

SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

VOL. X

NEW YORK, N. Y., FRIDAY, JANUARY 23, 1948

No. 4

New Peacetime Mark Established On Lakes

According to recent reports, 1947 shipping on the Great Lakes set a new peacetime high with a total record of more than 176 million tons of bulk cargo being carried on Great Lakes freighters.

Although not quite up to war-time records, new highs were established for coal and iron ore, with a new alltime record being set for limestone.

In all, approximately 86 million tons of iron-ore, 58 million tons of coal, and almost 21 million tons of limestone were carried on lakes bottoms.

New Officers Taking Over

SIU officials elected to serve in 1948 have been notified by Secretary-Treasurer J. P. Shuler of their certification. In accordance with his instructions, the newly elected officials are now assuming the duties of their posts.

Brother Shuler will pass his office on to Secretary Treasurer-elect Paul Hall at the conclusion of the next membership meetings.

Present plans call for the annual Agents Conference to begin sometime in February, a month earlier than it has met in previous years. The moving up is designed to give the Union a headstart in formulating its program for the days ahead, and more time to act on them.

For the benefit of Seafarers who have never met them, pictures of the 1948 officials appear on Pages 4 and 5.

Operators Accept Bid To Open Negotiations For Pay Increases

The SIU Negotiating Committee, in its current drive for a general wage increase, will meet with the Atlantic and Gulf Shipowners Association in New York, January 27, and with the Sag Harbor Tanker Corporation in Philadelphia on February 4.

The meetings are the result of letters sent earlier this month to all companies contracted to the SIU,

asking for wage conferences. Although one company have already replied, indicating their readiness to talk about an increase.

The one lone company that has not as yet formally answered the Union's letter is the Ponce Cement Corporation, whose home office is in Puerto Rico.

The specific objectives sought by the Negotiating Committee are a substantial overall boost in pay and elimination of the inequities between the wages of several ratings on ships belonging to the Association's member companies and the wages of the same ratings won by the Union on Isthmian ships.

Among the ratings concerned are Bosun, Carpenter, AB and Steward and several others.

The bid for a wage increase is being made under the farsighted provision in the contracts which permits the Union to reopen negotiations for higher pay at any time. The wisdom of this provision is highly apparent in this year of spiraling prices, al-

though the Negotiating Committee says that a drop in prices might be preferable to a wage boost.

However, the Committee says that it has no choice but to ask for higher wages since Congress has failed to re-enact price controls. It is the only door open to the Union in its drive to protect the membership's earning and purchasing power.

In addition, the Negotiating Committee points out that the profits being gathered in by shipowners these days constitute as great a justification for a wage increase as spiraling prices.

The members of the Negotiating Committee are J. P. Shuler, Robert Matthews, Joe Algina, Lindsey Williams and Paul Hall.

Schneider Election Set For Late Spring

WASHINGTON, Jan. 16 — A decision handed down by the National Labor Relations Board on the SIU petition for an election on the two ships of the Schneider Transportation Company, deferred the election for Schneider crewmembers "until such time as the Regional Director for the Eighth Region shall advise us that the employer has resumed normal operations."

This means that the election will be held sometime late in the spring.

Similar to the Hanna, Wilson and Kinsman cases, the NLRB ruled that Stewards should be excluded from the bargaining unit on the basis that they are supervisory employees.

Shipboard Accidents, Illness Rise Despite Great Decrease In US Fleets

Despite the fact that the American Merchant Marine is operating at one-half its wartime peak in number of ships and men, injuries and illnesses are reported on the increase.

Figures based on reports filed with the Marine Index Bureau in New York reveal there were 55,307 cases of shipboard accidents and illness during 1947. A breakdown by the Bureau showed 32,253 injuries and 26,377 illnesses.

The discrepancy between the total of these two figures and the combined total was explained by the fact that more than one condition was reported on the same individual on the same card.

In a further breakdown of its statistics, the Bureau found that contusions and abrasions of the extremities were most frequently reported, with records showing 11,635 such cases.

BACK INJURIES

Back injuries were next highest on the list of shipboard dangers. There were 3,375 cases reported to the Bureau during the year.

Slipping and falling resulted in injury to 1,192 seamen and 538 men were struck by various objects.

The fewest of all reported mishaps were for submersion. The Bureau said only 44 instances of this kind were reported.

These figures, the Bureau stated, are rather high when compared with the number of accidents originating in other industries. They also can be taken as proof of the SIU's contention that the maritime occupations are the most hazardous of all.

Release of the figures was not

accompanied by any recommendations to reduce the number of accidents and the incidents and the incidence of illness aboard ship.

SAFETY MEASURES

In many cases, however, reports received by the SIU indicate many could have been avoided had proper safety devices been installed when dangerous conditions were first noted.

SIU crews are constantly advising shipping companies of shipboard hazards in order to remove dangers contributing to the high incidence of accidents.

Last week, the SEAFARERS

LOG published a letter from a crewmember aboard the Seatrain New Jersey, in which he cited the open risks involved in navigating the ship's car-laden decks.

The Seafarer recommended the installation "of satisfactory catwalks," which, aside from eliminating the possibility of accident, would prove less costly to the company than the payment of claims for injuries sustained.

Although the Seatrain New Jersey man spoke for the crew, his sentiments are undoubtedly shared by all seamen.

"The vast majority of seamen are primarily concerned with saving their necks and their lives," he wrote.

Union Shop Vote Next For Cities Service

The end of the long campaign to bring the Cities Service tanker fleet under the SIU banner came in view this week when the French Creek was voted in Paulsboro, N. J., on January 22.

The election period actually closed January 20, but the French Creek was voted under a special extension requested by the regional office of the NLRB.

One ship, the Lone Jack, remains unvoted. But since she is still shuttling between the French coast and the Persian Gulf, the SIU will oppose any further extensions so that the result of the bargaining election can be certified and the union-shop election be held as soon as possible.

Under the Taft-Hartley Act, the present election merely establishes the SIU as bargaining agent for Cities Service crews. A second election must be held

before a union shop contract can be negotiated.

General Organizer Lindsey Williams pointed out that in the union-shop election a majority of the crews must vote for the union-shop to win.

Such an election differs from a bargaining election in which only a majority of those voting need favor the union to win recognition. There is a subtle difference thought up by the politicians.

In the union-shop election, any man who does not vote is counted as being opposed to the union-shop. Brother Williams emphasized that every Seafarer on the Cities ships must cast his ballot in the second election if the Cities Service fleet is to be under full SIU contract.

With victory looming in the Cities Service campaign, the SIU is fast emerging as the major

organization in the tanker field. Once the certification and union-shop are secured for crews sailing the Cities Service fleet, SIU negotiators will see to it that jobs on those tankers get the protection the SIU gives its membership on other tanker and dry cargo lines.

Certainly men sailing unorganized tanker fleets will realize the real value of Union safeguards and shipping rules.

New Ampac, Pacific Tankers Scales

Under agreements negotiated by the Sailors Union of the Pacific, new wage scales are now in effect on the tankers operated by American Pacific Steamship Co. and Pacific Tankers, Inc. The Ampac scale is retroactive to October 1, 1947, the Pacific Tankers scale to November 19, 1947, so men who have been on ships of the two lines recently will have some back pay coming. The new wage scales appear on page 3. Copies of both agreements will be available for the membership shortly.

SEAFARERS LOG

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At 51 Beaver Street, New York 4, N. Y.
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J. P. SHULER - - - - Secretary-Treasurer

Editorial Board

J. P. SHULER PAUL HALL
JOE ALGINA

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

George K. Novick, Editor



Shipboard Self-Discipline

It seems that the good fight to achieve first-rate Union discipline aboard ship continues from day to day whether or not it is attended by publicity. Of course, considerable attention has been devoted to the problem of performers within the Union as the need for it arose, but once Seafarers realized the dangers inherent in allowing foul-ups to do as they please, they carried the ball from there on out. And, as has been reported once before here, they are doing a bang up job of ball-toting.

The membership recognized the need for the Union to take the situation in hand about a year ago, when it was agreed that the Union's bargaining power in contract negotiations could be impaired by undisciplined performers aboard SIU ships.

Resolution after resolution came from shoreside and shipboard meetings stating firmly the membership's desire that those whose conduct reflected unfavorably on the prestige of the Seafarers be treated fairly but firmly by elected trial committees.

With the war over and the temporary sailors back at their regular pursuits, the membership was composed mainly of men for whom sailing was a career. What few performers were left would have to be educated to good unionism, the membership decided.

From then on the incidence of unfavorable shipboard performances decreased. They dropped to such an extent that a few months ago, the Union hailed the drive as a most gratifying success.

But Seafarers are still intent that every last vestige of the performer must be removed from SIU-contracted ships. In the few isolated instances where performers cropped up or showed signs of activity, Seafarer crews have taken prompt action.

This week two samples of this exemplary type of Union vigilance were reported to the LOG. One took place aboard the SS Alcoa Corsair, whose crack crew doesn't believe in waiting for trouble to break before doing something about it.

Shortly after leaving her New Orleans berth, a meeting was called. Crewmen stressed that any actions injurious to the crew and the Union's prestige would be dealt with by the crew or at a shoreside membership meeting when the ship returned to port.

It should be enough to say that not one solitary incident involving performers occurred throughout the entire trip. Corsair crewmen realized that performing aboard gave aid and comfort to the operator during negotiations.

Furthermore all three departments cooperated in enforcing Union self-discipline. At trip's end not one man had been logged by the Skipper.

The Alexander Woolcott was another SIU ship that took a similar stand before the voyage was under way.

Occasionally a few fellows will shrug their shoulders when the membership goes on record to strengthen their Union. "Ah, what can come of it?" they ask.

In the Alcoa Corsair and the Alexander Woolcott they have their answer.



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.

- NEW ORLEANS HOSPITAL**
 J. J. O'NEIL
 F. E. WHEELER
 T. M. LYNCH
 J. CONIGLIA
 G. BRADY
 P. PETAK
 A. AMUNDSEN (SUP)
 L. A. HOLMES
 J. E. KENNAIR
 A. C. KIMBERLY
 A. R. CHISHOLM
 R. SMITH
 W. WILCOXON
 S. LeBLANC
 R. E. STRIPPY
 L. CLARKE
 R. D. JOHNSON (SUP)
 J. W. GORDON
 R. LUNDQUIST
 J. MAGUIRE
 J. CARROLL
 J. DENNIS
 D. PARKER
 C. MASON
 E. FITZER

- A. L. MALONE
 A. LIPARI
 A. SAMPSON
 C. McGILBERRY
 P. KRONBERGS
 G. KOZCAN
 A. LOOPER
 \$\$\$
STATEN ISLAND
 B. H. TOLBERT
 J. McNEELY
 J. M. GARDNER
 T. MUSCOVAGE
 L. GOLEMBIEWSKI
 J. PRATS
 E. LARSON
 G. G. GAGE
 J. VATLAND
 G. T. FRESHWATER
 J. H. HOAR
 E. LACHOFF
 J. PREZELPELSKI
 \$\$\$
BUFFALO HOSPITAL
 ARTHUR LYNCH
 MICHAEL DONOVAN
 FRANK AMAGETT
 \$\$\$

- BALTIMORE HOSPITAL**
 J. G. BERKENKEMPER
 R. RARDIN
 J. D. BERGERIA
 J. NUUHIWA
 F. J. RICHARDSON
 J. T. ALLAN
 W. T. ROSS
 S. BUZALEWSKI
 J. A. WHITTAKER

Hospital Payments

Members of the Seafarers are entitled to a weekly payment from the Union if they are laid up in a hospital. Be sure to get what is coming to you. Notify the Union of your ward number so that there will be no delay in your receiving the money due you.

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.)

- C. W. PAYNE
 C. CARLSON
 GEORGE BURNS
 E. FREMSTAD
 E. J. BARTEMEIR
 J. H. HAYES
 \$\$\$
BRIGHTON MARINE HOSP.
 R. LORD
 C. CREVIER
 J. SMITH
 P. CASALINUOVO
 F. O'CONNELL
 J. LEE
 E. DELLAMANO
 J. GALLOWAY
 D. STONE
 \$\$\$
GALVESTON MARINE HOSP.
 W. CANNANAN (SUP)
 J. P. BALLERSTON
 J. B. LIGHTFOOT
 C. R. HONEYCUTT
 S. H. COOPER
 R. C. VOORHIES
 J. F. MARTIN
 C. R. HANSON (SUP)
 \$\$\$
SAN FRANCISCO MARINE HOSPITAL.
 KENNETH DICKINSON
 JOHN A. SCIDENSKY
 J. HODO
 ERLING MELLE

5-Alarm Fire Guts SIU Hall In Cleveland

CLEVELAND, Jan. 19 — Due to a severe fire which swept through the 1000-1200 block of East St. Clair Avenue early yesterday, the SIU Great Lakes District has been forced to move the Cleveland hall to a new temporary location at 26 Carroll St., between West 25th and West 26th Streets in the Dredgemen's Club

Damage which drove more than 100 night-clothed residents into Cleveland's near-zero weather was estimated at approximately one quarter million dollars, and left some forty refugees temporarily homeless. The Greater Cleveland Chapter of the American Red Cross immediately set up a canteen and bunks in the central armory.

According to Fire Chief Kral of the Cleveland Fire Department, the fire apparently originated in the Western Salvage Company basement located at 1042 East St. Clair. Investigation into the cause of the blaze which left the sixty year old block a hulking frame is still being carried on.

ICY WEATHER

Firemen from the 22 fire companies and units which answered the 5-5 special alarm were hampered considerably by ice under foot, frozen hydrants and water which turned to huge icicles almost immediately upon contact with the building.

Although several firemen narrowly escaped injury when sections of the building cornice fell on the sidewalk, Fire Captain Harry Manning was the only accident casualty. He sustained possible body fractures as a result of slipping on the ice.

No SIU members were in the building at the time the blaze broke out, and the only loss to the union was the actual office equipment and furniture which were completely destroyed.

All SIU members are urged to note the temporary location at 26 Carroll Street, and as soon as new permanent quarters are secured, notice of the location will be printed in the SEAFARERS LOG by Cleveland Agent Stanley Wares.

Lakes SIU Opens Hall In Alpena

ALPENA — Despite the zero and sub-zero weather in the Great Lakes Area, the SIU Great Lakes District organizational drive continues in full swing. As evidence of this, the SIU last week opened organizational headquarters in Alpena located at 105 W. Chisolm Street.

Approximately 200 SIU members live in the Alpena area, and the majority of these seamen have pledged themselves

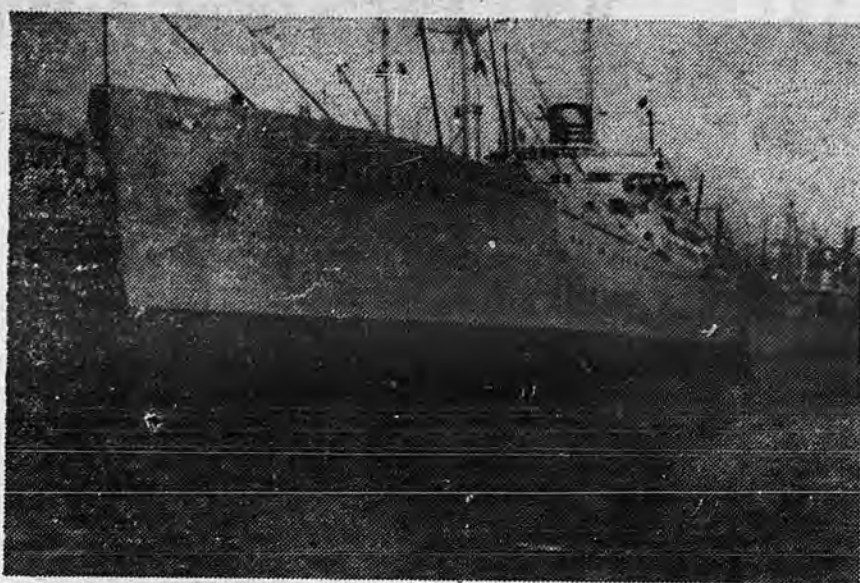
to assist the SIU in organizing the more than 2,000 lakes seamen who live in this locale.

Former Ashtabula Agent Maurice Dole has been placed in charge of the Alpena hall, and will be assisted by Organizer Clyde Betts. Both of these Brothers are familiar with the problems of Great Lakes seamen having worked on the Great Lakes for a number of years.

