

SEAFARERS' LOG



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

VOL. X

NEW YORK, N. Y., FRIDAY, JULY 9, 1948

No. 28

SIU Presents Demands To Cities Service

NEW YORK—A Seafarers International Union agreement covering seven Cities Service Oil Company tankers drew nearer reality this week as the Union presented contract demands to the company.

The latest development in the drive to bring the Cities Service ships under SIU contract came as an aftermath to a communication forwarded June 21 by SIU Director of Organization Lindsey Williams, which notified the company of the Union's desire to begin negotiations for the seven ships certified after last winter's collective bargaining election.

WILL TALK

In response to the Union's contract bid, attorneys for Cities Service advised the SIU that they are prepared to discuss terms and conditions of a collective bargaining agreement with respect to vessels covered by recent certification of the National Labor Relations Board.

The NLRB certification award was made to the SIU last February.

As soon as company officials make a study of the SIU demands, they will notify SIU Headquarters so that a meeting between representatives of both parties can be arranged, the company's attorneys said.

Meanwhile, the NLRB is studying the petition submitted last week by the SIU requesting a collective bargaining election on Cities Service's nine other vessels.

Of these, eight have been acquired since the Union won the previous certification election. The ninth ship, the Lone Jack, was at sea when balloting was terminated and will, therefore, have to be voted now, according to a recent precedent-shattering ruling by the Board.

Only Temporary

Because of a minor breakdown in the motion picture projection equipment, it will be impossible to hold the regularly scheduled program in the New York Hall recreation hall, Saturday, July 10.

Repairs are being made as quickly as possible and it is hoped that all will be in order for the shows to be resumed next week.

Say Your Say!

Now that the Hiring Hall issue has been hurdled, the SIU Negotiating Committee is preparing for discussions with the operators on clarifications in the Union's standard freighter agreement.

So that the membership can actively participate in clarifying the working rules, the Committee urges all Seafarers to submit their views.

Any member wishing to make suggestions for changes in the working rules for any of the three Departments should write them out and mail them immediately to the SIU Negotiating Committee, 51 Beaver Street, New York 4, N. Y.

This is your opportunity to help clarify any section of your working rules.

SIU Hiring Hall Victory Is Hailed As 'Blueprint' For Solving Hiring Issue

Virtually unanimous approval from all quarters followed in the wake of the SIU's unexpected announcement last week that the Union Hiring Hall had been retained in agreements with nine steamship operators. Initial reactions, culled from such diverse sources as the public press, organized labor, the maritime industry and Seafarers themselves, all pointed to one strong conclusion: that along with preserving one of the most fundamental and precious rights of American seamen, the SIU victory would have a stabilizing effect on the nation's shipping.

Only one group refused to acknowledge the achievement, which was forged in the face of growing anti-union sentiment. The lone dissident was

the Communist Party, which saw in the SIU Hiring Hall agreement the one obstacle to its plan for chaos in the maritime industry and eventual control of the American seamen.

The Mobile Labor Journal held that the agreement demonstrated the sound healthy structure of the SIU organization and compared it with "the complete collapse of the commie-dominated NMU attempts to negotiate an agreement protecting the Hiring Hall..."

(Negotiations on the hiring hall issue between the NMU and its contracted companies are presently stalemated after three months of discussions. Talks were renewed this week at the instigation of Federal mediators who have been in on the picture since April. The SIU agreement reached last week, however, was the result of pure collective bargaining between the SIU Negotiating Committee and the Atlantic and Gulf Coast Ship Operators Association, representing the companies.)

In its analysis of the SIU's
(Continued on Page 15)

Coast Guard Pushes Hearing Units

Still smarting over the loss of its infamous Hearing Units a year ago, the Coast Guard is pressing the Federal Civil Service Commission to hurry up and appoint 24 high-salaried civilian examiners to hear cases of alleged infractions of the law by seamen.

To bolster its flimsy cause, the Coast Guard straight-facedly claims that there now are more than 1,000 cases outstanding against seamen involving charges of misconduct, incompetence and negligence.

At the same time, Coast Guard spokesmen strongly imply that everything would be better, if the CG still acted as judge and jury as well as prosecutor in every fake charge brought against a seaman.

OVER PLAYED

From the way the Coast Guard hands out statements and the way the commercial press plays up those statements, the general public gets the impression that the average seaman is an irresponsible bum. However, in point of fact the more than a thousand "cases" cited by the CG are largely trivial matters for which men were logged by quick-tempered officers.

Possibly a man reported for work a few minutes late, or perhaps he took an afternoon off. That is what most of them amount to. Very few of them are worth an examiner's attention at \$7,000 a year of taxpayers' money.

The statements issued by the Coast Guard are, of course, part of a campaign by which the CG hopes to get back the "kan-

garoo courts" it ran during the war.

From 1942 until the middle of June, 1947, the Coast Guard conducted "Hearing Units" which had jurisdiction over seamen who violated the law of the sea.

Under an act of Congress, which became effective on June 11 last year, the CG retains the right to bring charges against seamen, but the trial examiners must be civilians. The Seafarers International Union has been for years in the forefront of the fight to reduce the CG's power.

STRICTLY BY BOOK

The main trouble with the Coast Guard's Hearing Units was that they conducted no real hearings at all. CG officers went strictly by the logbook, taking the word of the Master, Mate or Engineer who had logged a man, largely ignoring the seaman's side of the case.

The SIU, fighting a constant battle against the Hearing Units while the NMU praised them, contended that the units violated all the basic principles of American justice, and that the Union could discipline its own members.

If a man had already been logged for an infraction of the law, Coast Guard hearings meant that he was being penalized twice for what was probably a trivial matter. And if the CG pulled a man's papers it was depriving him of a means of livelihood.

CLEAR EXAMPLE

A good example of how the Coast Guard viewed matters was afforded by the case of eight

members of the Deck Department of the SS Helen, a Bull vessel, in July 1946. The men refused to sail the ship on the grounds that she was unseaworthy and undermanned.

The CG held "hearings" and suspended the men's papers for six months. The SIU went to bat for the men and got their papers back, but the Coast Guard's attitude was perfectly demonstrated.

Last winter, the Coast Guard slipped a bill through the Senate returning the Hearing Units to the brasshats, but the bill was blocked in the House of Representatives. However, the CG can be expected to try again next year.

The civilian examiners called for in the law passed in 1947 have never been appointed, but the CG is attempting to have them named, at salaries ranging from \$5,905 to \$8,060 a year, to keep the issue alive.

CG To Enforce Law On ABs

Beginning July 15, the Coast Guard will start rigid enforcement of the legal qualifications for signing ABs on American ships.

Under the law, two-thirds of the ABs on any ship must hold green tickets. In other words, two-thirds of the ABs must show three years of deck time. The remaining third may hold blue tickets which require only a year of deck time.

On the average ship calling for six ABs, four will have to have green tickets after July 15.

All ABs are urged to check their tickets. If you hold a wartime AB ticket, terminating six months after the end of the war, you should go to the Coast Guard and get your blue ticket, or get your green ticket if you have the three years.

And if you have a blue ticket and the three years, you should get it upped to green, whether you got your papers during the war or some time earlier.

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.



The Will To Win

Although practically all persons closely connected with maritime easily understood the SIU's ability to wrest a Hiring Hall agreement, many not familiar with the Union or the shipping industry are seeking the reasons for this accomplishment when other unions are butting their heads against the wall in an effort to resolve this vital issue.

The reasons for the Seafarers' success are simple and clear; all of them hinge on the fact that the Union membership is solidly united and one of the most aggressive in the labor movement, with a clearly defined purpose—the constant improvement of seamen's welfare.

Factors responsible for the unified spirit which permits the SIU to move forward smoothly and effectively in attaining its objective are:

First, the Union membership works under the best contracts in the maritime industry. All members are fully aware of their superior conditions and wage scales and are determined to protect them.

Second, the membership is extremely alert. It is their clear intention that the Union pursue a swift, well-defined program for the general welfare. A high degree of vigilance is democratically maintained and, in this respect, it is interesting to note that the SIU has one of the greatest turnovers in Union officials. Elections are held annually by secret ballot, and the membership never hesitates to replace any official who is not the best man for the job.

Further evidence of the fact that the SIU membership has its ear to the ground is pointed up by the ten-dollar strike assessment, which was overwhelmingly adopted by referendum vote last spring, when it appeared possible that the Union Hiring Hall might be endangered at the expiration of current contracts.

A third and very important factor contributing to the strength of the SIU is the high degree of internal unity existing in the organization. No factions exist to split the membership and dissipate its energies. All problems, therefore, are only those of direct immediate concern to the Union.

With the purpose of their organization clear and with no extraneous issues to drain their time and energy, the membership is free to devote itself to the organizational aims. In this respect it is important to point out that the membership makes union policy—aboard the ships and in shoreside bi-weekly meetings.

Because all Union policy and regulations stem directly from the membership, all hands zealously live up to the programs they formulate.

It is for this reason the SIU membership acts quickly and sternly whenever the communist party and other crackpots attempt in any way to divert the true purpose of the Union. The cry "undemocratic" is generally made by these groups when SIU members take steps to keep them from using the Union for their own non-union purposes. In fact, the hollow shouting of "undemocratic" from these dual-purpose groups is always a sign that the SIU members are on the alert and are demonstrating they are always aware that vigilance is necessary to maintain a serious economic union of seamen, whose one common objective is to advance their standard of living and the conditions under which they man the ships at sea.

It is small wonder, then, that the Seafarers has been able consistently to lead the way in maritime, setting precedents and winning victories which other unions—less united, less alert—finally achieve in a watered-down degree.



Men Now In The Marine Hospitals

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

MOBILE HOSPITAL
H. J. JACKSON
J. B. MCGUFFIN
A. C. McALPIN
C. P. VARN

BALTIMORE HOSPITAL
RAYMOND CARPENTER
M. J. LUCAS
WILLIAM R. HARE
EDWARD L. PIERCE
R. KAVANAUGH
THOS. S. JOHNSON
A. E. YOUNG
WILLIAM T. ROSS
THOMAS BRYANT
GEO. H. SEEBERGER
ANTHONY J. TANSKI
CHRIST B. VIKIN
LOYD E. WARDEN
L. C. HOLMES

STATEN ISLAND HOSPITAL
C. O. LYSKY
F. PREZALAR
J. M. GARDNER
F. NERING
E. OLSEN
S. HEIDUCKI
G. FINKLEA
J. McNEELY

D. DeDUISEN
J. L. ROBERTS
T. ZEMBRUZUSKI
E. T. BROWN
M. F. MORRISON
H. WHITE
A. J. SACCO
E. PETRICELLI
H. CHRISTENSEN
G. VECCHIO
P. DAUGHERTY
B. F. DeLIMA
C. NANGLE
W. J. HUNT
R. PEPIN
A. BJORNSSON
A. DUDDE
B. KOSOW
W. PERRY
S. RIVERA

NEW ORLEANS HOSPITAL
E. LIPARI
J. DENNIS
C. MASON
R. F. BLACK
A. LOOPER
C. ANDERSON
B. G. TEMPLEMAN
RALPH PIEHET
V. P. SALLINGS

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.)

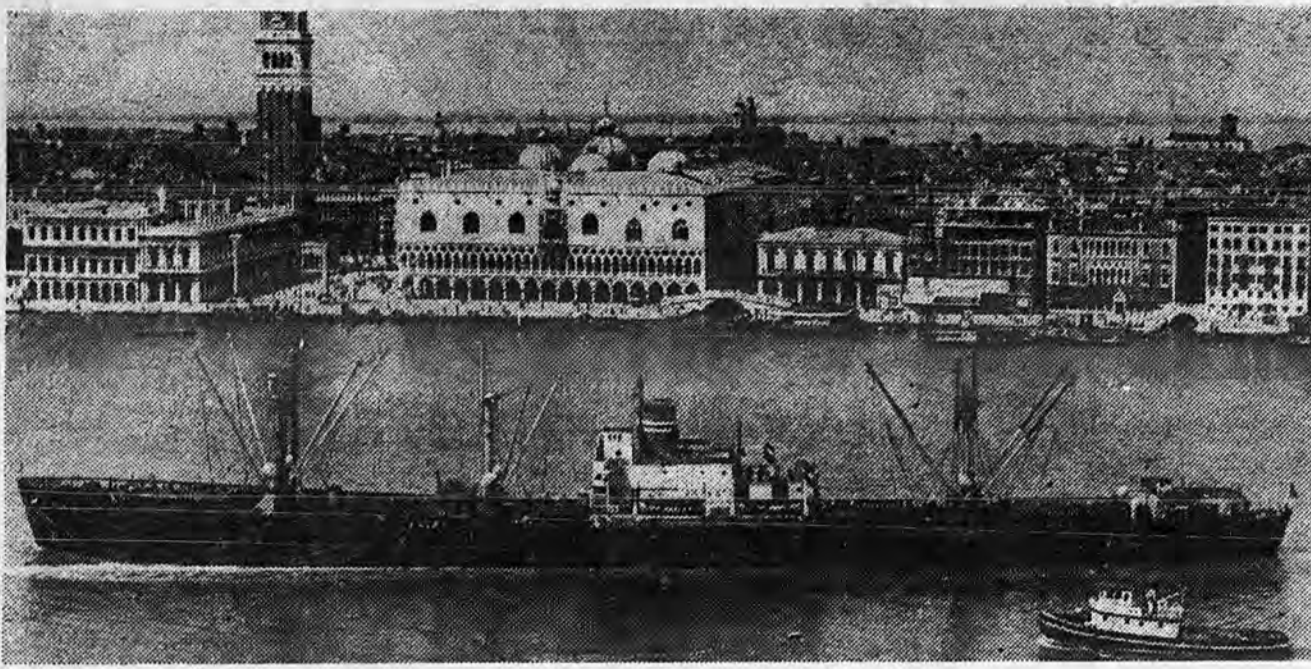
C. GREEN
C. R. GRIMES
T. J. TASSIN
H. L. SEYMOUR
G. SORENSEN
STELLY C. FOREMAN

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

SAN FRANCISCO HOSPITAL
J. HODO
W. WATSON
E. MELLE
D. P. GELINAS
P. TRASNUL

SAVANNAH HOSPITAL
H. R. BELL
TROY THOMAS
F. T. ALKOFER

THE SS FELIX GRUNDY ARRIVES IN VENICE



The South Atlantic vessel, out of Savannah, passes the Italian city's famed Piazza San Marco as she makes her way to her dock, where her full cargo of sugar was unloaded on May 6. Aerial view of the ship was submitted by Seafarer Otto (Uncle Otto) Preussler, who reported happy times during the Venetian stopover.

When A Bosun Is REALLY A Bosun

By TEX SUIT

Many a competent seaman sailing as Bosun runs the crew ragged (as well as himself) by trying to do all the work himself. Often this character is mumbling in his beard, meanwhile, about what a bum crew he has.

He is more at fault than anyone else, because he does not realize that his primary job is to organize the crew and their work so that everyone works together.

The Bosun's job could be defined something like this: Turn all men to, and knock all men off at the proper time, mix the paint, see that each man has proper gear to work with, and see that all jobs are running properly and safely—and above all see to it that he, the Bosun, does these things and, in so doing, keeps the Mate off the deck.

Many times serious trouble arises between the Mate and the Bosun that can be laid directly to the Bosun: Suppose the Bosun is up the mast painting like mad, while half of the crew is down on deck watching him work. Then suppose the Mate starts giving orders on deck. The Bosun hasn't much kick coming!

But this doesn't mean the Bosun should be breathing down the men's necks. Nobody is go-

men with more experienced seamen giving them a chance to learn; and otherwise shows a reasonable interest in helping inexperienced men by giving them intelligible instruction and direction and then letting them work it out with a little independence for themselves, will find everyone taking an interest and doing the best he can.

Furthermore, a successful Bosun is always thinking well ahead of the job at hand. He has the brushes and paint laid out for the next job; or a man or two getting the bosun's chairs and gantlines ready for the masts while the gang is still painting on the midship house.

That way he does not have half a dozen men standing around watching while he and a couple of others work feverishly rigging up the last minute.

There is nothing more discouraging for a crew than to be ignored while these preliminary jobs are being done by someone else. When the crewmembers do get to work after that, they are not going to take much interest in it.

TAKES IT EASY

A good Bosun often gives the impression of doing little or nothing. He goes about things deliberately, seldom gives an order in a raised tone of voice, and never bawls men out in front of the gang.

He shifts easily from one job to another with everything lined up ahead, so that there is no frenzied running fore and aft to

get an essential piece of gear.

When he raises or lowers gear he is not running excitedly from winch to guy to runner, a hammer in one hand, a spike in the other, twisting shackles and pulling on lines.

He is probably standing back out of the road, giving necessary orders calmly, his eye on every



possible danger point, his attention following the job of every man and bearing in mind constantly the experience and probable reliability of the men on the outboard guys, the man at the winch, etc.

GETS RESULTS

The Bosun who does these things properly—in other words who does his job and lets the crew do theirs—usually has the name of being a good guy.

Everything runs smoothly; the men feel responsibility, dignity, and an interest in the work; and things go along so easily that it is always a wonder how so much work gets done with so little effort.



ing to do much work with a man standing over him. Furthermore a Bosun who starts that can rest assured that the minute he is out of sight, everything will stop altogether.

HELPS BEGINNERS

A Bosun who is aware of, and bears in mind, the different capacities of each man; puts each man, as near as possible, on the job he can do best; puts green

Port Mobile Now Ranks Sixth In Foreign Trade

MOBILE — This port had a big celebration recently when various officials of the city and the state of Alabama got together to mark the 20th anniversary of the Alabama State Docks.

The boys had something to celebrate, too, for they can say that Mobile is just about the most modern port in America. If it isn't, whatever port is more modern must have something pretty fine.

As the result of a lot of planning, hard work and effective promoting during the past 20 years, Alabamians have built up Mobile, until it now is the country's sixth port in foreign trade.

