

SEAFARERS LOG



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HOLIDAY GUESTS OF AFL MARITIME TRADES DEPARTMENT



Some of the 1,200 members of waterfront unions, AFL, CIO and independent, who attended the Thanksgiving party put on by the New York Port Council. For other pictures of the gala affair see pages five through eight.

Scheme For Navy To Run All Ships In Wartime Laid To Hungry Brass

By JOHN BUNKER

There has been a lot of talk in recent years about the Navy taking over the merchant marine in event of another war.

This talk comes partly from bureaucrats who would like to get their hands on anything that means more jobs and more power. It comes partly from Navy men who have the unexplainable assumption that the Navy has some magic power of super-efficiency for the merchant marine, having become so very, very perfect in its own domain. And, sadly, the argument is also advanced by some men in the

shipping industry itself who overlook the fact that once the Navy took over it would be in shipping to stay; red tape, bureaucracy, gold braid and all.

This idea of the Navy taking over the merchant marine would be sort of laughable if it wasn't that there is a good possibility of it being done if and when the nation is faced with another emergency. A lot of propaganda has been fired in that direction.

The chief argument advanced by those who propose such a scheme is that Navy management would mean more efficiency.

That's where the laughs come in, for Navy operation of the merchant marine would result in something which, by any standards of private ship management, would be anything but efficient.

Here's just a sample why:

To run 4,000 freighters on the scale that private companies ran them from 1941 till 1945, the Navy would have to enlist 1,000,000 extra men for sea duty, besides the horde of Waves, yeomen, ensigns and Lt. commanders for the shore-side "brief case brigade."

This is no exaggeration.

Under civilian management and with merchant crews, an average size freighter like a C-2 takes a complement of from 40 to 45 men. Under Navy management the same kind of vessel would require as many as 300.

The big difference in manning can hardly be attributed to increased efficiency.

The writer was recently aboard a Navy transport of this class which had a crew of 250. Her

officers excused the sorry look of the vessel by saying they were short of crew. Such a ship, they averred, should be given at least 300 or more. For why? To fall all over each other, no doubt.

A good crew of merchant seamen on a C-2 can keep her shipshape and Bristol-fashion day in and day out in any kind of

(Continued on Page 15)

ILA Wins Beef; Ships Moving On East Coast

Victorious in their two-and-a-half week strike against East Coast waterfront employers, 45,000 members of the International Longshoremen's Association began to work the ships again this week in ports from Maine to the Virginia Capes. Jobs for seamen were on the board again.

Pressured by the strike action, the stevedoring companies substantially upped their earlier "final" wage offer, broadened vacation eligibility rules, and agreed to install a welfare system in the industry by January 1.

The employers, working through Cyrus Ching, chief of the Federal Conciliation Service, presented the new proposals to the ILA's Negotiating Committee on Thanksgiving morning. ILA officials then brought a copy of the terms to the SIU's A&G Headquarters in New York

preparation and distribution of the ILA's bulletin announcing the employers' offer and other bulletins was in line with the traditional relations between the two unions. They have assisted each other in many past beefs.

Throughout the strike, the (Continued on Page 15)

ITF Sets Date For Panamanian Ship Boycott

Maritime trade unionists in the International Transportworkers Federation, representing thirty-five nations, voted last week to boycott permanently ships transferred to Panamanian and Honduran registries by international shipowners.

Adopted at a joint conference of the International Labor Organization and the ITF in Geneva, the long discussed plan to halt the transferral of ships from countries paying high wages and requiring strict safety regulations will go into effect May 1, 1949.

Panamanian and Honduran ships hitting countries which are members of the ITF, and this includes all the major maritime nations, will receive the full effect of the boycott.

Effective action on the boycott will not begin until May 1 so as to allow seamen and officers to pile off the ships due to be hit. In the meantime, the ITF is compiling an up-to-date list of ships against which action will be taken.

On the West Coast, the CIO longshoremen have signed a pact with the operators. However, shipping is still tied up pending settlement of final details between the Pacific seagoing unions and the operators.

where a summary of the agreement was printed by multilith for distribution up and down the coast. SIU couriers delivered copies of the summary to ILA centers in the outports.

BACK ON JOBS

On Saturday, ILA members in all ports voted their acceptance of the new proposals, only four locals out of 71 finding serious fault with them. On Sunday morning, about 2,500 longshoremen in New York and hundreds in other ports began working perishable cargoes at the new overtime rate. On Monday morning there was a full shape-up, with most of the men getting jobs.

The SIU's participation in the

BREAKING THE GOOD NEWS



When the waterfront employers capitulated to the AFL International Longshoremen's Association, representatives of the ILA met with members of the SIU's Emergency Strike Committee to discuss distribution of an announcement of the new terms and how best to defeat commie attempts to foul up the beef. Left to right, seated: Joseph Manginelli, ILA; Harry Hasselgren, ILA Secretary, and Dave Roche, ILA. Standing, Paul Hall, SIU A&G Secretary-Treasurer and Lloyd Gardner, SIU Philadelphia Port Agent.

Pay-Up Time

Payoff time is the best time to meet Union obligations, such as the \$10 General Fund Assessment adopted by the membership in the recent referendum.

That assessment goes into your Union's General Fund, from which routine operating expenses are met. The wisdom of the membership's decision is borne out by the fact that despite a three weeks halt of shipping due to the ILA strike, Union services and functions continued uninterrupted. Some facilities, such as entertainment, were actually stepped up.

We're in the best financial shape we have ever been in. Do your part to keep it that way by paying up your assessment now.

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Real Brotherhood

It was a gratifying sight to see some 1,200 waterfront workers from all unions joining in the Thanksgiving Day festivities sponsored by the New York Port Council of the AFL Maritime Trades Department.

Invitations to the affair were distributed up and down the waterfront to all hands, regardless of their union affiliation. And the men who accepted the MTD's hospitality came as individuals not as "official" representatives.

They came for a good time, nothing more. There were no speeches. There was just good waterfront fellowship. The atmosphere was one of dignity and mutual goodwill.

Had it not been for the table placards indicating the various union members invited, an observer would have thought those present were all from one organization.

Everyone agreed that the sponsoring AFL unions of the New York Port Council had a worthwhile idea. Guests interviewed by the SEAFARERS LOG were unanimous in voicing their appreciation for a fine Thanksgiving Day that otherwise might have been pretty gloomy for many.

Almost all asked, "Why couldn't we get together like this more often?"

To the man, they declared that the sponsors had provided a wonderful opportunity for the promotion of better understanding and good will among all maritime workers.

The men from the several organizations found through the act of rubbing elbows at the dinner table and the movies that they had many problems in common, and that real brotherhood is possible among all maritime workers.

A word of thanks is due to the following AFL unions who made this splendid holiday possible:

Teamsters Local 202; International Longshoremen's Association; Radio Officers Union; American Merchant Marine Staff Officers Association; Marine Division, ILA; Masters, Mates and Pilots; Sailors Union of the Pacific, and the Seafarers International Union, Atlantic and Gulf District.

Nice Going, ILA

The men of the SIU, A&G District, are mighty happy to doff their white caps to the men of the International Longshoremen's Association for a job well done.

Winning their strike was no small task. The commercial press, taking the cue from the labor-hating Hearst papers, tried to turn public opinion against them, by emphasizing the purely temporary loss of business in East Coast ports while ignoring the fact that a longshoreman has as much trouble these days getting up the scratch to pay the landlord and the grocer as anybody else.

In spite of all the propaganda in behalf of the employers, the dock workers held fast. They let the employers do the yielding. As a result, they obtained the best longshore contract ever drawn.

The men of the SIU, A&G District, are glad to have had the chance to support their Brother unionists of the powerful AFL Maritime Trades Department.

In fact, the solidarity at the point of production displayed by our two organizations made it possible for the ILA to tie up the coast completely without establishing a single picketline.

Nice going, ILA.

Who said we could
not get together?!!



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.

BOSTON MARINE HOSPITAL

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

MOBILE MARINE HOSP.

C. OLIVER
A. SMITH
C. HAFNER
J. W. CARTER
S. P. MORRIS

NEW ORLEANS MARINE HOSP.

J. N. HULL
S. C. FOREMAN
A. N. LIPARI
R. MALDONADO
J. ASHURST
J. DENNIS
P. L. SAHUQUE
C. VINCENT
N. S. LARSSON
G. R. ROTZ
G. O'ROURKE
O. HOWELL
V. P. SALLINGS
H. C. MURPHY
A. WARD
J. L. GREENE
J. MAHONEY
W. L. RICE

C. GASKINS
P. PEREZ
G. MALONEY
A. THIBODAUX
J. HARRIS
J. WATLER
N. ROMANO
J. B. MARTIN
A. BAUM
S. LeBLANC
E. LOOPER
L. MIXON
J. BRANDON

STATEN ISLAND MARINE

F. CARDOZA
A. CASTILLO
C. B. SHIPMAN
J. N. RAYMOND
J. N. McNEELY
LARS LARSEN
A. NORMAN
WILLIAM HUNT
THOMAS VELEZ
J. N. WOOD
M. J. LUCAS
E. C. EATON
N. H. LUNDQUIST

BALTIMORE MARINE HOSP.

R. FREY
R. N. KELLY

Hospital Patients

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

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

Staten Island Hospital

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

Tuesday — 1:30 to 3:30 p.m.
(on 5th and 6th floors.)

Thursday — 1:30 to 3:30 p.m.
(on 3rd and 4th floors.)

Saturday — 1:30 to 3:30 p.m.
(on 1st and 2nd floors.)

G. GASE
J. FITZSIMMONS
M. R. KENAN
R. MOACK
F. BECKER
R. PURCELL
C. SIMMONS
J. CHIORRA
J. D. CARROLL
E. C. BLOSSER
J. L. MILLER
E. C. LAWSON
R. WATERS

MEMPHIS HOSPITAL
JOHN B. HEGARTY

GALVESTON HOSPITAL
NICK NIKANDER
J. GIVENS
R. HUTCHINS
L. MCKRANE
C. ATHERIVE
S. ZEIRLER

Why Do We Help Other Unions?

By STEVE CARDULLO

Over the past few years Seafarers have been on the receiving end of a first-rate education in trade unionism. To get it, they haven't had to reply overmuch on the Organizers' Handbook either, for they have been obtaining their learning on SIU, A&G, picket-lines in strikes up and down the coast.

Some of these beefs have been our own. But many of them have been the beefs of other unions, CIO unions as well as AFL unions, small unions as well as big ones. And thereby lies the point of this article for the beefs in which the SIU has been involved, especially those of other unions, have been the subject of fore-castle discussion on SIU ships around the globe.

In the shipboard bull sessions, some of our members, most notably the younger ones who have not spent much time in the trade union movement nor had much time to reflect upon its nature and significance, raise this question:

"Why in hell are we always helping some other union?"

OLDTIMERS KNOW

This is a question any oldtimer could answer easily enough. But for the benefit of the late-comers, who have had little experience in direct or supporting strike action, let's get the answer down right here in black and white. Let's look at the record and see just why in hell we are always helping other unions in their beefs.

