

# SEAFARERS LOG



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

VOL. X

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No. 13

## HISTORY IN THE MAKING



For the first time in the history of the Seafarers International Union, A&G members vote on the West Coast. In the first few days of voting, more than forty full bookmen cast their ballots on the Referendum. The consensus of opinion on the Gold Coast is that all four propositions would be carried—and with a heavy majority. The Balloting Committee, which is pictured above, is composed of, left to right, Gilbert Bush, William J. Talley, John Goldsborough, and Howard LeCompte. Standing in back of the Committee, keeping an eagle eye on "Operation Voting," is WC representative Steve Cardullo. It is everyone's duty to vote on the two assessments and the two changes to the Shipping Rules. HAVE YOU VOTED YET?

## Facts Give Lie To Mutiny Charge

By S. CARDULLO and A. BERNSTEIN

SAN FRANCISCO—The newspapers, which except in rare instances, always print the very worst possible news about unions and workers, last month had a real field day in recounting the tale of the St. Augustine Victory. It seems that there was some trouble aboard that vessel, and the west coast newspapers dramatically recounted the story of a hell-ship where "four officers, including the Captain were beaten and six seamen and a stowaway soldier" were involved and which was finally settled by carting the seamen and the soldier away to the jail in Everett, Washington.

When the ship hit this port, a number of bookmen came into the Hall and they told the true story of what really took place on the Augustine Victory.

Crewmen William Glick, OS; James DeVito, FWT; and Rufus Breedon, FWT; laughed when they read the newspaper accounts and they told the following tale:

"The Old Man and some of the crew returned to the ship before sailing time in Seattle, and the men turned to so that the vessel could sail on schedule.

"After the jumbo boom was topped, the men off watch gathered in the Wipers' fore'sle, with a banjo and a mouth organ, to sing ballads of the sea and of maids in distant lands. There were willing and loud—if not too good—voices taking part.

"A 'little bird' flew to the Captain and told him that a stranger was in the group. When the Skipper came down to the fore'sle, he saw a strange face among the crew. It was a soldier who had come aboard to be with his friends.

"The soldier tried to move out of the room to prevent an argument, and the Old Man, in grabbing for him, missed and hit his head against the bedpost."

The boys continued, "Meanwhile, the only fight on board broke out between the Steward and an Oiler. That was a per-

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## Seafarers Petitions Cuba Distilling Co.

NEW YORK — The drive by the Seafarers International Union to organize all unorganized lines continued at a rapid pace this week when a petition for an election in the Cuba Distilling Company fleet was filed with the National Labor Relations Board.

The unlicensed personnel of this fleet was represented by the SIU prior to the war, but during the first days of the conflict, the ships owned by the company were sunk, and the outfit went out of business.

Now, back in business again with the SS Catahoula and the SS Carrabelle already in operation, and with more ships to be added in the near future, the company is on its way to the same status it enjoyed before the war.

The men of the fleet have indicated their preference for the SIU by signing pledge cards to the amount of two-thirds of all eligibles.

### MAJORITY CLAIMED

At the same time that the petition was filed, a letter was sent signed by Lindsey J. Williams, Director of Organization, notifying the company that the Union represents a majority of the unlicensed personnel employed in the Cuba Distilling fleet, and requesting that a collective bargaining agreement covering such personnel be entered into by the company and the Union.

Organizing of the company started soon after the first of the year, when the company resumed operations.

Volunteer organizers applied for jobs, and where they were accepted, they worked on the other crewmembers to sign pledge cards.

Their success in this field is proven by the fact that, within the short period of time the Catahoula and the Carrabelle have been running, more than 66 percent of the crewmembers have signified their intention of having the Seafarers represent them.

The next move is up to the NLRB, and upon acceptance of the SIU petition, an election period will be authorized. It is now the job of all Union men to try to make jobs on the ships, and to stay on them until an election is won and a contract signed, sealed, and delivered.

## Fourth Cities Service Appeal Is Turned Down By Nat'l Labor Board

NEW YORK—On the ships the unlicensed Cities Service tankermen voted against the company, and overwhelmingly in favor of SIU representation. But the company wasn't satisfied with this democratic election, and so appealed to the National Labor Relations Board to set aside the verdict. On February 12, the Board issued an order denying the motion. The company filed another appeal. On February 18, this was denied by the Board and the company filed a motion for a reconsideration, which was turned down on March 5. Still the Cities Service refused to admit defeat, and filed Exceptions to the Order.

But all the stalling tactics in the world couldn't prevent forever the logical outcome, and so, on March 23, the Board decided against the company.

In a far-reaching statement which puts the picture in its true light, the NLRB ruled, "the Board having duly considered the matter and it appearing that the Exceptions are lacking in merit for the reasons stated in the aforesaid Order of March 5, 1948, IT IS HEREBY ORDERED that the said Exceptions be, and they hereby are, overruled."

Of course, it is possible that the CS attorneys will come up with another delaying move, but the outcome is certain, and certification should come through within a short time.

Then it will be another story, and the company will have to deal with the Seafarers, the organization selected by the un-

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## Montauk Men To Appeal Salvage Prize

For their work in salvaging the SS Abraham Baldwin, a Mississippi Shipping Company vessel abandoned off the Jersey Coast in 1946, the SIU crew of the Montauk Point, Moran, has been awarded \$15,000 by the Eastern District Federal Court of New York.

The award is to be divided among the crew according to the monthly wage with double shares to the Master and boarding party. Among the unlicensed personnel the award calls for payments ranging from \$713 down to \$229.

The men of the Montauk Point, however, are not entirely satisfied with the court's decision. Inasmuch as the ship was valued at \$500,000 and had been completely abandoned, they feel that they are entitled to a much larger award. Steps are now being taken to appeal the decision.

### SHIPS COLLIDED

The salvage operation took place on May 19, 1946, following a collision between the Baldwin and the Santa Olivia of the Grace Line.

The collision ripped a hole in the Baldwin's side and flooded the No. 1 and 2 holds. The ship took water very quickly and in a few minutes was listing 35 degrees to starboard.

Immediately the Skipper ordered the abandonment of the ship. The SIU crew took to the lifeboats and was taken aboard the Olivia.

Next morning the Baldwin's Skipper attempted to return to his ship with a boarding party, but gave up and returned to the Olivia. All hope of saving the Baldwin was abandoned.

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# SEAFARERS LOG

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PAUL HALL - - - - - Secretary-Treasurer

### Editorial Board

J. P. SHULER                      LINDSEY WILLIAMS  
JOE ALGINA

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in New York, N. Y., under the Act of August 24, 1912.

George K. Novick, Editor



## Where The Blame Lies

The State Department was pounding away like the hammers of hell last week to set the American seamen adrift.

Just when things were beginning to look gloomy for the top-level diplomats they scored an unexpected coup, and pressured the House Foreign Affairs Committee to:

1. Vote an amendment which would allow 200 ships to be chartered by 16 Marshall Plan nations.

2. Eliminate the Senate-recommended provision that 50 per cent of the Marshall Plan relief cargoes be carried in American vessels.

The Marshall Plan program—including these two scuttling provisions—must now be acted upon by the House's entire membership and then be agreed to by the Senate. And the State Department will be in their pitching until the final vote is in.

Aside from several other important factors involved, the State Department's determined, behind-the-scenes operations have grim soundings for the American seamen.

Some 30,000 jobs hang in the balance, as the State Department pursues its mad program which might lead to the liquidation of the U. S. Merchant Fleet. In fact, that appears to be the object. There is no other reasonable explanation of the State Department's activities.

The House Foreign Affairs Committee says that it complied with the State Department pressure to charter the ships in the interests of economy. That was just so much hogwash. Everybody knows the State Department is not interested in dollars, especially in connection with the Marshall Plan, for which it originally asked several billions of dollars more than it is getting.

It can't be that the chartering of these 200 ships is in any way incidental to the success of the Marshall Plan, the purpose of which is to get the goods "over there" in a hurry. Since the end of the war 1,504 large American ships have been turned over to European nations participating in the plan and their wartime losses have thus been replenished. Moreover, the British, French and other maritime nations shipbuilding programs make the U. S. a row-boat operator by comparison.

On the surface, then, the State Department's motives are hazy. Beneath the surface things begin to clear a bit. One of the big wheels in the Department is Lewis W. Douglas, U. S. Ambassador to Great Britain.

Douglas has long been opposed to the American merchant marine. He took a stand publicly in the Atlantic Monthly in April 1945. Under the title, "What Shall We Do With the Ships?" Douglas said, in effect, "Get rid of them."

But there is no reason why the American public, which is footing the bill for the State Department's operations, should have to probe on its own and should not be given the story straight from the shoulder.

And while they're at it, let the State Department explain why we don't need a strong merchant fleet for national defense—now especially. And why, when the State Department is trying to impress the world with its generosity it doesn't take into consideration the welfare of the American seamen and shipping industry.

We're all for rebuilding a free Europe but we don't see why a vital American industry should be wrecked in the process.

# "IN THE WAKE..."



## 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.

### NORFOLK MARINE HOSPITAL

FRANCIS BRENNAN  
RALPH FREY  
HUSSEIN AHMED  
C. KROWKOWSKI  
JOE LEWALLEN  
CARL ROBERTS  
S. F. KOENIG  
FRITZ KRUAL  
J. W. TAYLOR  
JESS ETHERIDGE  
R. OLSEN  
BRUCE KNIGHT

### GALVESTON MARINE HOSP.

C. W. FARRELL  
CANAVAN—SUP  
M. H. ROBB  
E. B. McCOLLUM  
GENE BRAZZILL  
BRUMLEY  
C. R. HANSON  
J. F. MARTINS  
O. M. STIREWALT  
F. KOPF  
R. N. FILLOON

### BALTIMORE MARINE HOSP.

L. R. FISKE  
LUIS GOMZAEJ  
C. B. VEKEW  
H. G. BROWN  
JAMES SHIPLEY  
JOE SHIMA

GEORGE D. OLIVE  
E. JORMSTED  
R. B. FULLER  
JAMES G. FOUTS  
LEO J. STEPHENSON  
T. A. CARROLL  
D. HERON  
H. BOONE  
T. E. LEE  
W. W. DeHAVEN  
J. WICHARTZ  
G. H. HAGA

### SAVANNAH MARINE HOSP.

R. W. CARROLLTON  
L. A. DEWITT  
J. L. WATERS  
G. W. MATTAIR  
E. A. BENSON  
F. LORENTSEN  
A. C. PARKER  
J. T. MOORE  
J. L. SWINDLE  
J. R. NEELY

### SAN FRANCISCO MARINE HOSPITAL

J. HODO  
W. WATSON  
CLAUDE A. EELL  
A. A. SMITH  
P. P. PODOLSKY  
ELMER HALLMAN  
S. M. GINSBURG

## Hospital Patients

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

### 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.)

E. MELLE  
JOHN A. SEIDENSKY  
§ § §  
BRIGHTON MARINE HOSP.  
W. CAREY  
J. LEE  
E. DELLAMANO  
E. HARRISON  
J. NORRIS  
C. GALLANT  
W. FEENEY  
J. McDONOUGH  
H. FAZAKERLEY  
P. CASALINOVO  
T. BOGUS  
J. KLENOWICZ  
T. RITSON  
J. McWHINNIE  
F. FERNANDES  
H. ALLEN  
H. McDONALD  
R. KING

### FT. STANTON MARINE HOSP.

R. B. WRIGHT  
ARCH McGUIGAN  
R. S. LUFLIN  
JULIUS SUPINSKY  
FRANK CHAMBERLAYNE  
J. LIGHTFOOT

# REPORT TO MEMBERSHIP FROM HEADQUARTERS



## Negotiations

The membership by now is aware of the action taken on the negotiations for wage increases with all operators, as reports on this have been carried in the SEAFARERS LOG.

The Negotiating Committee is now pressing for meetings with the balance of those operators who have not agreed on this wage increase. More announcements will be made shortly.

The Negotiating Committee wishes to thank the membership for their support of the Committee in their demands for more wages. This was done by running the ships SIU style. With only one exception, every crew in the SIU supported the Committee. That one exception, as previously pointed out in the LOG was the SS Arizpa.

## CALMAR AND ORE SS COMPANIES

The Negotiating Committee has again taken up negotiations with Calmar and Ore Steamship Companies for a full contract, as well as new wage scales. A complete report will be made available to the membership on this matter shortly.

## Finances

### QUARTERLY FINANCE COMMITTEE

The Quarterly Finance Committee operated in Headquarters this past week and has turned out quite a heavy report. Among the many things the Committee pointed out was the fact that three former officials of the Union, in being checked out as officials, had discrepancies in their accounts and Union properties. We recommend to the membership that they obtain copies of this report and familiarize themselves with this matter.

### HEADQUARTERS FINANCIAL STRUCTURE

Due to the fact that the Headquarters Offices are being completely reorganized and the entire financial structure of the Union is being tightened up, many discrepancies which occurred in the past years and others more recently have been brought to light. Reports of these discrepancies have been made and future reports will be continued on this matter from time to time as they are discovered.

The membership should know that the Union now is in a good condition financially due to the tightening up of the structure. In the future, if any occurrences arise on what has happened in the past due to the former slack manner in which the Union was formerly run, it will be called to the membership's attention.

### APPOINTMENT OF RECORDS CLERK

Headquarters assigned Eddie Parr as Headquarters Records Clerk in February, 1948. He is responsible for answering all communications on the questions of reinstatements, retirements, checking of dues records, and all matters pertaining to the records in Headquarters. All communications on these matters from the Port Agents should be directed directly to Parr. In the event a question comes up or clarifications are needed on any information Parr sends to any Port, then inquiries as to corrections shall then be directed to the Secretary-Treasurer's Office.

### ORGANIZING

The Organizing Staff has recently obtained several companies and placed them under the

SIU banner. Reports of same have been carried in the SEAFARERS LOG. All of the outports are cooperating on the question of Organizing.

Recently, however, bills for organizing work have been submitted to Headquarters which were not authorized in advance by the Director of Organization. In accordance with previous instructions and with the Agents' Conference of 1948, no such bills will be paid and as in the past, organizing expenditures will be kept to a minimum.

### Possibility of Stopping AB Waivers

It has been reported that possibly in the near future all waivers for AB's will be stopped. The Union is at this time short of the rating of AB and if waivers for AB's are stopped, it would mean that the shipowners could then hire finks with AB tickets to go on board our vessels. This is a serious problem and for that reason Headquarters makes the following recommendation and strongly urges the membership to concur in same:

**"Any man with 12 months or more time in the Deck Dept. and who doesn't have his AB ticket be forced to go up and take an examination for his AB ticket and obtain same or else not be allowed to ship."**

This recommendation, of course, doesn't apply to any man who can show proof of any physical defect preventing him from obtaining his AB ticket.

Headquarters points out that this may seem to be a tough recommendation, but we re-emphasize to the membership that the shortage of AB's is a serious problem and unless we deal with it as such, we may find the shipowners putting finks into our ships and with the Union in no position to prevent same.

### Marshall Plan

The Senate Committee acting on the Marshall Plan recommended that no ships be transferred or sold to foreign nations hauling ERP goods and further demanded that at least 50% of ERP goods be carried in American bottoms. After this action, it was then referred to the House Committee on Foreign Affairs and they in turn reversed the previous position of the Senate Committee and we now have the very great danger of this "ship-give-away" plan going through without the 50% American Ships Plan.

Headquarters Offices are now working out a program to combat this and announcements shall be made shortly on the entire matter.

