sea time in the current year does a member need in order to run for Union office?

1. 2 months
2. 3 months
3. 4 months
4. 6 months

9. How many International Code flags and pennants are there?

1. 26
2. 36
3. 40
4. 50

10. What is the number of the rule in the 1948 A&G Shipping Rules that states: "No member shall be given an open shipping date for any reason?"

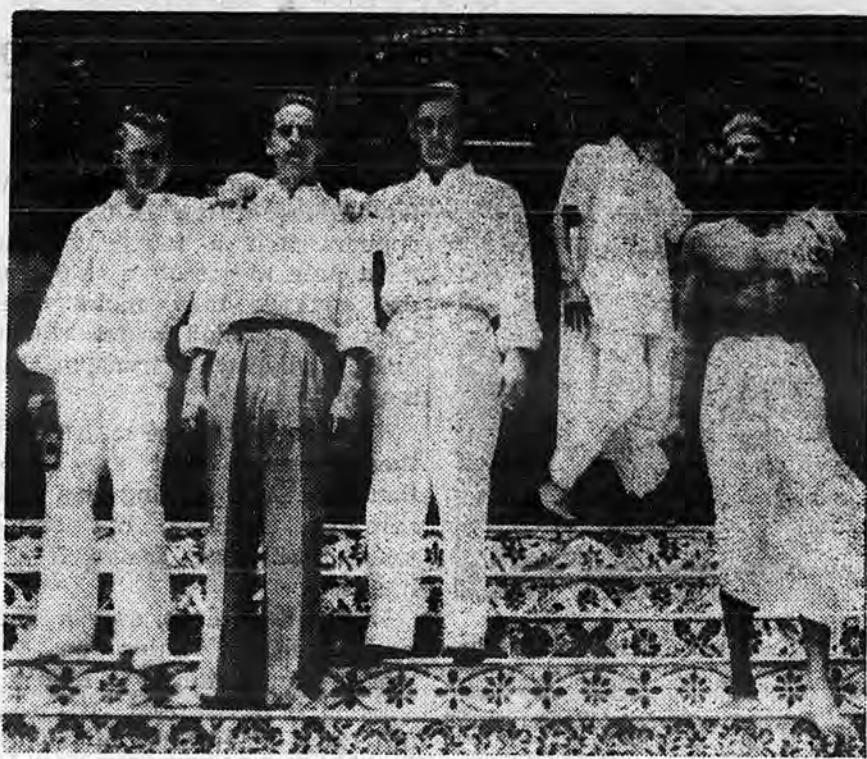
1. 4
2. 6
3. 10
4. 16

(Quiz answers on page 15.)

Send Those Minutes

Send in the minutes of your ship's meeting to the New York Hall. Only in that way can the membership act on your recommendations, and then the minutes can be printed in the LOG for the benefit of all other SIU crews.

BEFORE CALCUTTA'S JAIN TEMPLE



Conforming to religious custom, three Seafarers from Isthmian's Harold J. Pratt have removed their shoes before entering the Jain Temple in Calcutta. The men are identified as James (Pee Wee) Hassel, Harry French and Hugh Gallegher.

Says Companies Give Wrong Figures On Alien Quotas

To the Editor:

When I threw in for an Oil-er's job on the Jean Lafitte some time ago, it said "citizen" on the board. Although I am an alien, I got the job anyway, for the 15 percent quota on aliens was not filled.

Now I have just paid off the Jean Lafitte, and I see the same job which I left on the board

again—and it still says "citizen." In this case, I know for certain that the quota still is not filled.

I would like to know if there isn't any way that the Union can find out when the quota is filled, instead of depending on the company's report when they call the Dispatcher. In my estimation, and from experience, I feel the company never gives the correct figures on this.

I would like to suggest that the Patrolman, when he pays off a ship, find out from the Delegates what the correct information is, and then relay this to the Dispatcher, so that when he puts the jobs on the board he can give the aliens a break, by making it clear to everyone what the situation is, and how many jobs are open to aliens.

Bertil Swenson

Says Bauxiting Pegasus Crew Is Good Gang

To the Editor:

Just a line from the crew of the Alcoa Pegasus. We are down in the Islands discharging and will soon be on the bauxite run—so that means it will take a good bunch of guys.

Well, I can tell you we've got them; and I mean Sailors, Cooks and all that it takes to have a good SIU ship! I have never seen a bunch of guys help each other like these do.

I hope we make the States for Christmas, but time will tell. So, Brother Editor, if you have a little space in the LOG, please give us a write-up. I am very sorry that we haven't pictures now, but just as soon as I get them we will send them in pronto.

Buddy Baker

MOTHER OF LOST SEAFARER SEEKS SON'S SHIPMATES

To the Editor:

I am a volunteer worker for the SIU at the Galveston Marine Hospital. I take the LOGS over there every week, as well as writing material, tooth paste, brushes, combs, pencils, etc.

I have been doing this work for years, and will continue to do so as long as I am able.

I wonder if you will publish this notice in your personals column: Survivors of the Alcoa Pilgrim, that went down in the Caribbean Sea, May 28, 1942, kindly write me, as I am the mother of the Bosun, Carl A. "Blackie" Bennett.

Alice M. Knowlton
3706-0 1/2 Galveston, Texas

Book Editor Says AMML Suggestion Is In Practice

To the Editor:

We read a letter in your October 1 issue signed by Pete Roach with a great deal of interest and enthusiasm. It made some pertinent suggestions to the American Merchant Marine Library anent the purchase of 25 cent books to put on ships.