The Alabama State Docks and the Waterman Steamship Corporation are the core of the port's development.

The State Docks, which were constructed under the direction of a retired Army engineer who built the Gatun Locks in the Panama Canal, cover 550 acres.

STRONG AS STRONG

There are three huge piers stretched across concrete pilings, one of the piers being strong enough at its outer end to support 1,000 pounds a square foot.

Originally three slips flanked by warehouses permitted 22 ships to be berthed at a time, but

\$5,000,000 is now being spent to provide space for additional ships.

When the docks were first built, a loading plant with a capacity of 600 tons an hour was installed along with a cold storage plant having room to ice 50 railroad cars at once.

In 1947 the port of Mobile handled about 4,000,000 tons of bauxite, bananas, sugar, textiles, machinery, flour, manganese, wood, paper and other goods. So much bauxite comes in that Alcoa ships now arrive and depart in a steady procession.

The port development based on the Alabama State Dock, was

slow in getting under way because the depression intervened. Since 1933, however, the business of the port has grown by leaps and bounds.

EARNINGS PAY

The docks were financed by a \$10,000,000 bond issue. Many improvements have been paid for out of earnings, as the present new construction will be. The docks have been completely self-supporting since 1943.

Eventually, the state of Alabama plans to spend another \$15,000,000 on the port—perhaps with an eye to some of the business New Orleans is doing.

Del Sol Crew Adopts Shipload Of DP Kids

There are hundreds of children in Paraguay today who will long remember the crew of the MV Del Sol. The children, refugees from Germany being settled in Paraguay under a plan of the United Nations, received through the Del Sol men's generosity their first taste of bananas and oranges.

Details of what took place were supplied to the SEAFARERS LOG in a letter by a Del Sol crewmember, C. A. Bradley.

While the Del Sol was in Fortaleza, Brazil it was tied up next to the British vessel, Charlton Monarch. The English ship, the Del Sol men learned, was carrying 780 adults and children—265 of the children being under ten-years-old—to Paraguay for resettlement.

The Charlton Monarch, described as dirty and overcrowded, had broken down four days out of port. By the time the ship was towed to port, there was no water aboard and very little food.

Some of the Del Sol men, seeing the pathetic condition of the children, passed them apples and oranges. But, wrote Brother Bradley, "They actually did not know what the fruit was for. They started to play with it on the deck. When one of the parents told them what it was, the children wolfed the food down."

A QUICK MUSTER

When the rest of the Del Sol crew saw the pitiful sight a quick muster among the crew produced 1600 cruzieros (about \$90), with which they immediately purchased 3,000 oranges and 2,000 bananas.

With a letter written by Brother Bradley and signed by the Del Sol's Skipper, the food

was taken aboard the Monarch. Every child was given all the fruit he wanted. "The gratitude shown by the children," wrote Bradley, "made moist the eyes of more than one Seafarer."

The letter which went with the gift of fruit stated:

"We, the crewmembers of the MV Del Sol, desire to present to the children on board your vessel this slight token of our sympathy toward their condition, and hope that you will accept it for their benefit.

"We have voluntarily contributed the money for this purchase and hope that you will accept it in the spirit in which it is offered."

HEAVENLY GIFT

Aboard the Charlton Monarch the Del Sol men found that the ship did not supply fruit or sweets of any kind to the passengers.

"After being on the water for so many weeks the fresh fruit was like a gift from heaven to them," stated Bradley.

In appreciation for the noble gesture on the part of the Seafarers, the Senior Escort officer of the Charlton Monarch — an official of the United Nations—presented the Del Sol's Skipper with a letter of thanks, which read:

"On behalf of the parents of the children aboard this ship and myself I would like to take this opportunity to express our sincere gratitude to you, your officers and crew for the very noble deed of presenting to the children such huge quantities of bananas and oranges.

HAVE SUFFERED

"In case you are interested, these people have suffered a great many privations and hardships in Germany during the past five to seven years and are looking forward to being resettled in Paraguay. Their road ahead is going to be a very difficult one and I feel sure that the children will not have an easy time either.

"At a time like the present it is gratifying to see that our American allies have not forgotten Europe."

Not only will the refugee children in Paraguay long remember the crew of the Del Sol, but it's a good bet that for a long time the men of the Del Sol will find lumps rising in their throats every time they bite into a banana.

Membership Rules

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

Maritime Did OK In Congress, Shippers Feel

Although the failure of Congress to pass the two bills providing 50 percent subsidies to shipowners for new ships is viewed as a serious blow to the maritime industry, shipping circles feel that they fared pretty well in this year's lawmaking.

Almost to the man, spokesmen for American steamship companies are of the opinion that the industry's greatest legislative victory was the blocking of the transfer of 500 ships to the Marshall Plan nations of Europe.

Just about as important, in the view of the company spokesmen, was getting the provision into the Marshall Plan legislation that half the cargoes must go under the American flag, but this clause probably could not have been won had the transfer of the 500 ships not been blocked.

The same spokesmen feel that the Marshall Plan shipments will stimulate shipping greatly in a few months.

OTHER AIDS

The Displaced Persons Act, admitting 200,000 persons to this country over the next two years, is also viewed as a spur to shipping, as is extension of aid to lines running to Alaska.

Less spectacular, but of great importance to the shipping industry, is the fact that the Senate refused President Truman's request for a raise in Panama Canal rates. The Senate held up this increase until it could make a special investigation of the Canal.

The two ship subsidy bills would have provided 50 percent subsidies for new ships to be used in inter-coastal as well as foreign trade.

They would have been a shot in the arm for the shipbuilding industry and were designed to give the U.S. some of the passenger tonnage it should have.

Port Houston To Be Expanded

HOUSTON — A nine-million dollar port expansion program recently announced here indicates stepping up of shipping activity in the Texas area.

Bidding will get under way July 29 for the construction of a new deepwater wharf, the first of seven new wharfs the Houston Navigation District will build under the program to improve and expand its facilities.

The new dock, one of the few to be built anywhere since the end of World War II, will cost \$1,000,000. Present plans call for its completion within 12 to 18 months. Exclusive of the approaches, the dock will be about 500 feet long and about 250 feet wide.

Three railroad tracks will line the apron, which will be especially suitable for handling pipe, poles, piles, rails, timber, scrap iron and other materials necessitating wide apron or the use of a locomotive crane.

A car-shed extending landward and covering two railway tracks will be housed within the wharf shed. Prospective bidders are now studying plans and specifications for the new facilities.

HERE'S WHAT I THINK...



QUESTION: Last week, just before the A&G District announced its Hiring Hall victory, ex-New Dealer Elinore Herrick came out for a Coast Guard-controlled Hiring Hall, adding that unions "sold jobs." What are your views on this?



M. F. MORRISON, AB:

I think it's a phony scheme to smash the seamen. Such a plan would be loaded with partiality and jobs would go out the back door. It will encourage shipping offices and wide-spread shipping of scabs. I've been going to sea for 37 years and I defy anyone to produce a more democratic, efficient method of shipping than the present Union Hiring Hall. You come in and register—in turn. You see the jobs on the board. You know where you stand. Under government control, you'd have nothing. You'd wait in the dark for a job hand-out. The whole thing would be rigged by bureaucrats.

JACK EVANS, Steward:

As a Marine Corps veteran of World War I and an instructor in the Coast Guard in World War II, I say, "NO! Keep government bureaucracy out of shipping!" This proposal would be a return to the sordid shipping boards of the 1920s. The Union Hiring Hall brought stability to the maritime industry and for the first time seamen won their self-respect. The Union Hiring Hall and Rotary Shipping provide a democratic means of getting jobs, and we have a voice in its administration. Under no circumstances can we do away with the Hiring Hall and thus open the way for back door shipping.



WILLIAM F. CANAVAN, OS:

Whenever bureaucrats get an idea they suggest that the government step in and take over. There's no more reason why the government should interfere in the hiring of seamen than it should in the hiring of bank tellers, moving picture operators, railroad employees or any other occupation. Those directly concerned—the shipowners and the unions—agree that the present Union Hiring Hall works well for maritime. And with the Union Hiring Hall seamen received self-respect. Mrs. Herrick talks exactly like someone who doesn't know a damned thing about shipping.

W. MANNING, Deck Eng.:

I don't believe anyone not connected with the merchant marine would ever give a seaman a square deal. I will politely call anybody a liar who says jobs can be bought and sold through an SIU Hiring Hall. As far as a government hiring hall goes, there is where you would really run into favoritism, because you would be unable to check the actions and records of a government bureau. In the SIU every member has the right to do this. Every phase of Union activity is constantly discussed and acted upon by the membership. The quickest way for any man to join the 99-Year Club is by attempting to show favoritism in the SIU.



TOM MOORE, Deck Steward:

I'm against it. It would take us back to the old days, when seamen shipped through the government shipping board, and all the rotten abuses of seamen were at their height. I remember it well—I still have some old shipping board cards. The better jobs went to men who paid for them; there were all kinds of schemes for blackballing men throughout the industry. You spent days on the docks waiting for jobs without knowing if you were even being considered for them. Then came the Union Hiring Hall—the fairest, squarest way of shipping there is—and wiped out the abusive government system.



CARL BARRE, BR:

It would never work out. The Coast Guard has a bad enough record now in its relations with seamen. This woman is proposing a little dictatorship, such as the old shipping board had. They gave you a job when they felt like it and there was nothing you could do about it. I have been shipping since 1906, through the SIU since 1942, and I say the Union Hiring Hall cannot be replaced. Government control of shipping means discrimination, favoritism and no voice for the seamen. This woman speaks for the Taft-Hartley crowd which is trying to smash labor's back. It's not seamen's welfare she's interested in.



Di Giorgio Strikers Are 'Drafted' By T-H Law

The Taft-Hartley Law now has been extended to agricultural workers by court order.

In a decision handed down by the federal court in Fresno, California, on July 3rd, Judge Pierson M. Hall granted an injunction against 1,100 AFL National Farm Labor Union workers, whose strike against the Di Giorgio Fruit Corporation's 22,000 acre ranch near Bakersfield is now in the ninth month.

Although agricultural laborers were specifically excluded under the provisions of the Taft-Hartley Law, according to Alexander H. Schullman, attorney for Local 218 of the NFLU, the court held the Union guilty of unfair labor

practices because it had induced other Unions to refuse to handle or process such products.

Teamsters and Winery Workers Unions were also cited in the injunction for cooperating with the striking farm workers.

The hearing in U.S. District Court at Fresno, lasted for three days and nights during which time it heard over 20 witnesses including representatives of the Swiss Colony Winery, the Safeway Stores, the Di Giorgio Corporation and the Unions involved.

EVIDENCE BARRED

The court prevented Union attorneys from presenting evidence that the NLRB refused to con-

sider holding an election to determine the bargaining agent for workers employed on the Di-Giorgio Fruit Corporation ranch.

Judge Hall, speaking in open court is quoted as saying in part: "The Kern County (Farm Labor) Union may be absolutely right and just by all tokens of law and principle. That is for the Board (NLRB) to determine. The charge here is a very limiting one. Our assignment is only to find out whether LeBaron (NLRB regional director) had reasonable grounds to believe that these unfair labor practices have happened.... Whether or not the employer has bargained with his employees has nothing

to do with the case."

The National Farm Labor Union plans an immediate appeal to have the injunction set aside.

The Farm Union strike action has had the support of the SIU, as well as of the labor movement throughout the country.

In the May 21st issue the SEAFARERS LOG printed a report on the Di Giorgio strike by the Educational Director of the NFLU, Ernesto Galarza.

In the June 4th issue, A&G West Coast representative Cardullo reported on the terrorism and violence of company thugs which resulted, on May 17th in

(Continued on Page 15)

Baltimore Gets Break: Payoffs And Sign Ons

By WILLIAM (Curly) RENTZ

BALTIMORE—Shipping really picked up here last week, a fact which we can state flatly. We actually had to put in a hurry call to Philadelphia for men in some ratings and the men who came down have gone out.

However, we still have men on the beach and more continue to pour in, because the rumor still seems to be around that Baltimore is the place to get a ship.

Well, it is and it isn't. This port has been having its ups and downs, and if you've been reading the LOG you know we have just gone through a bad few weeks.

There were eleven payoffs over the last seven days, and what is more, there were eight sign-ons.

For once the Ore ships weren't holding the port up. Only one Ore ship, the Santore, gave us any business. She paid off, then signed right on again.

The rest were a nice assortment of Robins, Watermans, Isthmians, Bulls and Alcoas. In addition, there were some ships in transit.

EASY BEEFS

One of the pleasant things about last week was that we didn't have any tough beefs to settle. The beefs on the ships paying off were very minor ones, and the same can be said of the few beefs we encountered at the sign ons. Everybody, including the crews and the Patrolmen, was happy about the entire situation.

What little routine beefs we did have were settled aboard the ships in SIU style, of course. Nobody was gassed up and nothing occurred to cause any trouble, unless you can call a clerical error aboard the SS Oliver Loving, Alcoa, trouble.

Some of the boys in the Stewards Department accidentally signed on for a trifle over a dollar a month. We caught the mistake, however.

The boys here keep on doing a job aboard the tankers without a let-up. They know that the membership wants to put every ship that sails under the SIU banner, and they are trying their best to do just that.

We can do it too. If the boys keep going for those tanker jobs they'll get them under contract some day. That's the way we got Isthmian.

Come On Up

Seafarers in the Port of New York are reminded that the Recreation Hall (third deck) remains open every night until 11 o'clock.

There are plenty of facilities to help while away the evening. There's a fairly well-stocked library, and a goodly number of technical books. Cards and games are available and the soft-drink machines are kept filled.

Or if you just want to sit back and be entertained you can fasten your eyes on the television screen.

At any rate, you're welcome — every night until eleven.



Shipping Continues Fair For New Orleans

By EARL (Bull) SHEPPARD

NEW ORLEANS — The status of shipping here remains unchanged this week. New Orleans continues to hold her own and, from all indications, will continue to do so. Everything is shipshape and running smoothly.

We have been averaging about seven payoffs and the same number of sign-ons each week. All ships scheduled to come into the Port of New Orleans during the next week are going out again on their regular runs, with the exception of the MV Loop Knot, Alcoa Steamship Company.

The Loop Knot will be turned over to the Maritime Commission after her payoff, with her eventual disposition not yet announced. She has been out since December on the shuttle run.

UNANIMOUS

The SIU Negotiating Committee's report on the agreement for retention of the Union Hiring



Hall was accepted unanimously by the membership at last week's meeting.

A vote of thanks was extended to the Committee for its past work and for the job we know it will do in future negotiations.

The membership and officials in this port feel that the Negotiating Committee did a bang-up commendable job in coming through with the Hiring Hall.

Their accomplishment was even more spectacular because they did it without any of the hullabaloo that accompanied the NMU's unsuccessful negotiations.

And this reminds us of the situation back in June 1946, when the NMU was grandstanding and carrying on only to settle for five bucks less than our membership got.

After we went on strike and bowled over the Wage Stabilization Board in the nation's biggest maritime strike to date, the NMU cried to high heaven and rode in on our sweat to demand the same thing.

WATCH THEM

Now with our Hiring Hall issue settled, you can bet your bottom dollar the NMU will come up with a contract similar to ours—after we have paved the way. How smooth the NMU has travelled since the SIU's inception and since we cut a path for them on all major issues!

The membership in this port feel that to retain the Hiring Hall is probably the greatest step forward that could be taken at this time.

Although the membership naturally was hoping to avoid a

strike at this time, there is no question that they would have voted to a man to hit the bricks to save the Union Hiring Hall.

Our membership is united on issues affecting our Union, something few other maritime unions can claim. We have no skeletons in our closet and there are no factions fighting each other in the SIU. The one watchword for the entire SIU is "Go Forward."

Getting back to the shipping picture here, the Alcoa passenger ships are scheduled to go into Mobile now, instead of coming to New Orleans first.

This change will not hurt business or shipping here to any great extent, because these ships will be on six months articles and the crews will be able to payoff in any of the two ports on 24 hours notice.

SAD NOTE

We sort of hate to see these ships leave this port, however, as they are now in very good shape and are absolutely no headache to the officials. A vote of thanks and praise goes to the crews and delegates for their splendid work in keeping these vessels running in true SIU style.

The crew of the SS Alcoa Corsair donated a radio to the new Hall, with the understanding that they will trade it in for a larger model later on. The thanks of the membership go to the thoughtful Brothers of the Corsair.

Also holding its own for the past two weeks is the weather. The thermometer has been bouncing over the 90 mark but it is not too bad in the Hall.

The membership still is discussing the air conditioning set-up here and all hands feel that a few dollars invested in air-cooling equipment will add immeasurably to the comfort of the members and also add to the value of the property.

Anyway, it's a damned good thing we're out of the old Hall,

On The Coast

If you have a beef or a problem when you're on the West Coast, contact SIU, A&G District Hq., 105 Market Street. The telephone number is DOUGLAS 2-5475. Drop in between ships, and get acquainted.

Grain Cargoes Spur Galveston Shipping

By KEITH ALSOP

GALVESTON—The arrival of several grain ships spurred shipping here this past week and it is hoped they will mark a revival of activity, in spite of last week's report that the immediate prospects appeared dim.

TWO SIGN-ONS

While only a tanker came into Galveston the week before, three vessels were in port for payoffs last week. These were the Steel Surveyor, Isthmian, the Gable

as the heat there would have mowed the guys down.

HAPPY HANSON

We had the SS John Hanson, of the White Range Steamship Company in here this week, and want to pass a word of praise to her crew for the first-class job they did. They came through with flying colors despite some of the officers and conditions naturally existing on a ship that is on her first voyage for a new company.

Responsible in no small measure for the smooth success of this voyage were the efforts of two crewmembers—Tex Suit and Joseph Barron. In true SIU style, they kept all beefs down and the ship came in with a well-pleased Skipper and a well-pleased crew. (Sorry, we don't have the Captain's name available.)