Actually the answer is simple enough: As members of the SIU we are part of the whole labor movement. We are part of the whole body of workers, and we are related to every other part. We cannot afford to be cut or to allow others to be cut off. The whole movement might bleed to death.

To bring the story back to the waterfront, let's get out the history book. American seamen have had unions for many years. But back in the old days, the real old days, seamen held themselves apart from the rest of labor. Perhaps, as seamen, they felt that they were different from workers ashore. Not better or worse, but different. Whatever their reason, the fact that they had made a mistake in isolating themselves became tragically apparent during the great strike of 1921.

The 1921 strike—actually it was a lockout—was a terrible defeat for seamen. The shipowners smashed their organization, cut their wages to a pittance and destroyed such conditions as they had gained during World War I. Loss of the beef ushered in the darkest period for American seamen in modern times.

Yet, the strike might not have been lost had the seamen been following a policy of participating in the trade union movement ashore. Their own isolation cost them the support of shoreside organizations that



might have turned the tables on the owners. Nobody ashore knew the seamen or their problems. As a result, no unions gave them any help. And a tremendous amount of ground was lost which had to be regained many years later in a series of bitter struggles.

DIFFERENT STORY

By 1934, the seamen had achieved somewhat closer relations with their fellow unionists ashore, and the new status paid off. The great 1934 strike might also have been lost except for the fact that West Coast locals of the Brotherhood of Teamsters stepped into the picture to give striking seamen and longshoremen all out support. It was the truck drivers' help which won the strike. And if you don't think that the 1934 strike was one of the most important beefs in maritime history just remember this: It was as a result of the 1934 strike that seamen eventually got the Hiring Hall, the hard, indispensable core of maritime unionism.

However, the lesson of the need for cooperation with other unions was imperfectly learned by the seamen. In 1935, a year after the 1934 strike, they lost the West Coast tanker strike because they built a wall around themselves. They communicated with nobody. Consequently, nobody knew much about their problem or their aim, and nobody gave them a hand.

Steve Cardullo is serving, at present, as Headquarters Representative of the SIU, A&G District. He has had wide experience in various union capacities on all coasts.

Let's skip 10 years and come up to 1945. By that time, the SIU, A&G District, which had been founded in 1938, knew the score. Seafarers had learned that the way to assure the march of labor including the SIU was to promote inter-union cooperation whether between affiliates of the same union or among different unions. If one week they helped—say—the Taxi Drivers Union, the next week the cabbies would help them. It was both a very practical matter, and an expression of the brotherhood of all who work for a living.

In that year, 1945, the SIU, A&G instituted a concrete program of helping other unions when they asked for assistance, of learning their policies and understanding the obstacles they faced. This program has paid off immeasurably. For one thing it has created a host of warm friends for the SIU among unions which never would have known of our existence. Seafarers have walked in their picketlines and given them a hundred other services which spelled the difference between victory and defeat on more occasions than one. Those friends have been good friends in our own times of need. Our friends helped us win the 1943 General Strike—not to mention the Isthmian Strike of 1947. Both would have been tough without them.

Take the 1946 General Strike when we forced the Wage Stabilization Board to recognize the pay increase the SIU had negotiated with the shipowners. It was in this strike that the powerful AFL Maritime Trades Department, which the SIU had been instrumental in founding, swung into action. All AFL maritime workers, teamsters, longshoremen, tugboatmen, ship's officers, stood shoulder to shoulder in all ports on all coasts in the battle against the bureaucrats. The Maritime Trades Department was scarcely a month old, but it was to demonstrate the value of inter-union cooperation as clearly then as it did just last week in the ILA beef in North Atlantic ports.

FRIENDS RESPOND

Other unions followed suit. In Boston, the Hoisting Engineers refused to work colliers. In Baltimore, the Taxi Drivers cooperated with pickets. In Philadelphia, the AFL Central Labor Union provided a mobile canteen. In other ports on all coasts the picture was the same.

A charter airline run by ex-GIs placed a plane at the SIU's disposal to transport men wherever they were needed. The same company also donated a limousine for the same purpose. Forthcoming from unions, restaurants, ginmills and other friendly outfits were food, medical aid and other contributions of goods and services. The United Mine Workers' President, John L. Lewis wired, "If you need money, advise me." President William Green of the American Federation of Labor pledged all out support. Foreign seamen and longshoremen offered their backing. Does anyone still wonder why in hell we help other unions?

After the 1946 General Strike, the SIU stepped up its program of helping out in the economic beefs of brother organizations. When the CIO Shipyard Workers struck the yards of the Bethlehem Steel Corporation on June 26, 1947, Seafarers went out to the picketlines. The strike lasted until November 16 of that year, and many an SIU member got sore feet walking the entrances to the struck plants, most of which were near Baltimore and New York. The Shipyard Workers won their beef, and SIU assistance was a major factor in the victory. This the Shipyard Workers were happy to recognize. "You may count on us for support at any time and any place," wrote their director of organization when the strike was over. This year the shipbuilders presented the SIU, A&G District, with a handsome plaque commemorating the help the union seamen gave them. However, the Shipyard Workers had already returned the favor in considerable measure while their own strike was still in progress.

BOLD STROKE

In August 1947, the SIU, A&G District, struck the Isthmian Steamship Company the last of the big open-shop outfits. This was one of the boldest strokes, perhaps the boldest, in the history of maritime labor. Isthmian had been struck before and had successfully rebuffed every union which had tackled it. No Isthmian ship ever had been tied up for any longer time than it took the company to fly in a plane-load of flinks to man it. The SIU knew what it was doing, nevertheless. Our strike was the climax of an intense two-year organizing campaign, and we

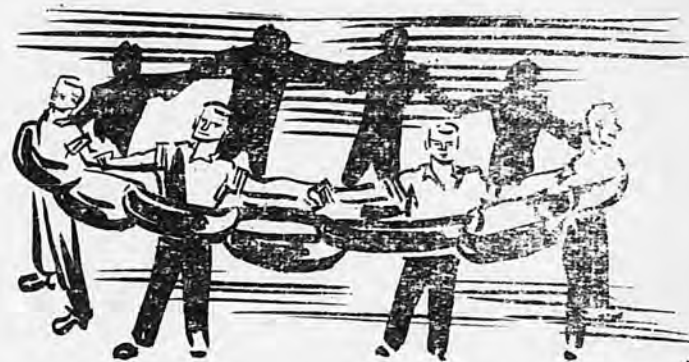
had won an NLRB election. But we were glad to have some help from the outside.

Every Isthmian ship lying in or hitting an American port during the nine days the strike lasted was tied up tight. Finally the proud company gave up and cried "Uncle." Isthmian became SIU—to the amazement of the entire maritime industry including unions and employers, American and foreign alike, for Isthmian's anti-union bias was known around the world.

It was a tough beef. Every Seafarer who was in it knows how tough it was. When it began, the shipyard workers pledged support. What was more, they backed up their words with deeds. Isthmian had several C-3s in drydocks at yards where the CIO men had contracts. Anxious to show their gratitude for what the SIU had done for them, the workers in these yards refused to touch an Isthmian ship until the strike was over. It stands like this one taken by the Shipyard Workers which assured our victory.

GREAT PRESTIGE

Since then, the SIU has helped many unions, among them the Farm Workers in California, the Hat Workers in Montreal, the Bakers in New Orleans, the Jewelry Workers in New York, the Shipyard Workers in New Jersey, the Transit Workers in New York, the Restaurant Workers in Philadelphia, the Airline Pilots in Norfolk and other points, the United Financial Employees in New York and the Longshoremen in their



East Coast strike which just ended, and in Puerto Rico and elsewhere on other occasions. This is by no means a complete list, but enough are mentioned to convey the idea.

Most of the unions who have come to us for assistance have been brother affiliates of the AFL, but the SIU, A&G District, has never balked at helping a CIO or independent union, so long as the latter had a legitimate economic beef. However, we have drawn the line at getting mixed up in political actions. For political actions read "commie tricks," and remember that the SIU fought the commies for years while other people were playing ball with them.

Out of this policy of helping other outfits, the SIU not only has received telling aid in its own disputes but has gained enormous prestige throughout the labor movement. A case in point is the Wall Street Strike of last spring. As a result of our activity in behalf of the viciously exploited white-collar financial workers, the SIU became known from coast to coast, and received messages of acclaim from unions all over the country. In Wall Street itself, stock brokers still shudder when they see a white cap.

SOUND PRINCIPLE

The type of support given by the SIU, A&G District, to other unions is in direct contrast to the kind of support commie outfits are forever handling out. The commies take advantage of a situation to further whatever the commie line is at the moment. On the other hand, the SIU steps into a situation to further the principles of trade unionism. This means that the SIU is anxious to improve the economic lot of any union it assists in a beef. We feel that in addition to there being a Brotherhood of the Sea there is a brotherhood of the land—and in these modern days a brotherhood of the air, if our helping hand to the Airline Pilots is counted in. In short, we feel that there is a brotherhood of all workers, and that an injury to one is an injury to all.

This belief is manifested in the powerful Maritime Trades Department of the AFL. So firmly established is this creed among maritime workers, on the East Coast at least, that the International Longshoremen's Association, which belongs to the MTD, was able to strike every port from Hampton Roads, Virginia, to Portland, Maine, for 18 days last month without sending out a single picket. Yet, not a ship moved. It was the first time in maritime history that a strike has been won without pickets—or without broken heads, for that matter.

In the old days, sailors worked when longshoremen struck and longshoremen worked when seamen hit the bricks. In other days there was bloodshed. On more

(Continued on Page 15)

Return Of MV Ponce May Give Boost To San Juan Shipping

By SAL COLLS

SAN JUAN—As far as shipping is concerned in this Port, we can sum it up in two letters NG—no good! There are no more Bull Line ships scheduled in from the Atlantic Coast this week. As everyone knows, the Longshoremen's strike has tied them up tighter than Isthmian overtime.

However, the SS Jean is expected in from the island of Santo Domingo along toward the end of the week. She left the States before the strike hit. From the Mobile-New Orleans area comes the Waterman Wild Ranger. Things generally run pretty smooth aboard her. We don't expect to send more than one or two replacements to her at the most.

From letters received by members around the Hall, we gather the MV Ponce will be in San Juan some time this week. If so, she will save us from having to report a slow week. The Ponce has been out on a good trip and she should take a gang of the beachcombers off of our hands. Many of them have been awaiting her return for a long, long time.

DUSTY CARDS

Their shipping cards are dusty enough now to make the jobs when and if they happen. Frankly we'll sort of hate to lose these Brothers. They're a spirited bunch and keep the Hall alive and the center of heated discussions on almost every subject under the sun—especially about girls and ships, in the order named!

All in all it has been more than usually quiet on the San Juan waterfront, except for one incident which most certainly bears repeating here. We had no sooner finished reading Brother Volpian's fine article in the November 19 issue of the LOG on bucko Mates and how they

might be effectively exterminated without the use of DDT, when, lo and behold, one such character fell right smack into our lap!