We then learned that it was not in line for us to expect any orders from that association since, (a) it has no money with which to purchase books, achieving its stock from friendly donations (which may explain some of the dull volumes Mr. Roach complains about); (b) it doesn't have to buy our books since we've been donating them for years; (c) the AMMLA now puts 25-30 pocket-sized books in every box they place on the ships.

I am writing to you in case this information may interest friendly readers and to save them further efforts along this line.

We like the SEAFARERS LOG's reviews of our books better than almost any we get. A good honest job that we hope you'll keep up.

Donald Demarest,
Associate Editor
Penguin Signet Books

Bridger Diarist Describes Birds' Death Battle In Air

To the Editor:

This is another chapter in the travelogue of the "Ras Tanura Special"—SS Fort Bridger. We are now almost seven months out of the U.S., and it's getting damn monotonous. It would be too much for us if it wasn't for a good belly laugh now and then to clear away the gloom.

Here's the latest: While coming through the Suez Canal this morning the steering motor kicked out. The pilot ordered hard right, and she didn't answer. He then got all hot and bothered, blew "out of control" on the whistle, and then screamed at the Mate, "Well, do something. Call the engineroom! Call all hands!"

The Mate looked at him calmly and replied, "It wouldn't do any good to call all hands. They have to have fifteen minutes for coffee before they turn to and we'll be on the beach before then."

We lost six more men through sickness and the need of surgery or medical care this trip into LeHavre. Pretty soon we'll be telling you how many of the original crew we have left, instead of how many have gotten off. So far we have been lucky in picking up pretty good men for replacements.

RUMORS EXPLODED

We heard a few rumors that we were going back to the States, but they have blown away or been shot full of holes by now.

I noticed a bit of drama the other day that may be interesting to some, concerning "Old Mother Nature" in the raw. I was cutting a shipmate's hair, back on the fantail, when a fish hawk came darting in under the over-head, between ourselves and the galley. (We have an old gun-mount deck over the fantail.)

It surprised me a little but I went on with my work. Shortly after, I heard a flutter of wings and looked up to see this hawk coming right at me, only about six feet away. I thought the hawk had gone off his rocker.

It startled and puzzled me for a moment. Well, he spread his wings to put on the brakes, fanned the air, and then side-slipped gracefully over the rail.

A little later I heard something fluttering, and there appeared a little canary. He was about three inches long from bill to tail, with a slightly yellow breast. (No, I hadn't had a drink for at least ten days.)

Well, I pointed it out to my buddy and mentioned that it is good luck—according to the old traditions of the sea—to have a feathered passenger aboard. At the time I did not tie this little bird's appearance with the previous threatening hawk.

After finishing the job I was doing, I got a cup of java and was sitting on the bitts meditating on my sins and watching the sea, when someone came around the deck housing on the opposite side and scared the canary off.

He flew past me and headed out to sea like he knew just exactly where he wanted to go. I was watching him go, and wondering how far a small bird like that could fly over open

water, when all of a sudden he faltered.

CURTAINS FOR CANARY

He didn't fly far. In fact his flying days were almost over. Old Fate had put the finger on him. He turned and headed back toward the ship. I saw something flash by out of the corner of my eye.

All of a sudden, all of the pieces of that little puzzle fell into place. I knew what they were, without looking at them. I watched the canary intently.

Three fish hawks power dived him like a squad of Stukas. My temperature and blood pressure jumped about ten degrees, and a lump swelled up in my throat. I saw the canary twisting and turning, trying to dodge. By quick maneuvering he did escape the first hawk!

But he had been forced down close to the water where he could not maneuver. The next one came down in one of those beautiful, fast dives. The action



was too fast to see, but the feathers flew. The canary was probably hit by one of those needle-like talons. "Tail-End Charlie" then swooped in to pick the winnings, as the other two hawks turned and attacked, trying to make him drop the little bundle of bloody feathers.

This all happened in a matter of seconds. I found myself standing at the rail cursing. I dumped my coffee over the side, for my stomach was turned.

Well this is a funny world, and the Devil take the hindmost. Looks to me like dear old Mother Nature has some laws that are just as screwy as some that humans make.

MORAL?

There must be a moral to this little episode, but far be it from me to attempt to figure it out. Whatever it is, it is pretty grim.

I think old Omar Khayyam was on the right track when was on the right track when he said:

Ah Love! could you and I with Him conspire
To grasp this sorry Scheme of Things entire,
Would not we shatter it to bits
—and then
Re-mold it nearer to the Heart's Desire!

Well it seems as though this drivel has gotten much longer than was intended. If it wanders too much, just mark it off as Fort Bridgeritis, or tankerosis!

By the way we are having the LOG sent to a bar in LeHavre now, since the Seaman's club has closed.

Al Gordon
Engine Delegate



LOG-A-RHYTHM

Voters All

By ALL KERR and AUSSIE SHRIMPSON

Now Brothers all of the SIU
Fain would we blow our corks to you;
For around election time 'tis often spoke,
"Aw why the hell should I bother to vote."

Now after spending many weeks afloat,
If you'r too god-damned tired to vote
In these free elections which is your right,
Then, Brother, we guess you've not seen the light.

For the acid test of a union man,
Is the interest he takes in his union clan,
And all of you guys with hair on your chest,
Should vote for the officials you think the best.

And this is the time for you to reflect,
That yours is the right to vote and elect
Those of the members that look to you,
The cream of the crop of the SIU.

So out with your book—step forward, Brother,
Let's cast our votes for one another,
And thank our stars that we all belong
To a Union fair and a Union strong.

Oldtimer Scans SIU Fore And Aft: Sees Progress In Every Undertaking

To the Editor:

Lest we forget! We have recently won our toughest battle since the inception of the Seafarers International Union. Namely, keeping our Union Hiring Halls.