All beefs on the White Range were squared away at the payoff and, although the procedure wasn't over until 8 o'clock, all hands came away highly satisfied.

The Bosun, too, was happy. He received 84 hours overtime for not being high man. This



resulted from the fact that there was a phony mate aboard who had never sailed an SIU ship and who thought he knew more about working and respecting men than the Skipper—who was definitely classed as a "swell Joe."

Better luck next trip, Chief Mate. If the ship is SIU, you'll know better. If it's NMU, it won't make any difference because you won't have to pay any overtime.

In this respect, a word of advice worth passing to chiseling mates is this: Never try to chisel on a ship where the company itself wants its crews satisfied, as in the case of the SS John Hanson, of the White Range Steamship Company.

Hiring Hall Joy Soothes Poor Philly Shipping

By LLOYD GARDNER

PHILADELPHIA — With shipping here in Philly worse than at any time since before the war, the membership is wondering when the break will come.

It really is tough! In the last two weeks we have had two payoffs. One of these didn't mean a hell of a lot, as it was a Bull Line Ship with very few job replacements. The Gateway City took a full crew, but that was two weeks ago and didn't make a very big dent in our long list of men registered.

A great many of our membership realize that the war is over, and that you just can't pile off of a ship today and dash up to the Hall and grab another next day. Consequently, they have the good sense to take it easy with the bankroll.

STILL EXIST

But there are still some guys that go for the whole works the first night ashore and then dash wildly up to the Dispatcher next day with a desperate plea, "I just gotta' have a job! I'm broke."

A word of advice, Fellows: One night of wine, women and song is a hell of a price to pay for weeks of worrying about a flop. A diet of hot dogs or hamburgers can become very tiresome.

We have a couple of ships here that are in idle status waiting for cargo. Everyone is hoping that this cargo shows up soon.

The news of the retention of our Hiring Halls and the report of the Headquarters Negotiating Committee was received with a great deal of enthusiasm here.

BIG FACTOR

The consensus of opinion seems to be that our officials are doing a good job in these negotiations. This attitude of faith, which SIU members have in their Union, and confidence in their officials, is one that must be looked on with a great deal of envy by other maritime unions who are not so fortunate.

The labor front is quiet here in Philadelphia. The operating engineers on various construction jobs settled their strike this week with a substantial wage increase.

Until next week then, I'll say so-long with a hope that a few ships will steer a course for the Philly waterfront.

Strong and the Governor Miller, both of Waterman.

The beefs aboard these ships were minor and all were settled at the payoffs. The two Waterman ships signed on crews here this week.

NMU SCUFFLE

The chief topic of conversation here in Galveston still seems to center around the possibility of the Seafarers procuring its own building. It can't be denied that the fellows in New Orleans have set up something

for the membership that is well worth trying to duplicate—even if on a smaller scale.

Everything is going along fairly smoothly, except for a little ruckus kicked up on the waterfront last week, when the NMU-ers were fighting among themselves—with the commies, of course, figuring prominently in the affair.

As this is being signed off, Jack Kelly, Tiny Phillips, James Hammond and J. Allen are among the Seafarers on the beach in Galveston.

Shipping In Port Of New York Almost As Warm As The Weather

By JOE ALGINA

NEW YORK—We kept our fingers crossed after last week's report of fair shipping, hoping that it would maintain its pace—it did.

So, this week, we can report again that shipping is holding its own in the port of New York. We won't make any predictions for the future—reporting the present status is as far as we'll go.

The torrid holiday week-end saw the Patrolmen as busy as ever paying off the ships and handling the sign ons.

They all got to the beach this week like the rest of New York's millions, the only difference was that they didn't hit Coney Island or the other bathing spots. Their time was spent at the piers along the North and East Rivers.

Maybe they were the lucky ones at that. From the reports in the newspapers, the beaches had their biggest week-end in history. What a crush that must have been!

Some of the good ships handled by the Patrolmen this week were the LaSalle, Waterman, Steel Architect and Steel Apprentice, Isthmian; and the Coral Sea, Coral Sea Steamship Company.

All of these ships came in clean and dispensed with the payoff formalities in short order, to the great satisfaction of the Patrolmen. There were others equally as sweet to handle, but these four gain the Patrolmen's nod as the week's tops.

HOLLYWOOD, SIU STYLE

Just in case the word hasn't gotten around yet, the New York Hall has turned cinema. Every Saturday, around noon, a full-length sound picture is presented on the 3rd Deck. Last week's presentation was "Second Chorus" with Fred Astaire.

If you've got nothing to do, and want to spend an enjoyable two hours for free, latch onto a seat on the 3rd Deck and take in the show.

The 3rd Deck, by the way, offers other entertainment. In the evening the television set is always on, if something worthwhile is being offered. All baseball games, fights and big doings are screened for the membership's pleasure.

Sunday, when the shipping deck is open from ten to three, the recreation room is available for the Brothers having the afternoon to kill. Drop in sometime and look over the facilities offered.

This matter has been repeated several times in this column, but because of the many beefs arising from it, it is necessary to mention it once more: When taking time off while the ship is in port, all crewmembers should inform the department head of the fact.

If a replacement is needed, the man can be called and no one will have to take on the additional burden of your job. By giving the department head the score it saves a lot of trouble later when you return to the ship.

PATIENCE, PLEASE

Another matter which has been stressed before is when a crew calls the Hall and asks for a

Patrolman to get down to their ship immediately.

Lots of times there just isn't a Patrolman available to send out right away, but that doesn't mean the crew should take ac-



tion on its own. Instead, they should just sit tight and wait.

A Patrolman may be a little while in getting to the ship, but he'll make it and settle the beef in less time than could be possible by the crew.

Nobody likes to save receipts, but every once in awhile it proves to be a good policy. One guy in the Hall here got a letter from his insurance company recently telling him that his policy was a year in arrears and he was no longer insured with them.

Luckily, the guy had receipts for his premium payments, and he squared away with the company in short order.

KEEP RECEIPTS

The same thing applies to dues receipts. The chances are that the Union is not going to claim you're way in arrears in your dues, if they are paid up to date.

The Union records department is pretty well on the ball. However, sometimes men lose their Union books and there is quite a snarl getting their records straight once more. It's for this reason that it is a good idea to keep all dues receipts. It saves a lot of headaches sometimes.

No Payoffs For Port San Juan, But It Has Plenty Of Activity

By SAL COLLS

SAN JUAN—As usual we haven't had any actual payoffs or signons, but we've had a lot of activity because quite a number of ships are hitting here.

There always is somebody who wants to get off, so we send a replacement.

The Ponce was in one day. She took an AB. On the same day we sent a Third Cook and a Messman to the Carolyn. On another day we sent a couple of Black Gang men to Ciudad Trujillo by plane to catch the Jean.

These days were typical so far as shipping is concerned, which is why I mention them. We send a couple of men to this ship, a couple to that one.

Besides the Ponce the Carolyn

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.

Spotless Ship

NEW YORK—The other day I went aboard the SS Oliver Loving, an Alcoa ship, and the visit was a pleasure.

Although she was in from the "bauxite run" (she paid off in Baltimore and is now in drydock at the Todd Shipyard in Hoboken, New Jersey), the Loving was spotless. What struck me most was the Stewards Department which you might not expect to find in world-beating shape aboard a drydocked vessel.

The messroom was about as clean a one as I ever have seen, and the Messman on her deserves a compliment or two. I hope he keeps up his good work on the next trip which was scheduled to start right away.

I didn't sample the chow for the simple reason that I didn't have time. But it looked good to me.

On a ship in drydock you

don't always look for fresh salads and fresh fruits carefully set out the way men like them. But there they were on the Loving.

The rest of the ship was clean too, if I seem to be spending too many words on the Stewards Department.

The more ships like this in New York and all other ports



the better off the Union will be. The boys on the Loving really are living up to the motto, "An SIU ship is a clean ship."

James Sheehan

Mobile Shipping Shows Good Improvement

By CAL TANNER

MOBILE—The improvement noted in shipping here last week continued to the point where it is presently slightly better than it has been for some time.

Besides seven payoffs, we had five signons and three ships in transit. Approximately 261 men were shipping out, the breakdown showing these to be 130 bookmen and 131 permitmen.

The vessels paying off were the Governor Graves, Hurricane, City of Alma, Lafayette, Wacosta and Monarch of the Seas, all of the Waterman Steamship Corporation.

Those signing on were the Monarch of the Seas, bound for Puerto Rico; Lafayette, headed for Japan and Korea; the Alcoa Pilgrim, which was to make the bauxite run; the City of Alma, likewise scheduled for Japan and

Korea, and the Hurricane, destined for Japan.

ALL SMOOTH

The payoffs as a whole were smooth, with only a few minor beefs, which were settled speedily to the satisfaction of all concerned. Also in for a payoff is Isthmian's John Wanamaker. While the usual run of minor beefs is likely, we don't expect any trouble on this ship.

In transit this week were the SS Ransom E. Moore, Alcoa; the Steel Navigator, Isthmian, and the Agwiwerl, of the Richfield Oil Company.

The first of the Alcoa passenger ships is scheduled to hit Mobile this week and the membership here is anxiously waiting to see what the turnover on these ships is going to be.

Schedules are being arranged so that one passenger ship will hit Mobile each week for a payoff and replacements. Each will stay about two days. Slated to arrive first is the Cavalier. She is due Saturday and will leave Tuesday, July 6.

BIG NEWS

The biggest news of the week to the membership here was, of course, the announcement that our Hiring Hall rights had been preserved. Since we had all fought so hard to win this democratic way of shipping, it's not

Prove Identity

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

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

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

Polaris Takes Cavalier Place In NY-WI Run

NEW YORK—Last week the Alcoa Polaris sailed from this port with freight and a dozen passengers to the Caribbean and Surinam as a partial replacement for the Alcoa Cavalier, now operating out of New Orleans and Mobile.

The Alcoa Polaris and the Alcoa Patriot, both C-1s, between them will provide a sailing from New York every three weeks.

The two ships will constitute a very substantial replacement for the Cavalier as cargo carriers but will not, of course, be close in passenger capacity. For that reason, there won't be as many Stewards Department jobs on these ships as there were on the big cruise liner.

But what New York loses, the Gulf gains, since the Cavalier will sign on in New Orleans and pay off in Mobile.

hard to understand the men's enthusiasm over this development.

The Negotiating Committee is to be congratulated for the victory it scored on this highly important maritime issue—possibly the most important issue yet to face the SIU.

A few weeks ago, this column reported on the dispute between the local contractors and the Mobile Building Trades Council. That report was based on newspaper accounts, which insisted on calling the dispute "a strike."

A LOCKOUT

Actually, it was a lockout, inspired and instigated by members of the contractors' association. The Building Trades Council did not call a strike. Its members have been locked out now for the fifth week.

The SIU stands ready to help in any way their Brothers of the



Building Trades Council, as long as this lockout by the contractors continues.

On the job prospects for the coming week, we have three or four ships in idle status waiting for cargoes. These ships are dead now, but are subject to be taken out in the next 10 days—which should help Mobile shipping a little.

There are about 230 bookmen and approximately 420 permitmen on the beach here at the moment.

Among the Seafarers in the local Marine Hospital are H. J. Jackson, J. B. McGuffin, A. C. McAlpin and C. P. Varn. A personal visit by any of their Brothers in a position to do so would be greatly appreciated by these hospitalized men.

Minutes Of A&G Branch Meetings In Brief

SAN FRANCISCO—Chairman, A. S. Cardullo, 24599; Recording Secretary, Al Bernstein, 21065; Reading Clerk, J. Reyes, 1428.

Only New Business of other Branch minutes was read. All were accepted. The West Coast Representative's Report was read and accepted. It dealt with the misunderstanding between the A&G and the SUP regarding a beef on an Isthmian ship in the Port of Seattle. Brother Cardullo explained the nature of the beef, and Brother Al Bernstein, who was also involved and who handled the A&G's end, gave a brief picture to supplement the report. Full details have been sent to the A&G Headquarters Offices. A resolution was concurred in to open an SIU-A&G Hall in the Port of San Francisco. Motion under new business to investigate the Bosun on the Kelso for walking off the ship for the three days he was in Wilmington. Amended to put a "do not ship" on this man on A&G ships until he appears at the A&G San Francisco Branch. Carried. Under Good and Welfare there was discussion on the length of time it would take to open a Hall in San Francisco, if the resolution went through. One minute of silence for Brothers lost at sea. Motion carried to adjourn.

§ § §
GALVESTON — Chairman R. Sweeney, G-20; Recording Secretary, Val James, 7803; Reading Clerk, Mickey Wilburn, 37739.

Galveston minutes accepted. Secretary-Treasurer's report read and accepted, as was Headquarters' report to the membership. Branch minutes accepted, the Philadelphia minutes to be referred to Headquarters. Minutes of special meetings, West Coast and Great Lakes minutes to be filed. Heard reports from Agent, Patrolman and Dispatcher and accepted them. Voted to place member of Black Gang of SS McKittrick Hills in 99-Year Club after charges of messy drunkenness were read, the vote being 51 to 1. Concurred in recommendation of Committee on manner of registration forwarded in communication from Secretary-Treasurer. Concurred in recommendation on Radocean agreement included in communication from Director of Organization. Accepted recommendation on Hiring Hall made by Negotiating Committee, and extended heartfelt vote of thanks to Negotiating Committee for obtaining best Hiring Hall clause in Maritime. Minute of silence for Brothers lost at sea.

§ § §
TAMPA — Chairman W. E. Higgs, 223; Recording Secretary, R. Seckinger, 307; Reading Clerk, R. H. Hall, 26060.

New Business of other Branch minutes was read and accepted, with the exception of Galveston where a motion was made to accept all but the building resolution which was referred to a Committee.

Assistant Secretary-Treasurer, J. P. Shuler, reported that the Secretary-Treasurer had received a letter of resignation from the Tampa Agent, Claude Simmons, and had recommended that Simmons' resignation be accepted. Brother Shuler recommended that this action be concurred in by the membership and that at present only two men be on the Tampa payroll, an Acting Agent and Ralph Seckinger, Acting Dis-

A&G Shipping From June 15 To June 29

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston	32	19	24	75	12	9	23	44
New York	279	192	170	641	145	150	90	394
Philadelphia	71	47	31	149	23	22	15	60
Baltimore	220	271	102	593	197	135	91	423
Norfolk	67	76	33	176	70	24	17	111
Savannah	44	26	19	89	33	9	19	61
Tampa	20	16	14	50	27	22	9	58
Mobile	105	82	72	259	129	109	74	312
New Orleans	187	151	216	554	175	133	174	482
Galveston	74	36	52	162	81	42	41	164
San Juan	22	11	9	42	16	13	6	35
Grand Total	1,121	927	742	2,790	908	668	568	2,144

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

patcher-Clerk. The Assistant-Secretary-Treasurer pointed out that this would be a saving to the Organization, and would still provide for adequate service to the membership. It was moved and carried to accept. The Agent's Report was read and accepted. The Secretary-Treasurer's communication concerning the Hiring Hall Agreement was read and accepted with a vote of thanks to the Negotiating Committee. Motion under New Business that any man performing in the hotel above the Hall be brought up on charges. Under discussion, it was pointed out that men on the beach had rooms free of charge, and some members were raising hell and giving the operator of the hotel a bad time. Motion carried. Motion also carried to instruct Headquarters to look further into the unemployment compensation situation. Brother Simmons, retiring Agent, was given a vote of thanks.

§ § §
SAVANNAH — Chairman and Reading Clerk, C. Starling, 6920; Recording Secretary, H. R. Burke.

All Branch meeting minutes read and accepted for filing. Voted to file West Coast and Great Lakes minutes. Secretary-Treasurer's report read and accepted. Negotiating Committee's recommendations accepted by a vote of 75 to nothing. Agent reported that shipping had been at an all time low for past two weeks. However, SS Cape Nome is paying off in Charleston and expected to take a few replacements. Prospects dim for immediate future. Had to turn away permits at door because fire-trap Hall would not hold them. No word from New York yet about lease for new Hall. Patrolman reported that vacations would be a good idea while shipping is down, but expressed hope for upswing. Under Good and Welfare several Brothers said they hoped they would get the new Hall. Minute of silence for departed Brothers.

§ § §
NORFOLK — Chairman, J. A. Bullock, 4747; Recording Secretary, J. S. White, 56; Reading Clerk, Ben Rees, 95.

Norfolk minutes and financial reports accepted after reading. Secretary-Treasurer's financial report read and accepted. All New Business of Branch minutes read and accepted. Voted to file West Coast and Great Lakes minutes. Read letter from Louis Hunt, father of Seafarer Paul Hunt, who died recently. Voted to send letter to LOG. Voted to concur in recommendations of Negotiating Committee. Heard

report of Trial Committee on charges against crewmember of SS Montebello Hills recommending that man's book be revoked, concurred in the recommendation. Voted charges against another man for conduct unbecoming a Union member, elected Trial Committee. Voted to purchase fans and air-conditioning unit for Hall. Agent said that there had been very few jobs, although plenty of ships were leaving Norfolk in transit. Moran had laid up last of the V-4 tugs, erasing more jobs. Outlook in port not good. Members advised by Dispatcher to avoid port since 200 men were on beach. J. S. Lewis, C. R. Kent, C. W. Mariner, R. B. Webb and W. Leclair were Obligated. Under Good and Welfare a number of members blew their tops on several questions. Minute of silence for departed Brothers.

§ § §
NEW ORLEANS — Chairman, Buck Stephens, 76; Recording Secretary, LeRoy Clarke, 23062; Reading Clerk, Johnny Johnston, 53.