He happened to be the Second Mate on the Bull Line scow, Hilton. The charges the members of the Deck Department drew up against him read like those on one of Hitler's henchmen at the Nuremberg Trials.

SNOOPER

Among other things, he was a snooper, a blow-hard, a user of foul language when addressing members of the crew, the tenth AB on deck, and he had even threatened to throw the Carpenter overboard to boot!

Well, something had to be done and to be done quick. And to make a long story short, something was done. With the cooperation of the Bull Line Steamship Company and the U.S. Coast Guard, this would-be Bligh was put on the beach where he belongs.

And that, Brothers, represents justice 1948 style! A long way from the justice in vogue a scant hundred years ago when flogging was the usual reward for having your pigtail with one knot too many, and when it was always a mad rush to see who would get what chow there was—the crew or the cockroaches.

We have come a long way since those days. Let's keep what we have fought for and earned!

SIU Bosuns

Several crews have reported that some men are sailing Bosun only because of the wages, and show none of the cooperation required of men holding down that rating. Several instances have been reported on ships operating from Puerto Rican ports.

An SIU Bosun is a man who works with the crew. Your Union battled hard to have the Bosun—not the Mate—handle the job. If you ship as Bosun, you are to work as a conscientious Bosun should. If you can't, or won't, work with your shipmates, don't take the job.

Mobile Shipping Continues Slow

By CAL TANNER

MOBILE—Shipping continued slow during the last week with a total of ninety-two bookmen and seven permits shipped. There were three payoffs and two sign-ons including one with continuous articles.

Ships paying off for the week were the Corsair, and Pilgrim of Alcoa, and the Beauregard and Morning Light of Waterman. Sign-ons were the Warrior and Beauregard, with the Morning Light and Iberville on continuous articles. Ships leaving Mobile this week were headed for Puerto Rico, Japan, Korea, Greece, Italy, Turkey, Germany, Belgium, the Netherlands and the bauxite run. All payoffs and sign-ons were smooth.

Minor beefs were settled on two transit ships—the Steel Vendor and the Steel Chemist of Isthmian.

Waterman has two C-2s ready to go into the Coastwise run when the ILA strike is settled, and another two will go into this service at weekly intervals. It looks as though the shipping will continue slow for the following week, with neither major companies having anything to speak of scheduled.

The membership has ruled that dues and assessments are to be paid at the port of payoff. This should be done aboard ship at the time of payoff while the Patrolman is aboard.

It is hard to see how a man can fail to do this at the proper time, unless he intends to default on his obligation to the Union. For infraction of this rule a permitman may lose his permit, and a bookman stands the likelihood of a \$25 fine.

Some men take their money and pile off the ship without squaring up their account with the Patrolman, who is the Union's representative aboard ship. Such men can have very little regard for or interest in their Union.

For the information of the

new men, as well as a refresher to oldtimers who seem to forget this now and then, the Patrolman can be found in the crew's messroom during the pay off. A man need not go to the trouble of looking around the ship, and then claim that the Patrolman was not aboard. This is a very poor excuse and cannot be accepted as reason for not paying the fine exacted for this offense.

If, however, you should ever pay off a ship without a Patrolman aboard—and this very rarely happens—stop in at the nearest Hall before going anywhere else and get squared away. This will save you from appearing as a free-loader. There is an SIU Hall in almost all ports where SIU ships pay off. If not head for the nearest Hall.

AROUND THE PORTS

Shipping In NY Resumes With A Bang

By JOE ALGINA

NEW YORK—This port like all the rest along the East Coast, is back in full swing now that the ILA membership has won its strike. Seafarers here are returning to the ships they left when the strike began, and men are being dispatched to vessels loaded since the end of the strike.

The week not only saw the movement of many men back to the ships but also saw the arrival of a good number of vessels in for payoffs. If they take cargoes and call for crews, the upsurge in shipping should continue into next week.

The ships paying off here this week are the Raphael Semmes and Governor Groves, Waterman; Steel Worker, Isthmian; Carolyn, Frances, Beatrice and Suzanne, Bull; and the Locksley and Goodfellow, Robin. Two additional payoffs were the Seatrain New York and Texas.

Patrolmen back on the waterfront after the strike layoff found

most of the arriving ships in good shape. Minor beefs were found, to be sure, but all of them were disposed of in short order.

CREW SETTLEMENT

A beef on the Locksley, settled by stiff fines at shipboard meetings, deserves a few words of print. It seems that men on the Locksley, and other Robin ships, too, have been missing the ship while in Southeast African ports. These aren't accidental misses, the men have been having too good a time ashore and just didn't bother to return to the ship, figuring they'd pick it up in the next coastal port.

It's a bum practice and one that should be halted. The Locksley crew did the right thing when they hung stiff fines on the offenders.

By cracking down on this practice the crews show that they are desirous of keeping their ship in order. It shows, too, that they intend to live up to the contract, just as they ex-

pect the company to do. If stiff fines don't curb this practice, crews shouldn't hesitate to bring charges against such characters.

On balloting:

Occasionally men, returning from long voyages, have complained that they believe it unfair that they were unable to vote on an assessment. The answer to these brothers is that it is impossible to keep the ballot boxes open until all brothers vote as that would mean waiting as long as a year. However, in the usual voting period the great majority of the membership get a chance to vote and those not voting would not influence the results.

FEW MISS VOTE

Men from most ships hit port during a voting period and have their say, it's only a small minority that misses out. There is, however, compensation in the fact that if one misses voting in one referendum, he usually is around for the next one.

Another matter—one that also brings occasional beefs—this time from the Patrolmen, is that of men who want to skip paying their dues and assessments at the payoff as they prefer to pay up in their home port. This is a constant pain in the neck to Patrolmen. The dues and assessment go to the same Union and serve the same purpose regardless where they are paid.

Patrolmen paying off a ship like to bring the membership up to date in dues and assessments. Having to impress upon members the pointlessness of paying dues in their home ports takes up valuable time, both for the Patrolmen and the crewmembers. The time to pay up is at the payoff. The result is the same no matter who handles the payments.

While on the subject, the Patrolmen also find that men aren't aware of the various assessments: AOA, Strike, Building, etc., and it takes a lot of explaining to show these men the score. This is a matter in which no Seafarer should be in the dark. It's been explained over and over again in the cases of old, established assessments. But if a man doesn't know about a recently adopted assessment he should check the LOG.

DO THE JOB

Now that shipping is back on a normal plane, men shouldn't have too much trouble shipping in the rating they desire. However, when a slack period comes along it is not unusual for ABs and black gang men to take jobs as Messmen. Unfortunately, when these men go aboard the ships they tell the rest of the galley gang that they're only doing this for one trip and don't care for the work.

It's tough that these men have to ship out of their ratings, but at the same time, no matter what job they take, they are expected to do the job to the best of their ability. They signed on as Messman and it's their job to do the Messman's work.

Weather Rugged, But Shipping Is Good, New Orleans Reports

By EARL (Bull) SHEPPARD

Things are still in the groove down here in the Crescent City. Only such things as the weather are not as bright as the name implies.

Sure thing, Brothers, old mother nature has once again hit us with a deluge, and one's thoughts turn to foul-weather gear, canoes, ducks, geese, and all the feathered fowl that have arrived here. As soon as the beasts of the hair-covered type start arriving, we are going to start building our arks. I wonder how Noah managed that contraption.

Shipping picked up as predicted here last week, though there is a lull this week with only three payoffs and six or

eight sign-ons. All in all, though, shipping looks a helluva lot brighter than the weather, and will, beyond a doubt, hold its own or improve for the next month or so, at the very least.

VERY MILD

We've noticed several oldtimers from up yonder snowball way. All seem to have South America on their minds—it seems that the yaps Salty Dick, "Whitey" Tannehill and others tell must be taking root. Anyway, some of the Brothers want to go down there and see for themselves. Moreover, it's all true fellows. The senioritas (I am told) all look like they were just stepping out of a Hollywood studio and are as friendly as Persian kittens. As Arthur Godfrey would say about Chesterfields, "they're mild too!" My wife reads this, Brothers, so I'll stop right here!

Balloting continues briskly with all hands taking an active part in getting the vote out. The slogan adopted around here is: "Vote now or hold your peace for another year at least!"

STRIKE NOT FELT

The Longshoremen's strike on the East Coast did not affect the Port of New Orleans except for the Seatrain. The Seatrain New Jersey has been tied up here for two weeks. However, the company did not lay the men off, and may shift the New Jersey to the Havana run and temporarily lay up the Seatrain New Orleans, since the New Jersey is the faster, better and newer ship. We also understand that Waterman stopped her coastwise trade run for the strike's duration; but they kept on full crews.

MTD Port Council Is Thanksgiving Host

1,200 From Maritime Unions Enjoy Gala Dinner In New York

NEW YORK—You couldn't have done better at the Waldorf for 20 bucks a plate!

There was celery soup. There was turkey with trimmings. There were mashed potatoes with rich gravy, green vegetables, salad, celery and olives. There were apple, mince and pumpkin pies—and even lemon meringue pies for those who didn't go for traditional holiday fare. To wash everything down, there were steaming hot coffee and as much ice-cold beer as you wanted. Even the cigarettes were on the house.

AFL PARTY

This was the Thanksgiving Dinner put on by the AFL Maritime Trades Department at Headquarters of the SIU Atlantic and Gulf District in New York.

Invited were all maritime workers, regardless of union affiliation, idled by the longshore strike. And some 1,200 Seafarers, Longshoremen, Purser, Radio Operators, NMUers, CIO Marine Cooks, SUP members, Tugboatmen, independent Marine Firemen, Masters, Mates, CIO Engineers and Teamsters accepted the invitation.

Their union credentials were

their admission tickets. Even some lonely men from the Army Transport Service were made welcome.

Representatives of the unions affiliated with the MTD's local port council conceived the idea when they realized that Thanksgiving was going to be a gloomy holiday for hundreds of strike-bound maritime workers. So they got to work.

They planned a sumptuous holiday meal, with entertainment to round out the day. Invitations were distributed up and down the New York waterfront.

Joining the waterfront unions in putting on the highly successful affair was Local 202 of the Brotherhood of Teamsters, whose members drive produce from the docks to market.

SPONSORS

Signing the invitation to the dinner were: Joseph H. Papa, President of Local 202 of the Teamsters; Joseph P. Ryan, President of the International Longshoremen's Association; Captain Bill Bradley, President of the ILA's Marine Division; Thomas Hill, New York Agent, American Merchant Marine Staff Officers Association; Fred Howe, New York Agent, Radio Officers

Other Parties

Maritime workers in New York were not the only ones to enjoy Thanksgiving dinner. Accounts of parties in other ports are coming into the LOG telling of holiday festivities along the waterfront. Since these reports were incomplete at press time, they were not included in this issue. If full details are available next week, the LOG will carry the story—with pictures if possible.