We, the membership of the Union, must and will go on to set higher standards in all departments in the near future. This will be something for other maritime unions to shoot at; or, to be candid, for them to follow.

It has been done, it is being done and it will be done. As long as the SIU wins its battles for the seamen, then others will endeavor to crawl on the bandwagon and obtain the gravy. If denied this, they automatically head for Washington and cry to the bureaucrats there that they are seamen also and should have the same as the SIU.

If there is any doubt about this assertion, then read Joe Curran's last plea in the newspapers. He said: "The SIU, in or during the past week was granted raises in pay, overtime, better living conditions and their own Hiring Halls, so we of the NMU demand the same."

Certainly they got the same; but they should thank the SIU

for it. In other words, Joe, where did you obtain the guts to demand anything? That sort of reminds me of reading about the time Joe and Molotov ran into each other in a foreign country, and while walking through the countryside, Molotov looked at a big volcano and stated, "Comrade, that is the biggest and most unpredictable volcano on earth." Thereupon Joe replied, "Like hell it is, for I am sitting on a bigger one: the Presidency of the NMU."

In the past ten years or so, the SIU has risen from an infant—yes, a struggling infant—to become the respected and best maritime union in any country of the world. We have bowed to no one, catered to no one, and have proven to the satisfaction of the membership, shipowners, and the public as a whole, that the SIU will continue to keep the interests of the seamen foremost in any and all matters.

In this great country of ours, and throughout the world, the name Seafarers International Union of North America has become a symbol and by-word for all merchant seamen, whether they be organized or unorganized. It has set such a high standard in everything pertaining to the labor movement that shore unions are falling in line with the ideas and ways and means of helping their members that we have demonstrated, according to many reports and articles published in the newspapers.

The SIU has proven its integrity and good unionism by aiding other unions—many of them not even affiliated with the AFL—when called upon for help. Wherever you go and wherever you may be, always wear your SIU button. And whether you are in a small village, or in a large metropolis, you can bet your last peso that someone will ask you questions about the SIU. Answer them, Brother!

CORRECTED ERRORS

Every year has brought new problems and tremendous jobs for the officials and the membership. These have been taken care of. A few mistakes have been made—for no one is infallible—but they have been rectified. We can always thank our lucky selves that we have officials in the SIU that do not bicker over trivial things, and that we have no dictators who pound their chests and say, "I did this, or I did that." Yes, Brothers, we are lucky, indeed! When you read about other maritime outfits, that is all you hear.

In this Union the responsibility

rests completely with the membership. This membership makes their ships better places to live on, for they know that the ship itself is but a reflection of the character of the crew. Each man feels the responsibility of making his ship a good SIU ship—which is a clean ship. We must realize that the advancement and security of our Union rests with us.

Perhaps someone will ask, "Who is this sky-pilot yokel, who is writing to the LOG?" or they may say, "I wonder if he is a gashound reformed?"

Whether he is this or that (and he will never be an angel when it comes to wine, women



and song) here are a few timely suggestions on Union conduct from an "oldtimer."

1. Always conduct yourself as an SIU man whether ashore or on board ship.

2. Obey Union rules and live up to the SIU agreements—for it is you, the membership, who made them.

3. Never try to be a dictator aboard ship. This Union was formed because of the dictatorial policies in other maritime unions.

4. Always respect the opinion of others.

5. When the Agent or Patrolman gives you a clarification or ruling, respect it. They are human too.

6. Never allow disrupters to get away with their tactics either ashore or afloat.

7. When in doubt, "lead trumps!" In other words, allow our Union Officials to settle all beefs.

8. Never allow personal feelings to interfere with Union business.

9. Teach others to be real SIU men.

10. Live up to your Union obligations at all times.

In conclusion, please allow me to say that I know that we have the best and most active Union on any waterfront, and I am sure that we will keep it that way, come hell or high-water.

James R. "Jimmie" Prestwood

Full Book Crew Makes Algonquin Beefless

To the Editor:

Here is something worth mentioning about voyage 15 of this rustpot, Algonquin Victory, to Bremerhaven.

The entire crew are book members, and there is no disputed overtime and no beefs. There is only the usual repair list, which causes no trouble. Brothers who at one time or another have been on this tub will probably wonder at this.

The Chief Cook calls it "a home." The Electrician has homesteaded, and the Steward is a plank owner. Before forgetting about planks, one of the Wipers owns a fairly good share of one too!

Brothers will find that Bremerhaven isn't what it used to be—unless of course, they make themselves really obnoxious. Shore leave is up in the morning now. How the boys of the USAT like that! They abide by

the Army rules which post 11 P. M. curfews, and "off limits" signs.

The Skipper is still "Speed King Dantzer," and hasn't hit the same port twice since February this year. A sphinx would give us more information about our next ports than the "Speed King" would. How about it Casey J.? Do you remember when?

A crew Member

SEAFARERS



Asks Procedure For Retiring Book

To the Editor:

I have just moved down to Memphis, and would like for you to send the LOG to me here. I was receiving it at 415 E. 12th Street, New York; so you may discontinue that and send it to 52 N. Angelus Street, Memphis, Tenn.

I have a shore-side job here now, and would like to retire my book. Would you please send me information as to how to go about doing this? My dues and assessments are paid up until January 1949.

John W. McVay

(Ed. Note: Anyone desiring

to retire his book must be paid up through the current month in dues, have all assessments paid through the current year, and must have strike clearances for all strikes. Also, if fines were previously imposed, these too must be paid. In your case you need only pay the 1948 \$10 General Fund Assessment, which has just been adopted by the membership, and send your book to The SIU, 51 Beaver Street, New York 4, New York, marked "Attention Sixth Deck." Your retirement card will be forwarded to you.) Feb. 6.