In the meantime, all members and their families and friends are to wire their protest on this matter to the following members of the House Committee on Foreign Affairs:

- |                     |                       |
|---------------------|-----------------------|
| Charles A. Eaton    | Jacob K. Javits       |
| Robert B. Chipfield | John M. Vorys         |
| Karl E. Mundt       | Bartel J. Jonkman     |
| Frances P. Bolton   | Charles L. Gerlack    |
| Lawrence H. Smith   | Chester E. Mellow     |
| Wirt Courtney       | Walter H. Judd        |
| James G. Fulton     | John Davis Lodge      |
| Donald L. Jackson   | Sol Bloom             |
| John Kee            | James P. Richards     |
| Joseph L. Pfeifer   | Pete Jarman           |
| Thomas S. Gordon    | Helen Gahagan Douglas |
| Mike Mansfield      | Thomas E. Morgan      |

## SIU Wins Increases For New Orleans Tugboatmen

NEW ORLEANS—The Coast same figure accepted for the Transportation Company, operating out of the port of New Orleans, this week signed a new contract with the Seafarers International Union which provides for wage increases to bring the salary scales of the unlicensed personnel of this outfit up to the rates enjoyed by other men employed in SIU-contracted fleets.

The new contract, for the most part, is the standard deep-sea agreement, with certain modifications to meet the requirements of towboat operation.

Negotiator of the new contract was Brother Earl "Bull" Sheppard, New Orleans Agent. The new wage scale follows:

Rate	Old Scale	Increase	New Scale
Able Seaman .....	\$190.00	\$20.01	\$210.01
Electrician .....	295.00	53.43	348.43
Oiler .....	190.00	41.01	231.00
Wiper .....	190.00	17.05	207.05
Cook .....	195.00	47.54	242.54
Messman .....	165.00	12.47	177.47
Able Seaman—Barge .....	180.00	30.01	210.01

Overtime rate under \$223.23 a month \$1.12½ per hour.

Overtime rate over \$223.23 a month \$1.41 per hour.

In some instances pay boosts were as much as \$47.54 and \$53.43 per month. In no case was the increase less than \$12.47 monthly.

Overtime scales are set at the

## Facts Of Case Prove Mutiny Charges Phony

(Continued from Page 1)

sonal thing, and had nothing to do with the rest of the incident.

"Since the Captain was still woozy from his fall, one of the Deck Gang helped him to his room. The Mate wired Everett, sailed the ship in there; and the Skipper was taken to the hospital for observation.

### MET BY POLICE

"The ship was greeted at the dock by the City Police, armed with tommy guns, and by the FBI. There were so many uniformed and plain-clothes men around, that the crew thought the revolution had taken place and the Russians were in power.

"Six of the men were taken to the City jail, where they were held on Open Charges. The soldier stowaway was sent back to his base, with AWOL charges against him for overstaying his leave.

"Within a matter of hours, the six men were released and the ship sailed at midnight with a full crew of men, referred to by the papers as 'dangerous mutineers' still aboard."

The Captain stated that the story of 'dangerous mutineers'

was given to the press by nurses from the hospital. He claimed the whole story was distorted and that he was amazed at the tales which were printed.

### SKIPPER OBEYED

Said the Skipper, when he came down to the A&G office, "If I had any doubt about the crew obeying my orders, I would never have gone down there alone as I did. When I ordered the crew to their quarters, they obeyed immediately. The unfortunate thing was that they did not inform me beforehand that two of the seamen had a friend of theirs, from the east coast, aboard."

Here the seamen took up the story again. "The same crew is aboard today—so is the Captain—so is the ship's dog, who barked through it all—so are the clippings which denounced us as 'dangerous men.' The Captain is an okay guy, and he always treated the crew all right."

And so ends the story of the "Mutiny on the St. Augustine Victory," which only existed in the anti-labor imaginations of some anti-labor newspaper editors and publishers.

## Montauk Point Crew To Appeal Salvage Award As Inadequate



Showing a hole big enough to drive a truck through, the Abraham Baldwin, Mississippi, rests at a Todd Shipyard pier. Abandoned at sea and salvaged by the SIU crew of the Montauk Point, she was repaired and put back into service.

(Continued from Page 1)

At this time the Montauk Point, returning to New York from Hampton Roads, came along side the Baldwin. Seeing no crew the Montauk Point went to the Olivia where they were told the ship had been abandoned.

By this time the ship was listing 40 degrees and though empty of cargo, was drifting toward the rocks near the Ambrose Point (New York) fish piers.

### SECURED HAWSER

After surveying the ship's condition the Montauk Point's Skipper decided to attempt salvage. A lifeboat was put over the side and a boarding party went aboard the Baldwin. The port anchor was dropped to halt the ship's drift to the rocks.

Working very slowly because of the intense fog the crew put a messenger line aboard and secured a hawser. The Baldwin responded and was towed into Ambrose Channel. Later other

tugs took over and she was taken to Todd's Hoboken shipyard.

After her side was repaired and the water pumped out, she reentered service with the Mississippi Company.

### Have YOU Voted?



Voting on the four A&G Referendums ends on April 10th. Have YOU cast your ballot to make the Union even more strong and powerful?

# Paint Does Not Mix With Cooking, Baking

By **FREDDIE STEWART**

For many years, painting, scraping, chipping was not technically regarded as routine work for the Stewards Department, but was one of the responsibilities of the men in maintaining their quarters. Even though this work was beyond the regular functions of the Stewards Department, there was no extra compensation and the hours were from "can to can't."

Instead of "working hours" and "routine," as now specified in our agreements, this type of work was classified as regular duty. All quarters, messhalls, storerooms, galleys and other places for which the Department was responsible were kept in immaculate condition by means of excessively rigid ship's inspections.

**ELIMINATED**

Our first contracts eliminated this excess work, which was so unjustly a part of our regular working functions, as follows:

**"CHIPPING SOUGEING AND PAINTING"** — Members of the Stewards Department shall not be required to chip, sougee, scrape or paint, but when any member is required to scrape, sougee or paint, the regular overtime rate shall be paid to members actually engaged in performing the work, for actual hours worked; however, spotting up shall be done within the regular working hours."

Article V, Section 13 of the present agreement reads:

**"CHIPPING, SCALING AND PAINTING"** — Members of the Stewards Department shall not be required to chip, scale or paint."

On the subject of Sougeeing, Article V, Section says: "When members of the Stewards Department are required to sougee, overtime shall be paid for actual number of hours worked."

**BIGGEST BEEF**

Until these two sections were inserted in the agreement, painting by members of the Stewards Department topped all beefs.

The reason—well, a messman or cook would actually take, according to the overtime sheets submitted, 110 hours for painting the storeroom, galley or messhall. If the Steward didn't okay it, he was called a "company stiff."

Moreover, the Patrolman was called a "phony" for not collecting it. But never was there a thought that a man who had 110 hours for painting a messhall might be a phony.

There is one case where a Messman brought his own brushes and other equipment aboard because he considered himself an expert painter. Being a Messman was just a sideline.

He contracted with the Mate and Captain for paint jobs. His selling point was that because of his experience he could do a better job in less time than an ordinary Messman or Cook.

This guy contracted himself a set of charges, preferred against him by his shipmates for violating the regulations and principles of the Union. Although the charges were dropped, he was sternly reprimanded by the Union Patrolman.

But this guy apparently wasn't discouraged. It was reported a few weeks ago that he beefed about his painting gear deterior-

ating for the lack of use. Now this is not exactly an isolated case, as many will agree.

**MORE MEN**

It must be acknowledged that the Stewards Department manning scale has been increased considerably due to the fact that the Union held the routine work to be excessive for the number of personnel formerly carried.

It would seem that the proper thing to do is to confine our ambition and talents to the work assigned us rather than insisting that we are never too tired after working hours to sougee, scrape or paint.

I have in mind a letter that was directed to Editor of the LOG, appearing in the March 19 issue. In attempting to justify the right to paint, the writer said, in part:

"Should a Night Cook and Baker, with 10 to 20 years of seetime, pay off with a much smaller check than an ordinary seaman? A Night Cook and Baker puts in more hours per day than is ever put in on deck."

The Night Cook and Baker, under certain circumstances, is required to perform the major portion of his work during night

hours. He does the necessary cooking, baking, etc., in order to take advantage of the limited facilities of the galley and to relieve the work of the day cooks as much as possible.

**PLENTY TO DO**

What is uppermost in my mind, in connection with the beef mentioned above, is that the Night Cook and Baker's hands should be full just meeting his job requirements, without asking for paint work.

It is completely incongruous to me to link together the words: cook, bake and paint.

Until I get proof to the contrary I maintain, that, with the exception of the Steward, the Stewards Department has won more concessions in the form of conditions and increased manning scales than any other department.

I feel, therefore, that it is properly the work of the Deck Department to do all painting. That job is more correctly a part of its duties.

Moreover, the Stewards Department should be grateful that painting, sougeeing, chipping and scraping isn't regarded any longer as "routine duty."



**QUESTION:** What do you think of the SIU Atlantic & Gulf District's policy of helping other unions which are involved in economic beefs?



**JOHN C. EVERSLEY, 2nd Cook:**

It's a good policy and the only honest policy that can be followed by a trade union. We are all union men and as union men we must work and fight together. Unless we are united, the bosses and the bureaucrats could do anything they wanted to with us. They could cut wages, fire at will, and work a man to death if they wanted to, I for one, will walk on any legitimate pickline where it will benefit other workers. My motto is "All for one and one for all." In labor it is especially important.



**PATRICK ROGERS, Fireman:**

Until we started helping out other unions, a lot of people had not heard of us. Now we are known as a union that helps others as well as ourselves to get better wages and conditions. The other day I handed out leaflets for the United Financial Employees and the office workers seemed to appreciate my efforts. I'd go out to help them and other legitimate outfits whenever they ask for it. As long as the union in need of support is for the working man, and not out to bolster the commie lines, then we should do all we can for them.

**THOS. E. JOE, Chief Steward:**

As a good union man I think the SIU should do its best to strengthen and help other unions that have good beefs for wages and conditions. I walked in shipbuilders' picketlines at Keyes Point outside Baltimore when we went to bat in the shipyard strike last year, and I've walked in other lines. What's more, I'm proud of it. Right now I think these Wall Street workers have a good beef and I'll help them the SIU way. All unions should give a helping hand to other unions in connection with economic beefs. There are going to be strikes and plenty of unions will need help winning and keeping their conditions.



**A. A. BUSCARELLO, Wiper:**

The A&G policy is a good policy, according to my way of thinking. We help other unions all the time when they have good economic beefs and I think they would help us when we needed them. Guys in other unions are workers like us. Their employers keep trying to give them a hard time. We know what that means, and it's our business to help where and when we can. Take these guys in the United Financial employees. They have troubles. They're getting wage cuts and they're getting fired. That means they have the kind of beef we are always ready to help out in. Which is just what we will do if we have to.



**JOHN W. BROAD, 2nd Cook:**

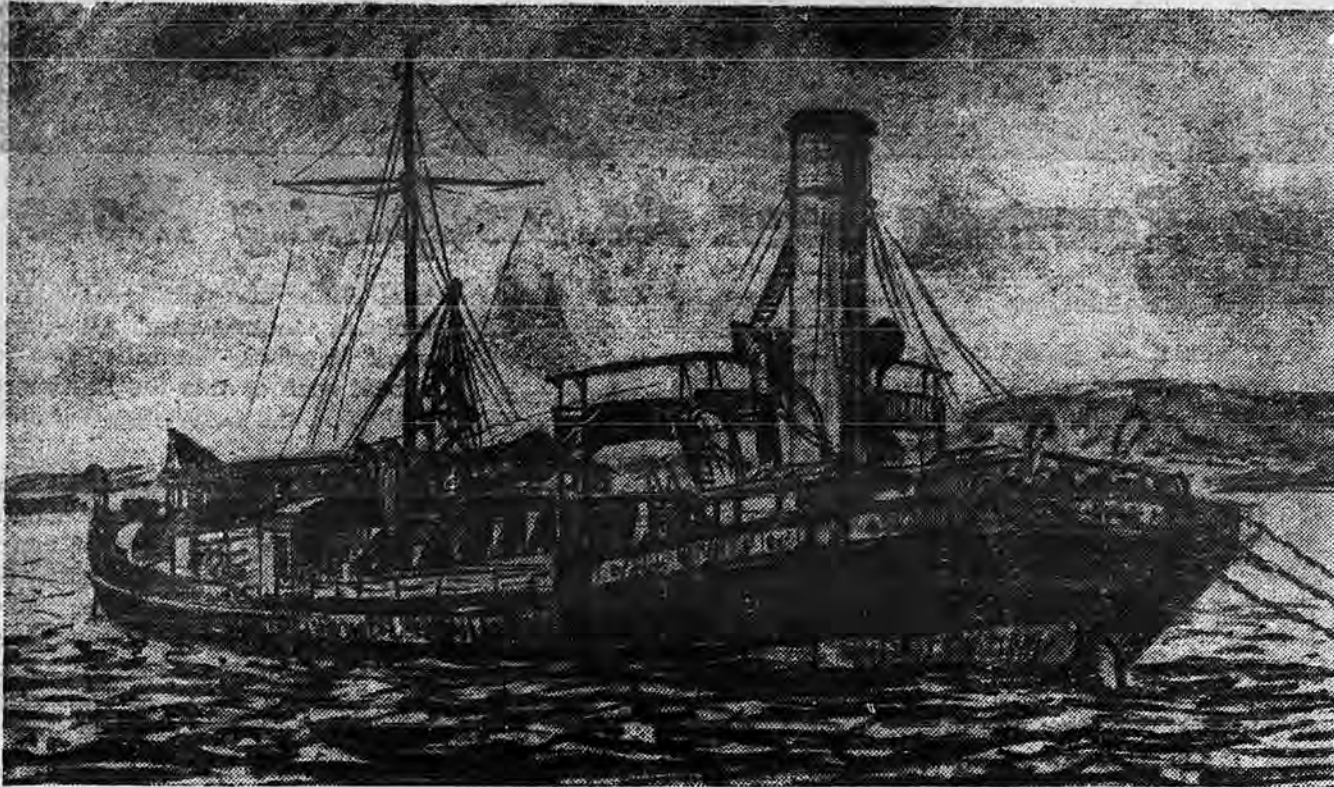
Organized labor has to stick together, otherwise the bosses could kill us off one by one. If one honest union is beaten down, then the existence of all other honest unions is in danger. As workers, our only solution is to band together and work together. The bosses work as a united group against labor, and they buy up government officials to to their dirty work for them. But we have strength, too, and our strength is our solidarity. By working together, we protect one another.



**A. CARIELLO, 2nd Cook-Baker:**

I'm in favor of the policy. I think we should go all out to aid AFL unions as some day we may need their help. As long as we fight together through all strikes we can never lose. I was out on the picketlines for the Financial employees and the other outfits we have aided. I'll go again whenever asked, if it will mean the winning of a beef for these people. The A&G's policy has made our name known throughout the labor movement as being an outfit that can be counted on in a legitimate beef. That sort of reputation has never hurt any union.

# Sketches From A South African Run



Maffie made this sketch of the dredge *Oceanus* as she was anchored in the Durban, S.A., harbor.

Aboard the SS *Joliet Victory*, Robin Line, which returned to port a few weeks ago, was Norman Maffie, AB and able artist. As is his custom, Brother Maffie brought with him a portfolio of black and white sketches—picturesque scenes he recorded during calls at South African ports.

One of the more striking features of Maffie's artistry is the patient detail that goes into all his sketches, whether they are scenic or portrait. The results of this painstaking effort are models of accuracy, as the sketches on this page demonstrate.