Union; Morris Weisberger, New York Agent, SUP; and Paul Hall, Secretary-Treasurer, SIU A&G District and Chairman of the New York Port Council of the Maritime Trades Department.

The entire operation was manned by members of the sponsoring unions. New York Patrolmen Ray Gonzales and Bennie Gonzalez headed a staff of crack SIU Stewards Department men who purchased, prepared and served the bang-up fare.

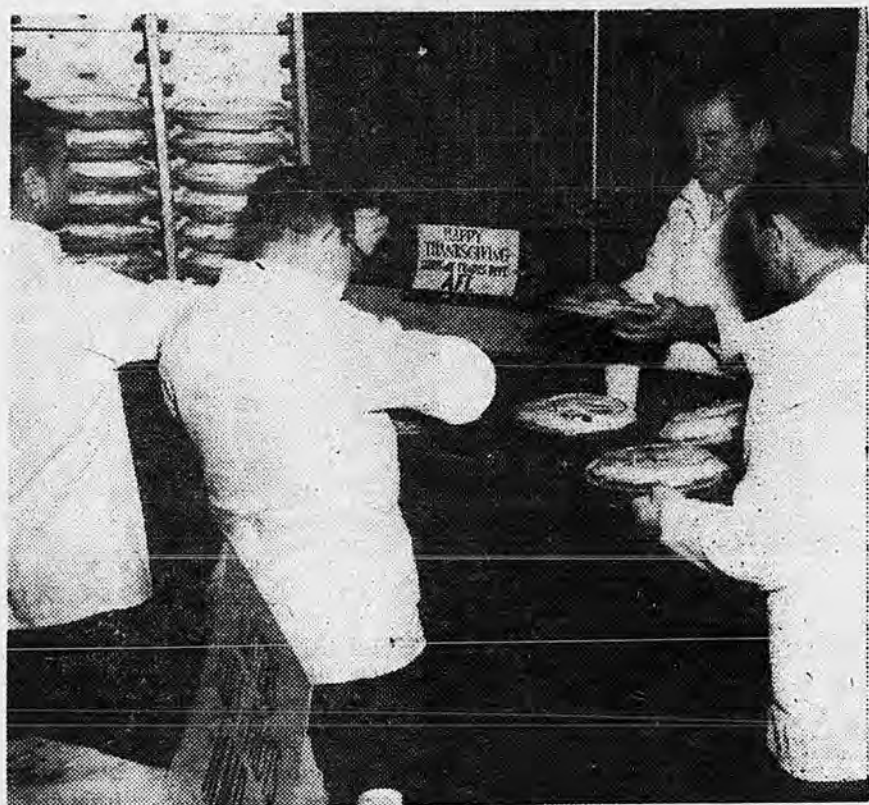
MOVIES, TOO

Before and after eating, guests relaxed on the third deck where they watched the telecast of the Penn-Cornell football game, and viewed two full-length movies plus short subjects.

STATISTICS: 1,200 pounds of turkey (contributed by Teamsters Local 202); 100 pies; 12 gallons of green peas; 7 gallons of asparagus; 300 pounds of potatoes; 2 cases of cranberry sauce; 2 cases of celery; 2 gallons of olives; 6 cases of oranges; 3 cases of apples; 50 pounds of assorted nuts; 160 loaves of bread; 75 pounds of butter; 5 kegs of beer; 30,000 cigarettes.



Considerable credit for the first-class holiday dinner must go to Brothers Bennie Gonzalez (left) and Ray Gonzales—they're not related. They did a bang-up job preparing and roasting some 50 turkeys and supervising the menu. They were ably assisted by oldtimer David Heron, who looks on.



Pre-dinner activity revealed scenes like these. Brothers are cutting generous portions of delicious meringue and pumpkin pies.



Plenty of elbow grease was applied in the galley to keep it up to SIU standards of cleanliness. No one did a halfway job.



White-coated waiters moved efficiently as they set tables. Signs on tables indicate names of unions whose members partook of feast. There was a good turnout from every maritime union.



Paddy McCann was one of the hands who worked fast carving helpings of turkey in the galley.

Plenty Of Turkey And Trimmings For All



Ample seating accommodations were arranged for the 1,200 guests of the Maritime Trades Department. Above is a view of one of the three dining rooms in which the gala dinner was served.



These men were among the first to be served. Soup and the main course were served at counters. Appetizers, desert, beer and coffee were brought to tables by waiters.



This Brother kept the guests well-supplied with pie, ice-cold beer, olives, celery, bread, butter and the rest. No wonder all hands expressed a wish for another such affair.



H. H. Guenther (left) and Walter Gisczak announced their enthusiasm over the whole affair right from their table. They said they'd like to see it done more often.



None of the helping hands tackled his job more sincerely than Chief Cook Vesper Grover, who hopped tables. Grover said he enjoyed his job almost as much as he did eating the dinner.



Signs on tables only indicated the names of unions whose members had been invited. Men from all unions sat together at the same tables and the great majority thought it was a great way to become better acquainted.



Only thing the guests were asked to do themselves, was to discard their empty plates on the way out, as the Brother on extreme right is doing. Without a single exception, all guests complied with the request.

Holiday Guests Enjoy Cordial Service



Reading from right to left: stuffing, dark meat, white meat. The vegetables and the gravy were served from containers behind the counter. The portions were big, and everybody was welcome to "seconds"—and to "thirds" if he was that good a trencherman. There were no hungry men in the vicinity of Beaver Street when the feast was over.



Nobody could eat all that turkey without a little something to wash it down. These Brothers were kept busy rushing the growler, but there was enough beer for Seafarers and their guests to keep their cups full to the brim.



Crack SIU Stewards Department men like the ones pictured here put in a hard day's work. These Seafarers served as Messmen, and didn't find the time to eat until all the guests had finished.



One of the Stewards Department men who did a bang-up job serving his SIU Brothers and their guests.



The sign says ROU, but SIU members and their guests sat where they wished. Seafarer Mel Dorfman (right) declared: "The food was great, and it was served in first-rate style. I'll bet there isn't a man who wouldn't agree with me on this."

I know that a great many of the men who are here certainly would have gone without a Thanksgiving Day dinner if it hadn't been for the New York Port Council of the AFL Maritime Trades Department."

Movies, Smokes Top Off Day's Festivities

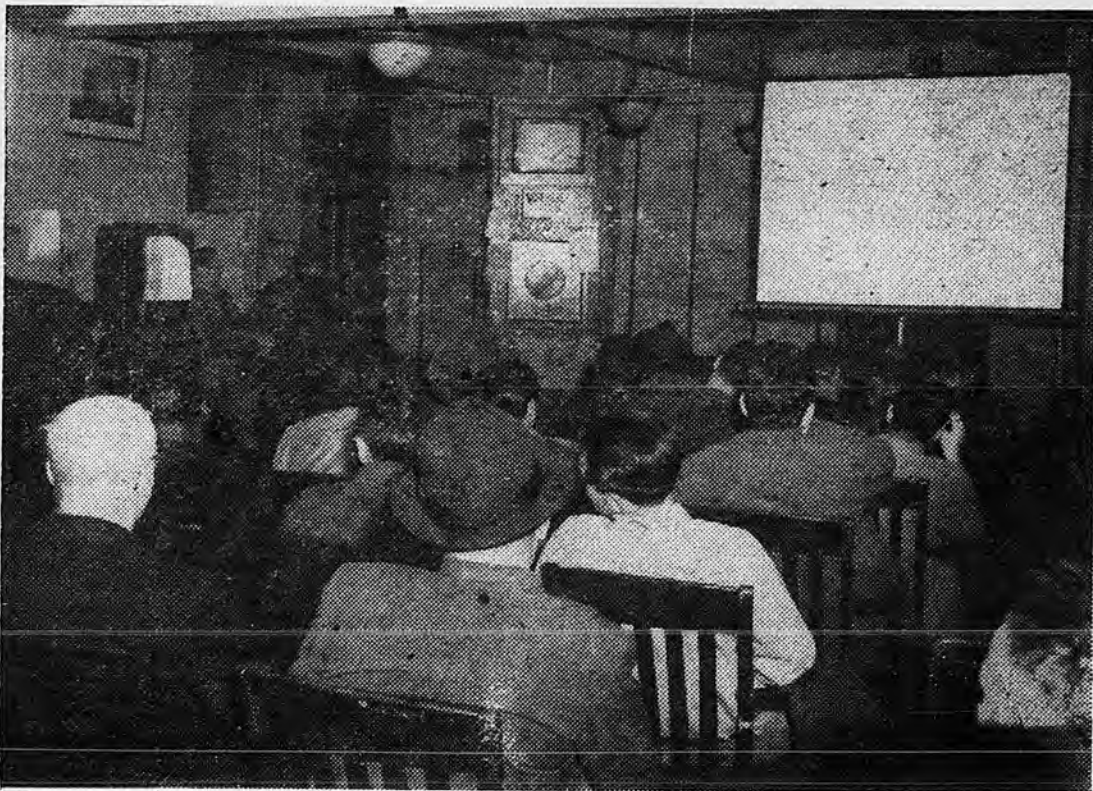


Before the festivities began, men from all the maritime unions gathered in Beaver Street waiting for the door to open. Union books were their admission tickets.

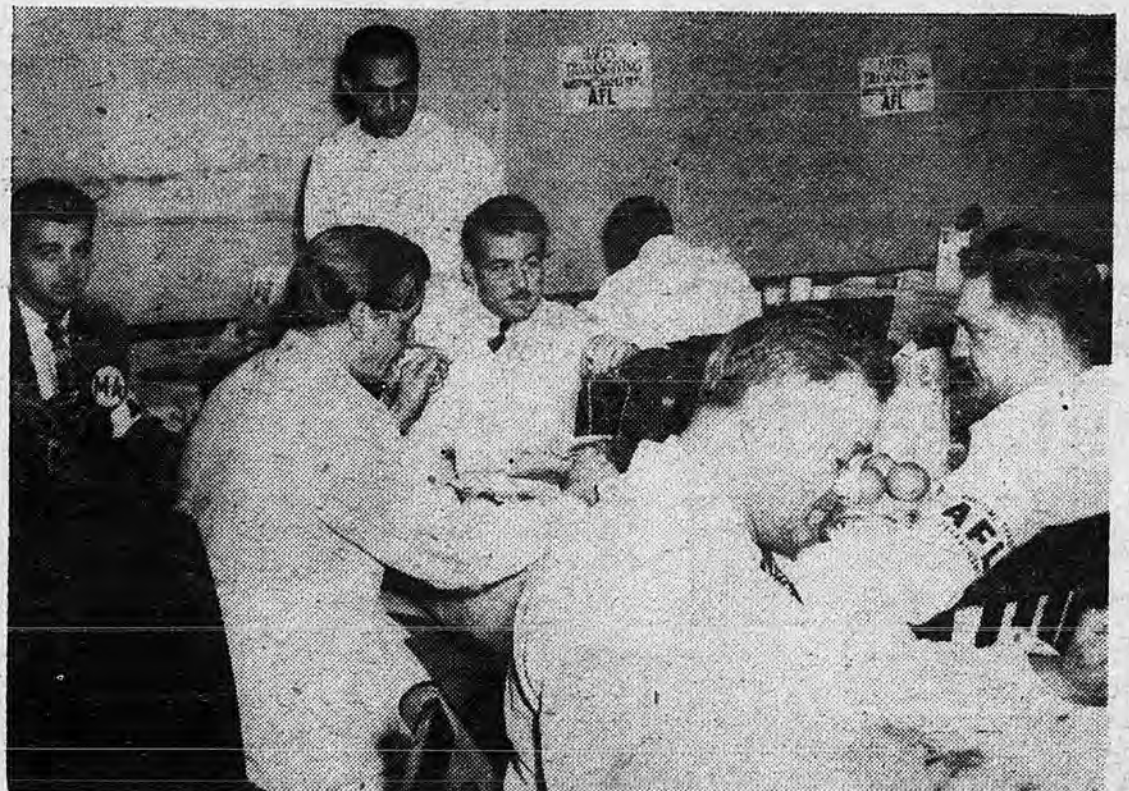


One time a man wants a smoke and wants it bad is after a good dinner. The Maritime Trades Department took care of this too, giving everybody a pack of cigarettes when he left the banquet hall.