New Business of all Branches read and accepted. Agent reported 14 payoffs and 11 signons. Fifteen payoffs expected in next two weeks. No lay-ups expected, with possible exception of MV Loop Knot, Alcoa. Negotiations are being squared away with various towboat companies under contract to MAW. Contracts are ready for signing that will be better than any in the industry. Elections soon to be held in the George B. Ziegler Towing Company. Shipping for Brother members in the Marine Allied Workers Division is good with some deepsea members taking these jobs. The Negotiating Committee's report was read. His report was accepted. One minute of silence for departed Brothers. Under New Business, motion carried unanimously to accept and concur in Negotiating Committee's report. Written motion by Brother Edwin Westphal and 20 bookmembers of the SS Del Mar to request Negotiating Committee to endeavor to get additional Stewards Department jobs on this type of vessel. Motion carried. Under Good and Welfare there was discussion on the \$50 fine for missing a ship. The chair pointed out that rules laid down by the membership made this fine automatic, since such offences hurt the union. Motion carried to adjourn.

§ § §
PHILADELPHIA — Chairman, L. A. Gardner, 9697; Recording Secretary, R. W. Pohle, 46826; Reading Clerk, D. C. Hall, 43372.

Moved, seconded and carried to read New Business only from

Branch minutes. All Branch minutes accepted, as were minutes of special meetings. Great Lakes and West Coast minutes to be posted. Agent reported shipping very slow with only two payoffs in two weeks, one Waterman and one Bull. Both were very clean with only minor beefs. Various ships in transit visited and squared. Reported to membership on Negotiating Committee's report, recommending acceptance. Also reported on burglary in Hall in which thief got away with four dollars and a few packs of cigarettes from machines. Agent expressed hope for early upturn in shipping. Agent's report accepted. Accepted communication from Director of Organization and Secretary-Treasurer's financial and other reports. Patrolman's report and Dispatcher's report also accepted. W. J. Small, G. B. Gepec, A. S. Reinholt and R. D. Rittle were Obligated. Charges against man resulted in vote to hold his permit until SS Cape Mohican returned to Philadelphia. Various Union matters discussed under Good and Welfare. Minute of silence for departed Brothers. Meeting adjourned.

§ § §
MOBILE — Chairman, Charles Kimball, 52; Recording Secretary, James Carroll, 14; Reading Clerk, Harold J. Fischer, 59.

New Business of all ports read and accepted. Agent reported that the greatest victory in the history of any trade union since the Taft-Hartley Bill had become law, was achieved by the SIU Negotiating Committee in preserving the Hiring Hall in the agreement reached with the Atlantic and Gulf Coast Ship Owners Association. The Agent further reported that shipping was picking up, with twenty ships expected to call in the next two weeks, four Waterman ships expected to crew up, and three Alcoa passenger boats, the Cavalier, Clipper, and Corsair, scheduled to make Mobile a regular port of call. Report accepted. Negotiating Committee's report was accepted, with a vote of thanks. Headquarters' report was accepted. Motion to non-concur with resolution passed in New York regarding the SS Fort Bridger. There was a motion to elect a committee to go with the Agent to purchase a communications system. Brother Charles Kimball, James Carroll, John Prescott and Harold J. Fischer were elected. Motion to non-concur with the resolution from Boston. Motions carried to purchase chairs, window fan, water cooler, radio, and public address system. One minute of silence for departed Brothers.

BOSTON — Chairman, Ray Queen, 34594; Reading Clerk, G. Menney, 48077; Recording Secretary, W. Siekmann, 7086.

Minutes of previous meetings in other Branches read and accepted. Secretary-Treasurer's financial report and Headquarters report read and accepted. Port Agent, in verbal report, stated that shipping was practically at standstill, although several vessels touched port in transit. He announced that the contract ratified at previous meeting was now in effect on Boston-Provincetown Line, whose SS Steel Pier had been crewed last week. Also, he continued, the Wilson Line had consented to raise pay to standards existing on other contracted summer boats. He pointed out that the former port official, who had been waging a campaign here of a purely personal nature, had not been to sea during the last 14 years and is now working as a longshoreman. Motion carried to accept report of SIU Negotiating Committee. One minute of silence observed in memory of Brothers lost at sea.

§ § §
BALTIMORE — Chairman, William Rentz, 26445; Recording Secretary, Ben Lawson, 894; Reading Clerk, Al Stansbury, 4683.

Following men Obligated: L. Kiplaks, C. Dandrade, A. Taylor, M. Harlsson, C. Baunne, C. Pincipno. Baltimore minutes and financial reports read and accepted. Secretary-Treasurer's report read and accepted. New Business of Branch meetings read and accepted. Voted to post and file West Coast and Great Lakes minutes. All ship's minutes to be forwarded to SEAFARERS LOG. Trial Committee's findings and recommendations accepted. Heard and accepted Agent's report. Reports of Dispatcher and Patrolmen accepted, as was report of Hospital Committee. Voted to have last shipping call at 4:30 p.m. instead of 5:00 p.m. Voted to raise A&G salaries to meet rising living costs. Went on record to prefer charges against man for conduct unbecoming a Union member. Minute of silence for departed Brothers. Under Good and Welfare, several Brothers hit the deck to compliment the Negotiating Committee on getting the Hiring Hall.

§ § §
NEW YORK — Chairman, Lindsey Williams; Recording Secretary, Freddie Stewart; Reading Clerk, W. C. McCuiston.

All Branch minutes read and accepted. Heard communication from crew of SS Robin Kirk, reporting that man placed on probation had always been a first-rate Union man. Voted to refer communication to new Trial Committee authorized to consider new evidence in case. Heard letter from Brother asking reinstatement. Voted to refer plea to Reinstatement Committee. Other communications heard and accepted. Entire report of Negotiating Committee read verbatim. Motion by Colucci that report be accepted and concurred in by the membership and that the Committee be given a vote of thanks for the fine job it had done in getting the Hiring Hall clause. Motion seconded and carried by unanimous vote. No New Business. Nobody hit the deck under Good and Welfare due to suffocating heat in Roosevelt Auditorium.



SHIPS' MINUTES AND NEWS

Crew Of SS John Hansen Hangs Up Two 'Firsts' In Voyage To Greece

The SIU crew of the SS John Hansen paid off in New Orleans this week after scoring a couple of notable "firsts" during their voyage.

The gained the honor of being the first SIU crew to sail a vessel of the newly-contracted White Range Steamship Company, and at the same time, they found themselves the crew of one of the first ships to leave the States with a cargo for Europe under the European Recovery Plan.

Tex Suit, Bosun on the Hansen, in submitting photos to the LOG taken during the maiden SIU voyage, stated that for being the first trip under an SIU contract, none of the usual agreement difficulties were encountered. They, of course, had the usual minor beefs, but "All in all, it was a fine trip with excellent cooperation from the crew and the officers," Suit stated.

After taking her initial SIU crew in New York on April 10, the Hansen went to Galveston, where she loaded her ERP grain cargo. On April 28 she left Galveston for Greece with two other vessels loaded with similar cargoes, these being the first to leave under the provisions of the European Recovery Plan.

In Greece the ship discharged her welcomed grain at Patras and Piraeus, and while in the latter port the crew visited nearby Athens and saw the Parthenon and other well-known ruins of ancient Greece.

LOUD IN PRAISE

Back in h U. S. for the payoff in New Orleans, the crew was

loud in its praise for the smoothness of the voyage. The Skipper, Captain C. Poulakous, was well liked by the crew and Steward Max Lipkin, too, earned their thanks.

The cooperation of the Captain and the fine chow put out by the

Stewards Department were so well enjoyed by the crew that most of the men have decided to stay aboard for another trip.

"If all trips are like this one, this company is going to be one of the best liked in the SIU," concluded Tex.



Under sunny Mediterranean skies, their ship bound for Greece, part of the John Hansen crew strike a pose for the camera of 3rd Assistant Neal Thomas. Standing in front are, left to right—Nick Francos, OS; Bob Turner, Deck Engineer. Seated are—Marco De Polo, MM; Pop Kapor, Wiper; Tex Suit, Bosun; Cecil, MM; Norbert Tobin, OS. The three men in the rear are—Johnny Jensen, AB; Philip, Wiper; E. Korelis, Deck Maintenance.

Well-Run Meetings Prove Jackson Men As Union-Wise

A good example of the way ship's minutes should be handled was received from the SS Andrew Jackson, Voyage W8, Waterman SS Co. It shows what an SIU crew can do when they are on the ball, and points up the value of the whole SIU Educational Program.

The Seafarers' official ship's minutes form was used properly and all reports and business clearly and concisely recorded.

The minutes give evidence of a competent, Union-minded crew, taking care of their ship's business in orderly SIU manner, and, as such are a credit to themselves and the Union.

The days of rough and ignorant seamen who could be kicked around by the officers and company executives because they did not know enough to protect their rights and conduct themselves in an orderly fashion is past, and the Seafarers is leading the way, as the Jackson men demonstrate.

Noteworthy are the efforts made by this crew in the regular meetings, under the heading of education to instruct the new members in the methods and principles of Union action.

The March 28 minutes reveal discussion on how best to cooperate with Union Patrolmen in assuring adequate provisions of the ship before signing articles. There was also discussion on how to fully instruct new in-coming crews in the matter of checking repairs and accommodations of a ship before commencing a voyage.

On March 17, the minutes report there was discussion by the

Bosun on the type of co-operation the department heads are entitled to from Union men if they in turn are to receive the full benefits of their contracts.

Crewmembers of the Jackson obviously understand that ship-board meeting are the heart of ship's organization and essential to the smooth functioning of the union apparatus.

George Goss Dies In Boston Home

An accident in his Boston home resulted in the death of Seafarer George Goss, according to word received recently from his wife, Elsie.

The fatal accident occurred on April 30 at 53 Clarendon Street.

Brother Goss, who was born in Massachusetts May 9, 1908, joined the SIU in New Orleans a little over three years ago. He sailed in the Engine Department.

In informing the SIU of her husband's death, Mrs. Goss asked that the news be published in the LOG "so that his many friends will know about it."

Brother Goss was in good standing at the time of his death and burial benefits, along with the Union's condolences, were forwarded to his widow.

Surveying The Damage



Chico Erazo, AB, stands near crack in port side of Waterman's SS La Salle at number four hatch. Bound for the Far East, the La Salle collided with another ship in the Mississippi River, below New Orleans.

Digested Minutes Of SIU Ship Meetings

VIRGINIA CITY VICTORY, May 16—Chairman, Frank Puhe, Secretary Peter Patrick. Delegates reports read and accepted. New Business: Motion made by Christo Mantzokes to convert spare port side lockers into storage space for bread. Carried unanimously.



ALCOA PLANTER, May 10—Chairman W. Tracy; Secretary Alley. Stewards Delegate reported he had been requested to equal overtime. New Business: It was moved to contact the Union regarding the requirement in LaGuiara, Venezuela to declare new clothing.

ALCOA CLIPPER, Mar. 7—Chairman Grindstone Johnson; Secretary Abe Handleman. Ship's Delegate reported minutes of previous meeting had been sent to the Cavalier, and the Corsair. New mattresses had been ordered and a repair list handed in. There was trouble with the Chief Mate who has declared that he intends to get rid of the whole gang. A foc'sle log was read and motion made to have it signed

and handed in to the Patrolman. Deck and Engine Delegates reported a few hours disputed overtime. Treasurer reported he had ordered books out of the ship's fund but they had not arrived yet. New Business: Motion to turn messroom fine money over to the mess boys, and to charge 25 cents admission to the first movie per trip to be paid to Brother Mason Seals who operates the machine. Under Good and Welfare Brother George Duxworth suggested that drinks be ordered through the bell boys as members were abusing their privilege of going to the bar. One minute of silence for departed Brothers.

LAKE GEORGE, May 3—Chairman Mysholowsky; Secretary Burris. Deck Delegate reported complaints about cups and coffee urn being left dirty. Engine Delegate reported that the messroom was being left unclean. New Business: Motion to warn day workers not to use night lunch. A two-dollar fine was approved for anyone leaving coffee bag in the urn.

JOHN ISAACSON, April 10—Chairman William Pittman; Secretary E. Owen. Good and Wel-

fare: Motion that delegates make up repair list to be turned over to Patrolman. Motion that the ship be fumigated before leaving the next port. It was suggested that the Deck Delegate see the Mate about having the foc'sles sougeed before getting in. A vote of thanks was given to the Stewards Department for their fine cooperation throughout the trip. One minute of silence for departed Brothers.



CAPE SAN DIEGO, May 9—Chairman H. Clemens; Secretary A. Tremar. Deck Delegate reported disputed overtime which would be good. Stewards Delegate reported overtime was put in for the wiper sougeeing engineers' quarters. New Business: Motion that tropical shorts may be worn in the mess hall but that underwear shorts would not be allowed. It was decided that the center table would be reserved for the 4-8 watch at supper time. A fee of fifty cents

(Continued on Page 9)

MOTHER OF LATE MEMBER THANKS SIU FOR KINDNESS

A letter of appreciation for the kindness and sympathy shown by SIU members in the death of Seafarer Philip Acree was received by the LOG this week from Brother Acree's mother.

Her letter, which was also signed by Phil's brother George, stated: "Words cannot express my appreciation for your kindness and sympathy. I shall always love the Union and all it stands for. May God bless and keep each one of you."

Brother Acree died on May 15 in Seattle, Washington.

1947 Bound Logs On Hand

Bound volumes of the SEAFARERS LOG for the six-months from July through December 1947 have just arrived from the binders. Members may purchase them—as long as they last at the cost price, which is \$2.50 per copy.

Also available are some copies of previous bound editions at the same price. Bindings on all volumes are of sturdy buckram with dates lettered in gold.

All Seafarers who wish to set up a permanent file with a minimum of effort should act promptly. The bound volumes may be purchased at the Headquarters baggage room, 4th floor, 51 Beaver Street, New York City.

Digested Minutes Of SIU Ship Meetings

(Continued from Page 8)

would be collected from all hands to defray the costs of a cable to the Secretary-Treasurer requesting that the company office be contacted in protest to the Captain's and Mate's continued disregard of the agreement. One minute of silence for Brothers lost at sea.

ROBERT G. INGERSOLL, April 18—Chairman Warren W. Currier; Secretary C. Oliver. Old Business: It was reported that number four deep tanks had been taken care of as recommended by crew. Delegates reported on Union standing of members. New Business: Motion to have slop chest price-list posted in the crew's mess. Good and Welfare: Discussion covered fixing drawer in crew's mess-room, refraining from leaving cups on deck, installing dish-rack in pantry, and the issuing of linen piece by piece. One minute of silence for Brothers lost at sea.



MASSMAR, May 13—Chairman Frank Hazen; Secretary Lee Jacobs. Deck Delegate reported there was 200 hours overtime in dispute and suggested that action be taken before getting to Sparrows Point. New Business: Motion by J. Baldwin, seconded by Dow, that the Deck Engineer's name and permit number be sent to Baltimore so that his shipping record could be checked. Motion by Baldwin that a rank and file committee be elected and sent to the New York hall to report to Headquarters officials that the crew was ready to hang the hook if deemed advisable. Charley Motts, Saulet, R. Kosch, and Jim Baldwin elected to the committee. Good and Welfare: A letter to the LOG was read by the Secretary. One minute of silence for Brothers lost at sea.

ARTHUR M. HULBERT, Jan. 19 — Chairman Myers; Secretary Roy R. Kerr. Motion by Myers and seconded by Foster that beefs between crew members be settled without running topside. Motion by Holt and seconded by Kerr that performers be fined. Brother Myers was elected Ship's Delegate to replace Brother Burmaster who died as a result of an accident on Tuesday, January 13. One minute of silence was observed for Brother Burmaster.



MASSMAR, May 1 — Chairman Miller, Secretary Bierman. Deck Delegate reported the Mate was doing deck work and the Captain was doing Carpenter's work. Also that the Chief Mate had refused to initial disputed overtime. Engine Delegate reported the engineers were doing fireman's and wiper's work. Stewards Delegate reported different menus were often posted in mess room and galley. New Business: Motion by Baldwin, seconded by Barnes to have the dog removed from ship in New



York as the animal was vicious and had bitten James Baldwin, the Fourth Mate, and a long-shoreman. Motion that crew not pay off until disputed overtime is squared away to the crew's satisfaction.

ALCOA CLIPPER, April 4—Chairman Tex Krohn; Secretary George Duxworth. Membership standing reported by Delegates. Treasurer Greenburg reported \$31.85 in the ship's fund. New Business: Victor J. Mierman elected Ship's Delegate. Motion by Benson, seconded by Stevens to have one general meeting per trip, amended that this meeting be held the day before arrival, with the understanding that special meetings could be called as required to handle major beefs. Good and Welfare: Letter read from SS Cavalier in which they acknowledged receipt of Alcoa Clipper minutes pertaining to Second Steward's room, and new mattresses. Discussion by Blanchard, Fox, Mierana, Duxworth and Tex Krohn on problems arising from the showing of movies. Reverting to New Business a motion by Krohn, second by Maulfrey, accepted, to charge each member fifty cents for the ship's fund out of which the projection operator would be paid overtime for showing the pictures, the messman would be paid one hour for cleaning up after the show, and the remainder be used for the purchase of magazines and books. One minute of silence for departed Brothers.



ALCOA CLIPPER, Feb. 22—Chairman Lewis; Secretary Greenberg. Ship's Delegate reported that he and Brothers Balinger, Johnnie Johnson, and Buck Stevens had contacted company officials in an attempt to have the Chief Mate removed. The company refused and after consulting the crew it was decided to sign on with the understanding that no unnecessary overtime would be worked. The company was also requested to paint the messrooms and renew the mattresses and pillows. New coffee was put aboard and the plastic cups would be replaced with crockery. The condition of the Second Steward's room was also brought to the company official's attention. Claims are still being pressed for recovery of losses in cigarettes, money and clothing during the search of ship in La Guaira. Treasurer reported that \$30.00 remained from previous trip. New Business: Brother Ciminski elected Ship's Delegate. Motions to make up new repair list, to have ship fumigated, to put more insulation in Second Steward's room, to send copy of minutes to the Delegates aboard sister ships in the fleet. Brother Greenberg to

elect Treasurer. Good and Welfare: Brother Handlesman suggested that Ship's Delegate see about sending the sick Chief Pantryman to the hospital. One minute of silence for Brothers lost at sea.