All Great Lakes seamen who live in the vicinity of Alpena, whether members of the SIU Great Lakes District or not, are urged to drop in and see Brothers Dole and Betts.

In addition, several group meetings are planned for the winter months in order to acquaint Great Lakes seamen with the SIU accomplishments and program for the coming year. Notices of these meetings will appear in the Alpena press as well as the SEAFARERS LOG.

ALL SET TO SHOVE OFF



The SS Alcoa Corsair as she appeared shortly before her Jan. 15 departure from New Orleans on her regular 17-day run to the West Indies and Central America.

Corsair Crew Stays On Ball And Logs Excellent Voyage

By PAUL WARREN

NEW ORLEANS — The crew of the Alcoa Corsair this trip didn't wait for trouble before getting prepared. As soon as the ship left the harbor we held a meeting and performers were warned that if they caused any trouble they would be dealt with either by the crew itself or by the membership ashore when the Corsair returned.

This had a good effect on the men and we didn't have anything that could really be called trouble. The men realized that performing on board ship gives the operators arguments against the Union when new contracts come up and so they cut out the monkey business.

All Departments worked together and the crew maintained discipline. In this way we finished the cruise without the Skipper having to log a single crew member.

OLDTIMERS ABOARD

There were a lot of oldtimers aboard and this, of course, had a lot to do with the way the crew behaved. In the Deck Gang we had Bosun Clarence Wilson, ABs Flattop Kendrick, Frank Shimelfenig, and Bill Moore, Carpenter Frank Hughes, and Ralph Piehet, Bosuns Mate.

The Stewards Department had quite a few real salts also. Among them were Johnny Picou, Herman Troxclair, Tony Santiago, Charles Sheehan, Frank

Palmer, Joe Compan, and Ted Terrington.

Black Gang oldtimers included Bill Walker, D. Laubersheimer, Irby Keller, J. Singletary, and J. Shaeffer.

Yes, the Alcoa Corsair crew has developed a good method of halting performers and protecting contracts. It worked for us and it can work for any other ship under SIU contract.

Needless Inquiries Hamper Union's Work For General Welfare

JOSEPH VOLPIAN

Special Services Representative

The economy program which the SIU instituted last year, necessitated cuts in the personnel staffs. Yet there is a great drain on the time and energies of the various departments that is entirely unnecessary and, if eliminated, would allow for even greater concentration on Union affairs and problems affecting the membership's welfare.

There is a considerable flow of telephone calls and correspondence coming into the Union daily from various sources, requesting information pertaining to personal affairs of individual members.

Sources from which we are getting queries include state and municipal bureaus investigating welfare cases, desertion bureaus business firms and relatives of members.

Many of the calls are from women saying they are wives of members and wish to obtain their addresses, the name of the

ship they are on, when they shipped and from which port they sailed, etc.

UNION POLICY

We have discouraged, as much as possible, many of these sources from using the Union's facilities to check on our members. It has been—and continues to be—the Union's policy that its data not be made accessible to outside sources, and we have so informed people who have approached us for information.

Whatever the reasons for their queries, they are purely between the man and the individuals in question, we have stated time and again.

In the cases of women seeking information on husbands, we simply take the name of the man and then write him a letter ourselves telling him to get in touch with his family.

However, even this seemingly simple procedure requires a great deal of time, much of which is spent listening to the pleas over the telephone, reading the letters and then corresponding with the individual—after we have located him!

To eliminate as much as possible the strain on Union facilities, we would suggest that members do not overlook leaving a mailing address with their families.

Tell your families that if they wish to get in touch with you that they use the address you have given them, rather than do it through the Union.

FAMILIES ONLY

We are making this suggestion solely in regard to the members' families. We are not concerned with the other information-seekers. It appears that our attitude to their overtures for information is a sound one.

Some unions that have been quick to "cooperate" with all and sundry outfits have had some very unfortunate experiences as a result of giving out information over the telephone.

It is well established that there are many characters who feel they have some sort of loose claim on a seaman simply because they have met the guy at one time. We don't propose to aid or comfort any such claimants.

Your Union is striving to greater service to the membership on matters of general welfare. If we can eliminate much of the unnecessary and fruitless detail work involved in disposing of personal matters, more time can be devoted to our broader objectives.

All we need to insure the effectiveness of our functions is the cooperation of the membership.



New Tanker Wage Scales

AMERICAN PACIFIC
(Retroactive To Oct. 1, 1947)

DECK

	Wages	Overtime
Bosun	\$250	\$1.30
AB (Maintenance Man)	220	1.30
Quartermaster (When Carried)	205	1.10
AB (Watch)	200	1.10
OS	165	1.10

ENGINE

Electrician	\$325	\$1.30
1st Pumpman	245	1.30
2nd Pumpman	240	1.30
Oiler	200	1.10
Watertender	200	1.10
Fireman-Watertender	200	1.10
Fireman	195	1.10
Wiper	173	1.10

STEWARDS

Chief Steward	\$260	\$1.30
Chief Cook	240	1.30
2nd Cook and Baker	210	1.30
Galley Man	168	1.10
Utility	162	1.10
Messman	162	1.10

PACIFIC TANKERS

(Retroactive To Nov. 19, 1947)

DECK

	Wages	Overtime
Bosun	\$250	\$1.30
Maintenance Man (AB)	220	1.30
Quartermaster (When Carried)	205	1.10
AB	200	1.10
OS	165	1.10

ENGINE

Electrician	\$325	\$1.30
1st Pumpman	245	1.30
Pumpman-Machinist	240	1.30
Oiler	200	1.10
Watertender	200	1.10
Combination Fireman-Watertender	200	1.10
Fireman	195	1.10
Wiper	173	1.10

STEWARDS

Chief Steward	\$260	\$1.30
Chief Cook	240	1.30
2nd Cook and Baker	210	1.30
Galley Man	168	1.10
Utility	162	1.10
Messman	162	1.10

Check It - But Good

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

Atlantic And Gulf Officers For 1948

SECY-TREASURER



PAUL HALL — No. 190

Joint Patrolman



CHARLES (Whitey) TANNEHILL
No. 25922

Engine Patrolmen



HOWARD GUINIER—No. 478



JIMMIE DRAWDY—No. 28523

Stewards Patrolman



JEFF MORRISON—No. 34213

**ASSISTANT
SECY-TREASURERS**



J. P. SHULER — No. 101

TAMPA

Agent



CLAUDE (SONNY) SIMMONS
No. 368

Deck Patrolmen



JAMES SHEEHAN—No. 306



JAMES PURCELL—No. 27124

**BALTIMORE
Agent**



W. (CURLY) RENTZ—No. 26445

Stewards Patrolman



JOSEPH H. VOLPIAN—No. 56

NEW YORK

Agent



JOE ALGINA — No. 1320



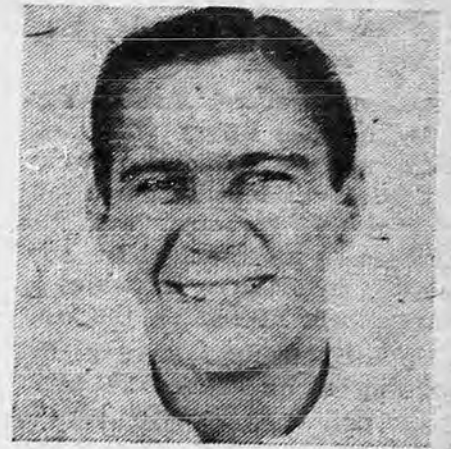
LOUIS GOFFIN—No. 4526

MOBILE

Agent



CAL TANNER—No. 44



JOHN (Hoggie) HATGIMIOS
No. 23434

Deck Patrolman



ROBERT MATTHEWS—No. 154

Joint Patrolmen



FREDDIE STEWART—No. 4935

Deck Patrolman

W. J. (RED) MORRIS—No. 264
(NO PICTURE SUBMITTED)



BEN LAWSON—No. 894

Engine Patrolman

BOSTON

Agent



WALTER SIEKMANN—No. 7088

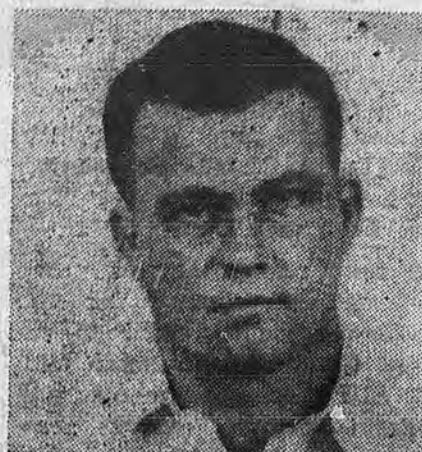


RAY GONZALES—No. 174



CARL (RED) GIBBS—No. 2341

Engine Patrolman



ROBERT JORDAN—No. 71



G. (CURLY) MASTERSON
No. 20297

Who Are Assuming Their New Positions

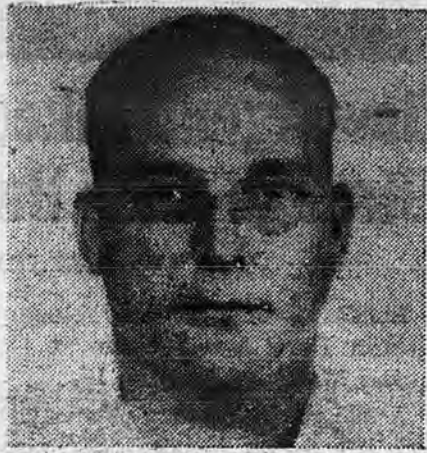
NORFOLK

Agent



RAY WHITE—No. 57

Joint Patrolmen



LEON (BLONDIE) JOHNSON
No. 198

PHILADELPHIA

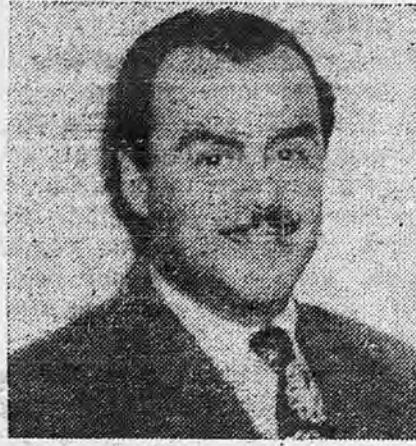
Agent



LLOYD A. (BLACKIE)
GARDNER—No. 3697

SAN JUAN

Agent



SALVADOR COLLS—No. 21085

NEW ORLEANS

Agent



EARL (BULL) SHEPPARD
No. 203

Joint Patrolman



BEN REES—No. 95



JOHN WARD—No. 21311



ERNEST TILLEY—No. 75



CHARLES STARLING—No. 6920

Engine Patrolman



C. J. (BUCK) STEPHENS
No. 76

JACKSONVILLE

Agent



CHARLES (COTTON)
HAYMOND—No. 98

(The Jacksonville Hall has closed down, and Brother Haymond will be attached to Headquarters.)

Ready To Go In '48



Deck Patrolman



L. (JOHNNY) JOHNSTON
No. 53

GALVESTON

Agent



KEITH ALSOP—No. 7311

Stewards Patrolman



HERMAN TROXCLAIR
No. 6743

Chief Mate Of Newhall Hills Is One Crew Will Long Remember

By JOE ALGINA

NEW YORK—It seems that bad luck dogged the crew of the Newhall Hills from beginning to end. Their ship lost its bow in a collision near England several months ago, and since then they have been a hard luck bunch.

Most of the crew returned to the States one by one and last week the last of the crew, 13 men, came in for the payoff. From the story they told, the months of working on the Newhall Hills were not happy ones.

The Skipper, a rummy, took off for weeks on end leaving the Chief Mate in charge of the ship. The Mate was no slouch when it came to tossing them down, and so spent most of his time drunk as a skunk in his bunk.

The Chief, Henry Taylor, would lie in his sack and do nothing. When the Stewards Department men put in for overtime he claimed they were loafing and had done nothing.

HAD HIS MOMENTS

In his sober moments, he cut down on the overtime by counting linen. Of course he didn't want the Stewards Department men to over-exert themselves.

Every night he put in for 15 hours of overtime, but the crew got nothing. At the payoff, when asked if he knew the men were

beefs, but the Patrolmen patiently untangled them all and the crew left the ship completely satisfied.

Tanker shipping hereabouts is expected to hold good throughout the cold weather. The fuel shortage in this part of the country has seen to that. One of the tankers to come in, the Platts Park, had a fine payoff. There were a few minor beefs, but they were soon squared away.

Over all, shipping is moving along at a fast clip for rated men. Men are going out to the ships at a slightly faster pace than during the past weeks.

Unrated men, however, are not so fortunate. They still have quite a wait for a ship. Maybe their day will come soon.

Payoffs And Recommissioning Of Boneyard Tankers Aid Frisco

By W. H. SIMMONS

SAN FRANCISCO — A rejuvenation is taking place out here on the West Coast. Shipping is climbing to the level it held a few months ago and with it men are taking jobs in greater numbers.

Part of it is due to the large number of laid-up tankers throwing off their cocoon and heading out of Suisin Bay, the old ship graveyard. These ships are beginning to call for crews and are being fully manned by SIU-SUP men.

This shot-in-the-arm to West Coast seamen, coupled with quite a few offshore ships in for payoffs and replacements, has done wonders to shipping here.

One of the offshore ships in this week was the Jean LaFitte, Waterman. Her payoff was an easy task for the Patrolman, thanks to the swell job done by the crew and delegates.

MANY OLDSTERS

It was sort of a homecoming week at the payoff as there were many oldtimers aboard. These fellows did much to make for the good shape of the LaFitte.

Another ship in was the Marymar, Calmar. After all of the trouble we've had with this ship, it was almost unbelievable that she was easy to handle.

There was a good gang aboard and the few minor beefs were squared away to the crew's satisfaction.

We have just received word



Branch Meetings

The regular bi-weekly meetings take place in all ports Wednesday evening, Jan. 28 at 7 P.M.. All hands are urged to be present on time.

Members in the Port of New York are reminded that their meeting will be held in Roosevelt Auditorium, 100 East 17th Street, corner of 4th Avenue. The time is the same—7 P.M., and the request is the same—be on time.

New Agent Takes Over In Boston; Storage Lack Hurts Shipping

By WALTER SIEKMANN

BOSTON—Your newly elected Boston Port Agent assumed his duties Monday, January 19.

Assistant Secretary Treasurer Bob Matthews assisted in checking the former Agent out and the new one in, a job to which he was assigned by the Secretary-Treasurer.

Everything is in order and checked over okay.

Business is about as usual. We've had one payoff, the SS Arickaree, an American-Pacific tanker. Things aboard her were okay except for one beef that is still pending.

We've also had some ships in transit. The Desoto, a Waterman vessel, and the Richard Gates of American-Eastern hit here. The Steel Engineer, Isthmian, is now on her way to New York and another Isthmian scow, the Steel Designer is also headed down that way.

The Designer hit Boston with

1,000 tons of crude rubber from the Far East and couldn't deliver it. There is another ship due in with 22,000 bales of Australian wool, and right now her agents are worrying about where to unload it.

Trouble is that there is an acute lack of storage space in Boston with the height of the wool importing season coming up. It's going to be quite a problem, since several more wool ships are scheduled to arrive in the immediate future.

We wish they could store the Boston weather somewhere. It's terrible. We've had to install a coffee pot in the Hall to beat it. The boys here can now get a cup of mud on the Shipping Deck (at no cost) instead of having to freeze their ears off in going down the street for one.

Among the oldtimers around and seen lately are Joe Arras, Alex Olson, Harold Gabaree and Roderick (Big Smitty) Smith.

N.O. Shipping Drops Slightly; Allied Workers Make Progress

By EARL "BULL" SHEPPARD

NEW ORLEANS—Although we have handled thirteen payoffs and eleven sign-ons within the past two weeks, shipping has fallen off slightly, nevertheless; and we don't expect any improvement for about a month, or until the Mardi Gras is over and done with.

There's been a lot of improvement in the way our passenger ships are being worked. The Del Mar, Mississippi Steamship Company, crews up here as do the Alcoa Corsair and Clipper.