Some 30,000 cigarettes were distributed to the guests, who could pick their favorite brands. This marked the end of the first phase of the festivities. There was plenty more to come.



After dinner, the guests went to the third floor to relax. They watched televised football games until the sound pictures got under way. Two full-length features headed the bill.



Tired but contented, these men have just served the last guests and are now getting a taste of the holiday fare themselves. Service at the Waldorf at 20 bucks a plate couldn't have been better.



Crowd of men in rear of photo above are waiting for elevator to take them to one of the three dining rooms. Brothers seated in foreground have

already eaten and are watching a football contest via television. It was a great day for all present.

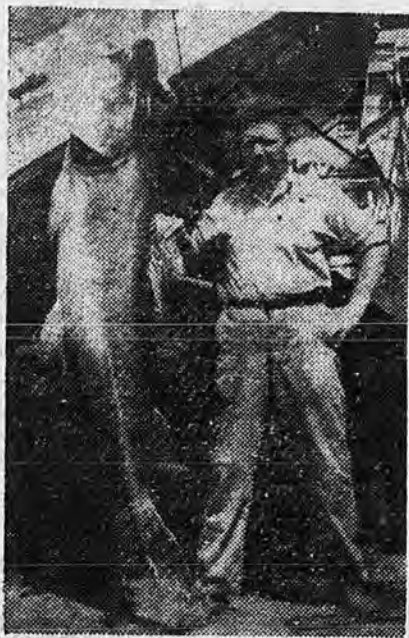


SHIPS' MINUTES AND NEWS

Representation, Spic And Span Hall Make NO Hard To Beat — Member

The New Orleans Branch settles beefs—and fast, stated Eddie Mooney, Passenger Steward, who was recently on the Alcoa Corsair. In New York after a quick trip up from the Gulf, he's loud in his praise of all SIU Branches, but feels the rep-

Diamond Hitched



Hitched by the Deck Maintenance of the Diamond Hitch, whose name wasn't given, was the 210-pound catfish shown. Catch was made in the Paranam River, Dutch Guiana during a recent trip south by the Alcoa vessel.

resentation the membership is getting in New Orleans just couldn't be bettered anywhere.

To bolster his claim, Brother Mooney gives an example.

Recently a beef was phoned into the Hall at five o'clock in the evening. The building superintendent and Patrolman closed the Hall and rushed right down to the ship. Everything was straightened out on the spot with no hangovers to foul up the trip.

Sailing in and out of New Orleans from July through October on the passenger ships, Mooney had plenty of opportunity to corroborate his favorable initial impression of the new Hall and its efficient operation. He thought it tip-top shape in the first place, but found it to be improving each time he dropped in. The loudspeaker, the movie projector, the showers—all additions or improvements.

SLICK SHOP

As a crack SIU Steward, he especially noticed the floors.

"Why," he exclaimed, "they are waxed and shined till you could eat off of them! There is one thing for sure," he continued, "the winos and performers had better steer clear of there. These characters are dealt with summarily, and can kiss their books good-bye if they start tearing down Union conditions in New Orleans."

Mooney's feeling is that on the ships you can't beat the co-operation and efficiency of the crews shipping out of New Orleans today. Passengers have repeatedly told Mooney that they have never seen such well-manned ships, or such service on American carriers. The passengers, about three-fourths North Americans and one fourth South Americans, have turned in reports favorable to the crews, to the company offices, pointing up what Seafarers know: that SIU seamen are tops in the industry!

In conclusion, Mooney revealed that there is solid membership cooperation behind Agent Shepard and the whole Branch organization.

IT'S THE HABANIERO!



With J. Jones behind the squeezebox and Chico waving the maracas, the hot latin rhythm is too much for Brothers Glick and Fernandez, who show the rest of the crew how it's done. Scene is the Alcoa Patriot's No. 4 hatch during a recent trip. Pic was submitted to the LOG by Luigi Perciballi, AB.

Clean Togged Worker Crew Asks Washers On SIU Ships

The laundry problem on their ship solved through the purchase of a washing machine, crewmembers of the SS Steel Worker this week voiced the hope that the near

future will see all SIU-contracted ships equipped with complete facilities for the washing and ironing of crews' clothing.

The crew's sentiments were embodied in a motion carried at a shipboard meeting held just prior to the ship's payoff in New York this week, the end of a 111-day around-the-world trip.

In the meeting, which was chaired by Lester Long, ship's Carpenter, the Isthmian crew also voted to leave the crew-purchased washing machine and irons aboard the ship for the benefit of the oncoming gang.

In making their move the retiring Seafarers requested that the new crew take good care of the equipment and keep it repaired. Brother Long, who reported on the crew's activities to the LOG, stated that the crew of the Worker during the trip found the machine a tremendous aid in keeping clothing clean and morale high.

CREW USE ONLY

In using the machine the crew made no restrictions as to hours or frequency of its use; the only qualification being that it was solely for the use of the unlicensed personnel.

Commenting on the crew's desire that all ships be equipped with washing machines and ironers, Long remarked, "if the men on the ships would kick in five bucks apiece, crews would have no more laundry worries. The days of lugging ashore a seabag full of dirty linen would be ended and the crews would be togged in crisp, clean linen at the payoff. After all, our motto is An SIU Ship is a Clean Ship—to me that means the crew's gear, too."

1947 Trip To Finland Makes Seafarer Yearn For Encore

With the winterwinds blowing around the country most seamen are eyeing south-bound vessels headed for the tropics; Seafarer Theodore Correll, however, remembering his voyage to Finland last year at this time, would instead, choose a return visit to that frozen Scandinavian country.

In spite of the difficult weather sure to be encountered in the crossing and in the Baltic, Correll figures the pleasure met in seeing the cities and people of Finland, which he calls Paradise, would be well worth it.

CONVINCING

His resume of the trip made last fall aboard the Knox Victory presents a strong defense of his sentiment.

Leaving a Baltimore coal pier the 5th of September, 1947, Correll recalls, the trip was an eventful one from the beginning. After a rough crossing, the ship was lost for five days until getting a position from another ship off the North Coast of Ireland.

After taking fuel in Southampton, she proceeded through the Kiel Canal into the Baltic, where the Captain earned the name of "One Revolution" Sweeney, because of his habit of calling down to the engine room for one revolution up and one revolution down. And no wonder—plagued with heavy fog and a German pilot whom he did not trust, the Captain had his ship aground three times before making port.

Once in Finland it was another matter. The girls were cleanly

clothed and lovely, cigarettes brought 3,500 marks per carton, and the people were very friendly to the seamen. They even wore pins bearing the American flag.

The ship discharged slowly, for the coal had to be shoveled by hand, with both men and women working on the docks. According to the law, women must work unless they have a family at home, even school children must work after school.

But with all this, they are happy people who are rapidly repairing war-damage. Correll describes Helsinki as a beautiful modern town, with good restaurants and fine brownstone and concrete buildings. The populace there cannot forget, however, that the Russians took civilian hostages and hanged them during the war.

THROUGH ICE

After sixteen days in Helsinki, the ship moved through three inches of ice to Kotka, thirty miles away, where the rest of the cargo was discharged in seven days. In this little town near the Russian border, the liquor was cheap and there were many night-clubs.

Suddenly the weather changed from brisk fall weather to the frigid arctic cold, which heralds the winter festivities of the country. Then work stops and everyone enters into skiing and winter sports.

Fifteen feet of snow fell in a week. When the ship tried to leave, two Finnish tugs could do nothing with her. Icebreakers,

dispatched from Kiel, Germany, finally broke the ship out through eighteen inches of ice. The temperature ranged to thirty-eight degrees below zero. Heavy fog and ice extended well out into the Baltic.

SLOW WORK

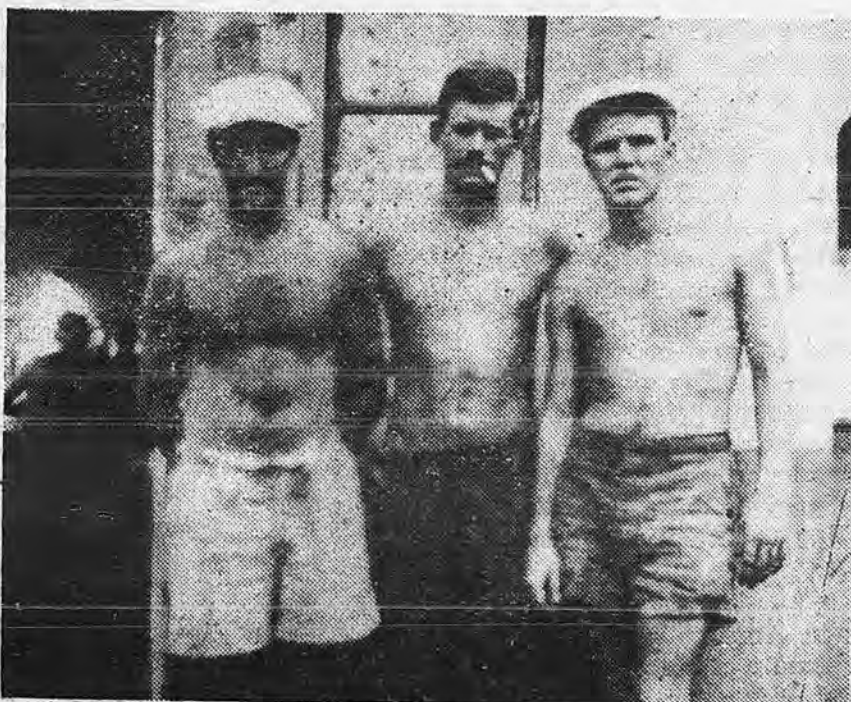
Eight days were spent in Gottenburg, Sweden taking on 3,500 barrels of oil which had to be brought in truck tankers from small storage depots inland. Of course in the low temper-

atures the oil flowed very slowly.