Minutes Of A&G Branch Meetings In Brief

(Continued from Page 7)

record that a man who carried a full book in the SIU should be allowed at least three months on a ship even if transportation was involved. R. M. Thompson took the floor to say that the present rules should stay in effect as it would give all hands a better chance to ship out at least some of the time when shipping was tough. After much discussion pro and con, the majority of the members present wanted the rules changed to allow at least two trips, whether transportation was paid on the first trip or not. Leo Allen took the stand that this meeting should submit a resolution to Headquarters, to the effect that a bookman be allowed six months on a ship, regardless of transportation. John Ossnow took the floor and stated that he thought the present rules should stay in effect, and that any man offered transportation should get off the ship. After considerable further discussion the meeting was adjourned at 11:40 P. M.

MOBILE — Chairman, James Carroll, 14; Recording Secretary, Lester R. Walter; Reading Clerk, Harold J. Fischer, 59.

Motion carried to non-concur with that part of the San Francisco New Business regarding hospital benefits and to refer this to Headquarters for action and to accept the rest of the minutes. New Business of other Branches accepted. Agent Cal Tanner reported that 14 ships would arrive in port in the next two weeks—some to lay-up, and some to take part or whole crews. He further reported that Brother Matthews was in Mobile and would help in the planning of renovations for the building. He stated that he was sure the building, when completed, would be one of the best SIU Halls. Report accepted. The communication from Headquarters was accepted. The Resolution from New Orleans re-

garding transportation was referred to New Business. The Headquarters Tallying Committee's report was accepted. Under New Business there was a motion to table the written motion and resolution from New Orleans, and to refer to Headquarters. Carried. The Patrolman's reports were accepted. The Dispatcher reported 176 men registered and 220 shipped. The Trial Committee's report was accepted. The Headquarters Credentials Committee's Report was accepted. Brothers C. L. Jones, A. K. Thorp, C. E. Deloch, R. Wells, E. R. Cooper, C. D. Jones, J. W. Smith, and G. F. Hart were Obligated. Under Good and Welfare there was discussion on carrying another Electrician on the Alcoa passenger ships. One minute of silence was observed for lost Brothers. Meeting adjourned at 8:15 P. M. with 321 members present.

MOBILE — Educational Meeting—Chairman, H. J. Fischer.

The floor was opened to discussion with "Membership Responsibility to the Union" the main topic. Several Brothers took the deck on this subject, and the following points were brought up: The importance of

leaving a ship in a clean condition after the payoff. The responsibility of each man living up to the working conditions of the contracts, since we will have trouble negotiating new contracts if we don't adhere to the ones we now have. The point was stressed by several members of the importance of team work, wherein each man does his share and does not let his shipmates down. There was also discussion on the importance of each man who has been in the



State of Alabama for the last two years to register and vote. Meeting adjourned at 11:58 A. M. with 111 members present.

NEW ORLEANS — Chairman, Buck Stephens, 76; Recording Secretary, Johnny Johnston, 53; Reading Clerk, Bull Sheppard, 203.

The Secretary-Treasurer's financial reports for Oct. 2 and 9 were accepted. That part of San Francisco New Business in regard to hospital benefits was referred to the Secretary-Treasurer, and the balance of the minutes was accepted. All other Branch New Business was accepted. Agent Sheppard reported on the ILGWU beef. He reported that, as in the past, the national organization called on the SIU to come to the aid of a physically weaker AFL organization. This will definitely be to our benefit in the future in time of need. This outfit by no means was crying "uncle", but needed a few men to help them along as they are composed of women and elderly men. Through the Headquarters office these people were furnished with the necessary men to help in their organizational drive. He reported that business affairs of the port are in very good shape. There have been 13 payoffs and 7 sign-ons since last meeting. There were beefs on ships in transit. Twenty-three of these were contacted and all beefs were settled to the satisfaction of the crews involved. The outlook is not too good for the next two weeks with 10 scheduled payoffs, two of which are to go in the boneyard. There were two Alcoa lay-ups in the past two weeks. Mississippi and Strachen have contracts to lay-up all West Coast and NMU ships headed for the boneyard here, so there are quite a few job calls on these. Report accepted. Patrolmen's reports accepted. The Dispatcher reported 375 registered, and 371 shipped, with an additional 84 dispatched on lay-up, tugboat and standby jobs, for a grand total of 455. The Secretary-Treasurer's report was read and accepted. The Headquarters Credentials Committee's reports were carried unanimously. Brothers F. W. Beers, Desmond Beer, D. Price, Frank Kouns, E. E. King, P. W. Holden, and C. Johnson were Obligated. One minute of silence was observed in memory of departed Brothers. Motion under New Business to keep members in the meeting after their cards are turned in. Amended to appoint masters-at-arms to stand by the stairs and not allow any

one out without the approval of the membership. Carried. Under Good and Welfare there was praise for the new Hall by members who were seeing it for the first time. Gashounds were warned that they were not wanted either in this port or in the SIU. The movies in the Hall were praised by the membership. Meeting adjourned at 8:45 with 270 book members present.

NEW ORLEANS—Educational Meeting, Oct. 12 — Chairman, Johnny Johnston.

The subject for discussion was gashounds, performers and malcontents in the Union. The meeting recessed to give those present a chance to prepare written statements for the record. These were submitted by Allen H. Kramer, Donald J. Ikerd, Maxs Trocha, Jerry Palmer, Cecil J. Kerrigan, Victor Miorana, and Bill Frederick. Under discussion it was brought out that due to the Union's action, gashounds are getting few and far between around the New Orleans Hall. It was agreed that gashounds are a detriment to the Union and must be eliminated for the good of all. Malcontents were defined as soreheads who are not willing to accept the decisions of the majority, and precede to disrupt and interfere with the business of the Union. There is definitely no place for them in the SIU. Meeting adjourned at 1:30 P. M. with 180 members present.