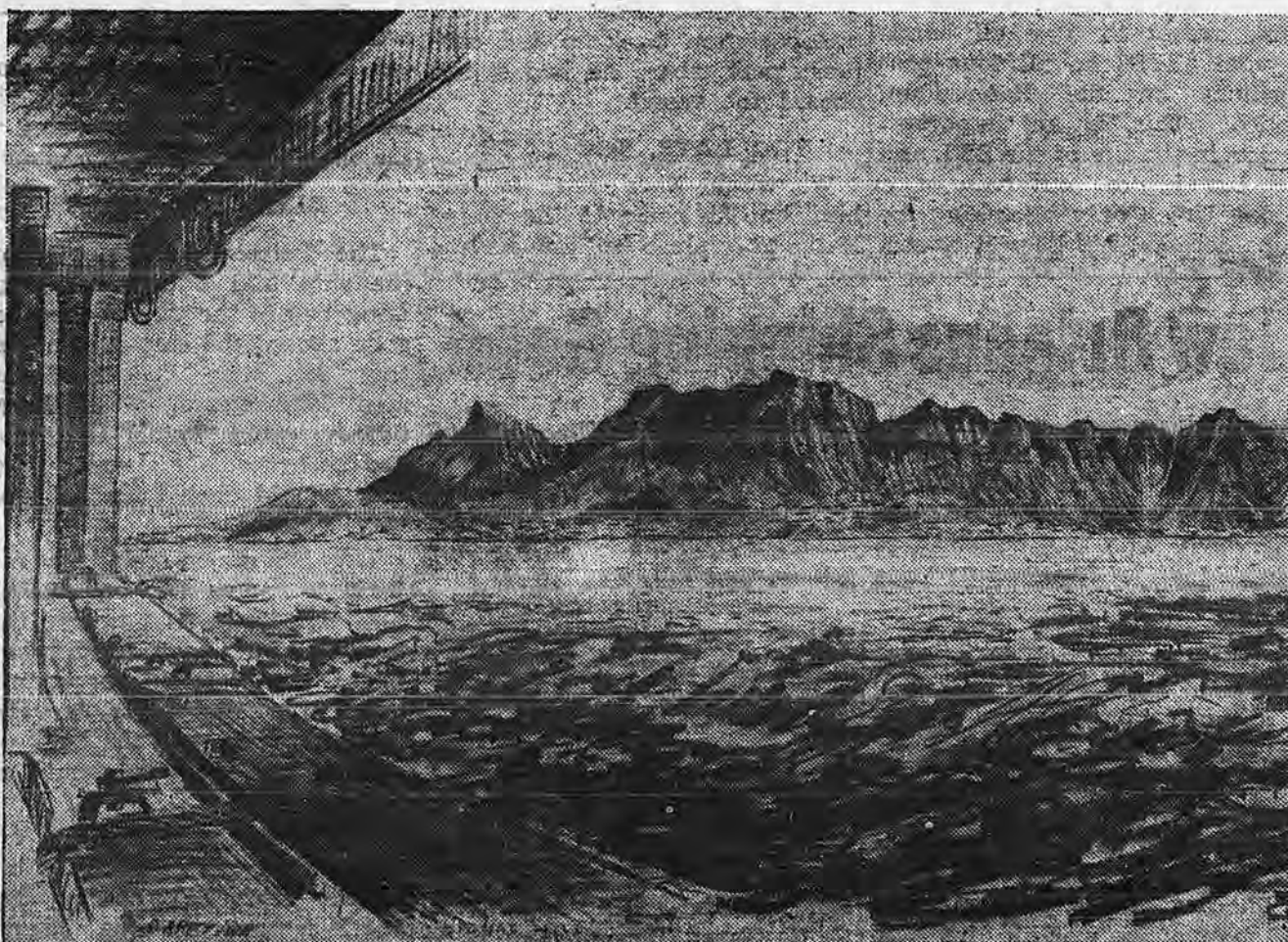
There is another facet of Maffie's patience—one which is a considerable source of delight to his shipmates. No matter how many requests he receives for portrait sketches, he manages to find time to fulfill them all. It is not unusual for him to make 20 or 30 pencil portraits of his Union brothers aboard ship, in the course of a single voyage.

The SEAFARERS LOG publishes Brother Maffie's work from time to time. By arrangement with the LOG, Maffie's hometown newspaper, "The Chronicle-Journal" of Franklinville, N. Y., later reprints his sketches for the enjoyment of the residents of that inland community.



This panorama is a view of the Durban harbor, sketched from the deck of the *Joliet Victory* on January 14. In the background (center) the Robin

Wentley is seen heading out from the Maiden's Wharf area. In the foreground are a harbor dredge (left) and a patrol craft (right).



Capetown's Table Mountain and Signal Hill loom majestically in this sketch, which Maffie recorded as the *Joliet Victory* was eight miles out. The familiar scene is the subject of much photographic attention by Seafarers pulling into Capetown.



Among the fortunate crewmen of the *Joliet* who had their portraits made by Maffie was Al Birt (above), a member of the Deck Gang.

# Shipping In Mobile Holds Up But Boneyard Puts Men On Beach

By CAL TANNER

MOBILE — Although we shipped quite a few men last week, we still have a large number of permitmen and bookmen on the beach right now.

One of the main reasons is that Mobile is one of the lay-up ports for the bare-boat chartered vessels and the last three ships to come in here have gone up to the boneyard, putting plenty of men out of work and really crowding the beach.

Six ships paid off and four signed on this week and that took a little pressure off, and we were also able to snare a few jobs on a tanker cleaning project. It was a Butterworth job on some Mission tankers the Navy is running and employed two gangs.

Paying off the Alcoa Pilgrim was a real pleasure because the ship was clean in the good old SIU fashion. Credit for bringing the scow in free of beefs and in good order goes to the three Delegates, with Crabtree and Eric Romberg deserving a special big hand.

Our organizational activities have been continuing, and we are in the process of getting some shoregangs lined up. These shoregangs will be a worthy addition.

## REAL PROGRESS

We are making progress in organizing the rest of the tow-boats, and it is apparent that our vigorous drive is paying off. It is about time for we have put real effort into the campaign.

The men who have joined the SIU have been our best salesmen. They go back to the tug-boats and give the Union side of the picture, and we all know that

the Union side is the men's side. So the organizing just keeps on gaining momentum.

The spring weather has called for housecleaning down here. We've applied elbow grease to the job and the Hall is sparkling clean. New literature racks have been built and they are kept supplied with LOGS and all other educational material.

Having men on the beach always produces plenty of batting



of the breeze. Of course, the Taft-Hartley law gets a daily going over, but now the men have a newer and better subject to talk about.

From the conversations that I have overheard, I have come to the conclusion that each man in the Union thinks of himself as a committee of one to get the Referendum Ballot accepted by a whopping majority.

It's good to know that the men are so much in favor of the four proposals because it shows that they have the best interests of their Union at heart.

I want to urge every man to cast his ballot. This vote is as important as anything the Union has done in the past or may do in the future!



# Ship Rearming Seen As Disciplining Move

By JOE ALGINA

NEW YORK — Shipping has been only fair during the past week here, but the wonderful weather this tired old town has been enjoying almost makes a guy want to lie down on the grass and forget about grabbing a ship.

The mercury which for months has been threatening to drop out of the bottom of the thermometer, got a hot foot this week and jumped into the seventies, where it is still lingering. It may be just a teaser but we're enjoying it while it lasts.

For those not interested in enjoying the warm weather, but want a ship, the outlook is continued fair shipping. No spurt in shipping is forecast but at the same time no further decline in jobs for the coming week is expected.

Rated men can take a ship without too much difficulty, the non-rated men will have to sweat it out a little before a job comes their way.

## GOOD WATERMANS

The past week was a good one for the Patrolmen. By far the ships visited for payoffs were in excellent shape. Waterman ships seemed to lead the parade in this department.

We had the Billings Victory, Teal, Loyola Victory and Noonday. All of them paid off with-

out any trouble and gave the Patrolmen their complete cooperation all down the line.

Bull Line's Beatrice paid off this week with but a few beefs as did Eastern's Yarmouth and the Seatrain Havana. These ships are totally different as to operations, but the crews were all the same: sober, cooperative and clean. In other words, typical SIU members.

Isthmian was represented here this week with the Steel Seafarer. She paid off under the old set-up but when she goes out this time she'll be Seafarer in contract and conditions as well as in name.

On the red ink side of the ledger we lost the Klamath Falls, Pacific Tankers. The ship was turned over to another company not contracted to the SIU.

Whoever comes aboard the ship won't help but realize she had been crewed by SIU men. When the crew piled off they left her in clean shape even though they knew SIU men would not benefit from their efforts.

Around here we've been getting some imported beef and I don't mean the kind that comes from the Argentine. Some of the men have been coming up

beef is in the port where the incident took place. All ports work together, naturally, but in a beef such as this the Baltimore Hall was the only place for him to go.

Almost similar is the case here in New York where a man was fired, and twenty-four hours later came to the Hall with his beef. Meanwhile another man had been shipped in his place and the ship was ready to leave. Whether his beef was legitimate or phony didn't do him much good. He had waited too long.

When a beef arises the important thing is to hit the nearest Hall and as soon as possible. In this business a guy can't wait. Coastwise ships and tankers don't wait for anything or anyone.

While on beefs a couple more are worthy airing. Here in the New York Hall the aliens have been having difficulty grabbing ships because of the tight shipping picture. They have been crying that they couldn't get ships and the 30-day limit was fast running out. We did all we could to get them ships and succeeded in keeping the immigration authorities off their tails.

However, as soon as shipping got a little better they suddenly became fussy as to the ship and run desired. Some of them wanted to wait for a ship going to the old country where they could visit relatives. Okay, grab that ship if it's in port, but if that special ship isn't around, take the first one offered.

Get a ship and make a trip, maybe the next time the ship desired will be there waiting. No one can be fussy these days, and especially those who have so few jobs available. If it's a ship and there is a job open take it and forget the rest.

The other beef came aboard the Jean LaFitte, Waterman. She paid off in New York, and a day later a deck department man called the Hall asking that the Mate be tossed off. According to the man the Mate was a phony.

## BEEF NOT LEGIT

The Patrolman who paid off the ship told a different story: Long before the payoff they had gone aboard the ship and learned that the Mate had fired two men. That was the beef. Investigating they found that they had been fired for sleeping when they should have been on gangway watches.

The Patrolmen told the men they were wrong and should pile off, but it seems they thought the Union should have tossed the Mate off for canning them. The Patrolmen, however, made it clear that the beef was a bum one and we would not press it.

The SIU, the men were told, will go all the way for a legitimate beef, but chasing bum beefs is just running down a one way street. Knowing the difference between the two is the responsibility of every SIU

(Continued on Page 7)

# Baltimore Branch Burns At Ship Transfers

By WILLIAM RENTZ

BALTIMORE — SIU members in this neck of the woods are damned mad about the way the Senators are disregarding the wishes of the majority of the American people, and ignoring the future safety of this country by planning to give away a big chunk of our fleet to foreign nations.

Any such monkey business will hurt the nation and strike right at merchant seamen. Thousands of us will walk the streets without jobs, and it will be sure to cause a lot of resentment against Europe.

We fought for our wages and conditions, and we fought for our jobs and for a big merchant fleet. We've got to keep right on fighting to stop this latest piece of dumb-bell thinking from being written into the Marshall Plan.

There are plenty of men on the beach here because shipping has slowed down. Where these men are coming from, I don't know. We have warned men to stay away from this port if they want to ship fast, but they will keep on coming in to register.

## SHIPPING TOUGH

It's hard to get out here, and when the situation gets better, we will announce the good news in the LOG. Until then, Brothers, a word to the wise ought to be enough.

We paid off close to a dozen ships within the past two weeks,

and we encountered a fair number of beefs while doing so. All were settled right on board ship, in the presence of the crew, and to the satisfaction of the crew.

Isthmian, of course, gives us most trouble, but that will be ironed out when the company gets used to operating within the SIU agreement.

The Luggage Workers here are still on strike and we are doing all we can to help them win. We're out on the picket-lines with them, and we'll stick until those men get what they want.

The so-called big shots are surprised at the way we are helping this small union. They thought that the Luggage Workers would fold up after a few days on the picketline, but when we got in on the deal, these characters knew that they were in for a good fight.

Not much more to report from here, except to urge all hands to vote "YES" on all four propositions on the Referendum Ballot. This is an important period in the life of the SIU, and we can insure ourselves of a strong Union only by taking the steps necessary to keep it strong.

# Bookmen Find New Orleans Shipping Good

By EARL (BULL) SHEPPARD

NEW ORLEANS — Shipping here is good for bookmen, but permits usually have to wait a week or perhaps two before they get out.

We paid off five ships and signed on four. What minor beefs there were concerned linen and repairs and were squared away without any trouble.

There might have been a good deal more activity in this port if there hadn't been 60-odd ships fogbound at the mouth of the Mississippi. The SIU had its share of these ships, and when the jam breaks up we can expect things to be popping for a few days at least.

There was a good deal of fav-

orable discussion on the four questions before the membership on the Referendum Ballot during our last meeting here. In fact, everybody who spoke seemed to think that a "yes" vote was essential for the good of the SIU.

## NEW HALL

Locally the point of biggest interest is the new New Orleans Hall. The renovating is proceeding rapidly and everybody seems pleased with the results achieved so far.

We are letting SIU members do most of the work in line with the membership's wishes, and the boys are doing a good job. It's going to be a fine hall when it's finished next month.



to the Patrolmen with beefs originating in other ports.

One man who had been fired in Baltimore came to us for transportation back to the southern port where he had signed aboard the vessel.

## TOO LATE, TOO LATE

We would have liked to help him, but he came to the wrong Hall. The place to air such a

Plans have been made to hold educational classes here, but we have postponed starting them until the new Hall is ready for occupancy. Then we will really roll on that line.

We are keeping track of the Union's organizing drive. Frequent pow-wows between officials and rank-and-filers assure that all hands know what is going on and that all suggestions are heard.

Among the boys around who will be remembered by a lot of members are Bill Gray, "Big Boy" Barthes, Bill Grovenveld, C. C. Gates, Bob Burton, E. B. Barfield, Bill Story, Louis O'Leary, Bill Garrity, Ralph Mills, Salvador Fertitta, and J. H. Daniels, Jr.

## Boston Members Solidly Behind A&G Programs

By WALTER SIEKMANN

BOSTON—The Port of Boston has been rather quiet so far as payoffs are concerned. Nevertheless, shipping has held steady.

We crewed up the SS Steel Apprentice, an Isthmian vessel, and have sent replacements to a number of Waterman ships. In addition, a few of the boys managed to get themselves aboard a couple of Cities Service tankers which came in. Naturally, we can't mention their names until we have Cities Service firmly secured to an SIU contract—and when that day comes, those brothers will be called upon to take a couple of deserted bows.

The membership in Boston is beginning to crack down on gashounds. In the event anybody gets started on a binge in these parts he would be smart to steer clear of the Boston Hall.

If he shows up at our door, a rank-and-filer will stop him at the threshold. What's more, he probably will have a set of charges thrown at him in accordance with the SIU constitutional ban against gashounds on Union premises.

### BACKS EDUCATION

There is a united movement on the part of the membership here to carry out the SIU organizing program and to participate wholeheartedly in all other Union programs.

Education should be a prime part of all SIU programs today. The Union should maintain technical libraries on the maritime trades in all branches and reading matter on other subjects. And there should be good recreational facilities for all members in all ports.

Right now membership in the Seafarers International Union is the most valuable asset any seaman can have. Members must and will guard that asset jealously.

Every Brother must realize that anybody taking any action contrary to the constitution or approved policy should not be entitled to friendship or acquaintance among the membership.