Our men are becoming more and more accustomed to the way things are done on the luxury ships and with the normal turnover we have here, the SIU should soon have developed a corps of good passenger ship men ready at any time.

We paid off the Del Mar this

past week (see picture story of payoff on page 16) and the ship came in with hardly a beef.

The Alcoa Corsair was just about the same story and there's no reason why this situation should not continue.

The Delegates are taking the responsibility for keeping the men on the ball—that's the way it should be. (Brother Paul Warren tells more of this self-discipline in story on page 3.)

MAW GROWING

The Marine Allied Workers in this area is becoming a strong section of the Union. Meetings are held regularly and organization goes on all the time.

An election is scheduled in the Crescent Salvage and Towing Company, where the SIU has a great deal of strength, and the organizers are pretty confident that this towboat outfit will be added to the long list of SIU-contracted companies.

Negotiations between the Union and the Mobile towboat operators are now in progress. The Union has presented the operators with a bang-up agreement but the owners are balking and trying to scale down some of our demands.

No matter what happens, the membership can rest assured that the Union will come out of these negotiations with gains for the Mobile tugboatmen.

Our district elections are over and the results have been announced. Now the Union is ready for another year. This port cast the highest vote in its history, and it wouldn't surprise me if other ports did the same thing.



not working, he admitted he did not know as he was not around.

It came out that he was paying an English watchman to report on the crew's activities and, because the men would not give the guy a few hams and other ship's stores, he told the Mate the men were goofing off.

All of the woes of the Newhall Hills men came out at the payoff. It was enough to try the patience of a saint. The company had no thanks for Taylor's efforts. The overtime was so screwed up that much of it is not settled yet.

According to a company official they hope he grabs another ship and heads out fast—but not one of theirs.

A much more pleasant payoff to handle—one worthy of exclamation—was that of the John Gallup, Smith and Johnson. This ship had a fine crew, good officers and was in tip-top shape.

The crew had the old gal sparkling in the winter sun, but their labor was to no avail. The company is putting her in lay-up to be replaced with something from the boneyard.

Other ships hitting port varied from excellent to fair. A lot of Isthmian scows were in from the Far East. They're still coming in under the old agreement, but all of them, when they put out again, will have the new agreement aboard and in effect.

CLEARED UP

The LaSalle, Waterman, came in from the Far East. The payoff was a little difficult for a while. She had a good load of

that the Kenyon Victory, Isthmian, is coming into Coos Bay from a Far Eastern trip. From the report the gang has had a rough trip. They have the astonishing total of 2,000 hours of disputed overtime. They also have a list of beefs guaranteed to keep the Patrolmen busy

In anticipation of the rhubarb to come, we have sent agreements and clarification to the Coos Bay Agent. With this he should have a not too difficult time in squaring her away.

For the information of those who know him, I'd like to report that Brother Merle (Wahoo) Daugherty is coming along fine following injuries suffered in an automobile accident.

Brother Daugherty was involved in a head-on collision last week which killed one person and severely injured Daugherty. He is still in the hospital, but well out of danger.

The organizing job among the SIU Guards and Watchmen is going along first rate. All hands are doing a splendid job and the response is very heartening. When out on this coast pass the good word along to the ship guards you meet.

No report would be complete without some mention of the weather. After heavy rains for several days, the skies have cleared and Californians are holding their heads high once more.

Gov't Redtape Cuts Down Jobs For Aliens

By W. PAUL GONSORCHIK

NEW YORK—We are happy to report that shipping has picked up somewhat here. Most men are having little difficulty in grabbing a ship; that is, all except the aliens.

Due to Government regulations the number of aliens allowed on a ship is restricted and there is nothing we can do about it. I wish to ask a little cooperation from our alien Brothers: When the board lists the job as "citizen only" it is no use to put in your card.

If you take the job, you'll be turned back at the ship and might possibly lose your registration card.

Another item on shipping is the matter of shipboard promotions. Several months ago a resolution was passed abolishing promotions aboard ship. Regardless of the number of trips a man makes on a ship he cannot take a boost.

CO-OP, PLEASE

Specifically a Cook cannot go to Steward or an AB to Bosun. I hope the membership will cooperate with the Patrolmen and Dispatchers on this. It is a violation to take a promotion, so cooperate and give a member on the beach a chance.

I'd like to suggest to Bosuns that when on the beach they get "Bosun" stamped in their books.

When doing so, take along your discharges to show qualified seafaring. This also applies to Chief Electricians.

The bi-weekly meetings here in New York are being held alternate Wednesdays at 100 East 17th Street (next meeting January 28). There is the place to get your beefs aired out. A lot of members come to the offices here with grievances. I can only give these men one answer if the beef is of a general nature: sound-off at the meetings.

Do it right away while the beef is hot and you'll get support if it is a good one. Don't wait until the matter is dead and nothing can be done in your favor.

Shipping Better In Baltimore But Beach Is Still Overcrowded

By CURLY RENTZ

BALTIMORE — Things have been picking up a little around here and should pick up more in the week to come, and we expect that there will be quite a few jobs on the board.

Last week we had only three sign-ons, the Meredith Victory, an Isthmian vessel; the Loyola Victory Waterman; and the Bull Run, a Mathiasen tanker. However, we had 11 payoffs and quite a few ships in transit.

We had a few beefs on these ships; but we managed to get everything settled to everybody's satisfaction. As usual, we settled them aboard ship which is the way to settle them.

Most serious trouble was on the Zane Grey, Isthmian, which lost a man overboard.

The Skipper of the Grey, strictly a "Captain Bligh," is up on charges and is expected to lose his license before the Coast Guard is through with him. The man is finished with sailing.

The crew of the Grey is really pressing the charges against this Captain, which is the way it should be.

With shipping as uncertain as it is right now, most of the men

understand what makes the Union tick.

There are still a great many men on the Baltimore beach. They are still coming in from everywhere. We expect to get them all out very soon, what with all the ships we will be having.

However, if you are smart you will stay away from Baltimore for the time being. We'll let you know when to come here—we'll put the news in the LOG.

We had one of the Cities Service tankers, the Benson Fort, in this port. She was at the Maryland Dry Dock and we did quite a job aboard her.

In fact, a couple of our boys came very close to going to jail because the Port Engineer did not want to see the ship go Union. He got the police to keep the SIU men out of there. However, the job was done first.

What some companies will do to keep out the Union!

Union Member



Smiling right pretty is Maggie Greenberg, SIU Stewardess aboard the Alcoa Clipper, which sails out of New Orleans. Sister Greenberg is a full bookmember. The eye-pleasing photo was submitted for publication by some unselfish Clipper crewmen. The Stewardess has been with the ship since its first trip.

San Juan Expects Heavy Traffic When Sugar Begins To Run Again

By WOODY LOCKWOOD

SAN JUAN—This Island City will replace its C-2 ships with C-1s. In my opinion a C-1 running into the Gulf makes for swell jobs for Deck Department men.

will replace its C-2 ships with C-1s. In my opinion a C-1 running into the Gulf makes for swell jobs for Deck Department men.

WEEK'S REPORT

Looking at the Board I find that shipping has been slow for the Black Gang, good for the Deck and fair in the Stewards Department. In the past two weeks we shipped around 30 men in all departments.

I have just been informed that the Cantano ferry strike is over and, unfortunately, it was lost by the Union involved. The men on strike are members of the CGT, a CIO union.

At our last meeting we went on record to give them any aid within our power, but they felt they did not need it.

So far I haven't been able to find out why they lost their battle. We have pretty good relations with this Union and hate to see any outfit take a beating while fighting for economic gains.

Some chatter on persons and places hereabouts: Wild Bill Fentress is back with us after a trip as Bosun on Waterman's Morning Light. Saw him with Buddy Callahan who is still aboard the Light.

Oiler Juan Rios has been in San Juan the past few days waiting for a ship. Chuck Limbaugh was here on the Jane O, but he sailed before we could notify him that he had \$10 coming in retroactive pay from the MV Ponce.

FINISHED LAST

Brother L. Colon, the Oiler from Ponce, has been in San Juan looking for a ship now that he is without a race horse. His steed broke both fore legs and Brother Colon's purse.

Many Brothers on the coke run will be glad to hear that the Texas Bar is going back under the management of Tex Obie again.

With these tid-bits of information I will drop the curtain on the happenings in San Juan for another week. See you in next week's LOG.

Jobs For Bookmen In Every Rating Is Norfolk's Boast

By RAY WHITE

NORFOLK—There's plenty of activity here and shipping is first rate as a consequence.

Book members have no trouble finding jobs in all three departments right now, even ordinaries.

Last week we had six payoffs. Four of them were on South Atlantic ships, the other two on Watermans. The Moran tugs still come in on the same old run, but the Point Vincente is now laying up.

One ship that is due back in soon is the Algonquin Victory of the St. Lawrence Navigation Company. She has 10 more trips to complete under her present charter.

Something the entire membership ought to know is that the boys in the hospital here were made very happy by the 10 dollars apiece the Union donated. That was real SIU brotherhood.

SIU Lakes Conference Maps 1948 Program

By RUSSELL SMITH

DETROIT — The recently concluded SIU 1948 Great Lakes District Conference, held January 6 through January 9 at Detroit headquarters, was a smashing success due to the intense interest displayed by all delegates, officials and rank and filers alike. With such interest and all-out membership support, it couldn't be otherwise than a success.

Among those items on the lengthy agenda were the following: Secretary-Treasurer's report, Agents' reports, Organizational Director's report, and reports of the various delegates.

General discussion was devoted to the question of finances and the over-all Administration of the organization. Various suggestions regarding the location of SIU halls and possible changes, streamlining of the organization,

and possible personnel changes and additions, were discussed.

Several motions regarding these items were presented, and will be referred to the membership for their adoption or rejection.

Four committees composed of three to five delegates each were elected to discuss and bring back recommendations on the following: Contracts and Negotiations; Organizational Program for 1948; Education, Publicity and Public Relation; and Legislation and Government Agencies.

General proposals regarding contracts and negotiations called for a leveling off of all contracts at high levels in order to standardize as much as possible. A general pay increase of 25%, nine paid holidays, 10% seasonal bonus payable on a monthly basis, 40-hour week principle throughout the industry, a guaranteed annual season, old age security plan, as well as many improvements in working conditions were included among other things.

The Conference feels that this program is one which all Great Lakes seamen, organized or unorganized, will support.

The Committee working on the Organizational Program for 1948 brought back certain recommendations that we concentrate our interests during the early spring months on three fleets which are now under petition for election. These are the 11 ship Tomlinson Fleet, 2 ship Schneider fleet, the 12 ship Hanna fleet.

In addition, it was felt that we further concentrate our members in two other fleets which are in an advanced stage of organizing, after elections are held in the first three fleets.

MEMBERSHIP EDUCATION

Regarding Education, Publicity and Public Relations, the Committee worked out a program broken down under the following sub-heads: SEAFARERS LOG, educational leaflets, basic classes, labor press and daily newspapers.

Due to the fact that this is a comprehensive program and considerable detail work will be necessary before it is in working shape, the results of this program will not be felt for some time.

However, it is a long range one which should eventually result in making our organization much stronger.

The Committee on Legislation and Government Agencies, had a gigantic task in briefly touching upon the various phases of their topic. It was broken up into the following sub-classifications: Taft-Hartley Act, State Labor Laws, Unemployment Compensation, Federal Legislation affecting seamen, Marine Hospitals, National Labor Relations Board, State Conciliation Services and other problems.

Complete reports on the various subjects outlined above will be ready for the general membership meetings of February 2, 1948, and the membership can then adopt, reject or amend these Conference Reports.



are homesteading the ships that come in here. In fact, some of the boys have been on the same ship a year or more. Can't blame them, the way things are.

The bookmembers on the Isthmian ships are doing a good job of making the permits into good SIU men. They are helping them to understand the details of the agreement and to

Shipping Holds Steady In Mobile

By CAL TANNER

MOBILE — Shipping in this port has settled down to a slow but sure pace with the payoffs and sign-ons just about balancing each other.

In the past week we have had seven payoffs and five sign-ons. The payoffs were very clean with the exception of a couple of Alcoa scows which had some beefs that took a little time to clear up.

A word of warning: Too many Stewards coming to Mobile to ship are unable to show the required three years' time as Cook and Steward to register as Stewards on the shipping list. This requirement is in conformance with the resolution we adopted a few meetings back.

We take this opportunity to advise all men who plan to ship from this port as Stewards to bring their discharges with them if they don't want to be held up.

Attendance at the last two membership meetings here has been good. The boys certainly showed keen interest in the elec-

tion results, and, judging by the has been felt by the entire membership, we feel that this interest and that it speaks well for the future of the SIU.

As this is written, Mobile is experiencing its first taste of real winter weather. The temperature is a little below freezing, a state of affairs that is driving the boys here to sweating out the jobs on the bauxite run.

At least the weather is warm on way to the bauxite ports.

Port Philadelphia Reports Slowdown In Shipping

By E. B. TILLEY

PHILADELPHIA — Shipping remains slow in Quakertown and there are quite a few members on the beach waiting for jobs.

However, the outlook for the coming week is a lot brighter. We will have two payoffs and we also will have some shipping—or at least that's the way it looks.

Our last port meeting stirred

up a good deal of enthusiasm about the ballot returns, which were very well received.

We hope to have the newly-elected Port Agent, Blackie Gardner, with us very soon. He is due in on the SS Bret Harte and probably will assume his duties on his arrival.

We had a good bit of handshaking around the other day. Steve Cardullo took off to work on the West Coast. Steve—or

"Blackie", as he is better known—has been a popular and colorful figure in this section for a long time and will be missed by his many friends.

This report wouldn't be complete without a blast at the weather. It sure has been cold enough to warrant a blast, so cold that it would freeze the whiskers on a snow man. Or could it be that we are just thin-blooded.



SHIPS' MINUTES AND NEWS

Woolcott Men Condemn Shipboard Promotions

A motion condemning shipboard promotions was passed unanimously by the crew of the SS Alexander Woolcott, Alcoa, at a shipboard meeting on January 1, 1948.

The motion was carried after "heated discussion" according to the official minutes of the meeting which was called especially to discuss the "pros" and "cons" of such promotions.

Another motion, which also was passed with 100 per cent support of all present, called for a fine of five dollars for all performers to be levied for a second offense and for each occasion thereafter. The motion to penalize performers was made by Bosun V. Perez.

It was also agreed that performers' fines were to be collected by the Patrolmen at payoff and that all such moneys should be turned over to the Marine Hospitals.

The crew was especially anxious that notice of their action appear in the LOG so that membership ashore and at sea would know their views on these two subjects.

Ponce Crew Flays Chief For His Bird Shooting

The Society for the Prevention of Cruelty to Animals would be proud of the crew of the SS Ponce de Leon, Waterman. In a recent shipboard meeting the boys passed a sharp resolution condemning the Chief Engineer's daily sporting session in which he wilfully destroyed seagulls, other birds and various other forms of marine life with a 22-caliber repeating rifle. The Chief was shooting up the birds just for fun.

PREVIOUS EFFORT

The resolution called for distribution of copies to Union and Waterman officials since previous shipboard efforts to stop the slaughter had been without result.

In fact, the Chief had shown complete indifference to earlier crew resolutions. Ignoring all protests, he had coolly persisted in his bloody concept of "sport."

The men hoped that some good results would come of their latest resolution, however, and planned to carry through with it.



Stowaway Gets Break On Galbraith

Stowaways aboard ships are not unusual these days, but what the crew of the SS F. W. Galbraith did when an unlisted passenger was discovered in their midsts is out of the ordinary.

After putting out from Bordeaux on the return leg of their trip, the men of the South Atlantic ship found a Roumanian stowaway hidden away aboard ship. He was taken in hand by the crew and fed, clothed and bedded down.

FRIENDLY SORT

In a very short time the fellow had made himself liked by all aboard the ship. The crew, in fact, felt a little sorry that he hadn't been successful in his attempt to reach America.

By the time the bi-weekly meeting rolled around the entire crew was of the opinion that they should try to aid him in some way. A long discussion followed out of which the crew was unanimous in agreeing that a letter should be written to the Immigration authorities recommending his admission to the U. S.

DID THEIR BEST

More than that, everyone agreed to donate some money to an organization to be used in his behalf once removed from the ship. Having done all they could for him, the crew hoped for the best.