NEW ORLEANS—Educational Meeting, Oct. 20 — Chairman, Herman Troxclair.

Brother Troxclair explained that the topic for discussion would be the SEAFARERS LOG; and suggested that Brothers submit written statements of their opinion for the record. After a recess of 20 minutes, statements were submitted by Bill Frederick, Vic Miorana, Fufus Stough, Jr., and T. J. Dallas, which were read, and the meeting went into discussion. Brothers who took the deck expressed the opinions that the LOG is the best Union paper in the country, and recommended that every member have it sent to his home in order that more people will understand the problems of the industry and what the SIU stands for. The Brothers were agreed that, by not carrying advertising, the paper better serves the interest of the membership. All were in favor of occasional blasts at gas-



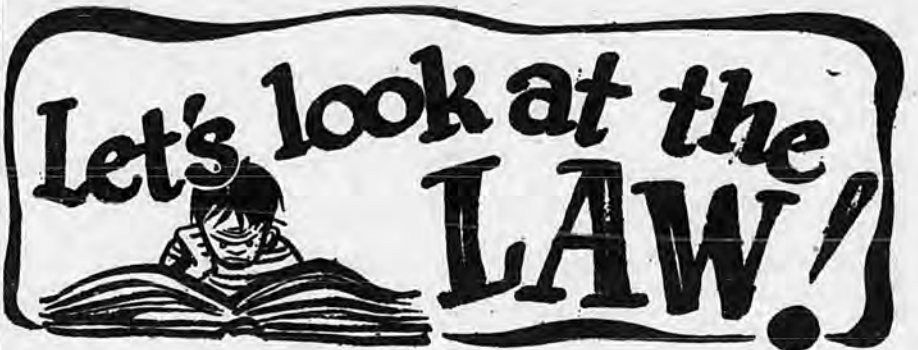
hounds and performers, in order to let these characters know that they are not wanted, and also to let outsiders understand the Union's position. It was pointed out that it is better to blow off steam by writing to the LOG than to talk Union matters in gin mills. Several members asked that sports news be printed in the LOG. The suggestion was made that crews purchase bound volumes of the LOG before the start of a trip to supplement the library and Union literature aboard. Meeting adjourned at 12:45 P. M. with 130 members present.

(Ed. Note: The written statements will be published in next week's LOG.)

NEW YORK — Chairman, C. Haymond, 98; Recording Secretary, F. Stewart, 4935; Reading Clerk, Ray Gonzales, 174.

Motion to non-concur with that part of the San Francisco minutes regarding raising hospital benefits through the medium of a Hospital Assessment. Carried. Minutes of other Branches having New Business were read and accepted. The Secretary-Treasurer's report to the membership and financial report were accepted. A resolution from New Orleans to change the transportation ruling to allow 90 days on a vessel before paying off after receiving transportation was read. Motion to table action on this resolution and to refer it to the LOG for publication, and that all matters and discussion

on the question of men being required to get off a vessel after receiving transportation be discussed through the medium of the LOG, with the understanding that after several weeks of such discussion and clarification final action be taken to either shape a new policy or retain the old one. Under discussion it was pointed out that the best way to handle this entire affair was to give the membership an opportunity to express its opinions and become thoroughly acquainted with the issue before calling for final action. Carried. The Agent's report was accepted. The Dispatcher reported 613 men registered and 424 shipped. No New Business. Topics of general interest were brought up under Good and Welfare. Meeting adjourned at 8:20 P. M. with 1,655 members present.



By JOSEPH VOLPIAN
Special Services Representative

The death of a seaman aboard ship invariably prompts a group of his well-intentioned shipmates to do the right thing in disposing of his wages and personal effects.

There is nothing unusual about a deceased's shipmates, motivated by a sense of loyalty, offering to take charge of his personal effects and personally delivering them to his family.

Such a sense of devotion and respect for the memory of a departed Brother is certainly highly commendable, but it is contrary to the law and interferes with its orderly processes.

Existing statutes provide that when a crewmember dies, the Master of the vessel shall take sole charge of all money, clothing and other effects left on board by the deceased. Further, the law provides, if the Master sees fit he may cause any or all such clothing and effects to be sold at auction at the mast or other public auction, although this practice is no longer followed.

KEEPS RECORD

But if it is done, the Master must then enter in the log book the amount of money left by the deceased, a statement of the sum due him as wages (less deductions), and a description of the articles sold and the amount received for each.

The law provides further that, within 48 hours after the arrival in the port of destination in the U.S., the Skipper must turn over to the Shipping Commissioner all money, wages and personal effects of the deceased.

If the Skipper fails to do so, he shall be held accountable for the wages, money and effects by the District Court having jurisdiction in the port of destination.

In such instances, the Skipper may be liable to a penalty not to exceed three times the value of the money and effects. If the value is not determined, the Skipper may be fined not more than \$200. If the Master does

not pay, the owner may be held liable.

Within one week after the money, wages and effects are turned over to his office, the Shipping Commissioner must deposit them with the District Court having jurisdiction. Failure to do so will make him liable to the same penalties described for the Master and owner of the vessel.

In cases where the money and effects do not exceed \$300 in value, the Court may award the money and effects to any claimant who can prove relationship with the deceased as a widow or children. The Court may sometimes see fit to require probate or letters of administration.

When the value of a deceased's money and effects exceeds \$300, the court shall pay and deliver them to the legal representatives of the deceased.