The return crossing set a record of eight days from Gottenburg to Ambrose light. A 20-knot Victory, she only used 18 of her 33 nosels most of the time, for the prop was half out of the water. All in all, concluded Correll, it was a swell trip.

However, so few ships go there that it looks like Brother Correll will have a tough time getting back to Finland this winter.

WHITE CAPS ON THE CRESAP



White caps, hairy chests and shorts seem to be the uniform aboard the Thomas Cresap, Isthmian. At least Brothers Ernest Such, OS; Lefty, Oiler; and Les Keith, AB, would make it appear so. Pic was taken while the ship was in Calcutta recently.



Education meetings are being held regularly in all A & G ports. A well-informed Seafarer is a credit to himself and to his union. Make it a point to attend and participate in your shore-side education meetings!

CUT and RUN

By HANK

"On A Slow Boat To China" may be just a popular song right now but all the brothers on the beach in SIU halls from Boston all around to Frisco are hoping they were on a slow boat to anywhere... One brother grabbed a tanker for Curacao and Denmark and signed on twelve month articles with a possible shuttle run out of the Persian Gulf. When we said we hoped the North Atlantic won't be tough he answered "duck soup"... Speaking of food, we're glad to hear that SIU brothers (especially those on the beach a long time trying to stretch out their last few bucks) and AFL mates, skippers, longshoremen, radio operators, pursers, and truck drivers enjoyed the Thanksgiving turkey dinner at our hall last week.

Brother Warren Woodill had his Thanksgiving dinner up in Boston, but his brother Woodrow had his turkey, beer and cigarettes Beaver Street style... We hope Brother Patrick Daugherty in the Ellis Island Marine hospital has been receiving those weekly bundle of LOGS to pass around. By the way, we read recently about a seaman complaining that merchant seamen were being discharged from the Ellis Island Marine Hospital to make room for displaced persons from Europe. We doubt this has happened. However, if it's true then it's mighty unfair to our seamen and should be investigated.

The December issue of True magazine has a fine true book length story called "The Last Great Days of Sail" by Allan Villiers. Buy a copy before your ship sails. After reading it you'll appreciate your job during these modern days of going to sea and your membership in the SIU.

The following oldtimers may still be anchored in town: G. Fleming, M. Newhoff, L. Aviles, L. A. Marsh, A. Jepson, A. Quinnes, R. Zaragoza, J. A. Morris, R. Rowan, Andy Thevik, C. Bonafont and T. Wabolis... Big Roderick Smith grabbed a ship and 100 miles out of port she broke down and they came back in again. Roddy wants to know if this counts as a trip and calls for a discharge? The only thing it does do, Roddy, is give you a chance to grab a few more boxes of cigars for the trip.

Last week we read another ridiculous editorial in the New York Times, claiming that maritime workers were solely responsible for our merchant marine being so small today and the exit of thousands of seamen from the industry since the war. The editorial reads—"As a matter of cold fact maritime workers, either ashore or afloat, have contributed virtually nothing on their own part to ameliorate the rapid post-war decline of the merchant marine... The conviction grows that it is idle to hope for general comprehension among maritime workers of the simple theory that they must share the industry's responsibilities and do something to help maintain a strong competitive merchant marine."

We say the anti-labor newspapers in America never tell the people that the shipowners laid up thousands of ships, transferred hundreds of others to Panamanian and Honduran flags and allowed the Maritime Commission to sell many ships to foreign nations. The shipowners and the Maritime Commission are entirely to blame. The seamen only wish to sail the ships under decent wages and conditions. How in the world can they be blamed for lack of cargoes, lack of dollars in the world and changing subsidies? If the shipowners can operate ten ships then they can operate fifty ships now.

Digested Minutes Of SIU Ship Meetings

JEAN, Oct. 27 — Chairman Ivan Vante; Recording Secretary Fritzbert Stephens. The standing of the membership was reported by the Delegates. Motion under New Business by Joseph Coolon and F. Vargas, that deck department toilets be painted, new locks put on doors of sailors' quarters, drinking fountain to be installed in engine room, and new coffee urn to be installed in crew's messhall. One minute of silence for Brothers lost at sea.

THE CABINS, Oct. 24 — Chairman Carney; Recording Secretary Carrigan. Previous minutes read and accepted. Brothers Boaller, Barnes, Carney and Floppert, Delegates, reported on the standing of the membership. The meeting went into Good and Welfare where it was pointed out that the Stewards Department men are not required to paint, but that they may paint their own quarters voluntarily for overtime if the Deck Department is too busy to do it. Brother Barnes spoke on the milk situation. The radio in crew's messroom to be repaired. One minute of silence for Brothers lost at sea.



FAIRISLE, Oct. 24 — Chairman G. W. Braxtan; Recording Secretary C. Wright. No beefs reported by the Delegates. C. Wright was elected Ship's Delegate under New Business. The meeting went into Good and Welfare where suggestions were made to install clock in the recreation room aft, to check the ship's radio, to investigate the condition of the innerspring mattresses. The crew was asked to make less noise in the passageways and to control drinking aboard ship in foreign ports. One minute of silence was observed for departed Union members.

THOMAS CRESAP, Oct. 24 — Chairman Wagner; Recording Secretary Kuhn. No beefs were reported by the Department Delegates and their reports were accepted as given. Motion carried under New Business to try any man performing while drunk before a five man committee. If found guilty he is to be fined not more than \$25. Proceeds to be donated to the LOG or such charity as the majority of the crew may direct. A vote of thanks was given to New York Patrolmen Louis Goffin, Jimmie Sheshan, and Freddie Stewart, for their good work in settling the ship's beefs. General discussion under Good and Welfare



Show your badge!

...THE SIU BADGE... THE BADGE OF A REAL UNION!



covered proper dress in messroom and cleanliness of ship. One minute of silence for Brothers lost at sea.

ALCOA CLIPPER, Oct. 24 — Chairman Duke Hall; Recording Secretary Frenchy Blanchard. Previous minutes read. Ship's Delegate reported that Brother Engelhart still has beef about the air-conditioning system with Chief Engineer, which would be turned over to the Patrolman upon arrival. Department Delegates reported on standing of membership. The treasurer reported a balance on hand of \$79.32. All reports accepted. Motion carried under New Business to fine anyone leaving cups in messroom or throwing butts on deck 50 cents. Collected fines to be turned over to hospitalized brothers. H. Scheles elected Ship's Delegate. Under Good and Welfare it was suggested that the Ship's Delegate see the Steward about any changes in the food that the crew wanted. The Second Cook asked Brothers to stay out of galley during meal hours. One minute of silence observed for departed Brothers.



GOVERNOR GRAVES, Oct. 19 — Chairman Frank Albere; Recording Secretary John Tilley. Previous minutes were read and accepted. The Delegates reported all full books, and no beefs pending. Luke Collins was elected Ship's Delegate by acclamation. Motion under New Business for the stewards department to clean the recreation room, the engine department to clean the laundry, and the deck department to straighten the messhall on the night watches. Carried. Motion carried for each man to be responsible for replacing cups and for leaving the laundry in good shape after using. Cleanliness of ship was discussed under Good and Welfare. One minute of silence for lost Brothers.

STEEL VOYAGER, Oct. 1 — Chairman Kelly; Recording Secretary R. P. Herald. The Delegates' reports and the previous minutes were accepted. Motion carried under New Business to bring charges against men in Stewards Department who put out different food for saloon than for the crew mess. Motion made for the Deck Delegate to request that adequate soap be issued by the Mate. Carried. Under Good and Welfare it was suggested that each man take care of his own cot, that more juices be put out, and that the messrooms be

kept clean. One minute of silence for departed Brothers.

AFOUNDRIA, Oct. 24 — Chairman Ernest Metts; Recording Secretary O. Bodden. The Ship's Delegate reported a beef about the Bosun. There were a few hours disputed overtime reported in deck and engine departments. Motion carried under New Business to have coat hangers placed in passageway outside of the messhall. Under Good and Welfare there was discussion on how to improve the food which was terrible. The dissatisfaction with the Bosun was also discussed. One minute's silence for Brothers lost at sea.

STEEL ADMIRAL, Oct. 3 — Chairman M. L. McCarthy; Recording Secretary L. L. Pickett. Ship's Delegate reported beef on the chow. Some disputed overtime reported by the Engine Delegate. Motions under New Business that tables and chairs be built back aft for feeding local longshoremen. Good and Welfare covered moving Messmen's foc'sle, improving food, getting salt tablets for engine room, and a warning to watch police in Ras Tanura. One minute of silence for lost Brothers.



STEEL ADMIRAL, Oct. 27 — Chairman A. Schroter; Recording Secretary C. McMullen. Reading of minutes of previous meeting. The Engine Delegate reported the trouble with the Second Assistant straightened out. Motion carried under New Business to change the Second Cook's hours. Motions to have Ship's Delegate have steam turned on in pantry, and to warn the crew Messman to get on the ball or be replaced. Discussion under Good and Welfare on shortage of food and supplies, and painting of PO messroom. Delegates asked to see Skipper about beefs. One minute of silence for departed Brothers.

ALCONQUIN VICTORY, Oct. 5 — Chairman J. Garrison; Recording Secretary John R. Michaelis. After the reading of previous minutes and acceptance of Delegates' reports, the meeting went into New Business. Motion carried to have the Chief Engineer get the fresh water tanks into proper shape and to replace gaskets in defective portholes. Under Good and Welfare the membership was asked to leave the laundry tubs empty and clean after use. One minute of silence was observed for lost Brothers.



TELL HIM THE SCORE!
PROTECT THE SIU!
PROTECT YOURSELF!

Says Social Security Law Harms Seamen

To the Editor:

I believe it was in the LOG that I saw a short article explaining the principal features of the Social Security Act.

The article did not mention, however, the fact that while Social Security time for seamen starts Jan. 1, 1937, they did not begin paying into the fund until Jan. 1, 1940. Therefore, a seaman who becomes 65 in 1950 and wishes to retire, his earnings for ten years would be averaged over only 13 years. This would give him a much lower average monthly wage on which his benefit payments would be based than he has actually earned.

If he has worked steadily during those ten years, he may have the necessary number of quarters to his credit, but probably not much more. If at some time he signed on for a voyage in September and did not get back till

after New Years, he would have lost that quarter and been put down as idle, though he worked all the time.

Or again, during the war he may have been away for six months or a year (as many were signed in March or June and stayed out till the following year). In this case he would have lost quarters three and two, respectively. Not only that, but his earnings for those long voyages would have been put down for the following year, thus crediting him with only what he earned before he left for that year. It is the same with the income tax.

Suppose he earned \$6,000 on one such voyage and earned at least \$2,000 more later on that year for a total of \$8,000 in all, with possibly \$500, or \$1,000 the year before. Only \$3,000 would have been credited to his Social Security account. Of course, he would be entitled to a refund of

the tax he had paid on the other \$5,000—but try and get it!