When choosing the Galbraith for his continental departure the Roumanian made a wise move. If his wish to remain here is denied it won't be because he lacked sympathetic aid.

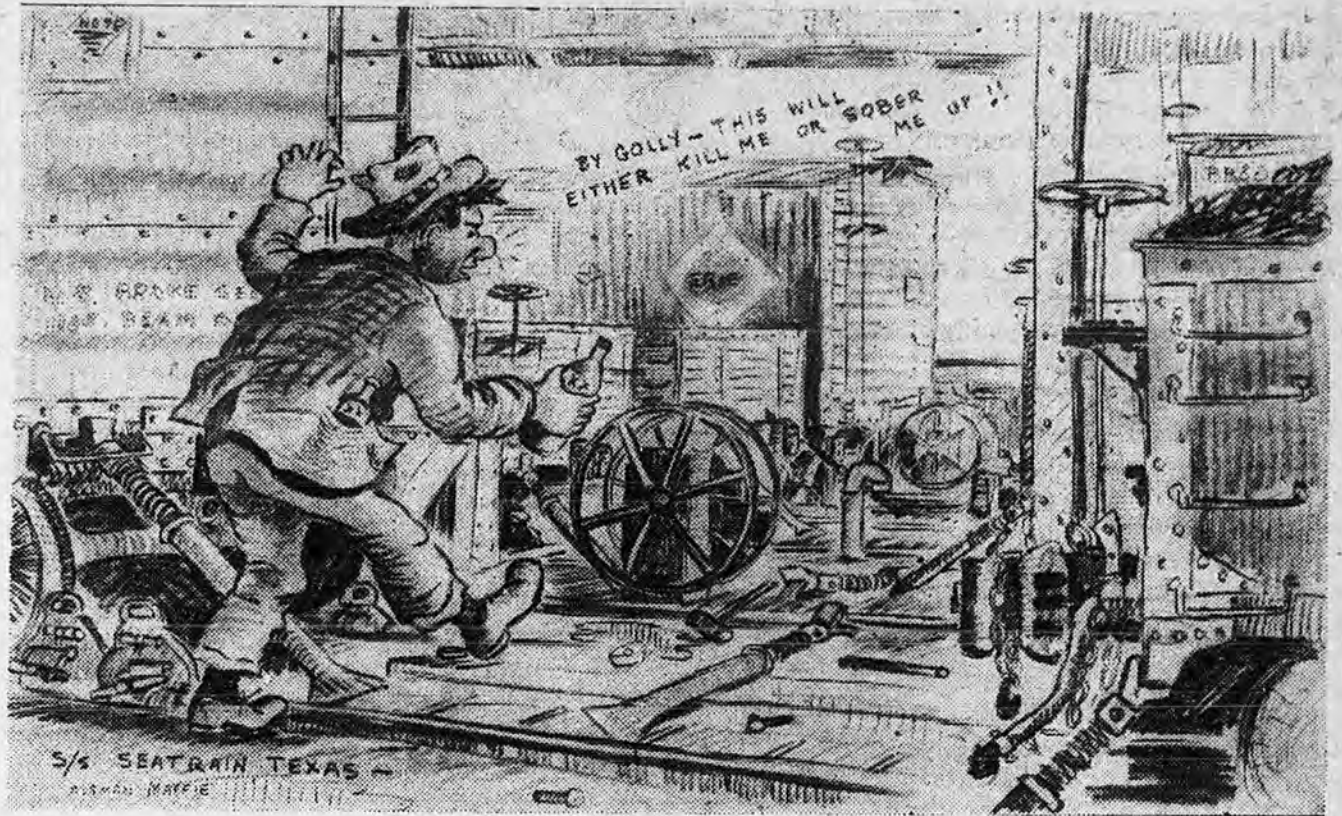
The meeting which brought out the crew's action was chaired by C. O. Stroud and recorded by W. C. Spivey.

WINE SWEETENS HAVANA CHOW

Port wine donated by the officers topped off the topnotch Christmas dinner prepared at sea by the cooks of the SS Seatrain Havana, according to Fred Shaia, Steward.

Moreover, the wine had to be good to maintain the standard set by the Stewards Department's dinner which included roast Vermont turkey with Old Dutch stuffing plus some pretty fancy fixings, not to mention the roast prime ribs of beef.

HOW DOES A GUY GET TO THE OTHER SIDE?



Navigating the car-laden decks of a Seatrain vessel is, in the opinion of many who have attempted it, a most hazardous undertaking under any circumstances. With tongue in cheek, Seafarer Norman Maffie, sketched the above cartoon while he was a member of the crew aboard the Seatrain Texas. "What chance would a character like this one have," mused Brother Maffie, "when a steady lad would be risking his life."

Shipboard Artist Norm Maffie Packs Details In Vivid Cartoons

It wouldn't be going overboard a bit to say that Seafarer Norman Maffie is an ace reporter, despite the fact that he hardly ever resorts to the written word to record his critical observations. For

Brother Maffie is a very capable and talented guy with a drawing pencil, which he uses unsparingly—when the mood visits him, he says—to report every aspect of life aboard ship.

Hardly a Seafarer is not familiar with this creative brother's range of subject matter. At times he is caustically humorous in denouncing some shipboard hazard. Other times he is content to sketch very peaceful harbor scenes and the lazy off-duty life of the merchant seamen on the high seas. Many fine products of his free time aboard ship have appeared from time to time in the LOG.

Crewmembers fortunate enough to be shipmates with Brother Maffie take understandable advantage of his talent and easy-going, generous disposition.

Attention Members

Each man who makes a donation to the LOG should receive a receipt in return. If the Union official to whom a contribution is given does not make out a receipt for the money, call this to the attention of the Secretary-Treasurer, J. P. Shuler, immediately.

Send the name of the official and the name of the port in which the occurrence took place to the New York Hall, 51 Beaver Street, New York 4, N. Y.

til the U.S. became involved in World War II. Then he journeyed to Buffalo, 40 miles away to join up with the Army, where he was attached to an artillery unit.

He saw active service in the European theater of war, notably on the rugged Anzio front in Italy.

With the war's end, Norman decided he wanted to see more of the world than could be seen from a mud-filled slit trench, so he turned to the sea as a vocation.

He's been a member of the SIU for several years but he has never forgotten the thrill that came with membership. He recalls with obvious sincerity that "the happiest day of my sailing career was when I got my probationary book in the SIU."



Maffie doing a sketch in LOG office.

SIU Ships' Minutes In Brief

SEAMAR, Oct. 25 — Chairman Smith; Secretary White. Cain elected Ship Delegate. No beefs in any of the departments, as reported by Deck Delegate Cain, Engine Delegate Shelly White and Steward Delegate Mack Ingelman. Repairs to be made on refrigerator and fans, windscoop, percolator to be installed aboard.

§ § §
FRANCISCO M. QUINONES, Sept. 13—Chairman A. J. Kuberski; Secretary C. E. Lee. All departmental delegates reported that crew has been checked and all books in order. New Business: Motion by Davis that an investigation by made of Fireman who jumped ship in Cuba. Motion by Kuberski that Patrolman take action against Fireman if found guilty. Good and Welfare: Wilkinson moved that a vote of confidence be given Stewards Department for the good job done, especially the Baker. Motion that the Delegates contact the Captain pertaining to soogeeing out the foc'sles. Motion by Lee that a statement on the water and linen situation be made for the next meeting.



§ § §
CUBA VICTORY, Oct. 26—Chairman L. L. Phillips; Secretary Robert Fisher. Good and Welfare: Decision to see Chief Engineer over poor condition of ship's laundry. Steward asked to open P. O. mess due to entire crew eating in one messroom. Captain to be seen about place for ship's library. One minute of silence for Brothers lost at sea.

§ § §
MIDWAY HILLS, Oct. 29—Chairman Gallagher; Secretary H. Sharpe. Old Business: Credit given to the crew on the good cooperation of every man in keeping the crew messroom clean. New Business: Engine Delegate reported 2nd Pumpman working outside his regular hours. Case to be submitted to Patrolman for clarification. Good and Welfare: Robert Lambert and J. Morin to act as committee to pick up all old books and have them replaced with new reading material.



§ § §
JOLIET VICTORY, Dec. 2—Chairman Filliponi; Secretary Clough. New Business: Motion carried that Delegates make a list of books and permits. List is to be posted on bulletin board in crewmess. Motion carried that no one is to sign-on before permission is given by Department Delegate. Good and Welfare: Steward is to make certain there is enough meat for duration of trip. Repair list for Stewards Department made up and attached to minutes.

§ § §
LEBORE, Oct. 10—Chairman Bill Fields; Secretary Le Roy Drobish. New Business: Motion carried that entire crew standby and refuse to payoff until Agent comes aboard. Agreement that



crew will back him 100 percent in any decision. Bill Fields elected Ship Delegate. Good and Welfare: Steward reported on ship's stores. Most meat is of very poor grade with little variety.

§ § §
KNOX VICTORY, Oct. 26—Chairman John Nash; Secretary Joseph Horvath. Motion that all fresh water tanks be cleaned. Motion that the delegates talk to customs and check on cigarettes. Motion that a food committee check stores before signing on. One minute of silence for Brothers lost at sea.

§ § §
ETHIOPIA VICTORY, Nov. 8—Chairman Charles Little; Secretary S. Rivera. New Business: L. K. Hodges elected Engine Department delegate. Motion by Little that all hands stand by before the payoff until Patrolman arrives aboard. Good and Welfare: Agreed that cooler in Engine Room be repaired before resailing from New York. List of fines made up and approved.



§ § §
FRANKLIN K. LANE, Oct. 12—Chairman Emile Degan; Secretary V. A. Lawsin. New Business: Charges read against Brother. Vote was taken and Brother was fined \$50. Good and Welfare: Suggestion that each crewman donate \$1 to Brothers in T. B. hospital. Chairman reminded crew that members drunk at payoff will be fined \$10.

§ § §
MIDWAY HILLS, Sept. 30—Chairman Gallagher; Secretary H. Sharpe. New Business: Various beefs on conduct of crewmembers discussed. Agreement that Deck Maintenance is to oil and repair porthole dogs. Chairman Gallagher explained to permit and tripcardmen that those who have carried their cards 18 months or longer are eligible for their pro-books.

§ § §
EVELYN, Oct. 20—Chairman Irving Whyte; Secretary Charles Mitchell. Delegates reports accepted. New Business: Motion carried to make out a repair list. All fines collected to be turned over to Baltimore Agent to go to families of boys in jail. Motion carried that Black Gang clean forward cross section of lower alleyway; the Deck Department the after cross section. One minute of silence for Brothers lost at sea.

STEEL DIRECTOR, Sept. 21—Chairman Frank A. Largey; Secretary George C. Pierce. New Business: All departments will take turns in keeping laundry clean. Crew agrees to leave last two seats in messroom open for men going on watch. All Department Delegates agree to see that the Chief Engineer takes the lock off the ice machine box. All messmen to wipe off all silverware and glasses.

§ § §
RAPHAEL SEMMES, Nov. 2—Chairman Roy Fitts; Secretary Forecek. New Business: Motion carried to turn in list of times when there was no hot water. Motion carried that new quarters be found for the Deck Engineer and the room now occupied be converted for the Bosun. Motion that all perishable stores be checked and all bad grub be condemned. Motion carried that everyone clean his foc'sle.



§ § §
WAYNE MACVEAGH, Sept. 30—Chairman Pat Fox; Secretary Ralph Whitley. Deck and Engine Departments okay. Engine Delegate reported quite a bit of disputed overtime. First Assistant working against crew. Good and Welfare: Captain giving most of crew a hard time over petty matters. One minute of silence for Brothers lost at sea.

§ § §
WAYNE MACVEAGH, Sept. 8—Chairman Herbert Jackson; Secretary Ralph Whitley. Delegates elected: Hanzel E. Brooks, Deck and Ship Delegate; Pat Fox, Engine; Vernon R. North, Stewards. General discussion on ship's cleanliness. Young members cautioned about several things in general for crew's benefit. One minute of silence for Brothers lost at sea.

§ § §
STEEL DIRECTOR, Oct 26—Chairman James Durkin; Secretary George Guirre. New Business: Ship Delegate made motion to inspect dry stores. He agrees to contact the Captain in connection with the weevils in the food. Stewards and Black Gang agree to keep passageways to storerooms clean and safe for working.



§ § §
WARRIOR, Nov. 22—Chairman Bushe; Secretary G. Byrne. Motion carried that crew cooperate with messman as Department is shorthanded. Motion carried that delegates see Captain for reissue of cigarettes. Motion carried that Steward set aside all stores he thinks are unfit and crew should not sign-on until all stores are removed from ship.

§ § §
WARRIOR, Dec. 10—Chairman C. Bushe; Secretary G. Byrne. Delegates reported no beefs in their departments. New Business: Stewards Department beef on overtime of 2nd Cook to be referred to Patrolman. Good and Welfare: Engineers to be notified that pressure in heads in not satisfactory. One minute of silence for Brothers lost at sea.

SEAFARER SAM SAYS:



DON'T MAKE IT TOUGH FOR YOURSELF!



BRING UP YOUR BEEFS AT THE PORT OF PAY-OFF; DON'T TAKE THEM TO ANOTHER PORT WHERE THE UNION OFFICIALS ARE NOT ACQUAINTED WITH YOUR PARTICULAR SET-UP AND HAVE TO SPEND MUCH

MORE TIME BEFORE THEY CAN GET EVERYTHING SQUARED AWAY. IT'S YOUR TIME AND YOUR MONEY—SO SETTLE YOUR BEEFS AT THE POINT OF PRODUCTION!



CUT and RUN

By HANK

Besides the fact that shipping is slow in such ports as New York Baltimore and Philadelphia, these ports are quite crowded with men. A guy really gets to know the value of money—from that last trip, indeed... Here's a cheerful letter from "Red" Braunstein, aboard the Simmons Victory: "It was so cold on our trip from Sweden we had to chop the tarps off the deck to batten down. Heading to New York and two days out, our orders were changed and we rolled down to New Orleans and it's sure nice and warm down here. We loaded ammonium nitrate for Ponce. There's a swell crew aboard. Mostly grits-and-red bean boys—and you know I'm a southerner myself. I consume Southern Comfort sometimes. I sure wish all the brothers had a Merry Christmas and a Happy New Year"...

§ § §
Brother Luke Collins, the Bosun, just sailed in recently from a long Isthmian voyage... Brother Leon "Chink" White sailed for the Far East. So did Brother Franklin Smith, the oldtimer... Brother George Meaney grabbed a tanker trip... We received a letter and photographs of part of the crew of the SS Edward W. Scripps. They gave a good word for McGee's Bar down in Mobile. To Joe Pendleton, Scotty Copeland, Curly Teers and Shorty Batts we wish them a swell voyage. Sorry about the photos, fellas, they were too dark to print in the LOG... Our life-raft buddy, Joe Pendleton, says that the boys hit McGee's real quick after their bauxite run, too...

§ § §
Brother Rocky Benson is wondering how all the oldtimers are getting along in their homesteading on the Alcoa Corsair and her steady runs out of New Orleans. Aboard are Frank Hughes, Ted Terrington, Flattop Kendricks and Blackie Bankston and plenty of others... To Frank Waller: Please send your present address in order to get the LOGS weekly... Raymond Duhrkopp and his mustache was in town recently... Steve Carr is in town with his usual sun-tan... Warren Callahan says hullo... Jimmy Millican resting up in New York too... Bosun Carl Lawson sends out word that his shipmate, Brother Jim Matheson quickly contact him with his present address. Carl's waiting for a letter, Jim, about something urgent. Address him at our New York hall if you read this item over there in Chicago or thereabouts... The following oldtimers are anchored in town: S. E. Duda, C. Rodriguez, W. McKay, L. Backus, J. De Jesus, H. Kreutz, E. Wicak, W. Lieberman, C. Doroba, J. Allen, C. Reyes, L. Goodwin, M. Gonzalez, H. Farrington, Gulfer J. Quimara, F. Barlizo and F. Quinpaya...