MAY ORDER SALE

The law says, too, that the District Court may, at its discretion, direct the sale of the effects at any time and hold the proceeds. If no claim is made or substantiated within six years after the money and effects are placed in the keeping of the court, the proceeds may then be turned over to the U. S. Treasury and there placed in a fund for the relief of sick, disabled and destitute seamen in the U. S. Merchant Marine Service.

In summing up, we must stress again the point with which we are directly concerned: That the law holds the Skipper responsible for the proper disposition of a deceased crewman's belongings, and provides penalties for neglect of this duty.

The wise thing to do in the event of a shipboard death, is to place the matter in the hands of the Skipper. Otherwise, well-intentioned crewmembers might deliver the deceased's effects to the wrong persons, and the rightful heirs would have red-tape added to their grief by having to resort to the courts to receive what is rightfully due them.

PERSONALS

NICK J. FRANGOS

Your mail has been forwarded to you by the New York Hall, as requested. Because one of the letters held for you contained a check, it must be delivered to you directly. It has already been sent by registered mail to the address you have given.

HOWARD I. MUMME

Communicate at once with your wife. Her address: 519 Lincoln Place, Brooklyn, N. Y.

RALPH WALMSLEY

It is important that you get in touch with M. Everson, c/o Box 1654, Main Post Office, 7th and Mission Streets, San Francisco, Calif.

ROBERT C. ROBKER

Your mother is ill. Your sister, Evelyn Holland, wants to hear from you as soon as possible. Her address: 709 Stella Street, Porterville, Calif. Telephone her first. Her number: Porterfield 1624-W.

SAM COHEN

Let "Caledonia" know where you want your money sent. He says previous arrangement is fouled up.

SIU HALLS

SIU, A&G District

BALTIMORE 14 North Gay St.
William Rentz, Agent Mulberry 4540
BOSTON 276 State St.
E. B. Tilley, Agent Richmond 2-0140
Dispatcher Richmond 2-0141
GALVESTON 308 1/2—23rd St.
Keith Alsop, Agent Phone 2-8448
MOBILE 1 South Lawrence St.
Cal Tanner, Agent Phone 2-1754
NEW ORLEANS 523 Bienville St.
E. Sheppard, Agent Magnolia 6112-6113
NEW YORK 51 Beaver St.
Joe Algina, Agent HAnover 2-2784
NORFOLK 127-129 Bank St.
Ben Rees, Agent Phone 4-1083
PHILADELPHIA 614.16 No. 13th St.
Lloyd Gardner, Agent Poplar 5-1217
SAN FRANCISCO 85 Third St.
Steve Cardullo, Agent Douglas 2-5475
SAN JUAN, P.R. 252 Ponce de Leon
Sal Colls, Agent San Juan 2-5996
SAVANNAH 220 East Bay St.
Charles Starling, Agent Phone 3-1728
TAMPA 1809-1811 N. Franklin St.
R. H. Hall, Agent Phone M-1323
HEADQUARTERS... 51 Beayer St., N.Y.C.
HAnover 2-2784

SECRETARY-TREASURER

Paul Hall

DIRECTOR OF ORGANIZATION

Lindsey Williams

ASSIST. SECRETARY-TREASURERS

Robert Matthews J. P. Shuler
Joseph Volpian

SUP

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

Gt. Lakes District

BUFFALO 10 Exchange St.
Cleveland 7391
CHICAGO, Ill. 3261 East 92nd St.
Phone: Essex 2410
CLEVELAND 2602 Carroll St.
Main 0147
DETROIT 1038 Third St.
Cadillac 6857
DULUTH 531 W. Michigan St.
Melrose 4110
TOLEDO 615 Summit St.
Garfield 2112

Canadian District

MONTREAL 1227 Phillips Square
VICTORIA, B.C. 602 Boughton St.
Empire 4531
VANCOUVER 565 Hamilton St.
Pacific 7824

MILTON O. SEVERSON

Your mother wants you to write to her at P. O. Box 313, Lake Park, Minn.

MELVIN E. RICE

Your mother is very anxious to hear from you.

EDWARD WESTLAKE

Your wife asks that you communicate with her at once regarding your brother George, who died.

ROBERT M. EATON

Write or see T. A. Bain, Supervising Claim Agent Seaboard Air Line RR Company, Room 508, Seaboard Air Line Railroad Bldg., Norfolk 10, Va.

JOHN YOCINSKI

Get in touch with Walter Kindower, 250 Colony Avenue, Midland Beach, Staten Island, N. Y.

ANSELMO LIQUE

Your mother is anxious to hear from you. Her address: Mrs. Pauline R. Lique, San Jacinto, Masbate, Philippines.

CHARLES W. FEGER

There has been a death in your family. For information, write Anton J. Hinby, Box 812, Sayville, N. Y.

WILLIAM T. LEWIS

Your mother wants you to write her. Her address: Box 61, Bay City, Oregon.

CHARLES G. PETERS

Contact Mrs. Mary Peters, 2953 Fulton Street, Brooklyn, New York.

HENRY PIVA

Your sister Mina asks that you get in touch with her at 1641 Andrews Avenue, Bronx, New York.

JOSEPH G. OTTO

Your sister, Mrs. T. W. Mundy, 1188 Sherman Avenue, Santa Clara, California, asks that you notify her of your whereabouts.

PHIL SYROX

Contact the Norfolk Hall—important mail.

BILL GILSTRAP

A note from an admirer of your poetry has been sent to you, care of LOG. Please notify Editor of your address.

GEORGE HEBERT

A. Cassidy asks you to write him at 70 North Street, New Bedford, Mass.

CLIFFORD NEWTON

Get in touch with V. L. Lyon, P.O. Box 317, Pasadena 17, Cal.