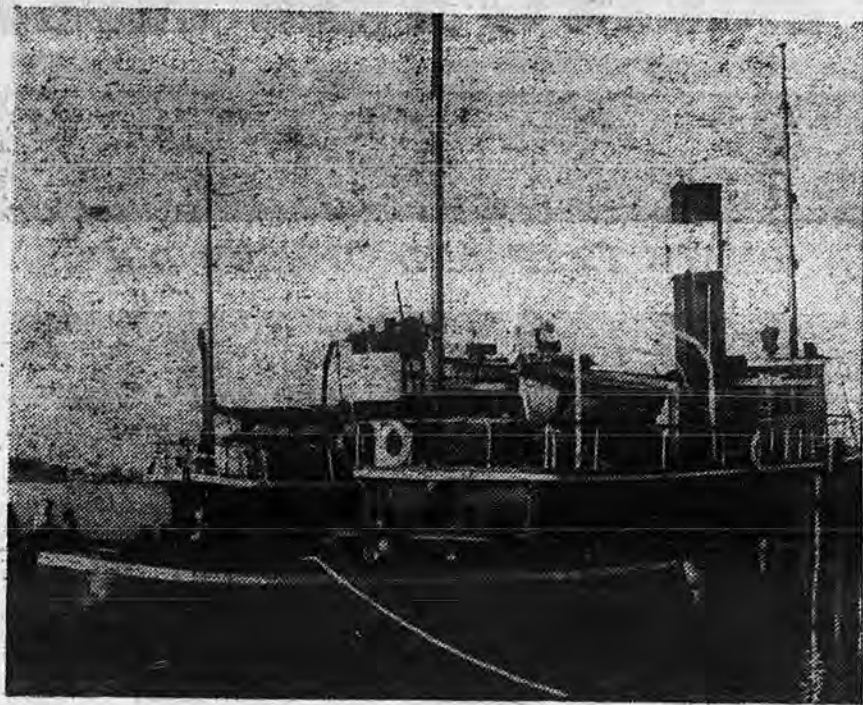
## US Tankers Are Freed For Far East Runs

The Maritime Commission last week lifted the restrictions holding a substantial amount of tanker tonnage on coastal and Caribbean routes. As a result, more and more tankers will be sent out on the shuttle run between the Persian Gulf and European routes.

The restrictions were self-imposed by the tanker operators at the request of the Maritime Commission in a belated effort to beat the winter oil shortage in the northeastern states.

The operators argue that more tankers on the Near East shuttle mean more Caribbean and Gulf Coast oil for New York and New England. They also say cargoes have been hard to get recently in Caribbean and Texas ports. However, there is no clear assurance that the oil shortage won't return come December and January.

## ANOTHER GULF TUG



The R. C. Veit, another in the tugboat fleet of the Galveston and Houston Towing Company, snapped as it prepared to move out of Galveston, bound for a job. Members of the crew carry books in the Marine Allied Workers.

## Philly Shipping Pretty Fair; New Hall Is Almost Completed

By LLOYD (Blackie) GARDNER

PHILADELPHIA — We have had quite a few changes here in Philly in the last week or so.

Most important, we lost our A-1 Patrolman, Ernest Tilley. Tilley has gone to Savannah to work and we must say we hated to see him go. He is a damned good Patrolman and a conscientious worker at everything he does.

We know that the membership in Savannah will receive the same fine representation from Brother Tilley which he gave us here. We wish him the best of luck.

Shipping has continued to be quite good the past week. We paid off the Raphael Semmes and the Tonto, the latter a Pacific Tankers vessel. There were a

few not very serious beefs on each of them which we squared rather easily.

There always are a number of ships in transit with the usual run of small beefs not to mention crew replacements. We have some men on the beach, but even so we have trouble sometimes crewing up these ships.

### SHORT SAILING

Too many guys are waiting for that special ship on that special run, and there are too many more who won't sail tanks or won't sail something else.

This makes for a bad situation. Too often we don't have the time to get men from another port and a ship sails short-handed.

The same guys who let the ship sail short will be around the next day beefing about how bad shipping is.

We should all remember that we have an obligation to man and sail these ships.

We are still pretty busy getting our new quarters squared away. We should be well set up in another week or so. When we get everything shipshape we'll extend an invitation for everybody to come see us.

Spring really has come to Philly. It's a new place in the warm sunshine.

## Panama Quits Shipping Parley

GENEVA, Switzerland — Panama withdrew from the United Nations Maritime Conference here in an obvious attempt to maintain its scab position among the world's maritime nations.

Specifically, Panama withdrew when the tiny republic was not included in the 12-nation council of the proposed International Maritime Organization.

However, it was no secret in Geneva or anywhere else that Panama simply wished to evade adherence to any strict system of world shipping codes. In this way, Panama hopes to maintain its present fleet and perhaps add to it.

Panama's fleet, owned chiefly by U.S. and other non-Panamanian operators, is a device by which shipping interests try to smash seamen's unions throughout the world.

Under Panama registry, they avoid rigid ship inspections, not to mention union wages and conditions which are unheard of under the Panama flag.

## Ship Rearming Seen As Disciplining Move

(Continued from Page 6)

man and these men have been around long enough for that.

This is supposed to be a report of the activities in the port of New York, but while the following has nothing to do particularly with New York right now, it will have a hell of a lot to do with all ports if it comes about.

There is a move afoot to arm the merchant ships so as to be prepared for a "national emergency" (a fancy phrase under which a lot of crimes are committed). The idea is to put the guns back aboard the ships and, naturally, the gun crews that go with them.

At the beginning of World War II the Maritime Commission put guns aboard and the navy manned them with a 12 man crew. That wasn't enough, they thought, so they soon expanded to 24 men. These guys, good kids and all that, soon took over the ship.

They ran around raising hell at all hours and undertook continuous raids upon the ice box. They ate us out of house and home. They stood around most of the time and painted their turrets a hundred times over.

### REPEAT ERRORS

What a waste of manpower it was then, yet they want to do the same thing again without a war going on. Putting gun crews aboard when they're not necessary is the scheme of the government bureaucrats in the Maritime Commission.

They want these men aboard so they'll have an excuse to take over the disciplining of the men aboard and that includes the crew.

They haven't anything else to do with their overstuffed outfits, so they've hit on this.

It's the same with all of the wartime outfits, they're all being revived. There was no love lost between the SIU and the bureaucrats during the war and they're looking for a method to polish us off. They want power and we're their hoped for pawns.

It looks like the battle lines are drawing again, and if it's a battle they want, we'll give it to them. We battled them during the past war and kept our rights, we can do it again.

A big strike fund and big Halls where men can be housed

and fed during a strike are our big guns against these bums.

These we will have if the proposals now being voted are carried. A "yes" vote is the one way of insuring a victory in this battle against the shipowners, the bureaucrats and any other outfit looking to ruin the Union.

While on the subject of the Maritime Commission, a subject dear to the heart of the SIU, the latest from that office is a proposed shipbuilding program calling for more tankers and fast



freight ships. They claim the U.S. has too few modern tankers and good freighters.

The old Libertys and tankers, they claim, were only good for a torpedo and those that survived should be junked or sold abroad.

### FOULED UP REASONING

It seems to me that there were plenty of good tankers, new ones at that, sold to England and other maritime nations. Victories are not "junk" either.

The proposed ships would be of a type very similar to the Victories, yet Victories already

built are rusting in the lay-up fleet.

Spending billions for new ones just doesn't make sense. The Victories are in the boneyards; the tankers are gone. Because of their blunders and ignorance we, as taxpayers, must cough up again. Something smells kinda fishy.

Had enough? Here's another: A character from the MC the other day made the bald statement that seamen's wages should be reduced to the 1937 scale, and from that they would set the wage pattern for the whole industry. Mull that one over and if it makes sense, let me know.

## Spring Fog Ties-Up 60 Ships Below NO

NEW ORLEANS — Cold water from the north flowed down the Mississippi last week as warm air flowed up from the Gulf of Mexico. The result was a paralyzing fog which tied up 60 ships between New Orleans and the river's mouth.

The fog finally broke up the afternoon of Saturday March 20, but it had slowed down activity in the great port of New Orleans as almost nothing else could.

Such fogs are common in the spring at Atlantic and Gulf river mouths when the snows begin melting in the mountains and the cold water heads for the sea.

Normally such fogs start in the Gulf ports in March and later in the spring form at river mouths up and down the Atlantic coast.

## Norfolk Seafarers Tell The Bureaucrats

By BEN REES

NORFOLK — Seafarers in this port responded emphatically to the suggestion from Headquarters that individual members send telegrams to the chairman of the Senate's Foreign Relations Committee, protesting the transfer of U. S. ships to foreign flags.

Every man on the beach here dug deep and sent a wire, with the following wording:

"As an American I urge you to take action to guarantee no further disposal of American ships to foreign flags and to have at least 50 percent of all relief

cargo hauled in American bottoms. Hold the American Merchant Marine together. We need it."

The sabotage of the American Merchant Marine by a few penny-pinching, self-seeking politicians has got the American people plenty hot under the collar. Seamen are not the only ones who are complaining about that part of the Marshall Plan.

### NO TORPEDOING

To stop communism abroad the U. S. Government has got to send relief supplies to Europe, but that doesn't give the bureaucrats the right to torpedo our

merchant navy and put thousands of our seamen out of work.

The 500 wires that were sent from here are only a small part of the torrent of messages that are being sent each day by patriotic Americans who do not want to see the American merchant fleet parcelled out to foreign nations.

Voting on the Referendum Ballot is pretty heavy down here, and from what I hear, practically all the men are marking an "X" in the "YES" boxes only. That's the right way, and they know that by doing so they are voting for a bigger, better, and stronger SIU.



# SHIPS' MINUTES AND NEWS

## La Guaira Launch Dock Called 'Death Trap;' Seafarer Killed In Fall

Crews from ships waiting to berth at La Guaira, Venezuela, go through a death trap when they come ashore via the Alcoa launch service, according to Seafarer Emanuel Lashover. In fact, one SIU member already has lost his life.

The trap is a heaving, plunging gangplank leading from a floating crane, to which the launch ties up, to the dock. This gangplank is only 12 inches wide and has no hand rail or rope of any kind.

To begin from the beginning, La Guaira is the port for Caracas the capital of Venezuela, and is an important port of call for Alcoa ships. However, only four ocean-going vessels can dock at one time and frequently there are from four to 10 ships anchored outside the breakwater.

### RUGGED, UNNECESSARY

The anchorage itself is pretty uncomfortable. The ships roll and toss in in seven- to 10-foot swells and the shore looks good to a man on the Bauxite run.

Stepping from a ship's ladder to a bouncing launch is hard enough and so is the rough, wet ride into the harbor. Furthermore, so is climbing from the launch to the floating crane. But both ordeals can be endured and neither is as rugged or as unnecessary as the problem of negotiating the tricky gangway to the dock.

Due to the swells which persist inside the harbor despite the breakwater, the floating crane continually pitches toward the dock or swings away from it. Picture it. There you are on the heaving 12-inch plank. A man practically has to be a tight-rope walker to make it to make it across, Lashover says.

Imagine how tough it is going back—in a semi-dim out. If a seaman has so much as a glass of wine with his shoreside dinner he is up against a rugged 10-foot stretch with life and limb in hazard.

### THE INEVITABLE

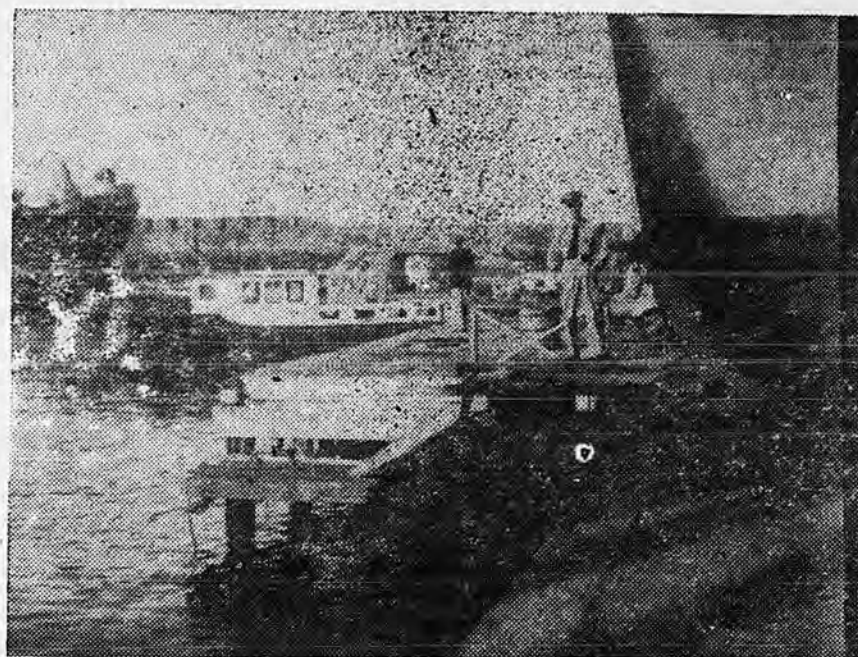
In the middle of January, a man from the SS Arthur Hurlburt, an Alcoa Liberty, fell off the gangplank, hit his head against the barge and was drowned, Lashover reports. It was inevitable, and there could be more accidents to come, Lashover insists.

The main point is that Lashover says there is no good reason for the existence of this dangerous situation. About 30 feet from the floating crane is the customs dock where a seaman could embark or disembark in ease and safety.

Lashover thinks that the launch pilots are just too lazy to make the necessary arrangement to use the customs dock and to perform the slight extra work that would be required.

The day they recovered the

body of the man who drowned Lashover was in the Alcoa office in La Guaira getting mail for his ship, the SS Cape Romain. He suggested to the Alcoa agent that using the customs dock might be a good idea.



## 'DEATH TRAP' AND UNUSED DOCK



Jittery Seafarer picks his way across heaving gangplank (above) at La Guaira, Venezuela. Gangplank leads from floating crane where Alcoa launch ties up to a dock and it is the only way crews from ships anchored outside breakwater can land. One SIU member has fallen off already and been killed by the plunging crane.

Seafarers hitting La Guaira wonder why the Alcoa launch can't tie up at the customs dock (photo left). It would then be unnecessary to cross a shaky, dangerous gangplank. However, the Alcoa agent in La Guaira lapses into profanity at any suggestion of a change.

## Ships At Sea Aid U. S. Weather Forecasts

(Ed. Note: This is the second in a series of articles on the weather and how it is predicted by professional forecasters. Members are urged to send in accounts of rugged weather they've seen around the world. If anyone has a question about the weather, the LOG will try to find the answer.)

Professional weather forecasters do not predict the twists and turns of the weather by testing their personal aches and pains. Nor do they do it by casting their eyes at the sky and muttering "fair and warmer."

Weather forecasters base their predictions on analyses of simultaneous observations made up and down and across an area as big as a continent or an ocean—or both. Most of these observations are made on the surface of the earth. But because weather has three dimensions extensive observations are also made of winds, temperature, humidity and pressure in the upper air.

### 600 STATIONS

A weather map of North America contains data from 600 odd stations. Maps of the Atlantic and Pacific contain data from as many ships as report, from island stations and from the nearest coasts.

Of course, a weather forecaster can tell a lot by looking at the sky, because, like a sailor, he develops a weather "feel."

But his job is to predict the movement of storms across thousands of miles of land and water; to predict whether those storms will get worse or dissipate; to predict how much of the sky will be covered with clouds, how high and how thick those clouds will be and whether the wings of an airplane will ice up in them; to predict the direction and speed of the wind at

the surface and at any level up to 40,000 feet.

Of course, this is airline forecasting for planes flying long routes, not the "fair and warmer" forecasting that will do for a summer weekend at the beach. It is also the kind of weather forecasting by which ships can move.

To do this kind of forecasting, a weather expert must have the big map. He must have the 600 stations and the upper-air information. And he must have the whole map-full of signals four times a day because weather maps are drawn and forecasts issued every six hours.

How does the forecaster get this map full of data? Well, for American maps it's a complex story of gathering information which involves radio, telegraph, telephone, teletype and the efficient, painstaking work of thousands of weather observers.

All of them make their observations at the same moment by Greenwich time. On ships at sea which report weather similar observations are taken, frequently by Sparks.