Even an unlicensed man could easily have earned the \$3,000 limit every year between 1940 and 1950 and feel that he had averaged \$250 per month, and thus be entitled to the maximum monthly benefit payments. But actually he would get much less. He would probably do well to average half of that at most, or \$150 per month.

So, from the above it can readily be seen that the Social Security Act, like the Income Tax Law, while favoring the seamen slightly in the matter of subsistence in the main, works against them.

The Unions should get together now and call the attention of Congress to this deplorable state of affairs. A correction should be made when the law comes up for revision sometime next year.

Ote Grindabl

Blasts NMUer's Bid To Free Aliens From Union Battles

To the Editor:

In the recent issue of the NMU Pilot of November 19, 1948 appeared a letter by a member of that union, Valdis Zazis, in which he raised a loud protest against Panamanian ships and the exploitation of alien seamen by the shipowner.

The subject of Panamanian ships is nothing new in the American shipping industry. In the year of 1940 the Standard Oil Company transferred twenty ships to the Panamanian registry, employing German seamen on these ships. When the United States entered the war, Standard Oil, in a patriotic, flag-waving gesture, transferred these same ships back to the American flag and interned the German seamen in a prison camp on the Hudson.

This self-same seaman argues that alien seamen, "If they take part in any strikes against this exploitation by American shipowners to get shed of such discrimination as practiced in the American industry today, they will be blackballed and deported." Does the writer of such a statement realize that American seamen took the same chances for years in organizing American ships, that today permit this present alien to enjoy the fruits of his labor?

BY DIRECT ACTION

These conditions were not obtained by bleating for more political action, but by the use of direct-action on the part of workers aboard various ships and in such manner organizing as a group to create a solid front against John Shipowner.

As an example, take Isthmian, recently organized by the SIU. Do any seamen of the opinion of the NMU member who makes such outlandish statements, believe this company welcomed a union on its ships? Isthmian, like Standard Oil, is interested in one line of business: profit at the least expense to itself.

Does this NMU member realize that every unorganized ship we have in the American indus-

try today must be organized by the American seamen who take the chances of being discriminated against and blackballed just as much he claims will happen to the seamen on Panamanian ships? Let us suppose the 10,000 alien seamen he refers to carry the opinion that they cannot strike or defend the principles of the union in which they hold membership. Let us suppose they fear deportation and blackbaling, which he emphasizes so strongly in his letter. Let this NMU member realize also that regardless who the individuals may be there are always many men who try to avoid picket duty.

What then is to stop his alien brothers from sailing these Panamanian ships during a strike? In every war we can always find the traitor to any cause, willing to sell out his country or union for money.

Why don't the alien seamen picket these Panamanian ships now that they are members in good standing here in United States and feel their union, the NMU, will back, them up on such a decision? Bleating for political action hasn't stopped the shipowner from transferring his ships to a foreign flag.

DEPEND ON OWNERS

This NMU member writes: "If legal entry and the right to strike cannot be gotten by alien seamen, they will have to live on big-hearted shipowners' money." This statement is sufficient enough to figure the character of this NMU man. He has told all seamen in the maritime industry that he carries the backbone of a jelly fish.

Were this NMU seaman interested in American labor history, the writer could go on for days telling him of the American and alien seamen who gave up their lives and liberty that other seamen in our maritime industry could enjoy the fruits of their sacrifice. This NMU member protests that you get only 120 dollars and no overtime on these Panamanian ships, and the owners feed you as they like, and if you kick you're fired as an agitator. Isn't that terrible?

Perhaps this NMU member can understand how the SIU succeeded in organizing Isthmian. The members of the SIU understand the discrimination that would be practiced by the company, yet they sailed these ships—as organizers—many of them being aliens. The SIU first started organizing these ships back in 1938. By sticking to the fight they whipped John Shipowner by direct-action, not the political action you have been bleating for these many years.

When an individual admits he lacks the courage to protest slave labor and will subject himself to starvation on a merchant ship without even a protest, then there must be something lacking in the character of the individual.

Book 312

ATTENTION!

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

GOOD SEAFARERS GET TOGETHER AT GEORGIE'S



Lifting their glasses in a toast to the cameraman are left to right—Seafarers Ray Cole, Bill Kuhl, Vince Kuhl, Fred Reiddi and Frank Hall. Scene is the George Washington Bar, the favorite of SIU men in the port of Norfolk.

'The Voice Of The Sea'

By SALTY DICK

One of the boys saw the movie "Goono Goona," with a cast of Balinese gals, and now he wants to ship for Bali. "Goono Goona," by the way, means love potion ... "Bull" Sheppard is not the owner of the Bull Line.

What officer made this remark to passengers: "You needn't worry about tipping the boys. They get good union wages." Did I say officer?... A short time ago, I boarded an NMU ship, the Argentina, and I was really surprised. I found it very clean. It seemed, however, that there was some friction among the crewmembers. That's why I'm suggesting that all SIU members read the NMU's paper, and whenever possible, board its contracted ships. I just want you to see the difference between them and SIU ships.

Again the boys are speculating in pesos. I bought quite a few in Rio for eight to one. Now, here in B.A., we're getting ten and perhaps in a few days twelve. Presidente Peron of Argentina says he would rather have his right arm cut off than ask for a loan. If he keeps his word, I'm sure the boys will make a few dollars. I'm buying, too.

So many of us will stop at the Florida bar in Rio and return to the ship empty-handed. With-

out bringing back some LOGS, I mean. The LOGS are sent there regularly by our Union, so ask Mr. Braga for a few copies for your shipmates... If you're interested in butterfly trays, alligator hand bags, or any other article, buy there... Keep posted by reading the LOG.

I hear the Bernstein Steamship Company wants its ships equipped with cafeterias, instead of dining saloons. Pretty soon there won't be any staterooms—just dormitories... What Second Baker bought a Cadillac? When he's driving through the city, he turns on his radio loud to attract attention.

In the current annual elections, we have a chance to vote for officials of our Union. Be a good Union man and vote for the right man for the job. Remember, it's your Union, so do your duty and vote... By reading this paper, you'll be posted on what's doing in maritime.

The price of whiskey has gone up 20 cruzeiros. The price lists now call for 90 cruzeiros, about \$4.50... Mr. Utney of the Delta Line office in B.A. is a good joe. He'll see to it that anyone taken ill is taken care of... Dana Dennison missed the ship a short time ago and during the time ashore he was married.

Someone said, if you can't boost, don't knock! I would like to add, if you can't take a joke, don't dish one out!... Tommy Griner told the crew about his experiences in the Middle East. He claims all the pickpockets in Port Said are organized... Would you cross their picketline?

Jose Castellon, Butcher, has saved enough money to go home to Cuba for a vacation. While he's there he doesn't want to see meat—just frijoles and arroz... Captain Clark (B.A.) will return to New Orleans. Captain Cooley will replace him... And the Delta office is now located in Puerto Nuevo, near Dock B.

"Tiger Lil" in Rio has lost her heart to "Red" McConville. Sez she: "I've met many seamen but 'Red' has something no one else has." Perhaps that's the reason he's afraid to go ashore there... Eleanor Jainroy is smiling these days because she gets more pesos for her dollars.

Two of the crew had the same idea. Both took a coke to their girl friend and she turned out to be the same girl. It happened in Santos and were their faces red... Why does Mrs. Johansson have shampoos? We know, but do you?

CONVALESCING TANKERMAN EYES LAKES SHIPPING

To the Editor:

I was hospitalized in Japan and have been on the beach here since being returned to the Marine Hospital at San Francisco on May 1. I have been a tankerman for many years, and at the time of my illness was on the USNT Mission Purisima as Electrician, shuttling from the Persian Gulf to Japan and Korea.

Before the affiliation of the SIU-SUP, I held an SIU book, but now belong to the SUP.

I would greatly appreciate it if you would send me the latest issues of the SEAFARERS LOG. I have been out of touch for several months. Also I would like to have the addresses of the SIU locals in Wisconsin and Chicago as I may sail the Lakes for a while.

G. D. Jones
Antigo, Wisc.

(Ed. Note: The LOG is being mailed to your address. You will find the addresses of all SIU Halls, including those in the Great Lakes area, printed in the directory on page 15.)

THE MEMBERSHIP SPEAKS



Smacks Chops Over Thanksgiving, Blasts 'Institution' Holiday Meal

To the Editor:

The Seamen around Whitehall and South Street, have just finished celebrating a most happy Thanksgiving, due to the efforts of the N.Y. Port Council of the AFL Maritime Trades Dept.

On Thanksgiving day at 51 Beaver Street, at the headquarters of the Union, a wonderful dinner was served, consisting of roast tom turkey, chestnut dressing, cranberry sauce, creamed mashed potatoes, green peas, celery, two kinds of salads, three kinds of pie, coffee, beer and many other "goody-goodies" that the writer is not able to remember, due to the fact that he is still so full of all of these yum-yums that it has affected his memory.

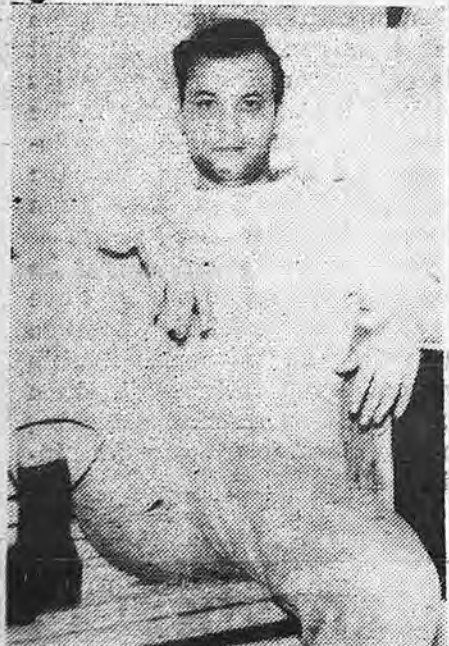
In line with MTD policy of extending the hand of friendship and fraternity, all labor organizations, regardless of craft or affiliations, were invited to partake of this bountiful Thanksgiving spread. Members of practically every waterfront union attended this feast and in union brotherhood ate Thanksgiving turkey and 'goody-goodies' until they were filled up to the brim. A wonderful time was enjoyed by all.

In marked contrast, a word about the institution on South Street that is supposed to be a 'non-profit organization,' founded for the purpose of helping destitute seamen.

NO FREE FEED

This institution saw an opportunity to take advantage of the poverty stricken condition of the seamen, due to the long tie-up in shipping, and put pressure on them by charging \$1 for what was supposed to be a Turkey Dinner. To be sure that all seamen understood that there would be no free turkey dinner, they advertised in that most conspicuous place: the lobby, that the

Sweatin' It Out



Aboard the Steel Maker, and all ready to sail when the ILA strike ended. Crewmember Ricky Risheak, AB, is shown taking things easy in his fock'sle.

dinner was to cost them a buck.