WALTHAM VICTORY, April 25—Chairman Jack Johns; Secretary C. V. Dix. No beefs reported by the Delegates. New Business included two motions regarding the renewal of fans and the installing of oscillating fans in addition to the porthole fans in the foc'sles. There was a motion to condemn the canned milk aboard and have it replaced as soon as possible as it was all bad, and a motion to have a clock installed in the PO mess-room. Under Good and Welfare: It was decided to have the Patrolman find out why the Captain did not get cigarettes in Durban or Trinidad. One minute of silence for Brothers lost at sea.



ALCOA CLIPPER, April 18—Chairman Benson; Secretary Greenberg. Ship's Delegate reported on night lunch beef that was straightened out, Chief Cook who made pierhead jump and is doing the best he can, and ship fumigation which will be carried out when the ship goes in ship-yard upon arrival in New Orleans. Deck Delegate reported that \$3.00 had been collected for the ship's treasury, and the Stewards Delegate reported he had collected \$4.00. Treasurer reported the ship's fund stood at \$31.85 and 72c in Trinidad stamps. Motion that payment of Brother Mason and Brother Mauffry, Second Electrician, for showing the movie should be left up to members in the form of optional donations. Amendment by Brother Ballenger to build up ship's fund. Amended further by Blanchard's motion to limit fund to \$200.00. Good and Welfare: Suggestion by Brother Krohn that the Ship's Delegate contact the Patrolman about getting new coats for waiters. 2nd Pantryman asked that the slopchest be re-stocked, and Brother Moriana suggested that a list of needed articles be turned in to Department Delegates. One minute of silence for departed Brothers.



M. V. DEL VIENTO, Feb. 28 —Chairman Fred Miller; Recording Secretary John H. Gonzales. Delegates reported on the numbers of books and permits in their departments. Motion by Brother Kelley and seconded by Alvin Selico to contact Headquarters officials upon return about re-locating the messmen's and electrician's quarters as they were too hot and, in the case of the messmen, badly overcrowded. Good and Welfare Included discussion on cleanliness of laundry, and the returning of cups to pantry. The Steward notified the delegates that they were free to check the ice boxes and requisitions whenever they cared

SEAFARER SAM SAYS:

WHAT ARE YOU DOING THESE DAYS?



THE HEAT GETTING YOU DOWN? IS YOUR GAL LOOKING FOR GREENER PASTURES, COVERED WITH CABBAGE? IS YOUR CABBAGE PRACTICALLY NON-EXISTENT? THEN SPEND YOUR TIME WHERE YOU CAN HAVE A LONG COOL ONE (COKE), MEET SOME INTERESTING GUYS (LIKE YOURSELF), AND HAVE ALL THE ENTERTAINMENT ON THE HOUSE — AT THE SEAFARERS HALLS!

CUT and RUN.

By HANK

While those communist officials and a minority of communist rank and filers continue to foul up contract negotiations and confuse the general memberships in other maritime unions, our tough SIU boys are taking it easy after approving the SIU's Negotiating Committee's Hiring Hall victory against the shipowners. All the sailors want now is plenty of ships to come in so they can feel what it is to be on a ship again.

Well, shipping has slowly picked up here in New York and some other ports. While suffering with too much "shore leave" in American ports, and watching plenty of televised baseball games and boxing matches, the brothers have had plenty of time to familiarize themselves with the SIU's organizing program, read "retroactive" copies of their weekly union newspaper as well as study the various important SIU booklets printed strictly for their benefit.

Who's in town? Well, there's Bosun William Brady—an old-timer and one of the best speakers among the rank and file... Brother Jimmy Millican—who probably didn't see his shipmate, Charlie Henry playing solitaire a few weeks ago on our recreational deck... Brother Weaver Manning, the deck engineer and expert pinochle player for those long trips... Leo Siarkowski who just came in recently from a trip and immediately asked if there were any unorganized tankers to organize. Say, Leo, we have gained plenty of newly-contracted tanker companies since you've been out in the world... That famous "seafaring misochologist" (he who mixes those hard beverages) Brother Eddie Mooney touring the town with his better half after homesteading on the SS Cavalier.

They were 60 days in Buenos Aires. They were 47 days in a Polish port but he didn't go ashore—mostly because of the freezing weather and other conditions ashore. The entire trip lasted seven months. Who was this lucky Seafarer? None other than the mighty Percy Boyer from New Orleans. Percy, with his traditional mustache anchored on his face was spinning talk last week. He was remembering his good old "salad" days (his young days, in other words) when he was happily active as a professional (or was it amateur, Percy) authority in bicycling and boxing. Percy asked if his shipmate, Jack Self, from Mobile, was anywhere in the ports since he hasn't seen him in some time. Brothers, for Percy's sake, how's Jack Self getting along nowadays?

The SEAFARERS LOG will be traveling free of cost to the Brothers requesting it be sent to their homes: Marlen Buttke of South Dakota, J. Decareau of Louisiana, August Knighton of Louisiana, Roiland Parker of Louisiana, Harold Slitts of Minnesota, Cyril Maze of Kansas, Ruben Llauger of New York, George Dority of Virginia, Adolph Danne of Alabama, Russell Hilton of Florida, Harvey Graham of Alabama, Donald McIntyre of Florida, L. F. Lewis of Alabama, James Biehl of Louisiana, Samuel McConnell of Pennsylvania, Albert Buckworth of Delaware, James McGhee of Missouri, John Chiorra of Pennsylvania, David McDuffie of Georgia, Orville Wahlin of Florida, Richard Newell of Texas, Francis Sylvia of Massachusetts, Thomas Bryan of Connecticut, Wallace Olsen of Wisconsin, Worth Pittman of Virginia, William Sherar of Oklahoma, John Gallagher of Pennsylvania.

THE MEMBERSHIP SPEAKS



Member Feels Hiring Hall Victory Points Way For All Labor Unions

To the Editor:

That the SIU was able to break through the legal barriers of the T-H Act to sign a Union Hiring Hall contract with its operators is proof of its maturity and basic soundness. A comparative newcomer, the SIU has grown steadily month by month, year by year, till it leads the industry in wages and working conditions; while its organizing program is spreading steadily into unorganized fields.

And now it is pointing the way for all organized labor faced with the most restrictive legislation in years.

It is no surprise to SIU members that with others tied up in injunctions and faced with loss of contracts, it is this Union that has found the way through the legal maze to protect the Union Hiring Hall, and at the same time preserve the Union's initiative in its right to open negotiations as future conditions warrant.

But it is a great credit to the SIU in the eyes of the national labor movement.

RANK-AND-FILE LEADERSHIP

This has been accomplished through solid rank-and-file participation in Union action and policy. Our gains have come through negotiation and economic action; but whether in time of strike or the normal operation

Head For Uptown When In Ponce, Brother Suggests

To the Editor:

I notice in the LOG from time to time various tips to Brothers. Here's a tip for Seafarers finding themselves in the port of Ponce, Puerto Rico. If you're in this port for the first time and don't know your way around, this may aid in steering you in the right direction.

Immediately off the docks in Ponce is the Marchant Marine Bar. If you'll take my advice, you'll keep on walking. The place is unhealthy, the drinks are expensive and the women—well, they won't do you any good, that's for sure.

If you want to enjoy the Port of Ponce, keep walking on uptown. There you'll find things are much cleaner and you'll have much more fun. There are plenty of places to quench your thirst and, the young ladies are not adverse to making the acquaintance of seamen.

Too many guys get off a ship and hit the nearest ginmill. The waterfront ginmill operators are not above sticking you for the limit if they can. Get away from the waterfront and you'll find a lot more to do and your pocketbook will stand the strain easier.

James Watt
SS Hilton

of the ships, the membership has backed Union policy with a militancy and discipline seldom seen in any labor organization.

LEGAL TRAINING

Beefs have been won with a speed and efficiency that has warranted the respect of all—especially that of the operators. Then the contracts have been lived up to on the ships.

Through all of this the Headquarters Organization has been

trained in the legal aspects of negotiating with the companies.

It is entirely possible that in finding a working solution under the law that preserves the Union Hiring Hall, the SIU has prevented a deadlock that would have put the maritime industry back 25 years to the old Shipping Board days.

The membership can well be proud of the record. I'm sure proud of the SIU.

James Netter

Docs Mended Leg; Praises Staff Of Marine Hospital

To the Editor:

After spending 11 months in the Marine Hospital here in New Orleans, I believe that full credit should be given to the fine doctors we have here. Dr. O. C. Williams, in charge of the fourth floor, is one of the finest surgeons that has ever been in any hospital. When it comes to fixing a beat-up man he is really tops.

I came in with a fracture most doctors would have given up; but he told me if I had the patience to stay in the hospital he would give me a good leg. Infection set in and for nine months Dr. Williams and the staff including Drs. Mintz, Sills, Hernandez and Perez really worked. Today I am walking around and ready to sail again.

All of the nurses in the hospital are just as nice as they can be and are always trying to help the patients out.

If any of the Brothers need

hospitalization, New Orleans is the place to go.

Leroy Clarke
New Orleans

LOGLESS BEACH NOT ANY MORE

To the Editor:

Just received twenty-five LOGS here at the USS. In my previous letter I said there were none around, but now I see the SIU is right on the ball for the membership. I know they will be appreciated by all.

As of this morning I'm not the only man on the beach. A Bosun missed his scow by twenty minutes in Bremen.

Keep up the good work by not letting the Coast Guard pull any fast ones in Washington. We seamen had enough of them and their dirty work during the war.

That's all for now. I hope to be around soon.

W. Filippini
Bremerhaven, Germany

ALL SMILES ON THE CITADEL VICTORY



Wearing their victory smiles, the crew of Isthmian's Citadel Victory pose proudly with the shark caught off Kuwait in the Persian Gulf by Deck Maintenance O. Kivikowski. The shark, no easy baby to tame, put up a fight lasting almost two hours. After examination, the crew found him to measure 11 feet, 4 inches and boast 187 teeth. Photo was submitted to the LOG by Brother Kivikowski after the ship paid off in Baltimore on June 11.

THE SIU SONGBIRD OF THE SOUTH



Brother Roy Pourciaux's interpretation of song-stylist Moon Kouns as he appeared the night the new SIU Hall opened in New Orleans. When not lullabying the boys, Brother Kouns can be found at the entrance of the Hall, where he watches the books and permits go by.

Asks Safety-At-Sea Confab To Back Steel Lifeboats

To the Editor:

I see they are having a convention about Safety of Life At Sea, and I understand a Seafarer Delegate has gone to listen in.

I hope he is able to have obsolete wooden lifeboats, such as I have seen on some Panamanian ships, replaced by steel ones. Perhaps steel is short in some countries, but safe lifeboats should be the first objective of such a conference.

Tell that old sea warrior who pulled Harry Manning to bits that I agree with him. I remember that during the inquiry in Boston into the SS Titanic tragedy, a lady giving evidence was asked, "Why did you run to the 'bill head'?" That proved that the judge did not know a bill head from a bulkhead.

Rossi

(Ed. Note: In Brother Weisberger's report on the Safety at Sea Conference, which was run in the LOG on June 18th, the decisions of the conference pertaining to lifeboats were set forth. Nothing was said about steel being preferred over wood in general overall con-

struction, though many exacting requirements were made regarding size buoyancy, the number to be carried on different type ships, and the equipment which must be carried in the lifeboat. All lifeboats must now be standard Class I.)

Get A Receipt

Every member making a donation to the Union for any purpose should receive an official receipt bearing the amount of the contribution and the purpose for which it was made.

If a Union official to whom contribution is given does not make out a receipt for the money, the matter should immediately be referred to Paul Hall, Secretary-Treasurer, SIU, 51 Beaver Street, New York 4, N. Y.

In advising the Secretary-Treasurer of such transactions, members should state the name of the official and the port where the money was tendered.

Log-A-Rhythms

When It's Coffee Time

By JAMES (POP) MARTIN

At coffee time in Yankee ships
Down in Buenos Aires,
The sailor lays his paint brush down
Along with his other cares.

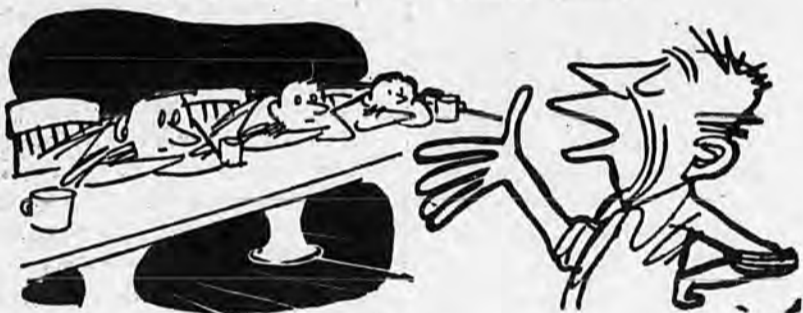
He hies below to the messroom,
Drinks the cup that cheers,
And with an awful line of guff,
Pins back his shipmates' ears.

Wild and wide are the tales he spills,
Down south of the line,
Everyday at 10 and 3 when
It comes up coffee time.

He knows what's wrong with Brooklyn,
Who lost to Kid McCoy,
Why 'Lizabeth fell for Mountbatten,
Why armor should not deploy.

He speaks of the jail in Hongkong;
Coppers, women and sin;
Tequila, champagne and saki,
Of coolie and mandarin.

Gnome-like he'll romanticize
Down in the Argentine,
At 10 and 3, and every day,
When it comes up coffee time.



How he sailed the stuff that built
The Panamanian locks;
Sent Kaiser Bill away to Doorn;
Put Hitler on the rocks.

Out-thought the Japs off Tarawa;
Was in on Oran;
Weirdly wide, the yarn he spins,
Our bold seafaring man.

There never was a pie yet,
You or I can find,
But he hasn't hand his finger in,
Testing out its kind.

Then topside again he wanders,
And with a haphazard air,
Helps Allah push a paint brush around,
For he's in Allah's care.

Omnipotent, loving Allah,
Made him without any wings;
He knows the romanticizing sailor
Belongs in the scheme of things.

And we can bless our lucky stars
For you or I can be
The guy who has the answers right
Any day at 10 or 3.

Gear-Grabbers Hurt Union

The membership of the Seafarers International Union has consistently reaffirmed its position that gear-grabbers can't be good Union men. Any individual who stoops to pilfering gear such as coffee percolators, linens, etc., which are placed aboard SIU-contracted ships for the convenience of all hands, is, above all, guilty of a malicious disregard of his shipmates' welfare.

Crew conveniences on most SIU ships today are not there by accident. They are there because of the Union's successfully-fought struggles to bring greater benefits and comforts and to provide decent conditions for the membership while out at sea.

These hard-won conveniences are for the benefit of ALL HANDS. They ARE NOT to be appropriated by any individual for his own personal use. Violators of the membership's welfare will be dealt with in accordance with the firm stand taken repeatedly by Seafarers in all ports.

Brother Warns Of Slick Character Working Hamburg, Bremen Docks

To the Editor:

All merchant seamen entering the ports of Hamburg and Bremen should be on the lookout for a highly notorious character masquerading as an American ex-seaman.

This man is colored, of medium height and middle-aged, and has a round face and thinning hair. He speaks with a northern accent, but the important thing is that he is a polished talker and an accomplished actor.

His present citizenship is unknown to me, but I believe that he is either an American citizen or a man who has lived long in the States.

He dresses immaculately and carries an empty brief case when boarding ships. He carries with him buttons of various American seamen's unions, and displays the one appropriate to the particular ship he is visiting—or should I say victimizing.

This man is the lowest kind of a stool pigeon and should be kept away from all U. S. ships and seamen.

HAS CONNECTIONS

He generally starts operations by boarding a ship and asking for the Steward, displaying whatever union button fits the occasion. Once he gains admittance, to the ship he will win the confidence of a few men, generally with very little trouble.

He will mention top union officials suggesting that they are his bosom pals. In addition, he speaks German fluently, a trick which is of course an asset. He always manages to find a chance to prove his mastery of German by saying a few words to a stevedore in front of the Americans.

He keeps talking slickly, claiming to know all the local "connections," whatever he means by that. He may say that he could smuggle anything from a needle to an anchor out of the dock

without a single bad moment. But once you entrust him with one of your possessions you may as well say "goodby"—or expect trouble.

I never have had any personal contact with this man, but from a couple of my shipmates and some other seamen who have fallen in with him I gather that he is one smooth character.

In Hamburg he victimized a group of American seamen in this manner. After convincing some of the crew that he was a right guy, he prevailed upon them to pack all the trinkets and what-nots they intended for friends ashore. He was going to do them a great favor because he used to belong to the same Union—he had the button to prove it.

SLICK TRICK

While the boys were packing the things, the smooth guy went ashore to engage a launch. In a short while the launch came alongside. The crew loaded their precious gifts and then hurried into the launch themselves to make sure there was no monkey business.

The launch pulled up at a certain spot on the Hamburg waterfront where normally not even a lost civilian would be walking. Yet on this occasion two German cops appeared as if by magic. They "arrested" the smooth gent and threatened to turn the seamen over to the British military authorities.

What would you do under the circumstances? Naturally you would do exactly what these men did, hurry back to the ship to mourn the loss of the valuables. They were relieved that they managed to avoid being turned over to the British.

BROADWAY PLAYBOY

In fact, being innocent at first, they actually felt sorry that their slick friend had been arrested—until they saw the light.