Eventually, in the U.S. at least, the data are incorporated into a series of coded teletype

message which find their way to every Weather Bureau forecasting station in the country, and into AAF and Navy forecasting stations as well.

The coded signals are transferred to the map by skilled plotters and then the forecaster is ready to go to work. The end product is tomorrow's weather—provided the forecaster is smart, industrious and, above all, lucky.



OLVIDIO (Red) RODRIGUEZ

## Boxer Turned Seafarer Has No Regrets

Just about 10 years ago down in Puerto Rico, Olvidio "Red" Rodriguez was rated by local boxing enthusiasts as a kid who was going places. He had built up an impressive record in 35 matches as an amateur and pro with only one of his opponents getting the nod over him. Among them were some of the islands' best bantam- and featherweight scrappers.

But throughout his boxing career, ever since the day he first donned a padded mitt as a simon pure, "Red" had been casting hungry eyes toward the sea. His success in the ring failed to dim his desire to ship out. Besides the young scrapper knew full well that a man's good days in the ring are short-lived.

So it was back in '38 that "Red" Rodriguez hung up his gloves for good and satisfied his one real ambition. He shipped out. A few trips later he was sailing as a member of the newly-formed Seafarers International Union.

"Red" signed up with the Union in New York in December of 1938, just a couple of months after the organization came into being. He's been sailing in the Deck Department ever since.

### LOST ONE

Although the move was opposed by his father, a policeman, young Rodriguez first stepped into the squared area as an amateur back in 1933. "Red" did all right for himself, too. He won 13 of his 15 battles, seven by the knockout route and six by decision. He lost one of the scuffles and fought his opponent to a standstill in the other—

At this point, the youthful Island battler felt he was ready for the pro ranks. Physically he was ready for the next class, too. He had outgrown the 118-pound division. So when he began using his dukes professionally, "Red" stepped out as a featherweight.

In hardly no time at all, "Red" was billed in main events. Unofficially, he was rated the 126-pound boss of the National Guard in Puerto Rico. He figured in 20 bouts—and won them all.

"Red" recalls his biggest thrill in the ring as the night he traded blows with the famed Sixto Escobar. Young Rodriguez was then an amateur. Escobar, who already was winning world wide fame as a bantam scrapper, was a professional with his eye on the title.

Because of "Red's" amateur status, the match was billed as an exhibition. The decision was a draw, something of a victory for "Red" for about a year later Escobar was the holder of the world title.

But "Red" Rodriguez has never for a moment regretted his decision to get out of the ring and onto a ship. "Sailing's the thing for me," he says.



# SIU Ships' Minutes In Brief

**JAMES DUNCAN, Feb. 22**—Chairman Bill Rowe; Secretary A. W. Wasiluk. Delegates, except Engine, reported all running smooth. William Rowe, Engine Delegate, reported a few hours of disputed overtime. New Business: Motion by Messerall that all be sober at payoff. Good and Welfare: Repair list drawn up by crew. One minute of silence for Brothers lost at sea. Entire crew praised Stewards Department for fine cooperation.



**STEEL WORKER, Feb. 21**—Chairman J. Fediow; Secretary J. R. Butler. Delegates reported on repairs necessary in their departments. New Business: Motion carried that black gang elect a new delegate because the Junior Engineer spends too much time topside and has not become familiar with the men. Motion carried that the Steward have a written form upon which is written each man's duties. Good and Welfare: Suggestion that more men read Union constitution and become more familiar with the Union.



**MAIDEN CREEK, Feb. 22**—Chairman T. A. Scanlon; Secretary Robert G. Varnon. Deck Department Delegate reported Chief Mate turned to at 8 A.M. Sunday morning and worked until noon on the topmast stays. He again turned to in the afternoon. Deck Department to claim five hours for the overtime. New Business: Bob Varnon, Steward, reported on conditions as to stores. Good and Welfare: Decision to take turns in keeping laundry clean. Ship's Delegate to ask Captain for a copy of the price list and have same posted in messhall.

**CAPE ELIZABETH, Feb. 16**—Chairman Joseph DeCarlo; Secretary T. Steele. Delegates had nothing to report. New Business: Motion carried that Ship's delegate protest to the Captain the logging of Brother Hallpike. Discussion followed over the circumstances surrounding the logging. Good and Welfare: Brothers complained of monotony in the menu. One minute of silence for Brothers lost at sea.

**EDITH, Nov. 27**—Chairman F. Baron; Secretary Joe Kundrat. New Business: Discussion held on permits and ship left short-handed because a permit man was forced to get off and the Hall was closed for the weekend. Good and Welfare: Suggestion that Steward order an electric fan for crew lounge.



**JAMES WESTMORE, Nov. 23**—Chairman Dusty Rhoades; Secretary Louis E. Meyers. Delegates reported no beefs in their departments. New Business: Motion carried that Night Cook and Baker puts out more baking so crew won't have to eat shore-side cookies. Motion carried that Baker Hubert Lanier look after his job and do a little more baking as he doesn't fulfill his job. Steward Edward V. Smith or Chief Cook Louis E. Meyers will help him if he is willing to

learn. Good and Welfare: Men not to leave silver and dishes lying around after using them if used outside of mess hours. Patrolman to receive a complete repair list at port of payoff. One minute of silence for brothers lost at sea.

**NOONDAY, Dec. 15**—Chairman Smith; Secretary McLaughlin. Good and Welfare: Recommendation made that all repairs be checked before signing on. Recommendation made that chairs be removed from crew mess and be replaced with benches so as to provide more space. Recommendation made to have voicher duplicate issued before payoff so men can check their pay. One minute of silence for Brothers lost at sea.

**JOHN SWETT, Nov. 2**—Chairman John Risbeck; Secretary Wayne Vermillion. Election of delegates for each department. Winners: Garrigh, Deck; Czech, Engine; Gurman, Stewards; and M. Hook, Ship's Delegate. Discussion as to number of repairs made at end of last voyage. Motion carried to have a fine imposed on crewmembers for violations of rules drawn up for clean living conditions. Good and Welfare: Suggested that meeting be held Sunday before arriving in port. One minute of silence for Brothers lost at sea.



**ZACHARY TAYLOR, Jan. 1**—Chairman Ackerman; Secretary Mullen. Delegates reported no beefs. All disputed overtime to be referred to shoreside Patrolmen. New Business: Each department to turn in a repair list to the ship's Delegate and a copy to be given to Patrolman upon arrival. Each Delegate to see that all crew quarters are left in clean condition before leaving ship. Education: Advantages of good Union backing and of becoming good union members explained to new members. Good and Welfare: Steward notified crew of coffee shortage. Vote taken whether or not to ration coffee. Anti-rationists won 17-5. One minute of silence for Brothers lost at sea.

**WILD RANGER, Jan. 4**—Chairman C. Lee; Secretary V. Kane. Delegates reported on conditions in their departments. New Business: Motion carried to request the New Orleans Agent to have the practice of shipping AB jobs before Deck. Maintenance changed to have Deck Maintenance jobs called before ABs. Good and Welfare: Agreed that in future if men are late

for meetings they shall be fined. Considerable discussion as to the ability of the BR. Agreed that Patrolman note on his tripcard that he has been warned by Ranger crew that any more unsatisfactory work and his permit should be picked up.

**SEATRAN HAVANA, Jan. 13**—Chairman Fred Shaia; Secretary C. W. Hallengran. New Business: Motion carried to go on record endorsing Manuel Pedraza for a full book. Motion carried that a set of rules be drawn and violators' will pay fines. Money to go to the LOG. One minute of silence for Brothers lost at sea.

**FISHER AMES, Dec. 16**—Chairman Jack Giller; Secretary Eldon Cullerton. Delegates reported everything satisfactory. Good and Welfare: Steward reported ship will be short of supplies if misused, asked cooperation. Education: Tripcardmen were instructed as to the actions of Union members aboard ship and in foreign ports. The function of the Union was discussed and explained to all members by the chairman and other bookmembers. One minute of silence for Brothers lost at sea.

**JEAN LAFITTE, Nov. 27**—Chairman J. Kari; Secretary R. Pierce. New Business: Motion by E. Gross that election be held for ship's delegate. Brother Wilson elected over Brother Belkofsky. Stewards Department beef that deck department is taking their overtime by painting enclosed passageways to be turned over to Patrolman. Good and Welfare: Suggestion by R. A. Barrett to have repair list added to as trip goes along so that repairs will not be overlooked. One minute of silence for Brothers lost at sea.

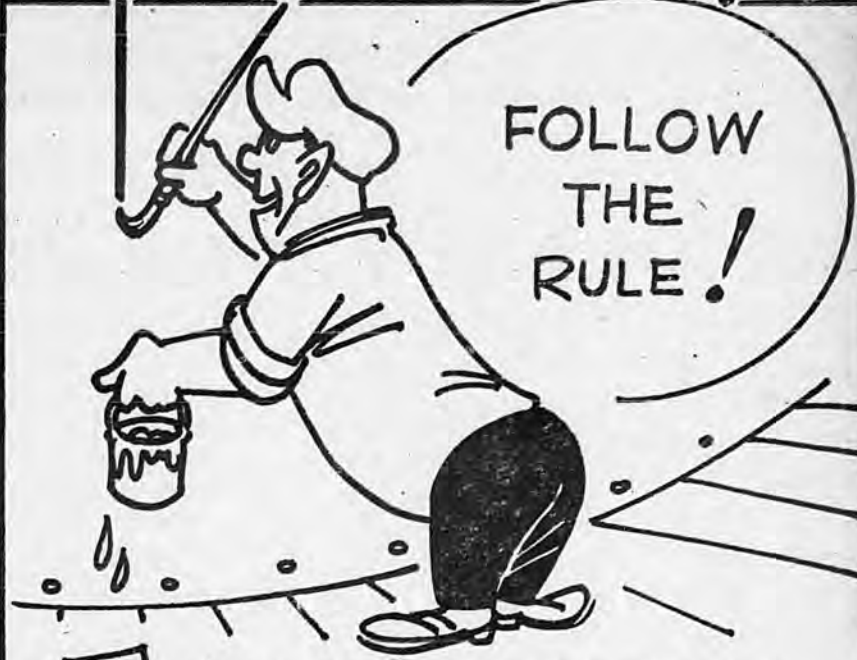
**TONTO, Jan. 4**—Chairman Sanches; Secretary N. Stebner. New Business: Motion by Haney not to payoff until the delegates check the OT with the Purser. Overtime has not been paid up to date in recent payoffs. Motion by Strider to install drinking fountain in port alleyway. Motion by Mitchell to have the Delegates make up complete repair lists for each department. Motion by Mitchell to notify the SIU and SUP of many thefts aboard. Good and Welfare: Cooperation on keeping heads clean stressed by J. Smith and Stebner.



**STEEL ARCHITECT, Jan. 3**—Chairman Ernest Bossert; Secretary Edward Bloom. Delegates reported no beefs. Good and Welfare: Agreed to see Captain about pulling fire and lifeboat drill on Saturday afternoon. Carpenter to make frame for foe'sle card and rack for LOGS. Motion carried not to sign on until given the okay by the Patrolman.

**EVELYN, Dec. 23**—Chairman Angelo Romera; Secretary Charles Mitchell. Delegates reported everything in order in their departments. New Business: Moved and carried that any member subject to a fine of over \$1 shall be dealt with at a general meeting. One minute of silence for Brothers lost at sea.

## SEAFARER SAM says:



THE SIU WORKING RULES SAY:  
ALL PAINTING, EXCEPT IN THE ENGINE ROOM, IS TO BE DONE BY THE DECK DEPARTMENT ONLY, EXCEPT IN AN EMERGENCY.

## CUT and RUN

By HANK

There's no other industry affected at present with as much unemployment—and threatened with continued slack shipping—as our maritime industry. With such a clear and critical situation we can't see how a small group of American politicians, the House Foreign Affairs Committee, can so expertly and calmly satisfy the State Department's idea for the Marshall Plan to allow American ships to be chartered to foreign nations. This was done in blind and vicious disregard of our own merchant seamen and the steamship companies. Such a childishly stupid twist of American politics is a downright disgrace for the government—at the total expense of the welfare of our maritime industry. We are definitely of the opinion that these extraordinary politicians are insensibly unaware of any present phase of the maritime industry and are unconcerned about the future welfare of everything about it, especially the merchant seamen. The years since the war have shown that our American Merchant Marine was just an accidental conversational topic for our patriotic American politicians.

Bosun Edwin "Chris" Christian, who was voluntary organizer of many ships, was in town a few weeks ago—with that familiar mustache on his face... Oldtimers Jimmy De Vito and Pete De Pietro were in Frisco some time ago. We wonder if Pete still is faithful to those hot peppers he kept on hand for any meals he had home?... We read about Brother Weaver Manning, the deck engineer, who is (or at least, was) a champion checker player, passing through San Juan... Brother Harold Farrington was in town with a bit of a whispering voice. The reason—laryngitis. How's the pipes now, Brother Harrington?... We thought we were looking over a four leaf clover—which Brother Sam Luttrell, a guy with a streamlined sense of humor, pinned on himself for St. Patrick's Day last week. Anyway, it was something green for the occasion.

Here are some of the oldtimers in town: Warren Callahan, Bosun Luke Collins, Willie Thomas, Bosun Steve Carr, K. Kain, Steward G. H. Bryan, G. S. Baran, D. Bishop, C. Ibrain, A. Banes, L. Gallo, E. Danbach, S.O. Borlang, H. Malone, S. O. Lange, C. E. Hemby, F. Burns, Bosun H. Nielson, Bosun J. S. Wiscoviche, L. J. Goodwin, W. Lieberman, J. Morgan, F. W. Browne, H. Knaflich, J. Masongsong, E. S. Sania, W.M. Tschuschke, F. Nunziaute, Bosun T. Cepreano, Winston Renny, Bosun F. Fromm and G. Petroff.

The weekly LOG will be traveling all over the nation to the following brothers: C. D. Myers, of Virginia; Larry Holden, of Illinois; Tim McCarthy, of Massachusetts; Clarence Connally, of Pennsylvania; William Feil, of New York; Richard Freberg, of Long Island; J. B. Henley, of Georgia; Lloyd Wynn, of Idaho; Herbert Knight, of Virginia; George Butera, of Maryland; J. T. Morris, of Alabama; Conley Langley, of South Carolina; James K. Rocks, of New York; Paul Clendenning, of Ohio; Thomas Cornick, of Pennsylvania; William Brantley, of Georgia; John McVay, of New York; Harold Williams, of Georgia; Samuel Brunson, of Florida; C. B. Woods, of South Carolina; Martin McCranie of Florida; Cecil Saunders, of Virginia; Morris Rozet, of Pennsylvania; Mathie Menzane, of Pennsylvania; Herman Stanley, of Kentucky; Avon Marvin, of Alabama; Norwood Geno, of Alabama, and D. W. Hunter, of Massachusetts.

# THE MEMBERSHIP SPEAKS



## Asks Support Of Stewards; Says They Have Tough Job

To the Editor:

I would like to express my opinion on a few things for the good and welfare of our organization.

First I would like to point out the difficulties in regard to the cooks' quarters on Liberty and Victory type ships. Chief Cook, Night Cook and Baker and Third Cook all in one room.

On almost every trip the Steward has the problem of constantly listening to the beefs and grumblings of cooks not getting their proper rest.

I do not blame the men for being dissatisfied. If the Baker has to work nights he would like to have some undisturbed sleep in the daytime and vice versa with the day cooks.

So, herewith, I wish and hope the union's negotiators will take up this matter and do something to better the quarters of the cooks.

### SANITARY PROBLEM

I do not know how long the Liberty ships will operate but as long as they do the Stewards Department toilet and shower will be problem. They are very small hotboxes, not sufficient for the whole department and much too close to the crew's messroom.