§ § §
Brother Jimmy Stewart was wondering several weeks ago about how Brother Joe Ryan, the Steward, is getting along—and why he hasn't written any letters to Jimmy... Brothers, if your ship needs a library of books and magazines or a new one to replace the old library—contact the following port libraries of the American Merchant Marine Library Association: In Baltimore—Municipal Recreation Pier, Foot of Broadway, Telephone Wolfe 4992. In New Orleans—Dock Board Tool House, Poydras and River Streets, Telephone Magnolia 3849... In Philadelphia—Chestnut Street Pier, Telephone Lombard 1120... In San Francisco—105 Embarcadero, Telephone Garfield 8965... In Savannah—307 East St. Julian Street, Telephone Savannah 3-6186... In Norfolk—406 East Plume Street, Telephone Norfolk 4-9631... In Boston—Appraiser's Stores Building, 408 Atlantic Avenue, Telephone Liberty 6782... In Charleston—Charleston Free Library, Telephone Charleston 6273... In San Pedro—820 South Beacon Street, Telephone 3-3607.

THE MEMBERSHIP SPEAKS



Shirking Delegate's Post Held Harmful To All Hands

To the Editor:

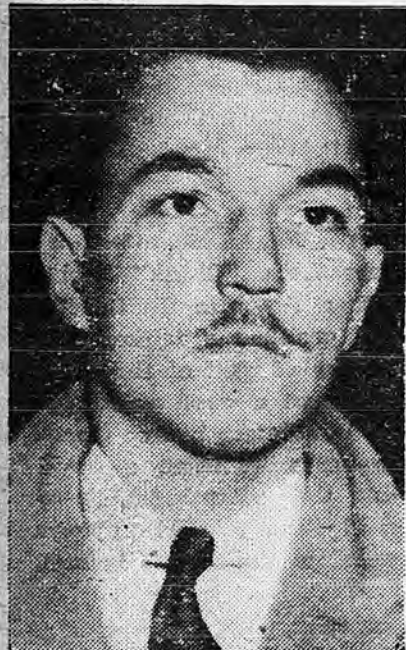
As Union members interested in constantly improving our organization and building its prestige, we should do something about a situation aboard ship that needs correction.

Getting right down to it, let me say that there are guys who ought to know better, who are continually turning down the Ship Delegate job every time. I want to speak frankly about this.

Such an attitude is an outright evasion of Union responsibilities and certainly nothing to be proud of. Most of the membership is familiar with what happens when the time arrives aboard ship to elect the Ship Delegate. Instead of a bunch of guys all offering to take the job—most everyone starts looking for a way out. They offer all kinds of excuses. Many times there isn't even a nominee.

FALL GUY

Finally, out of desperation, one guy will probably take the post because he feels ashamed that



RAYMOND DUHRKOPP

out of all the Union brothers present no one shows any enthusiasm.

This failure on the part of many members to hold up their end of the Union's work at sea, is damaging to the Union's prestige and definitely hurts the particular crew's position aboard ship. Among the licensed personnel aboard ships where this is the case, there is scorn for this display. Those of the officers who are good union men shake their heads and deplore the lack of responsibility among the crew.

Those who are against us welcome this sign as a weakness among crewmen and are glad to see that their job of pushing us around is made easier. They're glad we don't have a guy who's enthusiastic about being Ship Delegate and backed by the crew 100 per cent.

If we are to stand up for the protection of our shipboard rights, we must demand respect. And one way to get this respect is by sticking together and having a capable Union man as our spokesman at sea. We should

show the same interest in Union affairs and our welfare at sea that we do ashore. We can't do this by shirking.

Time and again, I have seen the same guys take over the Ship Delegate job because everyone else ducked it. This is not fair. It doesn't train all the men to take over positions of responsibility, which is important in times of crisis and big beefs.

NO BENEFITS

At other times, I have seen the job hung on a guy who is well-intentioned but who lacks sufficient experience to handle this difficult job smoothly. The result is that nobody benefits, except those who are out to beat us out of something rightfully ours. In fact, in many cases, we might just as well have no Delegate at all.

It's true that the Ship Delegate job is a thankless one. It means extra work. But, then, so does picket duty and other things we rush to do when our Union is in a beef. The Ship Delegate job is important to every single member and the organization.

A good Ship Delegate makes a tremendous contribution to his own and the Union's welfare. He gives it prestige. He helps cut down on beefs, he makes things smoother aboard ship. He wins respect for himself, his brothers and his Union from those we deal with.

Let's change our attitudes and take this job when it's given to us. Let's do it right and win respect from the bunch outside of our Union. And let's show we're worthy of the confidence which our brothers have placed in us by doing our very best to do the job right.

Raymond Duhrkopp, Oiler

Retired Member Hankers For Sea

To the Editor:

I have wanted to write to the LOG for some time but am just getting around to it. I want to thank the Editor of the LOG for putting out a fine newspaper. I have been here for eight months and have not missed an issue yet.

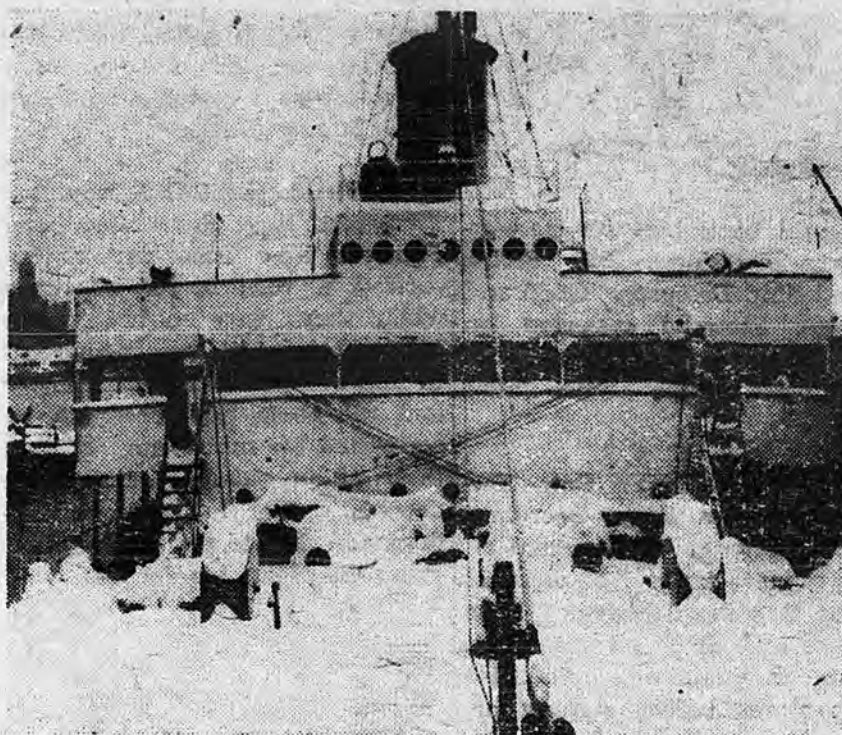
Nearly every time I go into a bar down here I run into SIU men.

As to what I do in this neck of the woods: I worked here before I went to sea and early last year decided to come back for awhile. I have a good job as a mechanic at an airfield here. It is nice but I like the sea better and will probably return to my first love soon.

If any of the fellows I sailed with would like to drop me a line or look me up while coming through, my address is Box 624, Curundu, Canal Zone. That's my address here at Albrook Field. If time is short, I can be reached by phone at 81-4197.

David C. Dial
Canal Zone

UNDER A BLANKET OF WHITE



The SS Cavalier lies covered with snow in New York.

When New York City was weighted down with a record 25.8-inch snowfall a few weeks ago, the SS Cavalier (Wilkinson, not Alcoa) was one of the many ships in the harbor that acquired a temporary coat of white.

Morning after the heavy fall, camera enthusiast Glen Vinson, ever on the alert for an Arctic scene, emerged from his comfortable niche in the New York Hall recreation room and plowed

through the drifts to Pier 7, East River.

There he mounted the bow with his camera and "shot" his picture of the snow-white Cavalier, as shown above.

Later, when Bill Champlin, AB on the Cavalier, was shown the photo, he gently waved it aside. Said Bill:

"I know all about it. I shoveled most of that stuff off the decks."

Missouri Marine Hospital Shows How It Can Be Done

To the Editor:

I'm writing to let my friends and shipmates know that I'm well and out of the hospital. I was discharged last week. I feel much better though a little weak.

They had me under the knife for a bladder ailment and following the operation I hiccuped for nine days. During my stay I lost 32 pounds and can't seem to gain it back.

One of the highspots of my confinement was reading the LOG. Thanks a million for sending it to me. In my ward was another Seafarer. Together we read the LOG and then passed it around for everyone to read. Each copy was read over and

over a dozen or two times.

The Marine Hospital here in Kirkwood, Missouri, is a fine institution. They have some excellent doctors, especially Doctor Elliot—he really knows his stuff. The nurses, too, were tops.

We did all right for recreation. The hospital is equipped with television, and the Red Cross provided us with tickets and transportation to fights and shows two or three times a week.

At the moment I'm flat broke and waiting for my \$20 a week to tide me over until I get a job. After a few weeks of work out here I'll be on my way back to New York to take a ship, so I'll see you then.

David A. Stanfield

Log Letter Gets Inquiry On AVC From Engineer

To the Editor:

I am Chief Engineer of the M. S. Capstan Knot, just returning from four months on Alcoa's bauxite shuttle run and I saw the enclosed clipping in the LOG. (He's referring to a letter to the editor by Whitey Lykke, blasting the American Legion for its battle to keep seamen from a "bill of rights". The Legion was also scored for trying to block the American Veterans Committee's fight to win passage of the bill).

I once started to look up the AVC in Honolulu and was told it was a "bunch of commies," so did not go through with it. Now that Lykke says it is behind a good cause, I'd like to know definitely if you are sure it isn't communist. If I hear favorably I will be looking them up when I get ashore. Will likely be up in New York before long.

Anthony Robinson
Independence, Mo.

(Ed. Note: Robinson's letter was turned over to Brother Lykke. His answer appears below).

To Anthony Robinson:

In answer to your question about communist influence in the AVC, I believe that the outcome of the elections at the national convention in Milwaukee gives the best picture.

The communists and fellow-travellers had their own slate of national officers but did not succeed in getting one of their candidates elected to any office, as the non-communist Independent-Progressive slate won all the way down the line, clearly showing that the AVC majority wants no part of the commies.

Per (Whitey) Lykke



Log-A-Rhythms

It was the night before Christmas,
Five thousand miles at sea,
The guys were in the messroom,
—Of course, including me.

We all agreed what fools we were,
Being at sea instead of with her,
Missing the many things to be had ashore:
Friends, a family and pleasure galore.

Now, I've been to sea for quite a few years.

And what have I got to show,
Here today and then away,
I'm forever on the go.



Christmas Day—or any day—
It's all the same at sea,
You work and sweat, curse and fret.

A Sailor's Advice

By H. G. WOLOWITZ

Wish for a bottle to try to forget.

And once you make a trip to sea,

It gets you in its grip, like it has me,

And when you try to break away,

It's hard to do, I'm here to say.

So, all you would-be sailors,

Just take a tip from me:
Do all your travelling on good dry land

And never, never sail the sea.

AERIAL MISSION



Vid Philipis, AB, makes an interesting subject as he goes about white-leading some wires aboard the SS Joliet Victory, Robin Lines ship. Photo was made by his shipmate, Leonard Southwood, on a recent trip to South and East Africa.

Zack Taylor Lads Bucking North Winds In Their BVDs

To the Editor:

This is from Narvik, Norway—200 miles north of the Arctic circle. The ship is the SS Zacharias Taylor and she has a Florida crew with Florida-style clothing in a place where there is no sun, plenty of ice and a heap of North pole weather.

We arrived here Dec. 26 and we will stay here for awhile—maybe freeze in. I think it's a dirty trick to send a Florida crew to the North Pole to see Santa Claus.

The deck winches are going night day to keep them from freezing. The galley stove stack freezes at night and we are unable to start a fire going. Smoke flows through the ship for hours.

The boys that change watches have to wait to get the heavy clothing from the boy getting off watch. We were not supplied for a trip to the North Pole. We will also run short of stores. There are signs of it already.

From Eskimo land, the crew of the Zacharias Taylor sends Season's Greetings to all hands.

"Uncle Otto" Preussler

In Warmer Days



"Uncle Otto" Preussler, who reports from Narvik, Norway, that he and the other boys aboard the Zack Taylor are practically living on an ice floe, as he appeared in less frigid times. We're running this picture of him in front of the capitol building in Havana in the hopes he and the rest of the temporary Eskimos will be warmed by the sight of it. He was on the Seatrain Havana at the time.

Hatgimisios Family Thanks SIU Men

To the Editor:

My family and I express our sincere gratitude to the SIU members in Baltimore, Md., for the floral wreath they sent to the funeral services of my wife, who passed away Dec. 9, 1947. I don't know their names but their voluntary contributions were deeply appreciated.

Theodoros Hatgimisios and family Philadelphia

Posting Of Agreements Applauded

Members See Many Benefits Accruing

(Editor's Note: The agreements which have been recently printed up in the form of foc'sle cards and which are already being placed aboard ships have evoked much favorable comment among the membership. The feeling that it would be of great use to all hands prompted the Union to make this shipboard innovation. Suggestions bearing on this and other Union matters applicable to the general welfare are earnestly solicited by the SIU. Below are some of the comments received by the LOG in regard to the new foc'sle card agreement.)

Keep Working Rules In Focus At All Times

To the Editor:

I think the foc'sle card with the Isthmian and freighter agreement is okay in many respects.

At keeps the working rules in focus at all times. You don't have to knock over your gear every time you want to look up a clause to see if you know your agreement.

It makes it unnecessary to hunt all over the ship for an agreement when first boarding a vessel.

Above all, it creates a good impression to men first coming into the Union, that these SIU members know their business. It is our peacetime sign of "alert" that will keep these ships SIU.

W. J. Brady

Settling Of Beefs To Be Speeded Up

To the Editor:

With the introduction of the new foc'sle cards, the era of confusion which is the result of no one being able to find a copy of the agreement when a beef comes up, is at an end.

The new cards place the agreement at each member's fingertips.

In my opinion, the new cards are a great improvement we have needed for a long time.

Jack Farfrihen

Eliminates Confusion

To the Editor:

I think it is a very good idea to post the Isthmian agreements in messhalls and foc'sles of all ships. That way everyone knows the score.

By not having these agreements posted it causes much confusion. This way when you want to know something, you don't have to bother the Delegate. It makes everything more convenient for all hands.

Nicholas Brancato

Will Simplify Problem, Aid Overtime Beefs

To the Editor:

I think it would be a good idea to have a copy of our agreement posted in the messhall of each ship so that a lot of running around and uncertainty can be avoided.

In some ships there have been cases where the latest agreement was not had by everyone and some of the fellows were in doubt as to whether a job was overtime or not.

If a copy of the agreement were posted in the messhall it would make things much simpler and in some cases the fellows would get overtime they were not sure of.

If the agreement were placed on the messhall it could not be lost or misplaced as the regular pamphlets are so often.

John Seyfert

Held Trouble-Saver For All Delegates

To the Editor:

The new SIU Foc'sle card agreement just came off the press. You should see it in the New York hall on the third deck. The size is twenty-two by thirty-five inches. It has everything every SIU member should know.

The patrolmen will place these foc'sles cards on all SIU ships when they go aboard to sign on and payoff the ships. They will post these cards in all crew's messhalls and passageways.

These foc'sle-card agreements are for all Brothers to read and in this way save the delegates a lot of trouble on all SIU ships.

It will further enlighten the members, those who are the old-timers and those who have newly-joined the SIU, in regards to various sections of the agreement. If any members fail to see these foc'sle cards on the ships they should go to the nearest SIU Hall and request a few.

Brothers, post these agreement cards in the messhalls and the most convenient place for all hands to see it, read it and in this way know the agreement the right way.

Rocky Benson

Are Improvement Over Booklet Forms

To the Editor:

I was very pleased to know this morning that manifests of the agreement will be posted in the messhalls of all SIU ships. Up until now they were published in small books which are easily lost or mislaid, often when most needed.

From now on it will be easy to check on the agreement whenever a doubt or a dispute arises.

Whoever came up with the idea certainly deserves a vote of thanks.

Nick DeSantos

Saigon Customs Go For American Tobacco, SS Steel King Seafarer Warns Brothers

To the Editor:

If you're anxious to build up the financial reserve of the French Customs in Saigon, Malayan Straits, do as some of the men board the Steel King did.