Canadian Yearns For U.S., Likes Unity Shown By SIU

To the Editor:

I get the LOG regularly up here in Canada. Gosh, how I wish I were down there! I am a strong supporter of "unity in unions," such as you have in

RECOMMENDS SPOT FOR GOOD TIME WHILE BEACHED

To the Editor:

Would you please send a few LOGS to the Dream Castle Bar at Clear Lake Highlands, Lake County, California.

What's more, tell the fellows that this is a damned good place to spend their time on the beach if they're on the sunny West Coast. It's only two hours and a half from San Francisco, and there are fishing, swimming and sailboating. Cabins are cheap to rent and everything else is reasonable.

I had a fine time here myself, and it's where I'm spending my payoffs from now on. A lot of SIU and SUP oldtimers live here.

William G. Lindelof

the SIU. I would like to see an international movement started.

Don't think for one minute that you people alone have labor disputes. We have them here—and how. This country makes it very hard for the working man to organize and improve his conditions within the law. The Minister of Labor for the Dominion of Canada has done everything possible to smash the Trade Union movement.

I by-pass all "isms and politics," because I understand so well the underlying methods they use. But as a Trade Union man I consider Bill 39, and the American Bill down there (Taft-Hartley Act) as vicious. Big business is doing its best to get at the helm.

Thirty thousand university graduates left this country last year, for there was nothing for university brains to do—or if there was it was paid for with "cat meat prices."

I will conclude by saying good luck to you boys in the SIU who are doing so much to get better wages and conditions. My copy of the LOG circulates among a number of people up here.

Douglas Drexel

The following night, one of the same crew, not one of the victims, saw the fast-talking character in a Hamburg night spot trying to suffocate the patrons with the smoke of American cigaretters and buying drinks like a Broadway playboy. Nobody had to be a Sherlock Holmes to draw the correct conclusion.

In Bremen recently another seaman fell a victim to this slick crook's methods. In this second instance, the smooth boy's idea must have been to ingratiate himself with the American Army brass around Bremen rather than to line his pockets.

On this occasion the man on gangway watch recognized this waterfront gyp artist as the rascal who recently had victimized some shipmates of his and he refused him admittance. Right after this, the man who had been on the gangway was stopped on the dock by a high American official.

Finding nothing on the seaman, the official went aboard the ship and instituted a fine-tooth comb search of the man's quarters. In the end he found a couple of very inconsequential undeclared articles. The seaman was fined and restricted to the ship.

WORKS BOTH SIDES

One of our Mates recognized the slick SOB, saying that on another ship a few months ago he had pulled a similar stunt. It appears that if there is a good profit in sight he will work with the Germans. But if there isn't much profit in a deal he will turn a man over to the American officials to gain good will. So, Brothers, beware!

Let me close by imparting a little sound advice. Try your best to abide by the rules when you're in Bremen or elsewhere. If you are a heavy smoker, don't try to hide your extra cigarettes under the floor plates in the Engine Room. Several crews have found to their dismay that the customs searchers in German ports look there first when they come aboard a ship.

Lastly, when you're in Germany, smoke less or don't smoke at all. If the one carton allowed you a week isn't enough, all I can say is "Good luck, Brother."

Philip M. Reyes

Do It Now

By an overwhelming vote on the Referendum Ballot, the membership of the Seafarers International Union, A&G District, went on record to protect itself in the hard days to come by building up a strike fund and by providing shoreside operating bases.

That means a \$10.00 Strike Assessment and a \$10.00 Building Assessment. Already many members have paid these sums.

The operators will move without warning. It is our duty to be prepared.

Pay the assessments immediately. It is our insurance for the future growth and strength of the Union.

Smoky Deck, African Cops Only Blots On Kirk's Trip

To the Editor:

The SS Robin Kirk, one of Robin's new reconverted baby flat-tops, just completed a good trip to the south and east coasts of Africa. The run was favored by a minimum of beefs and close cooperation among the crewmen.

The only important beef, other than a bit of resentment against the treatment of seamen by Portuguese cops, was the way the stack worked. The stack continually blew black, gaseous smoke down over the after deck, making any work there an ordeal. It is hoped that the difficulty will be corrected by lengthening the stack.

During the trip we touched at Capetown, Port Elizabeth, Durban, Mombasa, Tanga, Dar-es-Salaam and Lourenço Marques. It was in the last-named port on the coast of Portuguese East Africa that the gendarmes once more demonstrated their dislike for American seamen. On the slightest pretext or none at all they will use a truncheon on you in Lourenço Marques.

BACKSIDE CASE

It so happened that our Deck Maintenance was coming back to the ship one night, and coming back sober in case anybody raises the question. A dog came up to him and he stopped to pet it.

Wham! A club wielded by a Portuguese copper smacked him on the backside.

Not wishing to become a hospital case, our Deck Maintenance didn't argue with the leering cop. Instead, he took his mortification to the American Consul for treatment.

The consul's secretary showed him a record book containing the names of dozens of seamen who had gotten in the way of a truculently swung club. But the secretary was a bit vague as to what could be done to redress these beatings, saying that in the past the consul had protested to the Portuguese authorities. However, the secretary added, the incidents continued to pile up.

It was evident to the Deck Maintenance, whose name was Bill Zargas, that he would get no help from the consul. He could relieve his emotions by talking things over with his shipmates, but he thought that we ought to do something to prevent further incidents of the sort.

It was suggested that we ought to sign a petition to be presented to the Union, asking that something be done. However, the plan was dropped and at the payoff not a whisper was heard of it.

LADY PASSENGER

Just before leaving Mombasa, a female rhinoceros was brought aboard for the Bronx Zoo in New York. She weighed a ton, but appeared less ferocious than one would imagine these beasts to be.

Her name was Tippy. She was

fed twice a day on hay and oatmeal, no water being allowed.

She was secured on the No. 5 hatch, and it was a matter of conjecture with the crew whether she would live through to New York. For one thing there was the smoke from the stack for her to breathe, and for another her prison of a box prevented almost all movement.

But Tippy proved herself to be a good sailor by weathering a heavy gale off Capetown, the smoke and her confinement, although she did lose quite a bit of weight.

J. J. Flynn

Unclaimed Gear

Members whose gear has been held for more than three months in the fourth floor baggage room of the New York Hall are advised to call for it immediately, or notify the Hall where they wish it sent.

Crowded conditions make it impossible to hold gear longer than three months. All effects remaining unclaimed after three months will be sent to the owner's home via express collect.

Gear without addresses will be disposed of otherwise.

Seaman's Mother Asks Log For Information On Draft

To the Editor:

Your paper was of much help to me during the war years, when my son was shipping. I found information concerning draft laws, etc., that I could learn nowhere else; so I've decided to write you for information about the new draft law and what it will mean to seamen and ex-seamen.

My son served in the merchant marine from October 9, 1943 to November 15, 1946, and is a retired SIU book man. I would like to know if he will be subject to the draft.

The papers say veterans are mostly exempt, but one never knows when our Government considers the seamen as veterans. When the war effort depended on our ships to deliver men and supplies all over the world, seamen were hailed as heroes; but since the war is over it looks like they are the "forgotten men."

So the question now is: Are they veterans too, and will their time in the merchant marine apply the same as the armed forces?

I trust you will know who to contact to find out. I'm sure many others are wondering about this too. Thanks for any help you can give me.

READS LOG

I'll continue to read the LOG and hope to find an answer to this soon. My son still reads the LOG although he is not shipping. I enjoy reading it too.

Mrs. Garret Cogagan

(Ed. Note: Full draft information known to the SIU was printed in the LOG, issue of July 2. In brief, the article stated that merchant seamen are eligible for the draft, but a capitol ruling is expected which may exempt those having a year of continuous wartime service.

To protect themselves, the SIU urges men having the necessary time to secure a Certificate of Substantially Continuous Service through the Maritime Commission, Room 924, 45 Broadway, New York. Seamen must present their wartime discharges. If writing, mail your discharges or photostats to the Seamen's Wartime Service, Benefits Unit, Marine Personnel Section, U.S. Maritime Commission, Washington 25, D. C.)

CREWMEMBERS ON SS KYSKA STRIPPED FOR ACTION



Bosun Felix Bonifat, AB Eugene Occato, AB Alfred Borger, and "Stud" Ruszel (kneeling) take time out from their duties to line up on deck for this picture to let LOG readers know that everything is under control on the Kyska. L. S. Augulto, the "Manila Watch," snapped the shot.

At right—Brothers Eugene Occato and "Stud" Ruszel (straddling the rail in back) are shown rigging a stage over the side preparatory to giving the old Kyska a regular SIU scrapping, painting, and general "face-lifting" job.



Azalea City Crewmen Want Clarification On Port-To-Port Repair Letter Problem

To the Editor:

At a meeting held aboard the SS Azalea City, May 19 a problem was discussed which we feel is of interest and concern to all members.

It is the practice in some branches of our Union when beefs hold up the signing of articles to encourage the crew to sign the articles with the guarantee that the beefs will be settled at the port of discharge, or the next port of call.

This guarantee usually is a letter from one of our Agents, to the effect that unless everything is settled to the crew's satisfaction the crew can refuse to sail the vessel, or take other methods to gain their ends, without jeopardizing their Union standing or becoming involved with the Coast Guard.

In theory this plan sounds sensible and should work. But in practice the opposite is often true.

Here is our actual experience: This vessel was crewed up in New York in January and the previous crew left no repair list. After a leisurely trip to Mobile the crew paid off and left a substantial repair list with both the Union and company officials.

The Mobile Hall transferred the beef to New Orleans, where the ship was to load, and the

crew sailed the ship there on coastwise articles.

In New Orleans the repair beef was again brought to the Union's attention and there the company claimed that the repairs should have been made in Mobile as they had neither the time nor the facilities to make the necessary repairs in New Orleans.

After considerable negotiation back and forth, our Port Agent extracted a promise that everything would be satisfactorily taken care of at the conclusion of the voyage, and gave us (the crew) a letter to that effect.

With his advice we signed foreign articles. Therein lies the tale.

Upon our return to the States, the beef was taken up in Philadelphia where a new crew boarded the ship, and was also taken up in Baltimore, New York, New Orleans, and Mobile where the repairs were finally made.

By this time the repair list had grown to over a hundred items—all legitimate.

The company officials in all ports visited refused to be bound by any promises made in other ports and we were advised by our own Patrolmen that signing foreign articles on a promise was a mistake.

Incidentally, all the Patrolmen involved did their level best to settle the beefs, and instructed us to ride the ship until every-

thing was settled as promised. But the point still remains that a letter written by a Patrolman or Agent in one port carries little or no weight with officials in other ports.

SUGGEST CORRECTION

We feel that this practice should either be discontinued or else the letters should be honored in all ports.

We are particularly fortunate in having a patient crew, for it was no pleasure to ride a beef for three or four months and then be told that we were foolish to sail the ship in the first place.

We feel that too many times a ship sails short of stores, slop chest supplies, etc., all because writing a letter is much easier than tying up a ship and fighting the beef before signing on—even though the letter or promise is made in good faith.

We further feel that the above complaint should not be construed as a reflection on the ability or the job that our officials are doing.

It is the practice itself that we object to.

We sincerely hope that you will print this letter in its entirety so that we may hear of other experiences along the same lines.

32 crewmembers
Azalea City

LAUDS EFFICIENCY OF STATEN ISLAND MEDICAL STAFF

To the Editor:

A job well done deserves a word of recognition and for that reason I wish to say something in behalf of the staff of the Staten Island Marine Hospital.

I have just been discharged from that institution, where I had been undergoing treatment for two months. My stay in the hospital was made as pleasant as possible because of the kindness, efficiency and consideration of the doctors, nurses and other hospital employees.

They did everything possible to help me and I was impressed by the competence of the medical staff.

I was well treated and I would like to say thanks to the hospital staff. If any of the Brothers now in that hospital read this, I think they should bring this letter to the attention of the doctors and nureses there.

M. F. Morrison

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.

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.

CREWMEN OF ISTHMIAN'S CAPE SAN MARTIN



Always on the look-out for Seafarer crews in Manila, L. Agulto, the "Manila Watch," caught these Cape San Martin men at coffee time. Their order in the picture is not given, but the men are identified as William Tschuschke, B. Agol, Paul Margo, Walt Busch, J. Martinez, A. Plazer, S. Lenert, J. Kruzek and Pete Triantafillos.

Welcomes Opening Of New Ras Tanura Club

To the Editor:

I read the article of G. W. (Bill) Champlin in the June 25th issue of the LOG. I agree wholeheartedly with Brother Champlin on the question of shore leave in Ras Tanura, Saudi Arabia, and some of the other Isthmian ports in the Persian Gulf.

Last year I was aboard an Isthmian freighter scheduled for the Persian Gulf. After leaving Port Said we pulled into Jeddah (sometime called Yeddah) where we were immediately granted

THANKS PHILLY DISPATCHER FOR 'BEING ON BALL'

To the Editor:

I would like to use this means to thank the Dispatcher in the Philadelphia hall for being a man of his word.

When I left there recently I asked him to forward my mail to the New York hall. But when I made the request I felt that the load of other things on his mind might keep him from sending my mail immediately. I was wrong.

He attended to the matter promptly and my mail arrived shortly after I did. He's on the ball and I'd like him to know I appreciate it.

Jim Bentley

Branch Meetings

Don't forget to be there! The next regular membership meetings will be held Wednesday evening, July 14 at 7 P.M. in all ports. With the exception of New York, all branches hold their meetings in their own halls.

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

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

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

shore leave—launch fare: \$10.00 per round trip.

Unfortunately, there was no way to spend our draw, as the Mohammedan religion prohibits spirits of any kind. But never the less it was shore leave.

Leaving Jeddah we went to Bahrein, which is more or less English controlled.

On the dock there was a sign which read "No Seamen Permitted Shore Leave!" We decided to ignore this, and that night eight of us made for the gate. We went into a small office on the deck, and telephoned a taxi which turned out to be a 1946 Nash.

We all piled in and the driver took us to Manama. Everyone of us had a good time as could be expected.

RAS TANURA NEXT

After leaving Bahrein we went to our main port of discharge, Ras Tanura. We expected to be there for a week at the most, and to everyone's horror we learned there was no shore leave.

Believe me, nowhere else on earth can compare with Ras Tanura's humid atmosphere, cloudless skies, scorching sun, and never-ending torment of flies which wake you up promptly at

5 A.M. The only hours of peace are from 8 P.M. to 5 A.M.

To all of this was added bum chow. We ran out of such things as bread. Didn't have bread for one and a half months, and had to live on baking powder biscuits.

I could go on for hours telling of little incidents like this which added up to a fouled-up trip.

But to get back to the subject, we lay in Ras Tanura 39 days without recreation of any kind. Finally we picked up the hook and went to Kuaite which is only a few hours from Ras Tanura, and anchored for another six days.

HOME SWEET HOME

At the end of six months we got back to New Orleans with 160 hours overtime and some very revolting memories of the "SS Scurvy," as everyone had nicknamed her by then.

Now I am informed that a building has been opened for the use of seamen at Ras Tanura which has everything from showers to hamburgers.

That is very gratifying news and will be appreciated by the many SIU men reaching that port.

R. G. Hinkel

BOUND FOR MODERN "TREASURE ISLAND"



Those happy smiles of the Evelyn crewmen are not wholly due to the excellent chow, they are also happily anticipating the ship's arrival at Boca Grande on Gasparilla Island. Brother Swift, center, tells the story of what the Evelyn men found on the modern "Treasure Island" in his letter on this page. Other Evelyn men in picture are, left to right—Sergzyski, Izatt, Swift, Alpers and Shaffer.

Heiresses Seek Suitors, Prefer Young Seafarers

To the Editor:

Are you a tall handsome and adventurous seafarer? Do you wish to seek romance and fortune in semi-tropical climes? Then come with me aboard the Bull Line's SS Evelyn. All your dreams may well come true!

Only four and a half days out of Philadelphia lies Gasparilla Island off the coast of Florida. A regular port of call for the Evelyn is Boca Grande on Gasparilla Island, and therein lies a tale.

Boca Grande is a secluded and exclusive vacation spot for some of America's wealthiest families. Here, largely drawn by the famed tarpon fishing, live, in season, the Duponts, the Morgans, the Crownshields and others in modest 24-room cottages with landscaped grounds, multi-car garages and small barracks for the chauffeurs, maids and other honest workers who keep the rich folk going.

SEAFARERS WELCOME

Also available is a hotel—with rates starting at 40 dollars a day. A new crewmember of the Evelyn who inadvertently missed his ship spent a night in this hotel. The horrified squawk he emitted on being shown the bill next morning was matched only by his cry of anguish at being shown a mountain of dirty dishes to wash to pay off that portion of the bill his funds would not cover.

The elite residents of Boca Grande naturally do not welcome one and all to their island refuge where they relax from the rigors of coupon-clipping. In fact, a determined effort is made to keep out the "hoi polloi" or common herd. Of course, there is no aversion to Seafarers.

In this connection it is of interest to mention that when an NMU ship put into Boca Grande not long ago a security guard of one policeman for each crewman was provided and all women, children and dogs were kept indoors for the duration of the NMU's stay.

When a Panamanian vessel once appeared on the horizon, the entire able-bodied population of Boca Grande, armed with shotguns, assembled on the dock to bar entry to the Panamanian stiff. This worked an especial hardship on the Panama sailors since their ship was running low on rice and beans.

WAVY HAIR HELPS

But what of this romance and fortune, you gentle readers ask? Well, brothers, it's like this:

When the full tide of monied aristocracy sweeps upon Gasparilla Island in the winter season, femininity in various forms comes with it.

There are petite French maids, governesses, female companions and cooks galore. On moonlit evenings by the sea, SIU men can always be seen strolling along with these beautiful bits of stuff.

But for the cream of the Seafarers who can boast youth, good looks and perhaps wavy hair there is more alluring and pulchritudinous prey. Heiresses possessing high social position as well as great wealth are numerous in Boca Grande. These lovely creatures are no more averse than have been other damsels throughout history to being squired by virile, devil-may-care men of the sea.