Another thing I would like to mention is the Steward himself. It seems to me the Steward is the whipping boy for everyone. Everybody tries to toss him around, blame him for everything and tell him his business.

Sometimes before even showing himself aboard the ship he is marked as a phony, company stiff or what have you.

I wonder if the members and shipmates would stop for a minute and consider what kind of a job the Chief Steward has aboard ship.

If you have a Steward who for the good and welfare of knows his job, he is looking out for everyone on the ship in regard to food and quarters. He is interested in the crew's health and wants the trip to be pleasant.

He is trying very hard to please everyone on board the ship. He tries all this in spite of little cooperation, the wrong kind of cooks and bakers, fellows you will never satisfy, sea lawyers and gashounds.

Furthermore, per his obligation as a Union man, he is trying to bring back a clean ship with a happy and satisfied crew and is also trying to fulfill his duty to the company.

The company trusts him with all the stores, food, linens and the well being of all concerned on board the ship.

### GENEROUS GUYS

I do not have to tell you how hard it is to guard the food and linen in a foreign port. Some good hearted crewmembers give away the last ounce of tea and

coffee—"to hell with the ship and the crew on the way back."

Some are so good natured that they even give away the bed-sheets to some needy person. This is a noble gesture, but it hurts the crew, the Steward, the Union and the company.

I could point out many more things but I will only say the Steward, as the head of his department, does not get the right consideration from his shipmates.

I hope, in the future, a little more consideration and understanding will be given the Steward's problems because the responsibility for a trip being good rests with the Steward and a good Stewards Department.

Curt Meyer  
Chief Steward

## Member Agrees With Parrott On Electrician Job

To the Editor:

This letter is in reply to Brother Wiley E. Parrott's letter in the LOG for Pan. 30, 1948.

Brother Parrott has a very good thing. I would like to see a committee get together and put in the working rules what is and what is not the Electrician's work.

Since I have been on the Alcoa Pennant I have run into the same thing Brother Parrott has encountered. The Chief Mate has left the cargo lights out in all kinds of weather, and after it is dark somebody comes around and wants them fixed.

There are several small things that I have had arguments about that need clearing up. One is this. Is an Electrician supposed to take a motor loose from the base when withdrawing it for overhaul? When cleaning fan blades and guards?

This is all I will discuss at present, but I agree with what Brother Parrott says.

Edward K. Smith

## Conference Report Hailed as 'Tops'; 'Yes' Vote Urged

To the Editor:

After reading the report of the Agents Conference as published in the LOG, I can say that it is the finest that has been held since the formation of the SIU.

All points were well handled and the printed report to the membership was tops. The recommendations now being voted on are an absolute must and should be voted "yes." They are just what we need so let's all vote and put them over.

Leroy Clarke  
Marine Hospital  
New Orleans, La.

Seafarer



Andrew Massena, who is something of an able cameraman himself, gives a shipmate aboard the John Gallup a chance to practice up on his photographic technique. Photo was taken when the lads were in the Port of Lisbon, Portugal.

## Passenger Lauds Steward Service On Cavalier

To the Editor:

Well we finally have reached the end of the line for the Alcoa Cavalier.

We are going to remain here in Trinidad two days then we are sailing, on March 8, for home. Or should I say "northward bound," since we have three more ports, Grenada, St. Croix and St. Thomas before our jump back to New York.

Tell the Patrolmen that we are coming in with no beefs at all. At least, this far on the trip everything has been running smooth.

The fellows in the Stewards Department have been given some wonderful compliments about how swell the service is aboard. Yes sir, we really are showing these bigshots aboard here how well the SIU mans a ship.

We have a doctor who has just come aboard and who had sailed a long time with the U. S. Lines. He said it was heaven to sail on an SIU ship. He never dreamed there could be such a large difference in unions.

Steve Carr  
SS Alcoa Cavalier  
Trinidad

## Membership Rules

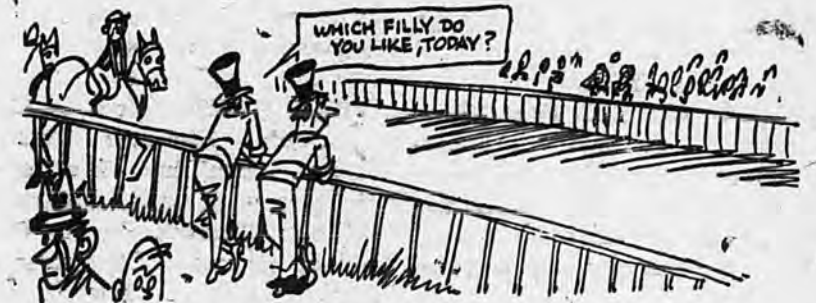
Membership rules require every man entering the Union Halls to show his Union Book, Pro-Book, permit or whitecard to the doorman. This is for the membership's protection. Don't waste the Doorman's — or your own — time by arguing this point. Observe the rules you make.

## Log-A-Rhythms

### The Anna May Lee

By DON D. BROWN

Into a calm, blue, shining sea  
Sailed a seaworthy ship, the Anna Mae Lee;  
Sailing ever westward with her salty crew,  
Closer to the sunset with every turn of her screw.  
She sailed out to sunny Honolulu,  
Tied up neath the Aloha Tower;  
Our only welcome was nature  
In the form of a tropical shower.  
We sunned and swam on Waikiki,  
In the shadow of Diamond Head;  
At night we used their island moon,  
Reluctant to go to bed.  
Then the Skipper called one morning,  
Aye, aye, in unison we cried;  
"The Anna Mae Lee is putting to sea  
And she's sailing with the tide."  
So we sailed and went down Fiji way  
And into the Tasmanian Sea;



And on we went into Melbourne  
Anxious for the sights to see.  
We left too soon, we'd rather have stayed,  
We really had a wonderful time;  
We went to the races and took in the sights,  
Saw the girls, who treated us fine.  
We found ourselves in the Indian Ocean,  
The sun blistered our backs all the way;  
Headed for India and the port of Calcutta,  
We sailed north through the Bengal Bay.  
Now the Anna Mae Lee was getting tired,  
And her engines they creaked and groaned;  
When she pulled into port she was four days late  
And the boys all moaned and moaned.  
Then back to Madras, Ceylon and Karachi,  
And we sailed her down to Bombay;  
Yes, we went ashore in India—  
Thank God for not a long stay.  
We rode in rickshas and drank their gin,  
Saw temples and buddhas for free;  
But the Anna Mae Lee was ready to sail,  
By that time, so were we.

## Brother Calls For Light On Jr. Engineer's Duties

To the Editor:

Why isn't our agreement more clearly worded where it pertains to Junior Engineers. I sailed on the Del Aires as Junior and these were some of the conditions I had to contend with during the trip.

No. 3 hold 'tween decks holds reefer boxes, six units, I think, of refrigeration. Juniors were required to take temperatures every hour and maintain these temperatures, defrost any diffusers that became iced, do repairs and check all compressors for temperature and oil. All this for temperature and oil. All this the Engine room and making needed repairs there.

This condition certainly was not a Union-like quality for fairness in the distribution of work. When the ship reached port watches were broken and Juniors went on day work, this,

you see, put overtime at a minimum.

On this particular trip the Oilers paid off with more money than the Junior. I had a cold throughout the trip caused from going back and forth between the below-zero boxes and the hot engine room.

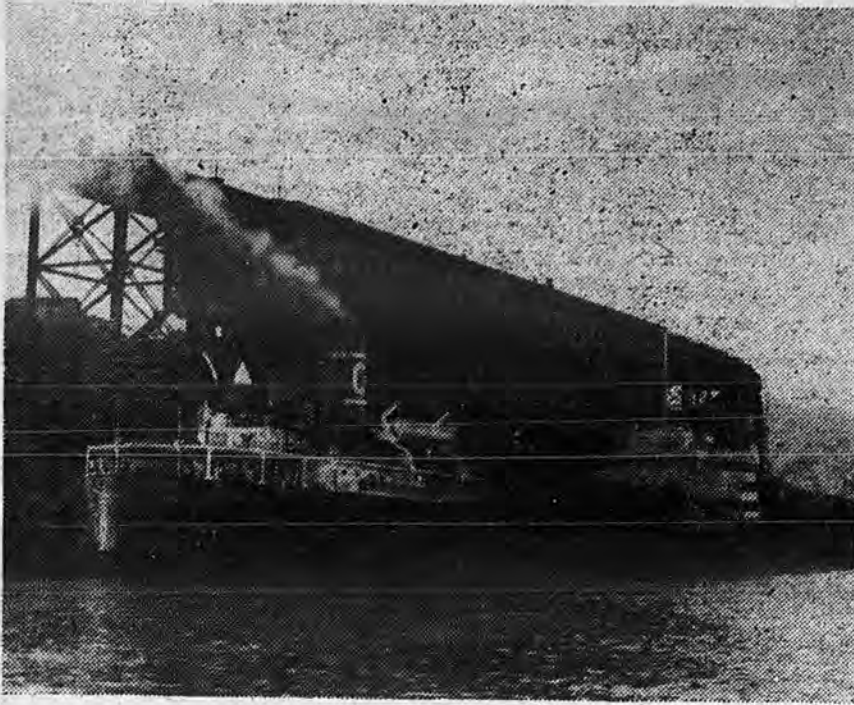
This was about two years ago and was, and will be, my last trip as Junior Engineer until some changes are made.

How can you figure a Deck Engineer's pay should be equal to a Junior's? A Junior definitely has to know more and has more responsibility than a Deck Engineer.

Look at the base pay of Electricians. The difference is all out of proportion to the responsibility and work performed. So until some changes are made I, and a hell of a lot of others like me, will continue to shy away from sailing as Juniors.

Al Gordon

**A NEW SIU SHIP AND THREE CREWMEN**



Ore's latest, the SS Chilore, loading at Cruz Grande. One of the ship's features is her capacity for quick loading. Here she took aboard 25,000 tons of ore in four hours.

**Only Commies Mar Venice's Post-War Beauty, Globetrotter Palmer Finds**

To the Editor:

This has been such an outstanding trip in the way of beauty and historical interest, that I shall try to describe some of the highlights of my trip to Venice, Italy, aboard the SS Emery Lewis Jr.

The Italians call it Venezia—an oasis of peace for lovers, thinkers and poets. It was sung by De Musset and George Sand, exalted by Byron, Goethe and Wagner when Italians were silent. It is frequently the longed for and cherished goal of many honeymooning couples.

From the edge of the Grand Canal you see in his gondola the gondolier, the pleasant and witty guide of foreigners through all the picturesque localities of

Venice. In the background, flowering of marbles and mansions, flight of arches and columns, among which stands forth the sharp outline of the steeple of St. Mark.

In the center: The sea, the blue and tranquil gulf of Venice in which the stars are mirrored and from which arise the songs of numberless serenades.

It was in one of the many small but elegant Cafes that surround the Plaza, namely the Cafe La Verna, that I passed many pleasant hours sipping coffee demitasse with cognac and watching the activity of the square.

The Bridge of Sighs is a fifth century structure which joins the Prisons to the Ducal Palace and through it all those accused of some serious political crime were obliged to pass directly into the presence of the Council of the Ten. The "of sighs" was given to it by the people and refers to the sighs and groans of the unhappy prisoners who passed over it: their fame has been the origin of many legends, romances and melodramas. Byron, in fact, recalls it to us when he says, "I stood in Venice on the Bridge of Sighs, a palace and a prison on each hand."

**AWE INSPIRING**

One bright sunny morning I left the ship and rode down the Grand Canal to the main section of town, around St. Marks square and through the Ducal Palace. This majestic and colossal masterpiece of architectural art is imposing even to the spontaneous wonder of the profane, and disarms even the most esthetic of critics.

It seems such a short time since all this was a hot bed of war, it held no beauty then, but now it is at peace with the world and the centuries work of the masters personify its glories. One Sunday afternoon thousand

of people were gathered in the great Square, thousands more climbed to the balconies of the great St. Marks church and business buildings surrounding the scene, all trying to get a better view of the activities taking place.

The occasion was the great annual contest of selecting the best waiter in Venice. The waiters of Venice take great pride in their work and are highly respected by the public for their clever balancing trays while swerving in and out of the cafes to the sidewalk tables placed in the square in the summer time. They are required to walk-race with a loaded tray from one end of the 200 yard square to the opposite end.

Many compete for the roller skating contest, where the contenders must skate in and out among the tables with loaded trays and be able to stop on a dime, so to speak.

The winners of these contests receive handsome cash prizes and are widely publicized in town they, of course, bring much business to the cafe where they are



employed, and I imagine, are quite the apple in their bosses' eye until another fortunate waiter from another establishment succeeds to the throne.

**VENICE, TOO**

All of these countries have their ups and downs in these days of unsettled governments in Europe. The main element of most disruption visible to the public, is in the form of communist demonstrations. Venice was no exception, it was surprising, however, with the communist stronghold of Trieste right at their back door, to find that there is only an estimated 15 percent of communists in Venice proper.

But from what I saw, that is quite enough. About eight-thirty this Wednesday night they began to group up in the square and were given a series of lectures by their leaders. So effective were these biddings, that soon the shops and Cafes and all places of business pulled down the steel shutters that protect their store fronts.

The managers and waiters made ready their firearms in anticipation of what was to occur. Sure enough when the communist forces in the square had accumulated about four to six hundred strong they began to shout their war chant and march through the narrow streets, breaking uncovered windows of those citizens who have shops and homes about the district of St. Marks' Square.

Soon the Liberals arrived in much greater numbers and drove the commies off in scattered lots. That was all that came to the surface, but I wonder how strong this force is underneath.

Jerry Palmer  
SS Emery Lewis Jr.

**New Ore Ship Not Like Old Scows, He Says**

To the Editor:

Here aboard the SS Chilore, the latest addition to the Ore fleet, we are enjoying life and waiting for the new agreement with Ore to be signed.

There are still a few "princes" sailing these ships—mainly officers—but with the new agreement we may be able to reform some of these characters so they'll think the SIU way.

Working conditions and the food are pretty good, accommodations are the best. Three men in a room with toilet and shower for each. For some reason, however, very few bookmen are shipping aboard these ships.

The Baltimore Hall is crowded with bookman yet Brother Rentz has to shake the joint down to get permit men willing to take an Ore-ship.

Personally, I like them. I sail as QM and there is no better Quartermaster job on any ship afloat. I'm referring, of course, to the new Ore vessels. The old ones are "no bono."

With this outfit anything goes. If you are slightly blind, have an arm missing or are dragging a wooden leg, that's okay. There's a job for you on an Ore ship.

We all wish more power to the negotiating committee and wish them thanks for the work they are doing in our behalf.

John Taurin

**Flying Seafarer Wants the LOG**

To the Editor:

I have been a member of the SIU for sometime, but recently joined the Air Force. I was a permitman in good standing and would appreciate it very much if you would send me the SEAFARERS LOG to the address below as I wish to follow the SIU's progress.

I intend to resume my sailing with the SIU after my enlistment expires so I'll be seeing you soon.

Pvt. A. M. Fitzgerald  
Lackland Air Force Base  
San Antonio, Texas



Three oldtime SIU members now homesteading on the Chilore, left to right—John Taurin, Diuck Oude Horn and Slim Harrison.

**Schutz Debunks Debunkers, Okays Hospitals**

To the Editor:

In the past I have heard brothers talk somewhat unfavorably about the marine hospitals. Many have said, and I guess are still saying, that the marine hospitals aren't worth a damn.

They feel that they have been given the runaround and the doctors, do not know their jobs. These doctors, they claim, do not like seamen and worry only about collecting their pay.

These men are all wrong. But if any of the things claimed are true it is your fault. Some guys go to the hospitals and tell them what they want done and how and when.

Moreover, a lot of guys break the hospital rules (like bringing in whiskey). It is no wonder that you don't get fixed up. Now whose fault is it?