Unsuspecting of trouble, we put into Saigon. Some of the fellows hadn't bothered to declare their cigarettes and had them stashed away in their lockers.

Suddenly the French Customs swooped down on us, shook down the ship and confiscated 162 cartons of cigarettes. Before the shock wore off the fellows found themselves faced with fines of 100 piestres a carton. At the official rate of exchange, 7 piestres to \$1, they owed the French Government \$2,314 in American currency.

The guys almost went into a dead faint when they came up with the 2 Grand figure. They could almost see themselves swinging a sledge hammer on a rock pile.

SHELLED IT OUT

With a bit of quick figuring they decided the unofficial rate

of exchange 35 piestres to \$1.00 was their only hope. They made the change and paid the fine. In American money they shelled out \$470, a lot of dough but a long way from \$2,314.

Not satisfied to take this haul and leave the ship alone, the

This is my means of passing the tip along to all members.

If you have cigarettes when hitting Saigon by all means declare them or hide them well. Working a trip for the French Government isn't my favorite charity.

(Name Withheld)
SS Steel King



Customs boys stopped the crew at the gate and searched them. If they had any American money it was taken; if they were in a good mood they turned the men back to the ship.

When we hit New York this week, we warned the oncoming crew of the pitfalls of Saigon.

On Overtime

To insure payment, all claims for overtime must be turned in to the heads of departments no later than 72 hours following the completion of the overtime work.

As soon as the penalty work is done, a record should be given to the Department head, and one copy held by the man doing the job.

In addition the departmental delegates should check on all overtime sheets 72 hours before the ship makes port.



Helping Hand Aids Men Lacking Savvy: Schutz

To the Editor:

In a previous issue of the LOG (Jan. 9) Brother Margavy said in a letter to the editor that he'd like some discussion on his proposal for setting up a sort of qualifications committee, in order to make certain each man who shipped in a rating was competent for the job.

Well, I'll get right to the point. It is a policy of our Union to help each other out whenever it is necessary—and this applies to all sorts of legitimate instances. Here we're concerned with what Brother Margavy speaks of: rating qualifications.

For example, if a brother should come aboard a ship and he doesn't know how to oil Diesel engines because he had never done the job before, we should pitch in and explain it and show him how it's done. He'd very easily be able to perform the job then.

BROTHERS HELPED

I for one have picked up much this way and have been able to put what I've learned from helpful brothers into action right away. I have gone aboard ship, where I have had to do something I was not familiar with but after a little help from others I was doing it as well as though I had known how all along.

Any guy who is interested in doing his job right can get along in the same manner. If a man has his time in, I believe he should get his endorsement. We should continue that way.

If he needs a little help, I think his Union brothers should give it to him, especially if he is anxious to learn and improve his capabilities on a job.

I repeat that if a man has the time in, he should get the endorsement for the next higher rating he is entitled to. You would be surprised at the number of brothers that would have to start sailing as Wiper, Messman and OS, if Brother Margavy's proposal were adopted. And many of these men are capable in higher ratings. Perhaps they are just not good at answering questions in test form. Maybe some little thing they have never had to do aboard ship would be in the qualification test, would they be denied the rating?

I don't mean that we should forget all about those brothers who don't know their jobs, by all means, no. If one of these makes a trip as an Oiler and he doesn't know his job, then allow him to make the trip but if he doesn't improve and know more at the end of the trip, you can bring him up on charges. But I DO NOT MEAN THE 99 YEAR CLUB! I mean have him sail at the next lower rating until it is established that he knows his job.

CITES EXPERIENCE

It may take some brothers a year, others hardly any time at all. That is up to the committee. Recently on a ship I was on, we had guy in the galley department who no one of us thought was a capable cook. We told him he could sail in that capacity but we

thought he should make an effort to improve himself. We gave him a chance. The guy was sincere and by the end of the voyage, he was excellent. Not one complaint could be made against his cooking. He improved 100 percent.

Brothers, I believe in giving a guy a chance, a second chance if necessary. Brother Margavy asked for discussion and I tried to give my best on the subject.

However, I'm only one of many. I hope others will write to the LOG about this proposal, also, or bring it up at the next meeting. **Frank Schultz**

IT WAS FAIR SAILING ON THE NAMPA



Described as a "sailor's dream," a recent coastwise trip of the Nampa Victory, Waterman, took the vessel to Tampa, Miami, various Gulf ports and Havana. Top right—the crew digs into a farewell dinner tendered by the Stewards Department. From the looks on the fellows' faces, the galley force was one popular bunch.

In photo left, William Doran, OS, puts the cards out for Deck Maintenance man "Tennessee" to cut. Place is the Gunners' Mess. The trio at right, having shed shirts, soak up the sun-giving vitamins. No names were enclosed but they're identified as AB, Bosun and Fireman. All photos are credited to crewmember Chuck Busquet, OS.

Gashounds Get Gate At Southport Sign-On; Seafarer Sees Injury To Renegotiations

To the Editor:

A Merry Christmas to all at home and at sea. (Ed. Note: The Brother's letter reached us a little late, but his kind wishes are still in order as kind wishes always are.)

Speaking for the crew of the Southport, I can assure you we are looking forward to an enjoyable time this Christmas.

The Stewards Department has undertaken to satisfy the inner man beyond the comfortable limits of his capacity.

To begin at the beginning, we crewed up in Baltimore, then sailed to Fernandina for 2,000 tons of phosphate. It might be well to mention right here that three men were rejected—rejected by the crew—in Baltimore for reporting on the ship drunk and raising hell in general. The worst of it is they were all three full book members.

Why in the world does this type of man brag about being a full book and use that to cover his ignorance of his job, his laziness, his drunkenness and general disorderly conduct?

I believe it would be a better thing for a man to ask himself if the Union could be proud of him.

Another thing: We have the best bargaining committee in the U. S. A., our contracts prove it.

Why, then, do some of our members endanger the efforts of our officials by setting themselves up as individual bargaining agents? This they do every time they try to pad, chisel or

create overtime which is illegitimate.

WAR IS OVER

The war is over. Companies are up against keen competition with South American and European lines operating with low wage scales. Our companies must make money. The more they make the better our chances are to make more. Above all, it's job insurance. And nobody knows what the traffic will bear better than our officials.

Therefore, inside the structural limits of our agreement, let us do a real seaman's job.

We have many men seeking to join our ranks because we have the best wages and conditions in the world. Let us work to have companies seek our Union because we will have the best seamen in the world.

The job of doing this, Brother, is not up to the other fellow. It's strictly a personal proposition.

Still another thing: In the old days we used to get plenty of discipline, most of it harsh and unjust. The first thing the Union did was to take most of this power away from the Masters.

Now we must not forget that this protection covers some characters who would be a disgrace to any organization, and who cause trouble and grief for any crew who is unfortunate enough to have them. These we must eliminate or discipline in such a manner as to make them change their ways.

Whew! Glad I got all that off my chest.

PEANUTS! CIGARS!

We left Fernandina and went to Savannah. There we took on a cargo of peanuts and tobacco for Rotterdam. Then we went to Wilmington, North Carolina, for timbers and left there December 10.

Everything has gone smoothly with the exception of the Deck Department. They feel that the Chief Mate gives too many direct orders.

They have been used to working with the Bosun, and he, in turn, has been accustomed to using his own judgment as to what work each man should do.

On this point, I won't venture an opinion as I have to live with these guys at least another 20 days.

A meeting was called at one p.m. December 14. E. H. Jeffrey was elected chairman and the choice was a happy one. With an iron hand in the velvet glove, he ran a firm but friendly meeting. An hour and five minutes with not one minute of boredom. The North Atlantic is not friendly at this time of year. She bared her teeth a few times, but, as always, it could have been worse.

Once again, the boys on the Southport send greetings and the hope that this new year will be the best you ever had.

George Reach
Ship Delegate
SS Southport
Rotterdam

The 'Duke' Doffs His White Cap To All Seafarers

To the Editor:

This is the first letter I have written since the New Year came around.

The SIU-SUP went a long way in the 1947 Victory March. So let's start out for a new record this January 1948.

You hear a lot of members talking about which is the better union and who's doing the most on the labor front.

Each union is cutting for the workingman's goal. We are all battling for the same goal.

Some guys go around popping off about this Agent or that Patrolman. (However, when you see the fellow at the next Union meeting he is either sitting back sleeping or not saying a word.) This kind of talk will hurt. This is just what the commies in the NMU want to hear so they can say we are fighting among ourselves.

Personally, I have always tried to help a younger Union Brother, teaching him what job actions really mean. But some kid will leak out the word that SIU or SUP is the better. "Oh, I'm OS on the so-and-so ship," he'll say, and give his opinion. I tell him quick that all that stuff is bunk.

We have a fine Union of SIU-SUP men. We have a damned good rank-and-file. And no matter what comes, we will take it.

So, gang, let's steer steady as she goes.

Duke Himler, SUP
SS Fort Erie

"—And Keep 'Em Up"



This hold-up was never reported. Taken aboard the Governor Graves, two crewmen identified as Shorty and Slim put on an act for cameraman Cleve W. Clark. In case you're confused, that's Shorty with the equalizer.

Attention Members!

All applications for unemployment insurance in New York City must be made through the offices at 277 Canal Street, instead of the District offices, as formerly.

Coast Transportation Rule Defended; Korenblatt Cites History Of Beefs

By MAX KORENBLATT

(Ed. Note: Brother Korenblatt, a longtime member of the SUP who has been sailing for 25 years, is well known to the members of the SIU as an extremely active rank-and-filer. His record as a participant in SIU-SUP beefs is familiar to most seamen, although he probably is best known as Co-Chairman of the 1946 General Strike Committee in New York.)

A short while back, there appeared in the LOG an article by Brother William J. Jones regarding his aching callouses which were caused, it seems, by traveling from the West Coast back to the East Coast by train after paying off in a Pacific port. If you have the space, may I submit the following historical, if not completely scholarly, essay in rebuttal.

Not too long ago, crews on American flag ships signed wide open articles that had a column for the monthly wages, which were very low, and the printed stipulation that the ship would pay the man off "in a final port of discharge in the U. S." There were no riders attached to offer any additional information or protection to the crew of any kind.

When riders were attached, by company request, they were items dealing with the conduct of the crew and elaboration of work to be done during the voyage and on the day of payoff.

After completion of a voyage, many a ship paid its crew off in some port far removed from the port of engagement or sign-on. Some of the crew remained aboard, others got off—but nobody was given transportation in the form of either a ticket or cash.

RODE RODS

If a seaman wished to go to some other port, he usually thumbed his way and walked, or rode a box car. Like many other injustices that burdened him down, this lack of protection caused many a blister



and callous, and introduced many a seaman to some local hoosegow as a vagrant as he threaded his way along highway and railroad track.

The first transportation guarantee in writing for seamen was incorporated in the agreements between the ship operators and unions on the Pacific Coast that ended a 96-day strike on February 4, 1937.

The transportation problem, like many other evils imposed upon seamen, was only partly solved but it had to be solved the hard way.

Seamen were given a measure of protection and a guarantee in the event that a ship was diverted, transferred, wrecked, sunk, sold from under him, laid up, or in the event the articles expired, or in the event of other fates which might befall a crew or a ship necessitating a termination of articles, with the crew being paid off in some port far removed from the one from which the ship sailed originally.

OWNERS TRICKY

There were constantly recurring beefs which resulted from attempted chiseling on the part of companies which did everything possible to avoid making good the transportation due crewmembers. The companies sought out all technicalities, legal and other, in an effort to humbug seamen out of what was rightfully theirs. As more crews became entitled to these benefits, the companies found more tricks to pull on the unsuspecting seamen.

In cases where an entire crew demanded transportation, they were handed non-transferrable orders on some bus outfit or on a railroad for a coach ride. If a man did not use his order or ticket, perhaps he sold it back for a few dollars.

In other cases, men who got off a ship had to return to the sign-on port and appear in person at the company office to claim cash to cover his traveling ex-

penses. Some seamen agreed to accept a few dollars and waive further claim for transportation allowances as a condition for remaining aboard for another trip.

The Pacific Coast unions squared this by gaining for their members the choice of Pullmans with subsistence or a cash equivalent.

As more unions and more seamen became involved, the problem became greater than ever, because the ship-operating fraternity really turned to on the job of jerking seamen around. More beefs led to further negotiation in an attempt to set up the machinery to provide for a uniform style of handling all transportation cases no matter what the company or what the port.

COUNTER ARGUMENTS

With varying degrees of success, the various unions over a period of years beefed and tried to eliminate all trickery and subterfuge on the part of the operators. Quite often, the operators' fraternity attempted to do away with transportation benefits entirely because, as they put it, "A real seaman is at home in any part."

Very early in 1946, the first of several hectic conferences were held in New York at which were seated spokesmen for the War Shipping Administration, the Treasury Department, the MFO, and the MCS, together with Morris Weisberger and Max Korenblatt of the SUP, and J. P. Shuler, Joe Algina and Robert Matthews of the SIU, Atlantic and Gulf District.

Captain Devlin, WSA representative, and the lawyers from Washington introduced arguments to prove that, merely because articles were terminated in a different geographical area from the one in which a crew shipped or signed on, did not mean that all the crew members were entitled to transportation because not all the crew members actually went back to such ports.

These gentlemen pointed out that some seamen remained aboard ship or rejoined the ship from the union hall, while others remained in the payoff port until they joined another ship or moved on to some intermediate port.

Countering this argument, the union spokesmen maintained that, when articles were terminated and a crew paid off, each member was legally and all other ways through with a ship. If there was a shortage of manpower and a few of the crew were willing to remain on the ship or rejoin the ship in order to help the union fill out the crew rather than let the ship lie at the dock because of under-manning, there was no reason why these men should forfeit travel money as a condition for making another trip on the same ship. Moreover, they argued, what a seaman did with his money ashore was strictly his own business.

BIG BLOWOFF, 1946

As a result of many efforts to arrive at a solution, much steam was generated and let loose. Finally an improved rider was drawn up and attached to articles. But the persistent attempts of the operators' agents to chisel brought on the blow-off that tied up many ships in various ports.

The protective riders we have today are a result of years of beefing. There undoubtedly will be more beefing in the future.

The SUP, like all other maritime unions, from time to time amends, modifies, changes or adds to the regulations that are referred to as the "Coastwise Shipping Rules."

This is done when the SUP membership thinks there is something wrong and wishes to eliminate bickering among members ashore and afloat. At regular meetings in all branches via motion or resolution and through coastwise action, the membership decides whether some addition to or change in the coastwise rules is desirable. In that way, the SUP in 1937 adopted the rules that a crew receiving transportation would leave the ship and that a new crew would be dispatched.

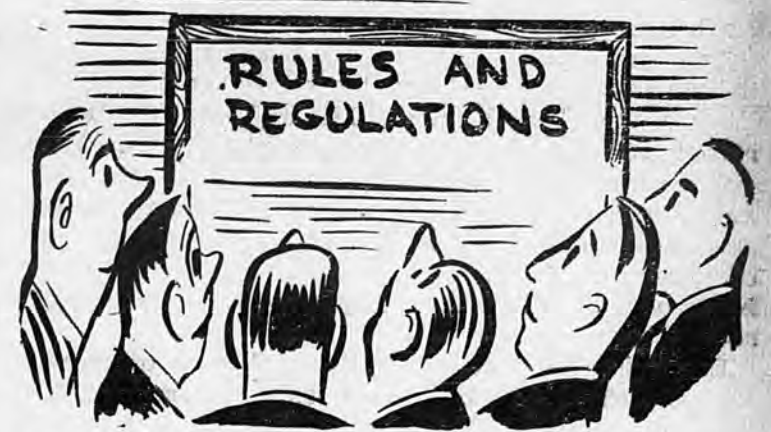
HERE'S WHY

The SUP has adhered to that rule for many reasons, some of which are offered her:

1. To keep the records clear in case of a beef in which a shipowner attempts to eliminate transportation payoffs.
2. To permit a crew getting off to compete with men ashore for jobs off the board and rejoin the same ship as had happened many, many times.
3. To benefit the members as a whole during a shipping slump when the new jobs will ease the strain

of men on the beach, the men paying off being in better shape to face a temporary slump.

Every maritime union has a set of rules by which the members agree to conduct routine business within the confines of the union. Each one may have rules which differ slightly from those of other outfits. Dif-



ferences of opinion account for these variations, and in the final analysis it is the various memberships which make the rules.