Despite the dim view of such goings on held by high-society minded mothers, romance frequently flowers between platinum plated maidens and handsome seafaring gentlemen. One SIU member who abruptly disappeared from the Evelyn is the subject of much conversation among his former shipmates. None of his old pals has been able to contact him directly for full details, but after his marriage he was seen driving around Miami Beach in a \$20,000 Hispano-Suiza automobile.

MAKES OUT

Of course, all seamen are not equipped with the youth and good looks necessary to promote such an outright bonanza as that. One "Eddie Roundbelly," so named by his mates for his lost "Battle of the Bulge," a former baker aboard the Evelyn, did pretty well despite middle age and the inflated waistline, but his marriage to a Morgan cook did not excite his friends until they learned that the aforesaid cook was of the elite of all cookdom and drew a steady stipend of \$300 a week.

Naturally Eddie Roundbelly does not disport himself in an imported Hispano-Suiza. With a working wife he rates only a small but neat 1948 Cadillac. He makes out, though.

And so, mates, that is the story of life on the Evelyn. It must be stated, however, if only to forestall a rush of Seafarers to the Philadelphia Hall to join the Evelyn with a consequent depletion of other Halls, that Boca Grande is now a deserted town and will remain so until the next winter season.

George Swift



The SIU Contracted Companies: Eastern

To better acquaint the SIU membership with the ships they sail and the SIU contracted companies behind them, a series of short articles on these companies and their ships is being run in the LOG.

Some of the companies have long and interesting records in American maritime history—some of that history was made with SIU crews aboard the ships.

In New England, where one's lineal descent is held as being of importance if one wishes to be accepted in the best groups, Eastern Steamship Company—like the families of the early settlers—would easily qualify as acceptable, being in direct descent from the oldest steamship operators on the American coasts.

The company lays claim to this honor as a result of evolving through a number of companies and corporations down through the years.

The parent organization was the Kennebec Steam Navigation Company, a company which in 1823 owned the first steamer in Maine waters and one of the first steam coasters in the United States.

Eastern, it is interesting to note, has always operated steamships, in contrast with many big steamship companies today which grew out of schooner and square-rigged operations.

Considering the present size of the company—two passenger ships—its early growth and magnitude is astounding.

After being incorporated in its present set-up in 1901, when it took over a number of small lines running services from Boston to Bangor, Maine, the company, in six years, took over the big Metropolitan Steamship Company, which operated ships between Boston and New York, and the Consolidated Steamship Company, which owned or operated as many as 100 ships.

PROSPEROUS YEARS

The company, enjoying its most prosperous days, gradually expanded its fleet during these early years. In the early 1920s, the company built fifteen new vessels, among them the big

Boston-Bangor run for some 25 years, and were as well known along the down-east waters as Boston beans and Indian pudding.

These fine vessels—and they really were fine ships—had oil-fired boilers and engines capable of delivering 4000 horsepower. They were quite often described as the "great white flyers" of the Bangor Line.

For many years this was a well patronized service for both passengers and freight, but business fell off when motor trucks became more numerous, till it was finally abandoned with great reluctance by the company in 1935.

So much an institution was this old line, that the Maine Public Utilities Commission made Eastern continue the service for several years after it last showed a profit on the operations. The Camden and Belfast were then sold to the Colonial Line.

WON BY SIU

It was during these years—1936-19337—that the crews of Eastern Steamship Lines' vessels were in the process of being organized.

Both the NMU and the SIU contested for control. The SIU finally won out, being awarded a contract when a poll of unlicensed personnel on the ships held by the NLRB showed that the SIU was the choice of the men on the ships.

One of the reasons which made travel popular on Eastern's coastwise ships was the low fare. It is interesting to note, in view of the present prices for travel, that the fare by Eastern from Boston to New York in 1937 was only \$6.50, and that included berth and meals.

Up to 1941 Eastern operated 15 freight and passenger ships in its various coastal services and employed about 700 people in all departments. Indicative of the fade-out of coastal shipping is that the company is now down to only two ships.

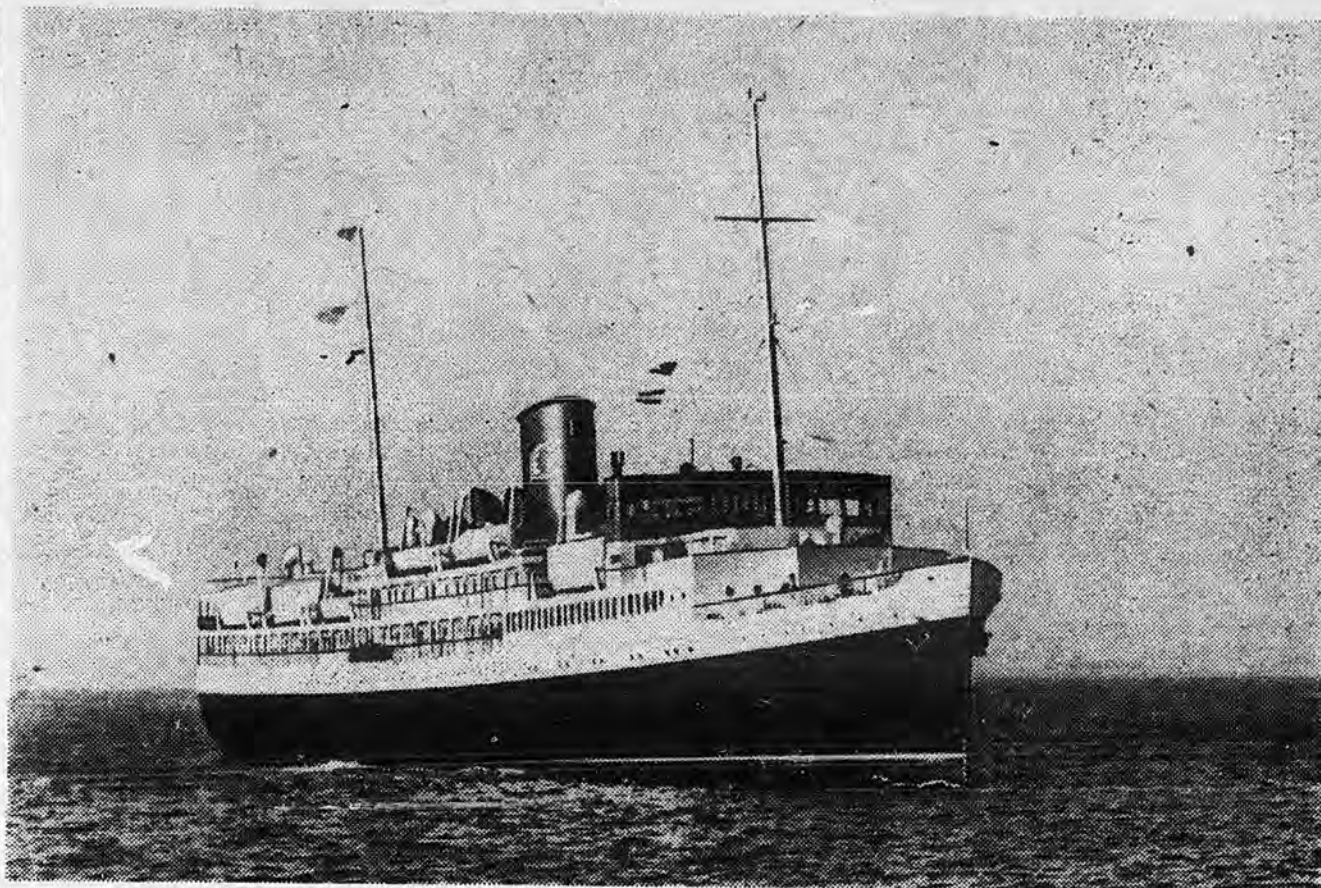
Two other well-known Eastern ships were the Acadia and St. John, which were used for cruising and for the New York-Boston run in the wintertime. The Acadia cost \$3,500,000 when built, but a ship of her size could not be duplicated for at least three times that amount.

The St. John was taken over by the Navy before the war for a hospital ship and is still in that service. The Acadia is laid up at Newport News, Virginia, at the moment, with the company and the government engaged in what seem to be fruitless arguments over how much the company shall be paid to put her back into usable condition.

Like all war-operated vessels, she was more or less torn out inside from stem to stern for emergency use and is still in that condition.

She would be a valuable addition to the merchant marine, for she's a 6,100-tonner with a speed of 22 knots and can carry 740 passengers.

Eastern also owned the old George Washington, which the



The Evangeline, one of the two remaining passenger ships in the Eastern Steamship fleet. Built in 1924, she is 385 feet in length and has a deadweight of 4900 tons. Her name stems from that of the Nova Scotian heroine in the tragic poem by Henry Wadsworth Longfellow.

government took over for war use, and which is now owned by the Alaska Transportation Company. The company was paid a million dollars for her last year.

Although Eastern was awarded what seems like a big sum of money for the old George Washington, you couldn't even build a good size ferry boat for that kind of money today.

The Yarmouth and Evangeline were both returned to the company after the war, and each was put back into the passenger-carrying trade at a cost of well over a million. To put the Acadia back into service, the company claims it would cost well over five million.

Some SIU oldtimers may remember when the Yarmouth hit the Losmar of the Calmar Line in July, 1936, and stove in her bow plates in a dense fog in Boston outer harbor.

There may also have been some oldtimers aboard the Sag-

amore the night she ran onto the rocks at Corwins Rock off Portland in a driving snowstorm. The old Herman Winter (she ended her days on the rocks off Gay Head at Martha's Vineyard) replaced the Sagamore.

Other Eastern freighters were the old Falmouth and Sandwich, used in the New York-Portland trade. Both of them saw some war service carrying bauxite into Mobile from Trinidad. The old Madison was recently broken up for scrap in Quincy, Mass.

During World War II, Eastern operated 30 Victory and Liberty ships, including the famous Lou Gehrig, which made voyages all over the world.

SUFFERED ONE LOSS

The only ship lost by the company was the Liberty Arthur Sewall, which hit a mine in the English channel while returning from France with a load of war supplies.

She was hit in broad daylight

and the crew took her to the English coast, where she was beached. She was built in Portland, Maine, incidentally, and ended her career on the beach near Portland, England.

Eastern's other big babies, the Boston and New York, were lost during the war while in convoy enroute to England. They had all ready been sold to the Government at the time, so it wasn't truly an Eastern loss.

Down to two passenger ships at the moment, the Yarmouth and Evangeline, the ships are engaged in both coastwise runs and cruises to the south.

In the summer the Yarmouth runs from Boston to Yarmouth, Nova Scotia, and in the winter, with the Evangeline, she runs from New York to Miami to Havana.

The Evangeline, in the summer, runs from New York to Bermuda to Nassau. Each ship carries a crew of 207 men.

Ships In Transit Keep West Coast Going

By STEVE CARDULLO

SAN FRANCISCO — The main item on our agenda out here is the search for a Union Hall that will look like a million dollars, without costing that much. Just as soon as we come upon something likely we'll submit it for approval.

Plenty of ships hit this coast last week. In Frisco alone we were kept on our toes merely covering the ships in transit.

On the SS T. Brown we paid off quite a number of A&G men. Aboard were some oldtimers including "Red" Connors, Turrentine, Dave Williams, Baldwin, McLellan, Fortier, Roy and White.

Bill Kierulf came in for a load of LOGs. On each trip Bill has been dropping them on the other side — in Chinese and Japanese ports — and he says that the response out there has been very good.

BLASTS PERFORMERS

Although we have been cracking down harder and harder on gashounds they seem to be on the increase here. It's doubly unfortunate that we get the fight-

ing kind on this coast instead of the sleeping kind.

If a man signs inter-coastal articles, and has no intention of completing the voyage, he should get together with his Skipper before he signs on.

As it stands now, too many men come out this way and develop "fractured dandruff" and "ruptured handnails" in an effort to get a medical payoff entitling them to something beyond what they actually have earned.

This would be all right if they really were sick or injured. However, we have seen many a man recover rapidly from a mysterious illness as soon as his ship left the dock. These guys are making it hard for men who really are sick.

The weather here is ideal for people who suffer from those heat waves you get back east. Here, the weather is always—well, almost always—warm in the daytime and cool at night. Great for sleeping!

Morale has been running high out here, since A&G men learned that they soon would be able to ship from their own Hall in Frisco, just as the SUP members

do in New York.

Al Bernstein's raw vegetable and fruit diet is making our A&G office look like a truck farm. When you turn around you don't know whether you will sight a bookman or a rabbit.

The other morning a wino came in with a hard-luck story. It was easy to see that he'd been out on a tough one and he hit Al for two bits for a meal.

"What can you get for two bits?" asked Al as he opened his desk drawer. "Here, Brother, help yourself."

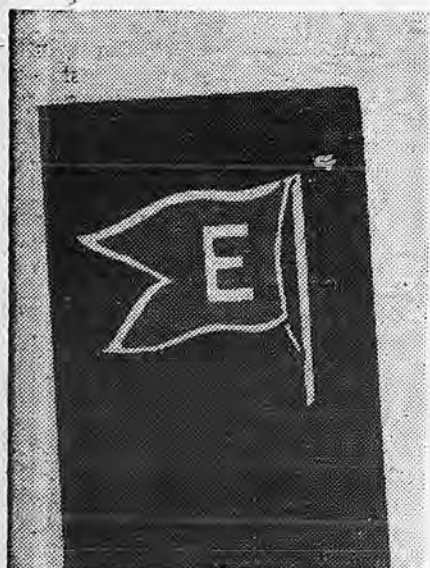
In Al's drawer were a head of lettuce, some carrots, a little celery plus a few string beans and turnips.

"Help yourself, Brother," Al insisted, "it's good for you."

We don't know what the wino really thought. He beat it so fast we never had a chance to ask him.

Bernstein has even been carrying raw carrots around with him, and when he gets hungry he pulls a snack from his pockets. He doesn't even put salt on the stuff.

At that, Al has dropped 22 pounds, believe it or not.



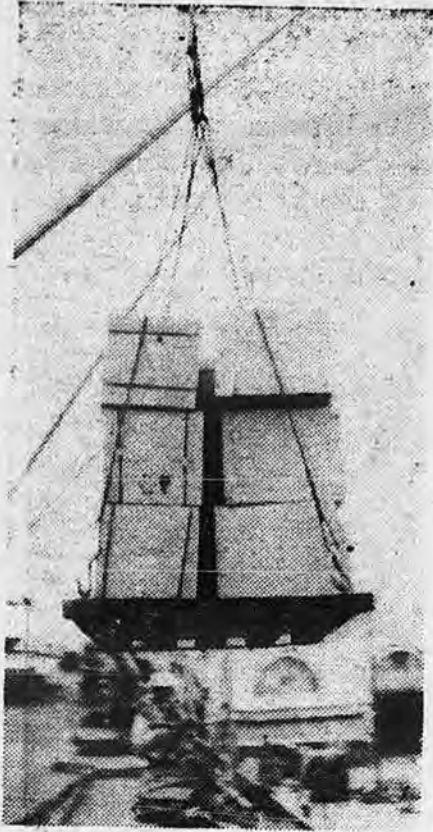
The Yarmouth and Evangeline are recognized by a stack design having a white block "E" on a blue pennant. The stack itself is black.

steamers Boston, New York, Evangeline and Yarmouth. The latter two were completed in 1924.

The Boston and New York were sister ships, both of them ran on the popular Boston to New York service as night boats, using the Cape Cod Canal. This service was a popular one and would probably still be running if it weren't for the war.

Two other very well-known Eastern ships were the Belfast and Camden, which ran on the

Unloading



A portion of the cargo that was taken from the SS Steel Maker at Pier 7, Manila, where the Isthmian vessel tied up on June 7. Photo submitted to the LOG by L. Agulto, who covers arrival of all SIU ships in that port.

PERSONALS

HOWARD CROUSE
Get in touch with your brother in Bicknell, Indiana. Your mother has died.

TONY BENFOTTI
Veterans benefits are due you. Get in touch with Chief Attorney, Veterans Administration, 35 Ryerson Street, Brooklyn.

FREDERICK E. BRONLOW
Your mother asks that you contact her immediately. Important letter. She is moving within two weeks.

RALPH WILLIAMS
Get in touch with Captain Boughman, Isthmian Steamship Company, 71 Broadway, New York.

L. G. WHITE, BOSUN
SS STEEL ARCHITECT
Discharged June 28. You left your papers at the Customs House. They are now in mail room, 51 Beaver St., where you may obtain them.



SIU Hiring Hall Victory Is Hailed As 'Blueprint' For Solving Hiring Issue

(Continued from Page 1)

Hiring Hall pact, the Mobile Labor Journal said, "Basically it appears that the AFL Seafarers was intelligent enough not to get involved with the Federal bureaucrats and bunglers, and clearly charted a course designed to win greater benefits for its membership, while at the same time keep that membership steadily employed.

"Of course it makes for headlines when the cry goes out 'to hit the bricks' and 'lower the boom,'" the Mobile publication continued, "but it makes for 'pork chops' and a solid, stable membership when agreements are honestly and conscientiously arrived at as a result of honest collective bargaining..."

The Mobile paper concluded with a statement that the bargaining sessions which produced last week's agreement had "as the sum result the effect of keeping the membership at work on conditions that are the best in the world, under contracts that have been arrived at with the views of protecting the membership and not for the aggrandizement of some self-styled big shot or some Moscow-inspired stooge."

Of the comments made by the nation's daily press, the San Francisco Examiner was the most optimistic. It hailed the SIU agreement as "a blueprint for solving the maritime hiring hall issue," which is confronting the nation.

Another San Francisco daily, the Chronicle, appraised the agreement as "considerably stronger" than any of the "formulas" embodying the Hiring Hall principle recently arrived at by other maritime unions.

The intensity of feeling on the hiring hall issue among seamen was expressed in enthusiastic messages of approval sent to SIU Headquarters from Seafarers crews at distant points.