BLACKIE KEANAN

Salvatore Frank asks that you get in touch with him at 100 W. Clairborne Street, Mobile, Ala.

GEORGE SCHEMM

Your mother asks that you get in touch with her.

GLEN O. BENEFIELD

Your mother asks that you contact her.

JOHN FITZSIMMONS

Contact the British Consulate-General, 61st Floor, Empire State Building, New York 1, N. Y.



NEW YORK

INDIVIDUAL DONATIONS

M. Kennedy, \$2.00; Wm. F. Keleman, \$1.00; L. Lofton, \$2.00; F. N. Frederikson, \$1.00; H. Rittuola, \$1.00; E. Polise, \$2.00; J. P. Tabb, \$3.00; E. Fistan, \$1.00; F. Pollard, \$1.00; P. DeJesus, \$1.00; A. D. Messana, \$1.00; J. Conners, \$2.00; F. E. Ellis, \$1.00; A. Goldfarb, \$5.00; R. Bascombe, \$2.00; B. M. Pontsikoris, \$2.00; Y. S. Yu, \$2.00; J. B. Juaban, \$1.00; George Farago, \$5.00; Stanislaw Kiviatowski, \$5.00; John Patrick Riley, \$5.00; H. E. Loge, \$50.00; W. D. Burke, \$50.00; A. R. Dittman, \$20.00.

SS MARINE ARROW

M. M. Martin, \$20.00.

SS POLARIS

J. W. Kumierski, \$1.00; J. M. Maximo, \$2.00; J. G. Newman, \$2.00; M. Arroyo, \$3.00; F. J. Glinski, \$2.00; S. Wallace, \$2.00; I. Usera, \$2.00; L. Lempiainen, \$2.00; A. D. Junkins, \$2.00; W. J. Goodrich, \$2.00.

SS PAUL REVERE

C. Hauk, \$2.00; J. Staebler, \$2.00; E. Caravana, \$1.00; H. Corbett, \$2.00; R. Michael, \$1.00; N. Pederson, \$2.00; L. Meyers, \$1.00; H. H. ountain, \$1.00; E. Harrison, \$1.00; V. Menor, \$2.00; C. D. Crawson, \$2.00; G. Igarrigaray, \$2.00; R. W. Murry, \$3.00; E. Hansson, \$2.00; E. Reiersen, \$2.00; P. T. Gazic, \$5.00; E. Pederson, \$5.00; C. DeMarco, \$1.00; E. L. Cole, \$1.00; Daverson, \$1.00; F. E. Pritchett, \$2.00; W. B. Saylor, \$2.00.

H. A. Janicke, \$2.00; T. C. Bruch, \$2.00; E. M. Reeves, \$1.00; W. F. Helms, \$2.00; D. Schmidt, Jr., \$1.00; J. R. Aguinaldo, \$2.00; E. J. Ross, \$2.00; C. Ducate, \$1.00; J. L. Jones, \$2.00; P. Huseby, \$2.00; W. M. Boutwell, \$1.00; H. D. Windham, \$2.00; D. C. Anthony, \$2.00; J. N. Weathers, \$2.00.

SS GOVERNOR SPARKS

C. Micallef, \$3.00; B. Hoffman, \$1.00; F. Guinpay, \$2.00; F. Gonzales, \$1.00; J. F. Kozar, \$1.00; C. S. Cipriano, \$1.00; L. R. Forth, \$2.00; A. P. Lazaro, \$1.00; G. A. Burke, \$3.00; J. M. Bergeria, \$1.00; J. J. Palmer, \$3.00; M. Rzenkowski, \$2.00; P. L. Macklin, \$1.00; M. Santana, \$1.00; J. P. Tuczowski, \$1.00; J. Camporeale, \$1.00; M. Lorenza, \$2.00; S. Zavadson, \$1.00.

SS AFOUNDRIA

F. W. Fritz, \$2.00; E. Hustoi, \$1.00; W. H. Olds, \$2.00; W. H. Williams, \$2.00; C. Zabal, \$2.00; W. Poyolney, \$1.00; V. Rizzuto, \$2.00; C. Mitchell, \$2.00; J. B. Haas, \$2.00; T. P. Hughes, \$1.00; P. Hamilton, \$2.00; R. Lawson, \$1.00; M. Secrest, \$2.00; W. Wilson, \$1.00; E. Barrios, \$1.00; E. Morrow, \$5.00.

SS EVELYN

H. Kowaldki, \$2.00; R. C. Oden, \$1.00; J. E. Ros, \$1.00; Emilio Jusino, \$2.00; E. O. Berwald, \$1.00.

SS ROBIN GRAY

H. Kowaldki, \$2.00; R. C. Oden, \$1.00; J. E. Ros, \$1.00; Emilio Jusino, \$2.00; E. O. Berwald, \$1.00.

NOTICE

DONALD STANLEY SMITH

Communicate with your local Selective Service Board at once.

Personal effects belonging to the following named men are being held for them in the Philadelphia Hall:

James Lee (discharges, pictures, personal papers); Robert Lynn Worley (seaman's papers), Herbert Morey (birth certificate), Arthur K. Apika (discharges), Raymond Bulgarino (wallet, papers, etc.).

The Philadelphia Hall has been holding several suitcases, seabags and other gear, which were checked more than two years ago. If they are not claimed by the first of the coming year, steps will be taken to dispose of them. Men who have not called for gear left in the Philadelphia Hall a year or more ago are urged to claim it at once.

The following named men have baggage in Sudden & Christenson warehouses in San Francisco. The company is closing the warehouses and asks that the men claim their gear by writing to the Port Captain, Pier 15, San Francisco 11, California.