As we all know, when members of the Pacific District of the SIU are up on the Lakes, or on the Atlantic and Gulf coast, they will be guided by rules and regulations in effect in the district area in which they find themselves. When a Lakes or A & G member is on the Pacific Coast, he automatically is covered by the rules in effect out there.

10-YEAR PRACTICE

It apparently has been an excellent practice, because members from different districts can present their beefs, have them handled, register and ship out of halls maintained in all major ports by the SIU of North America. With a few minor difficulties that has been the practice for over ten years. Apparently there have been no true hardships visited upon members of any district. If there had been, the membership would have changed the rules.

Brother Jones, in his article in the LOG, mentioned that he received transportation money on the Ponce de Leon and was forced off the ship. When the crew was signed on, an SUP majority joined the vessel. (In passing, let me say that if a crew shipped on a West Coast ship in an A & G port the majority would be A & G members.) Despite a transportation payoff on the Atlantic Coast, the same crewmen were permitted to stay aboard if they wished. Some did.

Now Jones came across country and joined the same ship. He fears that the ship may again pay off on the Pacific Coast and hopes he will not be forced to get off.

He does not relish any more cross-country trips on Pullmans because he gets callouses. I sincerely hope that he does not have any more and that the anguish caused by previous trips has abated.

However, if he must again leave a ship on the West Coast, it is recommended that he stay out there, go up to the hall where there is equal registration and



shipping for him out of the SUP (as there is equal shipping for me or any other SUP man in any A & G hall—subject to local branch rules).

Brother Jones hopes that the transportation payoff rule on the West Coast will be changed because he finds it inconvenient and because he gets callouses.

A few members of the Pacific District occasionally voice their opinions of certain A & G rules. That, however, is no reason for such rules to be changed. There are very definite reasons why each of the two districts adopted the rules by which it goes.

It is hoped that Brother Jones and others will accept this little document in the friendly spirit in which it is offered.

Does The Sea Beckon To You?

By AUGUSTUS H. COTTRELL

Going to sea is not quite as easy to do as one would imagine, or rather as simple as some think it is.

There is more to being a seaman than having a desire to go "sailing, sailing, over the bounding main."

A seaman's job is a highly skilled trade. The day when bleary-eyed derelicts were shipped from crimp halls is a thing of the past, and the lusty era when shanghaiing was the usual way a ship's crew was recruited can only be encountered now in oldtime tales of the sea.

The maritime industry is big business and should be recognized as such. And the seamen who man the ships of America's Merchant Marine must be efficient as any other group of highly trained workers.

A modern merchant ship and its cargo represents an investment of several millions of dollars to the shipping company. It goes without saying that no company, with any sense, is going to trust such an investment to men who are greenhorns or apprentice seamen.

Every ship must have a full complement of trained men aboard. And to be trained takes a long time. The experienced seamen knows ships like you know your own home, and he is familiar with the whimsies and caprices of the sea.

LONG, LEAN YEARS

All are men who have spent long, lean, hard years learning their trade. Many served on "hell" ships under bucko mates and heat-maddened engineers.

The top seamen of today were the Ordinary Seamen and Coal Passers of yesterday. But, having what it takes to make real seamen, they stuck to their calling and climbed up the long ladder of heart-breaks and broken backs until today the ships of the American Merchant Marine, and the conditions aboard them, are the finest in the world.

And these seamen, not the shipping companies, are responsible for the metamorphosis from the Merchant Marine of old to that of today. These are the men around whom the American Merchant Marine grew.

Many landlubbers have the illusion that just anyone can go to sea; that all they have to do is pack a sea-bag and hustle aboard some ship. Nothing could be further from the truth, or more fantastic.

In the first place there are many men and boys who want to go to sea, but who are simply not adaptable to life aboard ship. When these incompetents do manage to locate a berth, twenty years of sailing will still be insufficient for them to learn to distinguish starboard from port, and they never seem able to remember to spit leeward.

From the moment the bow lines are let go until they are made fast again most of these characters are seasick; forever getting underfoot and in the hair of the real seamen aboard trying to do their job. You have to have the sea in your blood.

To make a success at sea it is necessary to be genuinely fond of the life it offers. This thing of wanting to make a couple of "cruises" just for the glamor and adventure that is supposed to be attached to it is ridiculous.

Could you board one of America's transcontinental trains and take the place of one of the crew just because you wanted to cross the continent in this manner?

MUST QUALIFY

Certainly you couldn't. The same holds true in respect to a ship.

To go to sea you have to have a seaman's identification papers issued by the government, and these papers are not handed out indiscriminately.

You have to prove that you are physically and mentally qualified to go to sea and, in some instances, you even have to show proof that you will have a job before these papers will be issued to you. Fingerprints and photographs are required to obtain your papers.

Naturally, there has to be a beginning, as in all other trades. New men are hired as Wipers in the engine department, Ordinary seamen in the deck department, and messmen in the Stewards department.

Most first trippers get their start through a bona-fide seamen's brotherhood. However, seamen's organizations, like the government, will not indiscriminately accept everyone who gets a "yen" to go to sea.

But, providing you can qualify and indicate that you are cut out for the sea, they will soon ascertain this and probably accept you on trial. They may even locate a ship for you.

If you are successful in getting aboard ship, and conduct yourself in a seaman-like manner when you do get aboard, the oldtimers in the crew will more than do their part in teaching you, and helping you to become a seaman.

But if you are a wise guy or a would-be sea-lawyer, it will be far better for you to forget all about the sea. If you don't you can bet, when you soon become

Editor's note: The following article was written by a man who knows what life at sea is all about, something which is quite apparent from his keen understanding of all its aspects. Men already committed to a career of sailing will enjoy his simple truths. Those who have recently turned to as seamen should profit by his advice. Originally published in "The Atlantian," it is reprinted with the magazine's permission.

persona non grata, you will bewail the day you went to sea.

Learning to be a skilled seaman is not simple, regardless of which of the three departments you choose—deck, engine, or stewards.

You not only have to learn your specific job thoroughly, but you have to learn the way of ships and the men aboard them.

If you choose the deck department you will have to be content to stand the loneliness of night lookout duty. There will be no one but you on the dark, lonely fo'c'sle head at night. And when your eyes start playing tricks on you after staring into the unlimited darkness of an empty sea for hours, you will have to learn not to spontaneously yell "ship on fire off the starboard bow" when you see the blazing reflection of the Northern Lights for the first time in your life far over the horizon.

If you are in the black gang you will have to be willing to stand the often nauseating odor of hot oil deep down in the bowels of the ship. You will have to balance yourself carefully as you walk across slippery floor-plates when the ship rolls and pitches like something alive in order to keep from breaking your neck.

In the Stewards department you will have to listen to gripes and beefs about the food, no matter how good or bad it is, without a comeback. And you will have to be able to pour coffee in a cup instead of down the neck of your shipmates when a sudden "big green one" makes your ship lurch until the "gunnels" are under water.

CARDINAL SINS

Shipboard conduct is another very important consideration to the men who want to go to sea. You must respect your shipmates if you want them to respect you.

A cardinal sin aboard ship is to display a lack of consideration for others.

When entering your quarters you always remember that the off-watch is sleeping or resting. You are supposed to have enough sense not to resort to the practice of hog calling, or loudly boasting of your conquests in the last port while your mates are trying to sleep. And don't come aboard drunk at all hours of the night, imagining you are Caruso reincarnated.

Naturally, there is no place aboard ship where an exhibitionist is welcome. Occasionally one does manage to get aboard, but is usually spotted at once.

These characters, generally boasting one of the lowest ratings, are the jerks who delight in going ashore in high-pressure, gold-encrusted caps—the more gold braid they can get on the cap the better they like it.

Even though they have no right or authority to wear such caps they manage to do so, even if they have to sneak the cap ashore and put it on in some gin mill.

It is a blessing that these would-be "big shots" are in the minority—a blessing to the ship, the regular seamen, and the maritime organization that placed them aboard the ship.

Another requirement of the newcomer to the sea is his conduct while in a foreign port. A seaman's conduct is a reflection on him, his ship, his shipmates, and his country.

Just because he is an American seaman from a wonderful American ship does not give him license to be a show-off. Peoples of foreign lands don't like showoffs anymore than people at home, and they can detect them just as quickly.

WORLD TRAVELERS

You can't push people around anywhere and get away with it for long. If you attempt to do so in some foreign ports your mates may have to carry you back to your ship as a result of running into someone that doesn't push.

In many ports American seamen are considered chumps because they are easy spenders. Dock front leeches and parasites will cling to them like the barnacles that cling to their ship's bottom. And to a great extent this circumstance is wholly the fault of the seaman himself.

American seamen draw the highest wages of any seamen in the world, but just because they do shouldn't mean they have to emulate Santa Claus in every port.

Many of them do, however, and probably always will, in spite of the knowledge that seamen from the

ships of other nations have just as much recreation on less money.

Because a ship guarantees board and lodging is no reason not to build up a little nest egg for a rainy day, and for the time you will be on the beach between ships.

It is almost a tradition among seamen to hit the first water-front honky-tonk they come to after a long voyage. It is considered a part of going to sea. But today seamen don't spend all of their time in dives.

Going to sea is a very broadening, productive education. The seaman travels to interesting and fascinating ports throughout the world—ports that some people save for a lifetime to acquire enough money to visit. And there is much to see beyond "Charlie's" or "Joe's Place" if the seamen will just look for it.

FOUGHT A WAR TOO

There are seamen active in the American Merchant Marine to-day who were there at the beginning of the war; when a tugboat was all the Navy could assign as a protecting escort, and when ships were being sunk faster than they could be built, and crude oil mixed with American seamen's blood fouled the shore line of this continent.

These men are proud of their ships and their lost mates and they take great pride in their calling. They are, to some extent, clannish and resent a newcomer aboard ship telling them how he would do this, or do that. Most of these oldtimers have forgotten more about the sea than the newcomer will ever know.

Being a seaman, unlike other professions, is a life where your home and your work are combined.

When you are "off watch," you are still on the ship. You can't "get away from it all" at anytime you choose. There are no night clubs to break the monotony. It's simply on watch and off watch.

But, thanks to seamen's organizations, conditions aboard American ships are the finest in the world. The food is excellent and the quarters comfortable.

With very few exceptions the day of the dark, glory holes and vermin infested living quarters are over. Quarters today are clean and airy, and there are many conveniences that were only dreamed about a few short years ago.

The wage scales are high, and seamen's rights are protected by the organization to which he belongs.

Since the war the United States Coast Guard has had quite a bit to do with the Merchant Marine.

The glorious tradition that has always been associated with the Coast Guard has become somewhat dimmed in the eyes of merchant seamen since they continue to exercise certain of their wartime allocated prerogatives over merchant seamen.

During the war this was, of course, necessary but now that the war is over many feel that the Coast Guard should have no more jurisdiction over the Merchant Marine than it has over the Army or Navy.

In time of war the combined services of a nation must cooperate, but with the victory there is no vital reason why this should continue.

CLEAN AND BIG

In applying for membership in one of these maritime organizations care should be taken to choose one that is free from internal strife, politics and corruption.

There are several, depending upon what part of the country you are in, and which department you belong to, that are excellent. There are also several of no consequence.

Today a career at sea should be as much desired as any career ashore. Promotion is entirely up to the seaman himself.

If he is adaptable to the sea he can climb to the top. But it takes diligence and perservance to become the master of his own ship.

The sea is not for softies or tough guys, or is it a place for trouble makers. The largest ship afloat is too small for an agitator.

The sea is clean and big and the men who follow it must be just as clean and big. There is no place aboard ship for petty squabbles and fancied grievances.

The crew is the heart and pulse of a ship—without a good crew a ship is just so much useless steel; an inanimate object without a heart.

Aboard ship is the one place in the world where you can be completely alone even though your shipmates are all around you.

You can find peace and quiet through the long hours of the night on the quiet deck of a ship at sea; a quiet and peace of a type all its own.

If you still believe you are cut out for the sea, and if you are successful in obtaining the necessary papers and in getting aboard ship, you will be able to discover the first night at sea whether or not you can make a go of it.

If you are not certain that no other calling can attract you after that first night at sea our advice is to sign off at the first port you come to and return to the land.

Unclaimed Wages

Mississippi Steamship Company

501 HIBERNIA BLDG., NEW ORLEANS, LA.

The following is a list of unclaimed wages and Federal Old Age Benefit over-deductions now being paid by the Mississippi Steamship Company covering the period up to December 31, 1946.

Men due money should call or write the company office, 501 Hibernia Bldg., New Orleans, La. All claims should be addressed to Mr. Ellerbush and include full name, Social Security number, Z number, rating, date and place of birth and the address to which the money is to be sent.

Karzenski, A.	6.34
Kaslep, Oscar	.12
Kasmirsky, Stanley J.	8.53
Katronick, Emil	2.12
Kaupas, Branislaus	72.01
Kavames, Wasile	25.24
Kavanaugh, John T.	3.05
Kaval, A. R. Jr.	4.30
Kay, Leonard	5.44
Kay, T. C.	1.34
Kazarian, Jack J.	3.62
Kaziokevicz, Dyonizago F.	33.76
Keahey, Albert E.	.99
Kearney, Phillip	6.01
Kearns, Henry William	.29
Keck, Wm. T.	.59
Keenan, Wm. E.	1.99
Keener, Harry A.	2.23
Kehler, James M. Jr.	19.59
Keicher, John H.	2.23
Keim, Walter E.	5.32
Keitel, Ernst	38.88
Kelcey, Arthur A.	7.92
Keller, Donald C.	2.93
Keller, Gordon C.	66.61
Keller, Krvy	16.51
Keller, Joseph D.	5.76
Keller, Martin W.	10.74
Keller, Thomas W.	.54
Kelley, Mike R.	44.14
Kelley, Paul E.	6.88
Kellison, A. L.	6.52
Kelly, Chas. F.	42.47
Kelly, Floyd	2.06
Kelly, Frederick E.	.59
Kelly, Hugh V.	.67
Kelly, James K.	3.73
Kelly, L.	.01
Kelley, Lawrence	21.08
Kelly, Leo G.	1.33
Kelly, Russell D.	6.81
Kelly, Thomas C.	47.18
Kelly, Thos. G.	13.71
Kelly, William	.46
Kelms, E. R.	2.79
Kelp, Harold W.	18.38
Kellsell, William	10.74
Kelsey, Darris W.	2.79
Keltman, L. F.	.45
Kemmer, Henry Lindsey	21.84
Kemmer, M. H.	2.64
Kempson, C. L.	7.70
Kendall, Russell L.	26.16
Kendall, Simon	12.14
Kendrick, Charles	3.44
Kendrick, Frank	13.72
Kenefick, Charles J.	16.13
Keney, W.	3.62
Kennedy, E.	1.48
Kennedy, Jacob J.	122.02
Kennedy, John E.	6.86
Kennedy, Louis	7.20
Kenny, A. J.	.33
Kenny, H. P.	.45
Kenny, Peter F.	1.14
Kensingler, Harlan L.	2.80
Kensingler, Lawrence	5.51
Kent, Clyde A.	2.87
Kent, Patrick J.	10.13
Kephart, Stanley	11.84
Kerd, Donald J.	15.21

Kerhoney, Amos E.	3.55
Kerner, Frank G.	20.11
Kerns, Albert	2.13
Kerr, Alexander J.	.71
Kersh, Jack R.	18.40
Kertley, Marion	13.26
Kessel, Clarence W.	52.78
Kessen, A. K.	1.32
Kessick, Herbert S.	.29
Kessler, Christian C.	7.20
Kessler, Francis	.37
Ketchum, David O.	78.28
Kettler, A.	3.76
Key, James A.	1.87
Keyes, O'Malley	136.34
Keyes, Will O.	21.23
Keys, John J.	11.16
Khatzis, Acilleas	1.80
Khoth, Frank	53.93
Kiddy, Lloyd	.59
Kiernan, Micheal	1.69
Kiersvik, Hans	2.97
Kill, Andres	15.36
Kilbury, Frank M.	1.72
Kiley, Albert J.	8.11
Kimball, W. H.	.99
Kimber, Calvin C.	.94
Kimberlin, Leo George	11.66
Kimes, Robert G.	8.26
Kinavey, William H.	7.69
King, Arthur R.	1.40
King, Curtis W.	2.75
King, Eugene G.	9.4
King, Gerard	8.00
King, Henry	8.37
King, Howard E., Jr.	18.20
King, Martin E.	120.69
King, Morris R.	9.00
King, Orval C.	1.91
King, Samuel E.	2.06
King, Thomas J.	3.42
Kingree, Brownie	12.61
Kingsepp, Alexander	3.22
Kinkead, S.	.01
Kinnaird, Roe B.	.86
Kintign, James R.	8.10
Kinzel, Carle M. J., Jr.	51.23
Kipper, William R.	24.54
Kirby, Chas. H.	77.10
Kirby, George F.	5.27
Kirby, Robert	11.88
Kirby, Victor Ernest	4.75