The hospital staff will help you only if you will help yourself. The one belief that is wrong all around is the claim that the Union runs the hospitals and pays for your operations.

The Union's only expenditure is the three bucks a week to each man for incidental expenses such as cigarettes and candy. Other than that the Union has nothing to do with the Hospital.

**UNCLE SAM PAYS**

Taxes run the hospitals. You pay taxes, yes, but Uncle Sam runs the tax show. They can re-

fuse to treat you if they so desire and you can't do anything about it, that's their right.

Some guys can't understand why they can't get their false teeth right away or be admitted to the hospital at once. Usually there is a good reason. There are a lot of others before you so you'll have to wait your turn.

I have been in the Staten Island Marine Hospital for almost six months now and the work they have done on me would have cost more than I could have earned in a lifetime.

I would like to thank Doctors Skinner, Magyar and Moore for what they have done for me. These three doctors can do al-

most anything. I guess they could build a whole new body from nothing if they wanted to. No fooling, they are the best doctors I have ever seen and I have seen many doctors.

Too, I would like to thank Brother Hall for giving me the tip which has led to my undertaking treatment.

The people who work in the marine hospitals are public servants and not public slaves. If you brothers don't believe what I have said, then by all means come over and see for yourselves.

Frank Schutz  
Marine Hospital  
Staten Island

**THE BEEF BOX**

I think the Savannah Hall is violating the shipping rules. Recently a man was top Oiler on the shipping list and was beaten out by a man registered as a Deck Engineer who threw in for an Oiler's vacancy. The same Oiler was beaten by another man who was registered "Any Rating." Isn't this practice against the rules?

Answer: At present, each port sets up its own rules to govern this issue. However, the recent Agents Conference went on record that 30 days after final action on the Conference reports and committee recommendations, committees would be elected from each port to draft preliminary rules on registration, time required and other points. At Headquarters another committee will sift and consolidate all the ideas from the outports and write a new set of rules which will be referred to the membership for action.

Black Ganger

# Crewmen Legal Eagles, Mate Taught Contract

To the Editor:

This is a supplement to the article in which we began an account of the maiden union voyage of the Isthmian Steel Architect. In that article we said the trip promised to be interesting and educational in many ways—it, so far, has been that.

In Frisco our educational program really got under way when Blackie Cardullo and Red Simmons came aboard and held a little educational conference with the Mate and Deck Department.

"Clarence Darrow," our Chief Mate, learned many things at the conference. He found out to his dismay that there are many legal minds in our organization capable of interpreting the agreement to our advantage, just as capable as he is of interpreting the agreement to the advantage of the company.

On the night before we left Frisco, "Clarence" was so tired from running around supervising things on deck and looking up legal matters in the agreement, that he fell asleep in his room. He passed out completely and could not be awakened.

### WITH DISPATCH

The next morning when he came out on deck he was amazed to find that we had everything secured and ready to sail. This was really remarkable. For a crew—especially a Union crew—to square away with such dis-

days because at other times there is an interruption in the work for ten or fifteen minutes. On the other days the crew's off time is used and it costs the company nothing.

We know this one hour is going to be disputed and we don't expect to collect. We are lodging this claim simply as a matter of Union principle. Claiming overtime seems to be the only way we have of registering our resentment against such impositions.

B. Gwozdziak  
Steel Architect

## SEATRRAIN STORY IN LOG RATES HIS APPROVAL

To the Editor:

The article appearing in a recent issue of the LOG telling of the hazardous conditions aboard the Seatrain vessels was a fine job. I myself once hurt my legs trying to navigate the slippery decks on one of those ships.

Your help in trying to straighten out this condition is, I am sure, appreciated by many men sailing Seatrain.

I'm glad that you print the ship's news items as the crewmembers and their friends like to read them.

Enclosed find postal note for \$5.00 to buy you and your helpers a beer.

Otto Preussler

(Ed. Note: The LOG staff doesn't drink beer and champagne costs a damned sight more. The money has been turned over as a contribution to the Seafarers Log. Watch the LOG Honor Roll for your name and donation. Meanwhile, thanks very much.)

## ILLNESS FORCES 'BEAU' ANDERSON TO MOUNTAINS

To the Editor:

I am a member of the SIU and have been for six years.

I live in Tampa but my health forced me to come to Asheville in the mountains. The doctor said I would be okay in a few more months.

As you know, this is well inland and it is impossible to get a LOG. I would appreciate it very much if you could manage to send it to me. Also the last three copies of the LOG.

If any one wishes to get in touch with me tell him to write me at 252 River View Drive, Asheville, North Carolina.

Thanking you in advance, I remain,

C. D. (Beau) Anderson

## 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.

Hold those shipboard meetings regularly, and send those minutes in as soon as possible. That's the SIU way!

## KELSO VICTORY MEN WELCOMED TO WILMINGTON



The whole crew turned out for this one. Blackie Cardullo, San Francisco SIU representative—extreme right—gives the Isthmian crew the glad hand after completing a long trip to the Far East.

## Legion Backwaters On Maritime Position, Admits 'Gravy Train' Myth, Member Reports

To the Editor:

Business is good here at the Ritz Soda Shop and keeps me busy all day long and part of the night, but when the LOG is delivered, I take time out to read every page, even the individual donations.

The other day I picked up the American Legion magazine for March and saw that now the Legion is doing a complete turn-about on the merchant marine

and the seamen who sail the ships.

A few months ago they had quite an article on how easy it is to make a big money and sleep on white sheets while sailing the ships. They tried to make it seem that a seaman's life was nothing but cafes and gravy and he did not contribute anything to the winning of the war.

Now maybe these same people will see that a seaman's life is

not all honey and cream. All this talk about the large amounts of money supposedly paid the seamen is now admittedly not true. If fact, there are any number of GIs who would not have changed places with a merchant seaman for love or money.

### AGAINST TRANSFERS

There is just one thing that I like about this article and that is a resolution adopted at their National convention calling for a halt to ship sales abroad.

As far as their resolutions for a training program sufficient to provide personnel for the merchant marine, we have that program in our own SIU. In fact, who could be better instructors?

The other day I received a letter from a fellow in Pennsylvania with whom I made a trip to Archangel, Russia. And where do you suppose he got my address? Right! From an article I sent to the LOG.

I hope that you and the boys are all okay, and I would like to say at this time that the gang sure did a swell job on Isthmian. The membership should be proud of the great organization to which they belong.

Francis E. McGillicuddy  
Ex-Bellyrobber  
Hartford, Conn.

## Why Bosuns Get Grey

To the Editor:

I wish to submit this to the membership as an open letter through the pages of the LOG. To some extent it is a way of blowing off steam on a subject which, I presume, is not unknown to my Brother members.

I used to be a Bosun. But not anymore. I became thoroughly disgusted with what a Bosun had to take for the sake of the few petty dollars he gets for being a Bosun instead of an AB.

### NO PLEASURE

Too many men don't seem to realize that a Bosun is not a man driving them for the enjoyment he gets out of it.

A Bosun is a man employed by the company through the Union hiring hall to do a job according to the Union agreement. If he is conscientious, he will try to do it to the best of his ability. And any good Union man can help him by doing his own job—for which he was hired—and doing it well.

### GOOD SPORT

But there appear to be a few—not too many, fortunately—who think it is good sport to evade work whenever possible. These men don't seem to understand that they are the Union's most dangerous enemies.

Our contract says: "The Union agrees to furnish capable, competent and physically fit employees..." Now I doubt if very many of my Brother members have any idea that this clause is present in the contract. Cer-

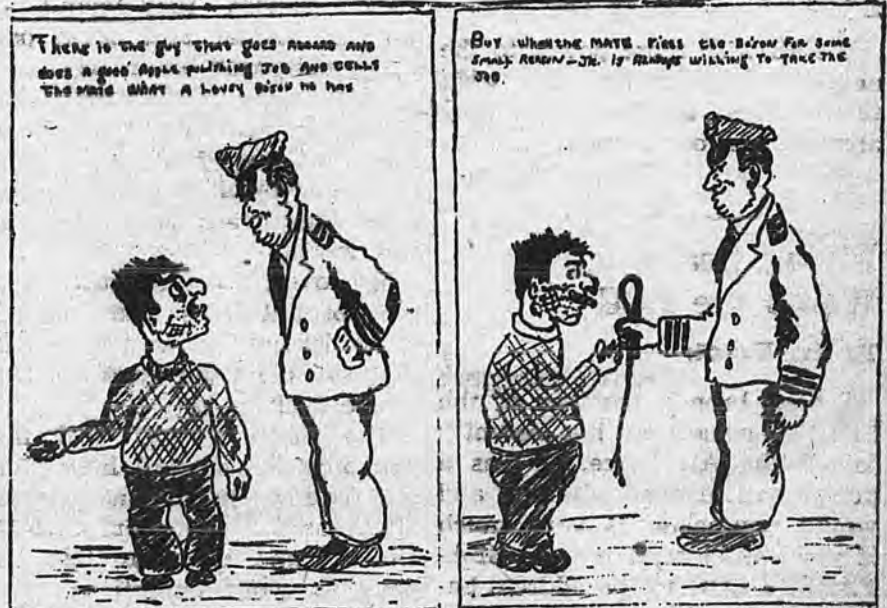
tainly there are some who don't believe in living up to the contract.

But I've noticed that these same Brothers are the first ones to step right up with beefs about overtime or anything else. They are also the first ones to call the men attempting to do their jobs company stiffs and scabs.

A lot could be said on this subject. However, I will only remind the Brothers in question to read Article I, Section 2 of our excellent agreement which is in effect at present.

J. F. Wunderlich, Jr.

## AS PITTMAN SEES PROMOTIONS



LET'S CHANGE THOSE SHIPPING RULES! No Promotions on the Ships!

To the Editor:

I for one would like very much to see the present shipping rule changed that allows a man to be promoted aboard ship. This encourages too many

guys to "shine the old apple," as they say in Rome.

Enclosed you will find an attempt at a cartoon. You may print it if you like to help get my point across.

Bob (Slim) Pittman



patch and efficiency, and without any supervision whatever except by the Bosun, was beyond "Clarence's" comprehension.

As we said in the beginning, our trip promises to be educational in many ways, "Clarence" being no exception.

At this writing we are about two weeks out of Frisco and, thanks to the splendid cooperation from our Frisco brothers, we anticipate smooth sailing from now on.

One beef, which we will hold until reaching port again, is the practice of holding fire and boat drill on Saturday after 1 PM. This time we have lodged a claim for one hour's overtime and we told the Mate we were putting in for it. He replied, quoting the agreement, that under no circumstances were we permitted to claim overtime for fire and boat drill. This we know, too.

### WORKING HOURS BEST

It states in the agreement that "whenever practical" fire and boat drill shall be held during working hours. From our standpoint it is practical—weather permitting—to hold fire and boat drill at any time during working hours.

From the company's standpoint it is never practical except on Saturdays, Sundays and holi-

## It's No Joke: Polly Wants A Cracker

To the Editor:

Chuck Connors, Paddy McCann, Tex Suit and Don Mease were kicking the gong around when the following popped up:

A magician and a parrot he used in his act were returning from a USO tour during the war on an SIU ship. About half way home the ship was torpedoed.

After a loud explosion the magician and parrot emerged from a cloud of smoke that hovered over the water. There they were on a raft with nothing left of the ship, and only the empty ocean about them.

For five long, solitary days they drifted alone on the wide blue sea without food or water and neither spoke a word.

On the morning of the sixth day the parrot, who could keep



his silence no longer, said: "Boss—I've been in your act a long time but a joke is a joke. I'm getting a little hungry. Tell me, what the heck did you do with the ship?"

Al Bernstein

## SIU Mother Says LOG Gives Score

To the Editor:

Please change Martin T. Coffman's address to Callao, Missouri. We want to keep on getting the paper, so keep it coming.

Martin has been in the merchant service the last four years. Our other boy, who has served three years, is now home for a short visit. Therefore we enjoy reading the paper as it gives us a better understanding of what is going on.

The two boys stand high for the SIU.

Mrs. Coffman  
Callao, Missouri

## CANT GET 'EM AWAY FROM WATER



Four crewmembers of the Marine Arrow, Isthmian, after a bit of fresh water fun in a Rangoon pool. Left to right—1st Assistant Engineer; Martin Vander Eik, Eng. Maint.; Ray Ellison, Fireman; John Durkin, Jr. Eng. At the end of the trip the Arrow went into the boneyard.

## Give Miami Wide Berth, Advises Member Who Didn't

To the Editor:

I hope this gets into print as a warning to some of the boys who haven't been in Florida recently.

I have just come back to Chicago after three months in Miami, and I am telling you it is just about the worst place in the U.S.—unless your old man is a millionaire.

Stay on your ship if she touches at Miami.

It's a fink town anyway. They have a place called the Miami Seamen's Institute which is a disgrace to the very word "seamen." When I left about six boys were stranded there.

Of course, there were more than six, but the rest were men who, I'll bet, never saw so much as a rowboat in their lives.

Let me tell you about a guy who said he was a Seafarer (although I never saw the proof). This guy was beating the cold and the law in a room in this fink joint. And it so happened that one night he burned a small hole in his mattress.

Here's what happened. He was charged \$25.00 for "ruining" the mattress; \$3.00 for other damage; and he was kicked out de-

spite the fact that he had made a \$5.00 deposit on the room.

Should you be lucky enough to get a meal at the Miami Institute you wouldn't be able to eat for the very simple reason that you wouldn't be able to see it on your plate.

The institute's Old Man is one of those people who believe a man can exist on bread and water.

This is all except that I want to say hello to all my buddies off the SS James Gillis. Here's hoping you are having better luck than I am, boys.

"Romantic Jim" Johnson  
Chicago, Illinois

## Send 'Em In

Don't hold your pictures and stories of shipboard activities. Mail them to the Seafarers Log, 51 Beaver St., New York 4, N. Y. If you haven't the time or don't feel in the mood, just forward details. We'll do the rest. Pictures will be returned if you wish.

## Architect Crewmen Report On First Leg Of World Trip

To the Editor:

This is a report of the early stages of the first full-contract voyage of the Isthmian Line's SS Steel Architect which is making a trip around the world.

We made a kind of get-acquainted run to Baltimore and New Orleans to discharge cargo from the previous voyage. Then we came back to New York for a short stay in the shipyard and to load.

Aside from fire and lifeboat drill Saturday afternoons, Mates working on deck as they had been accustomed to do and a few other minor disputes, nothing very exciting had transpired thus far.

However, a new Chief Mate took over who claims to be a former militant union man. He has made it very clear to us from the start that his idea of a good sailor and a good union man is one who puts in a full eight hours from bell to bell.

He knows the new Isthmian agreement backwards and forwards and would put a smart company lawyer to shame when it comes to interpreting the agreement in such a way as to deprive us of half-hours in overtime.

### WINTRY START

On Saturday morning January 24, at the hour of 2:45, the deck gang was called out to secure for sea.

The temperature at that time was about 7 degrees below zero, and it was very windy.

The decks were covered with ice and snow and the battens were frozen to the decks. The booms swung over the dock on the inboard side and over the side on the outboard side for the ship had been loading from barges as well as from the dock.

Stanchions and railing chains were down on both sides of the hatches and also frozen to the decks. In fact, everything was left just as it had been when the longshoremen finished.

Due to the frozen condition of the gear and the tarpaulins, it was very difficult to work and scarcely anything was properly secured when we were ordered fore and aft to let go the lines at 7:30 a.m.

When we sailed out of New York harbor, all we had been able to do was pile battens, lumber and everything else heavy we could find on top of the hatches to keep the tarps from blowing away—taking several men along over the side.

The ship sailed without even putting in the stanchions and chain railings.

### BEST WE COULD

We sailed in the face of blinding snow and sleet, high winds, choppy seas, fog and bitter cold. We struggled the whole day, but we accomplished very little. We managed to get some tarps on the hatches, but in several instances the wind picked them up battens and all and we nearly lost several of them.