R. Zwielerin, Charles Madison, Manuel Velez, David Joseph, T. Russep, E. A. Gardner, Richard Quintero.

SS JEAN

The following men who were aboard the SS Jean, Bull Line, on Oct. 18, 1947, when crew-member Mario Castro was injured as the vessel was preparing to leave Ciudad Trujillo, Dominican Republic, are urged to get in touch with Marvin Schwartz, of Ben Sterling's office, Room 1709, 42 Broadway, New York City:

S. L. Vandavert, Bosun; G. W. Ehmsen, Carp; Louis Torres, AB; John Livanos, AB; Valentin Acabeo, AB; Victor Aviles, AB; Emilio Sierra, AB, and Carlos C. Morales, AB.

MONEY DUE

The following unclaimed wages can be collected at office of Smith-Johnson SS Corp., 60 Beaver Street, New York:

SS Edward G. Janeway

Barsh, Louis H., \$6.65; Carroll, Fred W., .56; Costello, Joseph, \$11.69; D'Ferrafiat, Robert, \$6.65; Everett, George M., \$13.30; Fiore, R., .25; Harris, Thomas, \$7.12; Hinton, Dorrence, \$6.65; Hitchcock, Martin J., .85; Johnson, Earl D., \$6.36; Melle, Erling, \$16.86; Michaelis, William J., \$12.72; Paul, Wallace N., \$7.84; Quimby, Harold, \$13.06; Reyes, Francisco M., \$5.30; Sandstrom, T., \$2.12; Schop, Lloyd G., .57; Sovelius, Gosta W., \$6.65; Szoblik, Ferdinand, \$6.3.

SS James M. Gillis

Beaners, James, \$1.30; Braun, Frederick, \$2.33; Dominquez, Jose N., \$13.31; Froom, Paul N., \$12.30; Greer, Sam, \$17.4; Gurganus, Jay M., \$16.28; Lutz, Dennis L., \$16.95; Rote, Henry J., \$7.54; Stevens, Greer C., \$14.92; Thomas, Cecil, .84; Watkins, Robert H., \$3.31; Woods, D. M., \$6.54.

SS John A. Donald

Coleccki, Steve, .28; Henningesen, Agnar, .91; Kaeliwei, George N., \$14.12; Rochester, Gareth H., .91; Steward, Jack P., .28; Svalland, Gunnar K., \$4.35; Templeton, Robert G., .91; Vorke, Peter, \$9.62; Zouvelos, Steve, \$4.35.

SS John Gallup

Gonzales, Jaul, \$1.97; Mikaljunas, J., \$11.47; Stenmo, Otto J., \$12.35; Veider, K. A., \$14.12.

SS Thomas J. Lyons

Aboline, Alexander, \$15.23; Bond, E. V., 31.33; Clifton, Douglas W., .88; Graham, James J., \$4.66; Hutchins, Herbert R., .70; Lowry, George W., .84; Sierra, Bileran O., \$5.47; Syrex, Philip, \$11.81; Thlu, Goon Pay, 6.38; Thompson, Ivan D., \$18.83; Vaughn, William P., \$2.80.

Quiz Answers

1. International Brotherhood of Teamsters
2. Houston, Texas
3. White
4. Relieve themselves
5. 8 men
6. \$30
7. January
8. 4 months
9. 40 code flags
10. Number 6

Notice To All SIU Members

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

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

PLEASE PRINT INFORMATION

To the Editor:

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

Name

Street Address

City State

Signed

Book No.....

THIS is the final draft of the Uniform Registration Rules which will be presented to the membership at the next Branch meeting . . .

ALL MEN WILL REGISTER ACCORDING TO GROUPS:

This means that a man registered in one group may throw in for any job rating listed in that group --- provided he has the necessary qualifications --- and will then ship according to the date on his card . . .

DECK DEPARTMENT

✓ GROUP I.-DAY WORKERS

BOSUN
BOSUN'S MATE
CARPENTER
DECK MAINTENANCE
WATCHMAN-DAY WORK
STOREKEEPER

✓ GROUP II.-RATED WATCH STANDERS

QUARTERMASTER
ABLE SEAMAN
CAR DECKMAN
WATCHMAN-STANDING
WATCHES..

✓ GROUP III.- ONLY ORDINARIES on WATCH

STEWARDS DEPT.

GROUP I.-RATED MEN

CH. STEWARD-PASSENGER
2nd STEW'D-PASSENGER
STEWARD

CHEF
CHIEF COOK
NIGHT COOK & BAKER

2nd COOK & BAKER
GROUP II.
2nd COOK & 3rd COOK

GROUP III.-MESSMEN
UTILITY MESSMAN
MESSMAN

ENGINE DEPARTMENT

GROUP I.

CHIEF ELECTRICIAN
2nd ELECTRICIAN
UNLICENSED JR. ENG'R-DAY WORK
" JR. ENG'R-WATCH
PLUMBER-MACHINIST
CHF. REFRIGERATION ENG'R.
1st, 2nd, 3rd " "

CHF. STOREKEEPER
EVAPORATOR M'NT'NCE-MAN
PUMPMAN, 1 & 2
ENGINE MAINTENANCE

GROUP II.

DECK ENGINEER
ENGINE UTILITY
OILER-DIESEL
OILER-STEAM
WATERTENDER
FIREMAN-WATERTENDER
FIREMAN

GROUP III.

WIPER
AND SO

...ALL KEY RATING JOBS MUST BE CERTIFIED BY THE DISPATCHER AND SO STAMPED IN THE BOOKS OF MEMBERS WHO PRESENT PROOF OF HAVING SAILED FOR THREE YEARS OUT OF S.I.U. HALLS. THIS INCLUDES BOS'N, STEWARD, & ELECTRICIAN...

Read them carefully
before you vote !