Kirchmann, Elmer C.	4.70
Kirk, Lyman A.	3.78
Kirkhoff, William	1.07
Kirkland, James F.	.46
Kirkland, Joseph	1.31
Kirkpatrick, Ellis F.	121.63
Kirpper, Waind	4.43
Kirs, Oscar	5.02
Kirsham, Robert E.	.45
Kish, J.	5.46
Kittinger, Kenneth M.	12.80
Kittle, James W.	9.12
Kizer, Raymond I.	4.81
Kjerbo, Jacob O.	1.19
Klakowtz, Benedict	3.87
Klass, Earnest C.	8.28
Klatt, Ray G., Jr.	12.95
Klaveness, Oad	8.74
Klavins, Anthony A.	104.24
Kleberb, Carl	8.98
Kleiber, Melvin C.	12.02
Klein, Gerald Joseph	12.80
Kleinschmidt, Kenneth F.	5.59
Klemn, Robert H.	82.03
Klengson, Orin K.	22.86
Lkevin, A.	.79
Klie, John N.	18.61
Klincher, John William	10.57
Kline, Robert W.	6.97
Klinefelter, John D.	36.00
Klinger, Harry A.	35.23
Klor, George L.	12.55
Klug, K. W.	1.13
Kluge, Rene	31.74
Knab, Joseph C.	9.19

Knapp, Charles F.	13.87
Knecht, James W.	2.32
Knecht, E.	.60
Kneidinger, J. F.	2.60
Knell, Frederick G.	.80
Knesel, Merlin L.	.40
Knickerbocker, Geo. B.	1.78
Kniffin, Willis O.	11.20
Knight, Bobby C.	27.22
Knight, Dempsey	1.65
Knight, L. F.	.01
Knight, R.	3.34
Knight, Richard E.	1.37
Knight, Russell V.	19.30
Knight, Truman R.	3.96
Knighton, A.	3.40
Knittle, Richard W.	1.87
Knoll, Hillard V.	2.06
Knoll, Robert, J.	3.28
Knotts, Donald M.	1.40
Knowles, H.	2.08
Knowlton, Robert	9.30
Knox, Elmer I.	39.98
Knot, Frank	2.57
Knox, Thomas L.	6.77
Knudsen, Svend J.	.92
Kocandvski, Edward John	2.69
Kocsancich, Charles W.	37.80
Kocurek, V. S.	.46
Kodurand, Leo	.89
Koenig, Arathur G.	2.64
Koenig, Robert G.	7.88
Koenigseder, Max A.	2.84
Koepfen, Walter H.	11.70
Kofnovec, Anton	2.29
Kohlzanski, J.	8.69
Kohnen, Florian H.	25.69
Kohrs, Ralph	2.84
Kokol, Gilbert W., Jr.	10.74
Kolar, Thomas Roy	9.96
Kolowzies, Milton J.	4.66
Kominoo, Carroll B.	17.71
Komofski, James	2.33
Kon, S. W.	2.34
Konecny, Jaroslav	16.15
Kongstad, Svend T.	2.21
Konieczny, Stephen	14.14
Kontis, Nickolas	1.42
Koons, Lloyd Patton	6.79
Kopliksky, H.	6.20
Kopp, John K.	10.94
Koppersmith, Francis E.	1.73
Korapka, Stanley J.	9.90
Korb, Alexander	18.86
Korbel, John M.	1.01

Korhs, Ralph B.	.72
Kornek, Joseph S.	3.02
Korneliusson, Ture Evert	2.75
Korolia, Daska	17.85
Korosac, Joseph	126.49
Korsak, Anthony	83.77
Korzynski, Arthur	117.50
Koscilnak, Emil	3.73
Kosiol, J.	2.33
Koslowski, Eugene	7.42
Kosmicki, Roman H.	.46
Kostegan, Stefan	4.27
Kostelich, Thomas	16.46
Koster, E.	1.67
Kostick, Vasholia	9.40
Kostleinik, Rudolph J.	61.92
Kostrivas, Michael C.	39.68
Koszayh, Joseph M.	2.13
Kotarba, Edward W.	6.13
Kotcheck, Seymour	5.76
Kouba, Robert E.	11.20
Kough, B. M.	.33
Koulla, D. P.	1.32
Kounavis, Constantinas	2.04
Kovach, Paul	10.26
Koval, Myron G.	.96

SIU HALLS

BALTIMORE	14 North Gay St. Calvert 4539
BOSTON	276 State St. Bowdoin 4455
BUFFALO	10 Exchange St. Cleveland 7391
CHICAGO	24 W. Superior Ave. Superior 5175
CLEVELAND	1014 E. St. Clair Ave. Main 0147
DETROIT	1038 Third St. Cadillac 6857
DULUTH	531 W. Michigan St. Melrose 4110
GALVESTON	308 1/2-23rd St. Phone 2-8448
HONOLULU	16 Merchant St. Phone 58777
JACKSONVILLE	920 Main St. Phone 5-5919
MOBILE	1 South Lawrence St. Phone 2-1754
MIAMI	10 NW 11th St. Phone 4-5996
NEW ORLEANS	339 Chartres St. Magnolia 6112-6113
NEW YORK	51 Beaver St. HANover 2-2754
NORFOLK	127-129 Bank St. Phone 4-1083
PHILADELPHIA	9 South 7th St. Lombard 3-7651
PORTLAND	111 W. Burnside St. Beacon 4336
RICHMOND, Calif.	257 5th St. Phone 2599
SAN FRANCISCO	105 Market St. Douglas 25475
SAN JUAN, P.R.	252 Ponce de Leon San Juan 2-5996
SAVANNAH	220 East Bay St. Phone 3-1728
SEATTLE	86 Seneca St. Main 0290
TAMPA	1809-1811 N. Franklin St. Phone M-1323
TOLEDO	615 Summit St. Garfield 2112
WILMINGTON	440 Avalon Blvd. Terminal 4-3131
VICTORIA, B.C.	602 Boughton St. Garden 8331
VANCOUVER	565 Hamilton St. Pacific 7824

NOTICE!

Wm. M. Walters would like to hear from shipmates of SS Robin Goodfellow (June to November, 1947). His address is:
 Pvt. Wm. M. Walters,
 AF 16260931
 Sqdn BP-7, Flight 2596
 Lakeland Air Base
 San Antonio, Texas

✠ ✠ ✠
SS JAMES M. GILLIS
 Men who were aboard this ship in October 1947, please get in touch with Joe Volpian, 5th floor, SIU Headquarters, 51 Beaver St., New York, N. Y.

✠ ✠ ✠
J. P. LUKK
 Book No. 48726
 Get in touch with Patrolman J. Sheehan at the New York Hall, on a matter pertaining to your book.

✠ ✠ ✠
PETER MERX
 A bill fold containing your book (No. 49086) and seaman's papers were found in Frisco some time ago, and has been forwarded to the New York Hall, where you may claim it at the 4th floor baggage room.

✠ ✠ ✠
STEWARDS DELEGATE UMATILLA
 Your bag is checked in the baggage room, New York Hall, under the name of Willard Theroult. The baggage check is in an envelope with Theroult's name on it.

✠ ✠ ✠
JOHN A. SODERBACK
 Please get in touch with San Francisco Branch of SIU, Atlantic and Gulf District. You have very important mail there.

PERSONALS

ROBERT (BOB) DAVIS
 Get in touch with Frank J. Schutz at Marine Hospital, Staten Island, N. Y.

✠ ✠ ✠
WINSTON VICKERS
 Contact Floyd Hillier at 110 Belmont Terrace, St. George, Staten Island.

✠ ✠ ✠
FRANK D. LILLIE
 You can pick up George Stevenson's picture of your mother at the LOG office, 51 Beaver St., New York 4, N. Y.

✠ ✠ ✠
CHRISTIAN WALLANDER
 Your lawyer requests that you contact him.

✠ ✠ ✠
ROSAIRE LIPARI
 Your brother, Antonio, is in Piraeus, Greece. He asks that you write him at 2233 Rosewood St., Philadelphia 45, Pa.

✠ ✠ ✠
MARVIN MURPH
 Contact your wife. She's at the Cleveland Hotel, Shelby, N. C.

IRWIN MARSHALL
 Contact Merle Daugherty at the SUP Hall, 257 Fifth St., Richmond, Calif. He wants to hear from you right away.

✠ ✠ ✠
JULIO CALDERON VIVAS
 Eduvigis Montanez, Fajardo, Puerto Rico, says your daughter wants you to write her.

✠ ✠ ✠
THOMAS J. HALL
 Your sister, Mrs. P. M. Fischer, Box 95, La Grange, Tex., would like to hear from you.

✠ ✠ ✠
EARL F. SPEAR
 Your wife wants to hear from you. Her address is: c/o R. Grenman, Fabriksgatan 25 C. 65, Helsingfors, Finland.

✠ ✠ ✠
ROBERT LEROY MITCHELL
 Get in touch with your mother, 2443 North 9th St., Philadelphia 33, Pa.

✠ ✠ ✠
NILS ERIC LARSON
 Contact Mr. Victor Larson, 1813 Sixth St., Ashland, Wis.

Notice To All SIU Members

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

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

PLEASE PRINT INFORMATION

To the Editor:

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

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City State

Signed

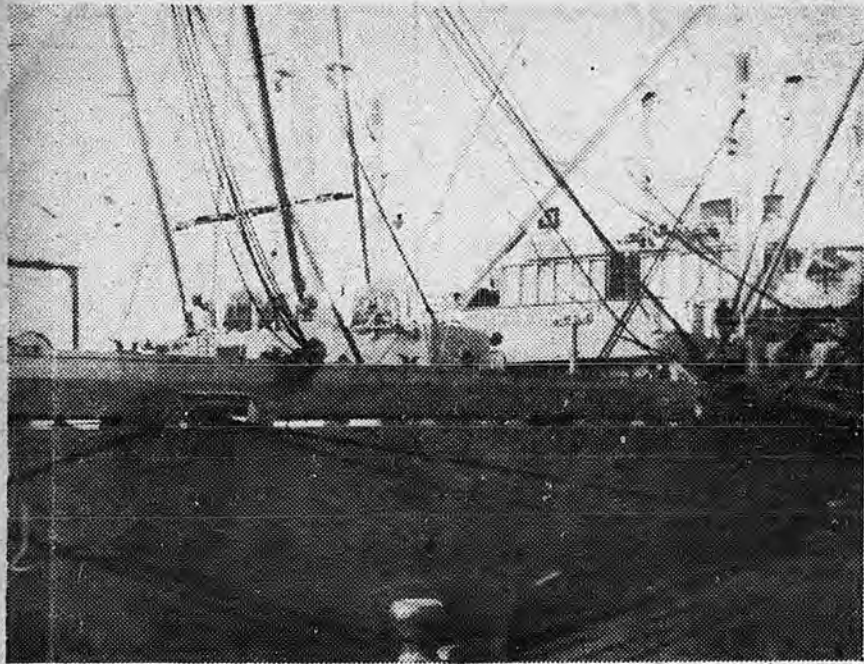
Book No.

Del Mar Pays Off In Good SIU Style

When the SS Del Mar, one of the Mississippi Steamship Company's three luxury passenger-cargo ships, paid off in her home port of New Orleans on Jan. 14, a EOG cameraman was aboard to record some of the highlights.

Like her sister ships—the SS Del Norte and SS Del Sud—the Del Mar plies between the Crescent City and east coast ports of South America on a scheduled 47-day cruise run.

The three Mississippi vessels are, of course, manned by crack crews of Seafarers. In the photos on this page you will see some of them as they participated in the Jan. 14 payoff.



1. Here the Del Mar lies quietly alongside her dock in New Orleans awaiting the activity that accompanies the payoff of the approximately 110 Seafarers who man her.



2. Bustling activity reaches its full height as the Seafarers line up in the crew's messroom to collect their earnings. By this time all hands are mighty eager to get ashore and partake of New Orleans' famed hospitality—and make the rounds of some of the hot-spots which liven up the French Quarter.



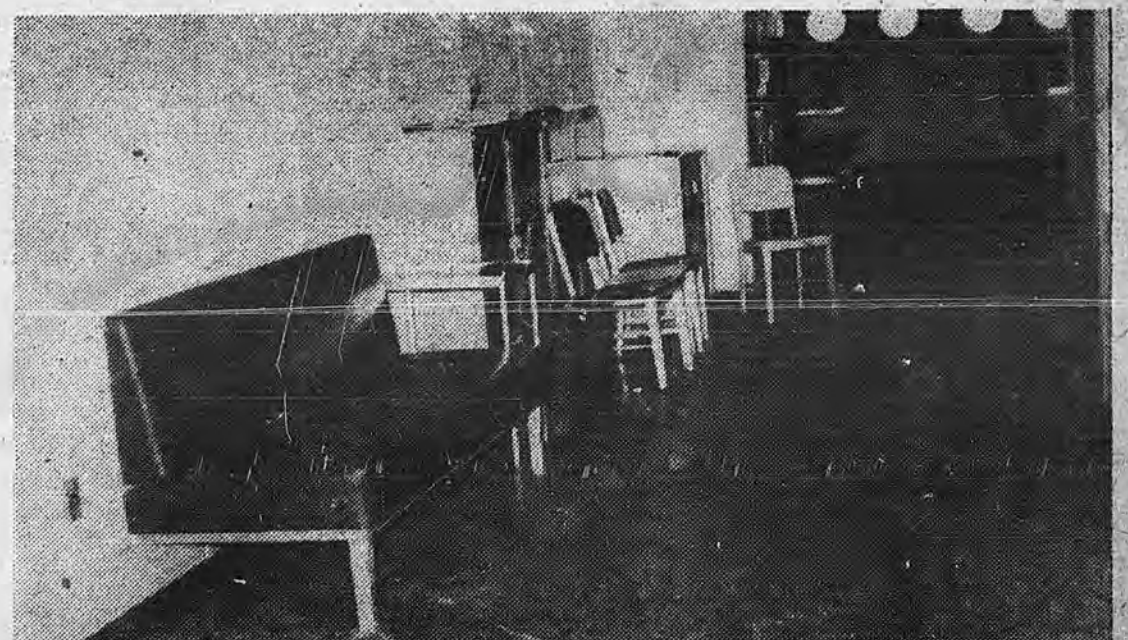
3. Okay, brother, you're almost finished! That man putting his name on the dotted is a member of the Del Mar's Deck Gang. He's signed off articles and he's ready for Freddy (the guy with the cabbage, of course).



4. Just ahead of that Deck Gang man was Richard S. Fuller, an AB. When he puts the pen down he'll begin counting his wages, so he can check any errors immediately. The guy who said, "It's never too late," was talking through his great big hat if he thought it applied to payroll mistakes. Anyway, Brother Fuller found all his folding money in the proper amount.



5. One more thing on the order of business—dues payments to keep the Union in going shape so the SIU can continue to lead the way in meritime. Above, Brothers P. R. Callahan (left), FOW; and John Newman, AB, as they waited for their dues payments to be stamped in their books.



6. All's quiet now on the Del Mar, so it's easy to get an unobstructed view of a crew's recreation room. Each department has its own, like the one shown above. They're complete with radio, easy chairs, card tables, etc. Passageways around each recreation room house crew fo'les.

Well, that certainly looked like a pretty clean payoff, didn't it? Fact of the matter is the Del Mar pulled into New Orleans with hardly a beef aboard. New Orleans Port Agent Earl (Bull) Sheppard says that's how most luxury ships are coming in.

He attributes it to the fact that the men are becoming more and more accustomed to that type of ship and the SIU is developing a corps of passenger ship men.