Finally, after extraordinary effort, we managed to get some tarps on all hatches and to get the battens, wedges and cross battens secured. But everything had to be done over again the next day.

Only two of the 20 booms were properly secured. With the ship rolling as much as 27 degrees at times, we could only cross runners and secure as best we could.

To put out to sea under such conditions without first securing gear we believe was a deliberate violation of our Union agreement as well as a violation of the company's own safety regulations.

We have in the Deck Department a dispute concerning two hours standby time relative to Article X Section 7 of the Isthmian contract.

The night before sailing from Newport News, the sailing board was posted as follows: "Crew to be on board at midnight—ship sails 6 a.m."

The Bosun, upon instructions from the Chief Mate, told the deck gang to be aboard at midnight to start securing gear. All hands were on board at midnight, but we were not called to turn to until 4:50 a.m. Consequently, we all put in for two hours standby overtime in accordance with provisions of Article X Section 7 of the general rules.

Now this section contains a joker. The last paragraph states as follows: "In the event, after cargo is aboard or discharged and ship is ready to proceed, the full complement of unlicensed personnel is not aboard, no overtime shall be paid."

When we left New York, a Junior Engineer and a Fireman were left behind. The Junior caught up with the ship in Newport News, but the Fireman did not show up.

Our illustrious Mate, applying Article X Section 7, deprived us of the overtime although the Fireman was left in New York not in Newport News and although no effort was made to get a replacement.

The clause in the contract leaves an opening for any company stooge to obtain a few hours extra shore leave at the expense of the whole crew.

### CARPENTER'S WATCH

Another overtime dispute dispute arose over Article X Section 28 Paragraph (a) pertaining to rest periods. An item of five hours and a half rest period was disputed. The Mate again dug up a joker in the very last sentence of this clause which states: "This shall not apply when sea watches are set the same day before the rest period is completed."

Now this rest period clause is a very good clause, but this last sentence makes it practically meaningless as far as Isthmian ships are concerned, because the only time they ever have worked us between the hours of 5 p.m. and 8 a.m. has been on the night watch before sailing when they have worked right up to sailing time after which the watches were set immediately.

The Mate was consulted regarding the above item with regard to the day men who, we believe, should be entitled to overtime even if the watches are denied it. Without a moment's hesitation, he replied that day men could not collect for it either, because their hours are set at the same time the watches are set.

### Ernest Bossert

Endorsing Brother Bossert's letter were the following: Kassin Samat, Francisco Cristandro, Bogaslaw Givrozczik, Richard Hemingson, Teddy Ostaszski, Bengt Berglund, Julio C. Bernard, Herbert Svanberg, Miguel Fosado, L. G. White, Jack K. Bowen, Jack Williams.

## WARM-UP TIME ON THE GREAT LAKES

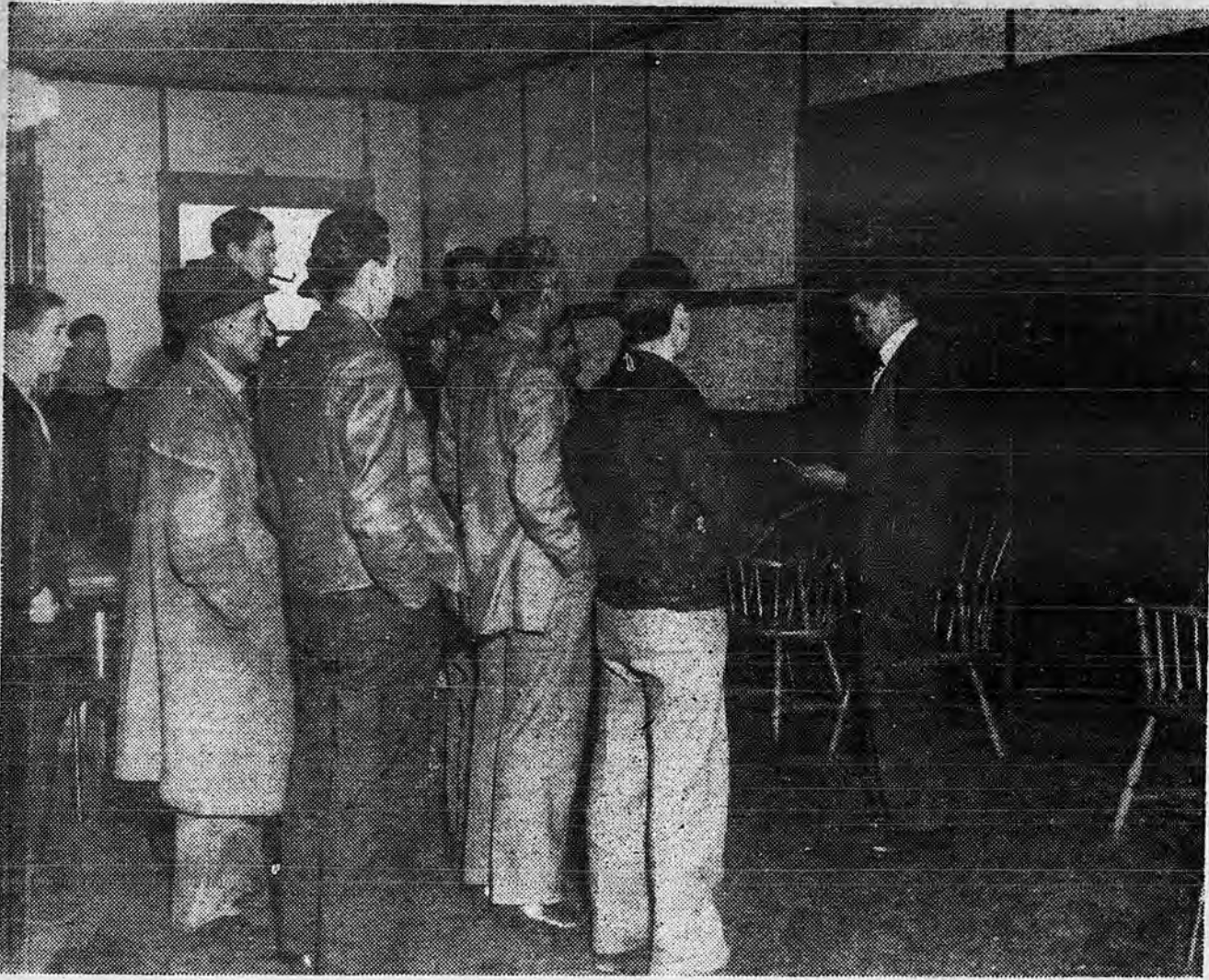


Crewmembers of the SIU-manned Milwaukee Clipper line up along side their ship in the Port of Muskegon, Mich.

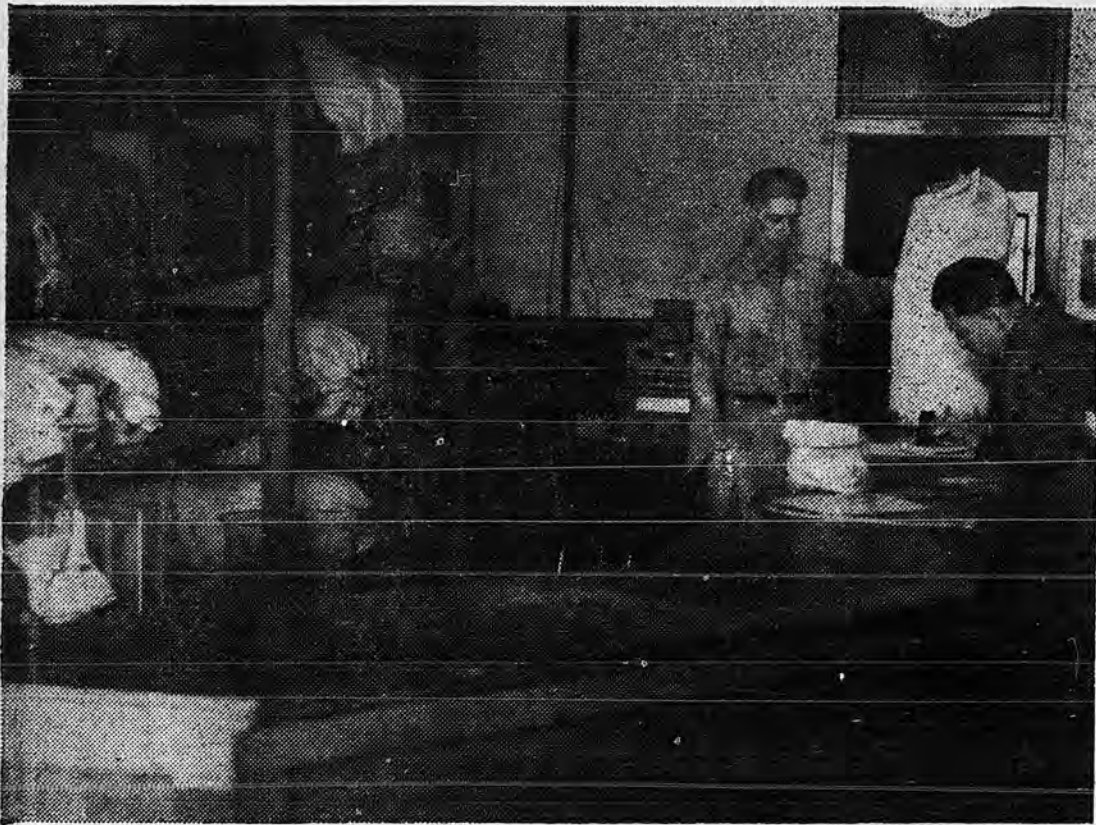




# Boston Hall In The Camera's Eye



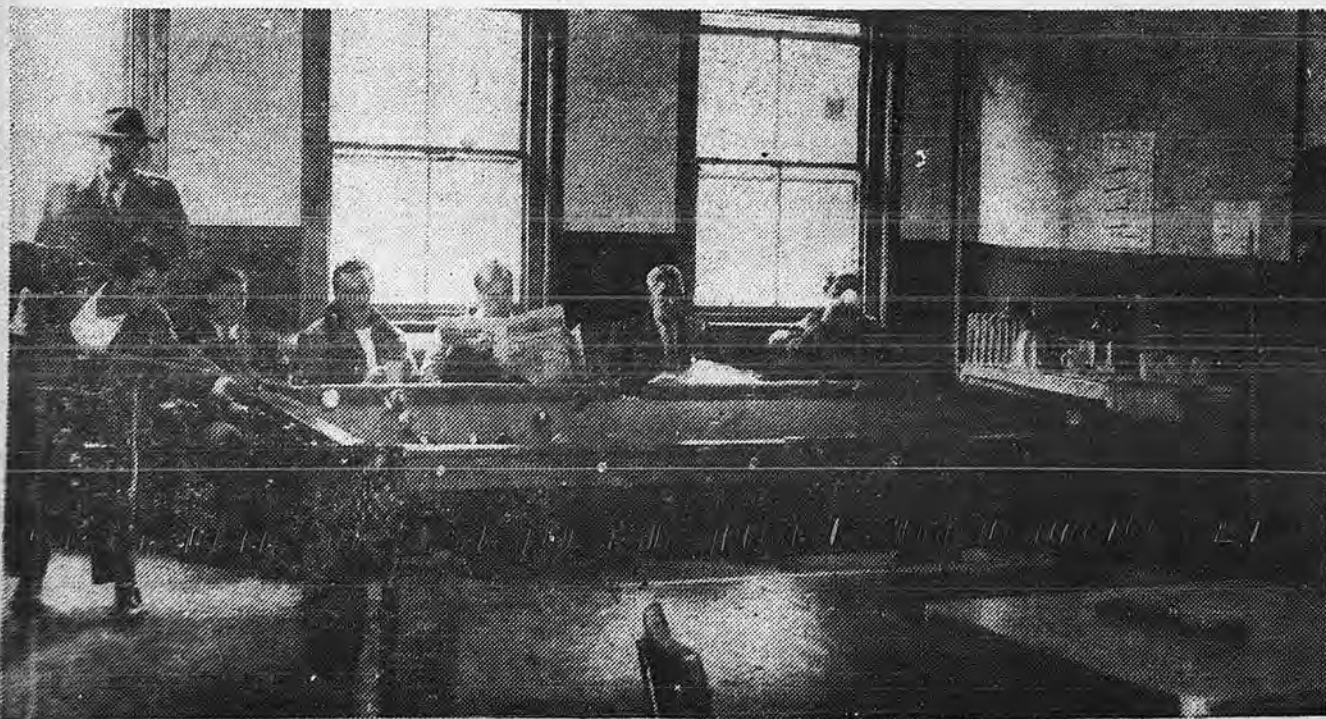
The man longest on the beach has first crack at the jobs. Dispatcher Johnnie Lane calls the berths, and the men who have registered throw in for the jobs. That's democratic Rotary Shipping, and Taft and Hartley won't get far in breaking that down. Above, Brother Dave Duckley registers with the Dispatcher, the first step in preparing to ship out.



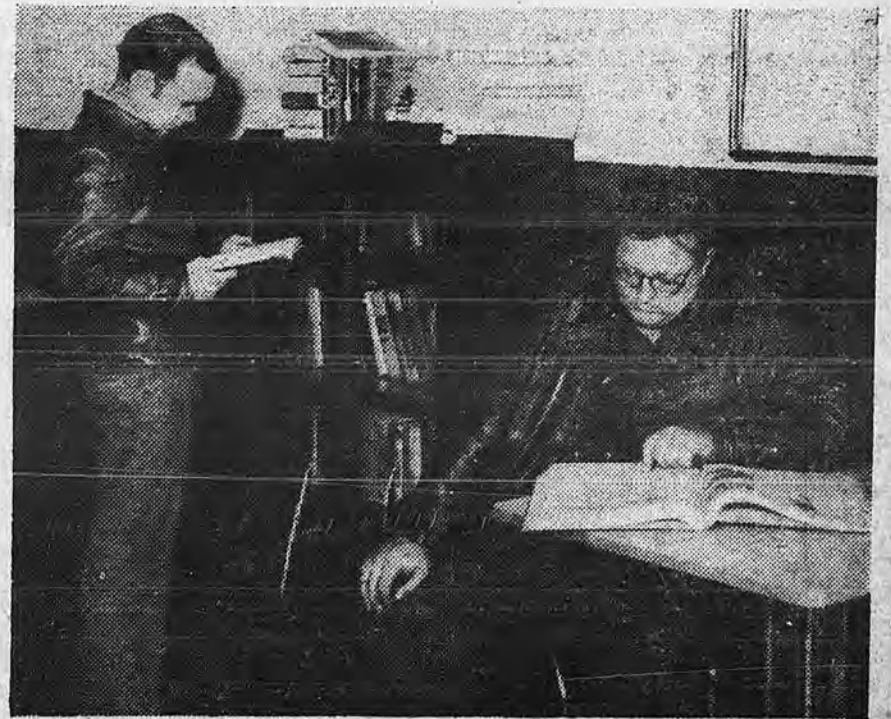
On the second deck of the Boston Hall are situated the offices of the Agent and the Patrolmen. It is also the site for the Baggage Room. Picture above shows Mail and Baggage man Mike Buckley on the job, while Seafarer Frank Demasi checks his gear.



Brother Curtis Robbins gets first hand information about the shipping situation in the port of Boston. This board is a feature in all SIU Halls, and gives the locations of all ships in the harbor. Patrolman Jerry Lichtman posts the board.



The recreation hall in the Boston SIU headquarters is the gathering spot for men waiting for a ship. Here they can relax over a copy of the LOG or other reading matter, or else while away the time with cards, checkers, or billiards.



A couple of the boys make use of the books and magazines available to the membership. Technical books can be obtained from the Dispatcher's desk.