The crew of the SS Yugoslavia Victory, out on the West Coast, sent "heartily congrats and sincere thanks to the Negotiating Committee for a job well done in Hiring Hall beef."

Another wire, from the crew of the SS Steel Director, stated that all hands "appreciate the work you have done to secure the Hiring Hall..."

Individual sentiment was equally enthusiastic. Almost all messages received from members revealed deep concern for the fate of the Union Hiring Hall, which for the first time gave American seamen a democratic employment procedure. A telegram from Joe Bartlett,

Bosun, aboard the SS William failed is the operators' recognition of the Union determination prevailing among the Union to retain the Hiring Hall.

"Congratulations on the victory in winning the Hiring Hall. It makes me feel proud to be a member of a Union that always leads the way," Bartlett wired Headquarters.

That the communist element on the waterfront was no little alarmed by the effect the SIU agreement would have on seamen they influence was apparent in a report issued by a commie caucus meeting under the guise of the NMU National Council and branded as "illegal" by the anti-commie group of NMU officials.

In the report, New York Port Agent Paul Palazzi, interpreted the development as a "plot to bring seamen into the SIU."

It was reported by the Pilot, NMU organ, that the "illegal" meeting was also addressed by Vice President McKenzie, a well known commie hack and long time member of the Party.

Evidently viewing the SIU agreement as "setting a pattern which might crush commie hopes for continued chaos and confusion on the waterfront, McKenzie predicted that the NMU would soon see a contest between the commie and anti-commie forces, with the latter "fighting for the SIU hiring formula."

In the main, the SIU agreement is still under study in most labor quarters. Shipping operators, although not wishing to be quoted, were generally agreed that the Hiring Hall pact negotiated by the SIU would have a sound effect throughout the industry.

Those companies directly concerned were convinced that the Union Hiring Hall would assure a steady flow of competent, experienced and responsible seamen to man their vessels.

One basic reason for the SIU's success where other unions have

This past spring the strongly united membership overwhelmingly voted a ten-dollar strike assessment as a means of tightening its defenses in the event the Hiring Hall was endangered.

The SIU has the reputation as a hard fighting organization, a fact openly recognized on the waterfront. Most recently the Union struck the Isthmian Steamship Company to win the contract now in effect with that company.

Mobile Members Take Action On Ship Foul-Ups

By ROBERT JORDAN

MOBILE—Sometimes we Patrolmen have to do things we don't like to do. But when a crew fouls up a ship we have no choice.

Patrolman W. J. Morris and I went aboard Waterman's SS Desoto when she arrived here, and what met our eyes shouldn't be seen on a Panamanian scow. The ship, including the crew's own quarters, was filthy beyond description.

We gave the boys a chance. We told them to clean things up SIU style before the payoff. Some of them cooperated, but most of them did not. We had to bring charges against 21 of them and, eventually, all but one of the 21 were fined \$10 apiece by the membership of this Branch. The eight men whose quarters had been clean were witnesses before the Trial Committee.

Our motto is, "An SIU ship is a clean ship." When an SIU ship is dirty, the whole Union suffers. A crew that leaves a ship dirty is playing into the shipowners' hands.

SIU HALLS

SIU, A&G District

- BALTIMORE14 North Gay St. William Rentz, Agent Calvert 4539
- BOSTON276 State St. Walter Sielmann, Agent Bowdoin 4455
- GALVESTON308½—23rd St. Keith Alsop, Agent Phone 2-8448
- MOBILE1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
- NEW ORLEANS523 Bienville St. E. Sheppard, Agent Magnolia 6112-6113
- NEW YORK51 Beaver St. Joe Algina, Agent Hanover 2-2784
- NORFOLK127-129 Bank St. Ben Rees, Agent Phone 4-1083
- PHILADELPHIA614-16 No. 13th St. Lloyd Gardner, Agent Poplar 5-1217
- SAN FRANCISCO105 Market St. Steve Cardullo, Agent Douglas 2-5475
- SAN JUAN, P.R.252 Ponce de Leon Sal Colla, Agent San Juan 2-5996
- SAVANNAH220 East Bay St. Charles Starling, Agent Phone 3-1728
- TAMPA1809-1811 N. Franklin St. Claude Simmons, Agent Phone M-1323
- HEADQUARTERS51 Beaver 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

- HONOLULU16 Merchant St. Phone 5-8777
- PORTLAND111 W. Burnside St. Beacon 4336
- RICHMOND, Calif.257 5th St. Phone 2599
- SAN FRANCISCO59 Clay St. Douglas 25475
- SEATTLE86 Seneca St. Main 0290
- WILMINGTON440 Avalon Blvd. Terminal 4-3131

Gt. Lakes District

- BUFFALO10 Exchange St. Cleveland 7391
- CHICAGO, Ill.3261 East 92nd St. Phone: Essex 2410
- CLEVELAND2602 Carroll St. Main 0147
- DETROIT1038 Third St. Cadillac 6857
- DULUTH531 W. Michigan St. Melrose 4110
- TOLEDO615 Summit St. Garfield 2112

Canadian District

- MONTREAL1227 Phillips Square
- VICTORIA, B.C.602 Boughton St. Empire 4531
- VANCOUVER565 Hamilton St. Pacific 7827

Taft-Hartley Law Drafts Farm Workers

(Continued from Page 4)

the wounding of Local Union 218 President, James Price, during a peaceful union meeting.

Peaceful pickets have been brutally beaten by hired thugs without the protection of local law enforcement officers.

Scabs have been illegally imported from Texas, New Mexico, and even from Mexico without Government interference. Child laborers, 12 and 13 years of age, are being used by the company to break the strike.

Money Due

SS OLIVER LOVING

Vouchers for these men are being held in the office of the Alcoa Steamship Company in Baltimore, Maryland: Eugene U. Stokes, AB; J. R. Helms, AB; T. Worsoe, OS; J. Oliver, AB; A. Alford, AB; D. Chestnut, AB; L. Warkig, AB, and E. Parsley, OS.

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.

SIU 'Manila Watch' Makes His Rounds



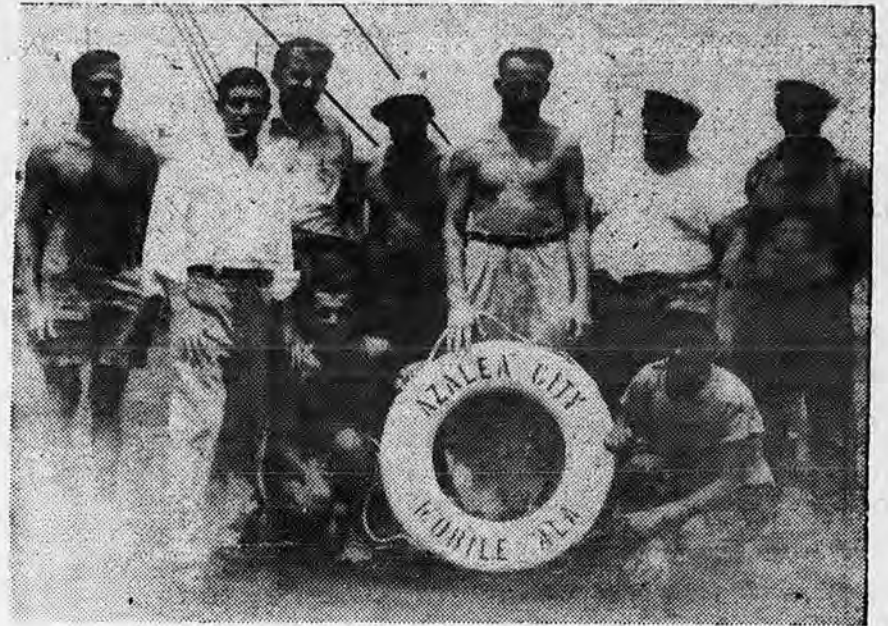
The Cape San Martin as she lay alongside Pier 13, Manila, on June 13. When "the Manila Watch" went aboard to service the crew with the LOGS, he was told that the San Martin "is a good ship," with everything working out smoothly for all hands aboard.

Seafarer-manned vessels calling at Manila, P.I., by now have come to expect the latest news of Union activity and the doings of their Union Brothers to be waiting for them on arrival. Responsible for seeing that SIU crews are not disappointed on this score is Ludovico Agulto, who handles the distribution of the SEAFARERS LOG in that port.

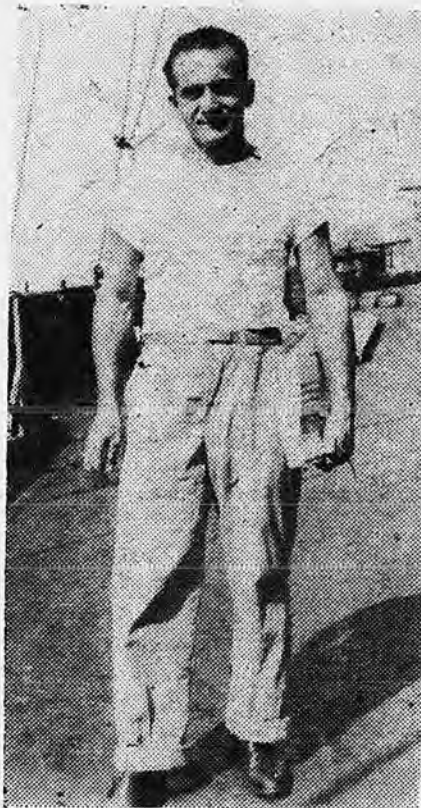
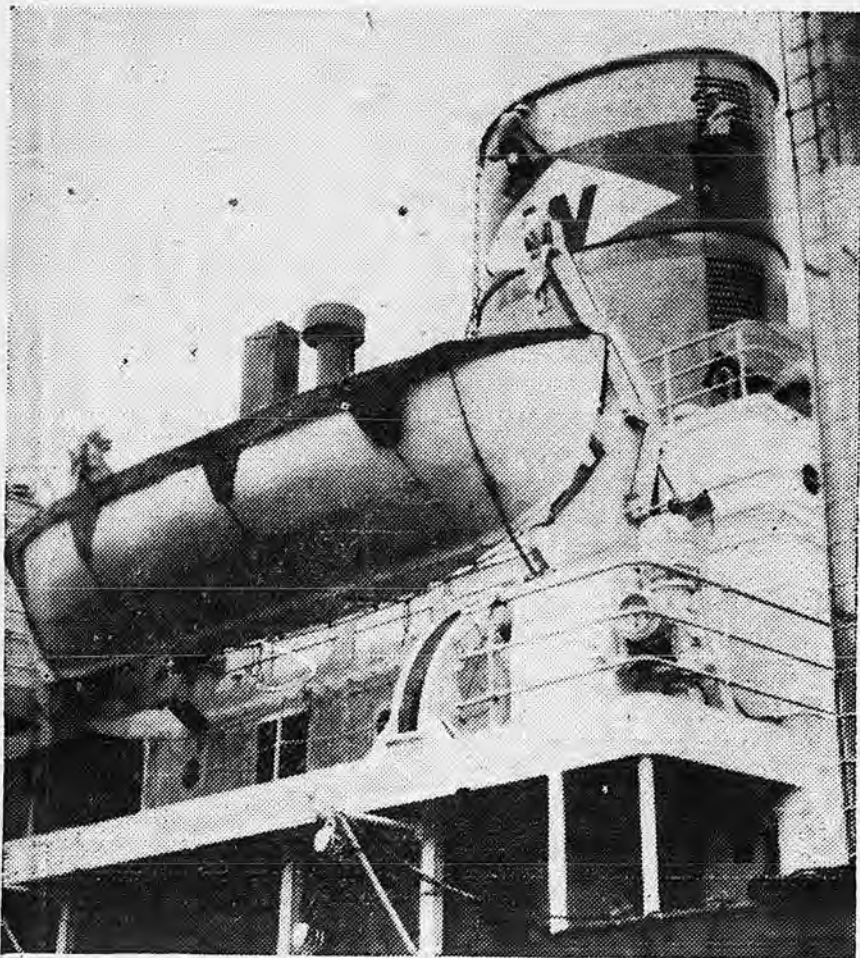
Known more familiarly as "the Manila Watch," Agulto diligently boards every SIU ship and like his counterparts in the postal service prides himself on the fact that neither wind, rain, typhoons nor other elements can stay him from execution of his rounds.

Lately Agulto has been performing another function. After distributing the LOG, he has been photographing crewmembers and submitting his camera shots. Pictures on this page were taken by him last month when four SIU ships—San Angelo Victory, Azalea City, Cape San Martin and Kyska—touched the Pacific port.

~ ~ ~



Crewmen pictured here aboard the Azalea City are: A. J. Kuberski, H. M. Hankee, R. E. Evert, Joe Schoell, Alex Antoniri, G. R. Mohn, Bob Elie, G. Marcin, and W. S. Houghton. Brother Kuberski is serving as Ship's Delegate.



Pete Triantifillos, Ship's Delegate on the Cape San Martin holds his copies of the LOG just delivered by the SIU courier.



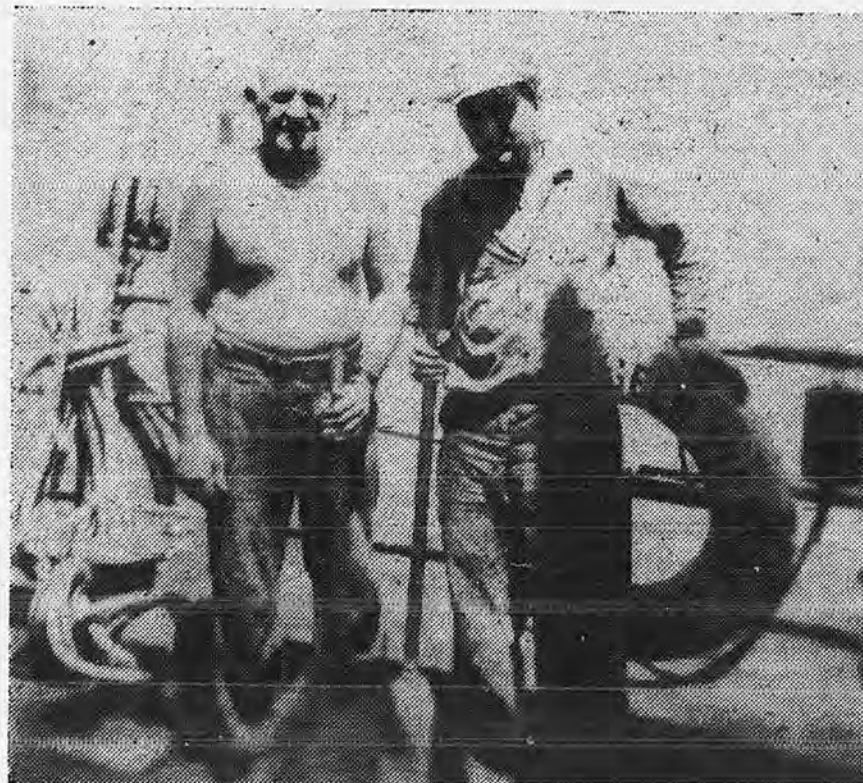
"The Manila Watch" apologized for not being able to identify these crewmembers aboard the San Angelo Victory. He did say, however, that they're a good gang.

~ ~ ~

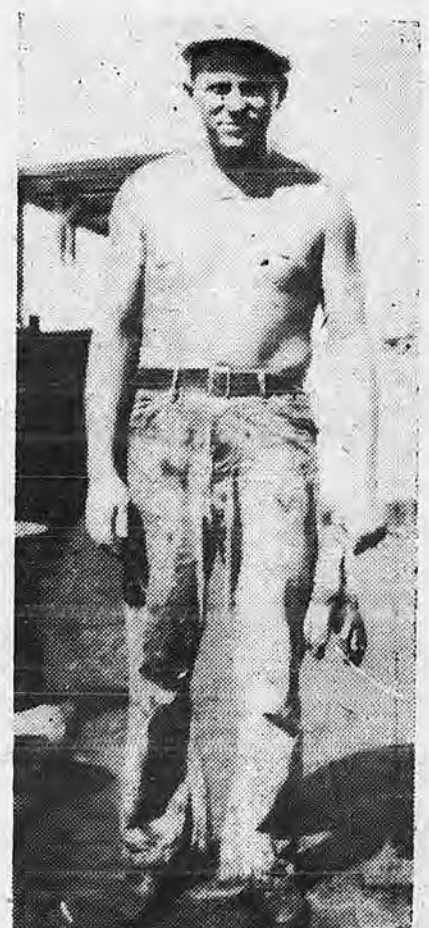
While the Azalea City rests in the Port of Manila two of her Seafarer crew are faintly visible way up yonder freshening up her Waterman stack with a new coat of paint (photo above). The smart-looking ship is good evidence that she carries a competent crew.

~ ~ ~

That's our buoy, says Brother G. Marcin, Steward (photo left), as he rings a smile for the cameraman. Agulto reported that Marcin is regarded as "one swell guy" and representative of all other SIU men calling in Manila. The Azalea City is one of several Waterman ships sailing out of Mobile on the Far Eastern run.



The San Angelo Victory's Bosun and another crewman halted operations momentarily while this photo was made. It appears they were about to make a clean sweep down. Identification was vague but the Bosun may be the one on the left.



An obliging crewmember, who has no aversion to the camera lens, is Stanley Yurgwiz, Deck Maintenance aboard the SS Kyska, a Waterman ship familiar to many.

Seafarers coming into the Port of Manila should keep a weather eye peeled for Brother Agulto, who is anxious to service all SIU ships with the SEAFARERS LOG. From all accounts, he has been doing a bang-up job.

Like the others, this photo was taken under a blazing tropical Sunday morning sun, a factor Agulto says he determined to get under control. "Here's hoping," he says, "that I shall be able to send increasingly better pictures for publication." At any rate we think his subjects are among the best.