This dollar feast, fed to those who were able to scrape up a buck, consisted of a very small piece of turkey that was put on cold storage in the Year-of-Our Lord 1865, a few old gee'd-up vegetables that Noah heaved out of the Ark and a cup of last's year's coffee—all of this wonderful spread only for a buck, a buck that no seaman on the beach had or could get.

No doubt this policy was adopted by this institution as gesture to the ship owners; namely that they were ready too to get hardboiled and show these seamen and longshoremen that they had better settle this strike, or they stood ready to furnish finks as usual, the same as they have done in the past.

ENRICHES OPERATORS

Begging letters by the millions have been sent out over the years, telling well meaning people how much good work this institution is doing for seamen. Through this constant barrage of

propaganda, a golden harvest has poured in to support a high-class bunch of first-rate con men and women, who operate under the guise of religion and charity to enrich themselves at the expense of the seamen.

Contributors, donators and endowers to this institution are led to believe that most services are free to seamen, and that such services that are not free are to be had for a very small cost. Any seaman knows that there is no service free in this institution, except malarky, and I understand now that they want to assess you a small charge for that, claiming that you might go into the gardening business and use it for fertilizer.

To mention the many rackets that this institution indulges in would be too lengthy. After all, seeing is believing. Those who contribute or donate to this outfit should take a stroll around and become a guest for a few days—their eyes would be opened.

"Spun Yarn"

Trollops Rate Over Seamen At Bremen Red Cross: Bose

To the Editor:

Here are a few things for seamen to remember when the great, "charitable" American Red Cross asks (or should I say begs) for donations:

On our arrival in Bremen, we were informed that only U.S. military currency was to be used ashore and possession of foreign currency is prohibited and punishable by military law. So, after drawing a few script dollars I meandered uptown to visit the "At Ease Club," sponsored by the American Red Cross.

I asked the young lady at the information desk where I could buy a few stamps with which to mail some letters. "I'm sorry, sir," said the pretty maid, "we can't sell stamps to civilians."

Then I sat down at the Snack Bar, a very lovely room with cosy little tables, music and soft lights, which was filled with soldiers and their pretty German frauleins, eating, drinking and chatting. After a fifteen minute wait, I called a waitress and asked for a sandwich and a cup of coffee. "I'm sorry, sir," she said, "you may sit here, but I can't serve you—only military personnel."

"IT'S A SHAME"

It was the same story at the soda fountain and candy counter. I did manage to buy a copy

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.

of "Stars and Stripes," though. I went back to the information desk to give the young lady a little information on how I felt about the Red Cross. She said, "Yes, it is a shame that soldiers can bring prostitutes in here and buy them anything they wish, while American seamen can't even buy a stamp; but those are our orders, and we are not to blame."

So I took my script, changed it on the black market, and spent my German marks in an "enemy" gin mill.

That's it boys! When the Red Cross wants to pin that little tin flag on you for a generous donation tell them to get it from the Germans! Give them a knock whenever and wherever you can, because as far as the Red Cross is concerned an American seaman isn't as good as a German streetwalker.

Frank Bose

BUSY BROTHER CHECKS ON GEAR AND CREDITORS

To the Editor:

I'm SUP 4569, and I'd like to say hello to my shipmates. If any of you Brothers have any information regarding my gear, which was lost on November 15, on the Madaket, please contact me at 59 Clay Street, San Francisco.

If there are any debts that I have not paid, please let me know also; for I have been too busy lately to attend to these matters.

Here's to a bigger organization!

Edward J. Bovick

WHERE GOOD FOOD MEANS GOOD LIVING



"Food worthy of a song" might be the caption to this picture, as M. Sierra, Cook, serenades on his frying pan while A. Jockel, Night Cook-Baker displays one of his hot mince pies. At the table Chief Cook J. Renosia gives Chief Steward T. Foster a "full House."



Assembled in the messroom the crew goes to work on the Stewards Department's gastronomical delights. Seafarer in the center is Al Wilk. Ship is the Gadsden, American-Eastern's heavy lift vessel.

Student Wants Facts, Asks For Log

To the Editor:

When I saw in the local papers that SIU men who were helping the ILGWU were arrested in New York, it made me realize how much I miss news of my former shipmates since I have taken time out from sailing to attend the University of Tulsa.

I know from the treatment the newspapers gave the UFE strike that I'll never get the whole picture from either the newspapers or the national news magazines. Therefore, I am anxious to get the LOG in order to keep up with such events and with my former shipmates.

For the boys whose interest run to such things—which I think covers the entire membership—let me say that these Oklahoma gals are strictly all right. Perhaps I just naturally prefer these Midwestern, corn-fed women, but to my way of thinking, anyone who prefers others should have his head examined!



I'm looking forward to those LOGs.

James A. Strickland

(Ed. Note: You are now on the mailing list for the LOG.)

HURRICANE MEN PROTEST BEING 'SHORT SHEETED'

To the Editor:

I am writing at the request of the crew of the SS Hurricane concerning the sheets that are placed on our ships by the contracted companies.

On nearly every ship that we sail today, we have to put up with the stupidity of some absent-minded purchasing agent who orders sheets that are way below the size necessary for the standard type bunk. We try to make out by the "nip and tuck" method; but in the end it's like Yehudi—it just isn't there!

Therefore we recommend that the purchasing agents of all our companies be notified of this nuisance and be asked to do something about getting the proper sizes.

John D. Cantrell, Jr.

Members' Opinions On Payoff Rule

Pro: Feels Favoritism Halted By Ruling

To the Editor:

I'm very much in favor of the ruling in effect at the present time in regards to the shipping rule of men accepting transportation and leaving the ship.

I believe the ruling will help not only the men that are waiting on the beach for a chance to ship but also the new men coming aboard these ships.

Many of these ships have so-

Favors Purpose

To the Editor:

I believe the membership should look at the following facts and weigh them carefully when considering the transportation ruling:

It benefits the membership as a whole when men accept transportation money and get off the ship.

A change was made in our shipping rules a while back that prevented shipboard promotions. This assured us that in the future we would never have company stiffs or cliques on our ships. Now this transportation rule operates the same way.

There are men in the SIU, who came into the Union with newly organized ships, who have stayed with the same ship and company and have never shipped out of the Union Hall. By forcing occasional job turnovers on these ships, the transportation ruling will assure that good Union men sail the ships.

Then this ruling offers help to Union men who have been on the beach for a long time waiting for jobs. And don't forget that though you may be the one getting off a ship today, the same rule will help you off the beach on a later day.

So, Brothers, when the time comes to vote on this ruling, think carefully of the many benefits it secures for the membership, and vote for all crews to accept their transportation when they are entitled to it and get off the ship!

George Mihalopoulos

Sees Protection

To the Editor:

I can't see how anyone can be opposed to the present Transportation ruling if for no other reason than that it protects the Transportation clause in our Agreement. Under the old ruling a man accepted transportation and stayed aboard, giving the shipowner a bargaining point to eliminate the clause.

If he refused transportation in order to stay aboard he was technically guilty of buying the rights from Mr. Shipowner to stay aboard, which certainly is not the proper attitude of a good Union man.

I say, accept Transportation, get off and give the guy on the beach a chance. He'll have to do the same for you! Here's for a bigger, stronger and smarter SIU.

Frank Gustav

called cliques aboard them and they remain aboard ships for long periods. They shine up to the Mates and Engineers in exchange for favors that the officers toss to them. They do overtime work without the payment of overtime in exchange for time off in port. That in itself is against all our Union stands for.

Our Union has run into quite a bit of difficulty because of some of these men. When our Negotiating Committee met with some of the shipowners to renew the contracts, the companies wanted to eliminate the transportation clause, because of a lot of men remaining aboard ship after accepting their transportation.

I think the Union has fought hard to get us where we are now. Let's all pull together on this ruling and keep our Union on the top of all the wages and conditions in the maritime industry, where it belongs.

Don't forget that SIU also stands for Sailing In Unity.

Harry Benner

Urges Support

To the Editor:

I believe that when a ship comes in and the crew has transportation money coming to them they should take their money and get off.

Reason 1. It would create a better turnover of ships and give some fellows a chance to get out that would otherwise have to wait for a long time.

Reason 2. It gives some guys a chance to see what the Union Hall looks like, when they have been homesteading a ship. I have been on ships where a newcomer had no say; for the majority of the crew had been on for nine or ten months and thought they owned her.

Reason 3. It also breaks up the possibilities of some of the guys turning into company men, and it discourages the officers from getting too buddy-buddy with the crew when you have a greater turnover.

I am a firm believer in taking the transportation money and getting off. Even if you are married you can afford to stay on the beach a couple of weeks now and then. I say collect your transportation money and get off.

T. White

Asks Square Deal

To the Editor:

A lot of men want to stay on the ships despite the fact that the agreements provide that in order for a man to get his transportation he must get off.

If these men stay on the ship, the men on the beach don't stand a chance to get out. Men who want to stay on the ships don't want to see another man get a break. Let's make it a square deal all around.

George Meaney

Following are letters from the membership giving their views on the Union transportation rule. The rule calls for men to take transportation money and pile off when a ship pays off at a port other than the one in which the crew signed on in cases where the vessel does not start for the sign-on port within ten days. All possible steps have been taken to give equal space in the LOG to both sides of the controversy.

Sees Job Boost

To the Editor:

I am definitely in favor of the transportation ruling now in effect, for the following reasons: It prevents crewmembers from becoming company stiffs, which means entering into deals of neglecting to put in for overtime in return for favors. There is always danger of this when men stay on the ships too long and especially when they start kicking back transportation money to the company.

The second reason, which is just as important as the first, is that it insures an increase in jobs. When a crew receives transportation and piles off, the men in that port have to furnish a full crew for that ship. This means the shipping list will decrease and more men will ship faster than they have been able to do in the past.

It will also be a great help to our Brother members who are aliens.

I sincerely hope that the membership will get together behind this issue for the best interest of the Union.

Joseph Carroll

Ask Repeal

To the Editor:

At the last meeting held on board the SS Lafayette, we had a discussion about the new transportation ruling requiring a man who signs on the ships in Mobile and makes a trip to any foreign port and then back to New York (or vice versa) to accept transportation and pay off the ship.

Some of these trips are only six weeks runs, and that's not such a big payoff for a man who may have been on the beach for five or six months.

One of the SIU slogans has been job security. How can this be job security?

Another thing, it would be impossible to collect unemployment insurance in a case like this. The agreement we have with the company covers the transportation deal. Why not leave it that way?

The crew voted to go on record as being against this ruling and to have it repealed if possible.

Signed by 33 crew members

Con: Say Job Security Given Up In Rule

To the Editor:

It is the desire of the following Brothers to put on record the way we feel about the present rule requiring men to accept their transportation and pay off the ship.

We, the undersigned members of the SS Evistar, think that the present rule forcing men to accept transportation is unjust and is not the job security that is given to us in the by-laws of the Union Constitution. If this practice is continued, it will lead to a group of locals instead of a National Union as we have now.

Furthermore, it places a Union man in the position of losing his job at anytime if the ship happens to go to an outport. This is an added hardship to all Brothers that have financial responsibilities that must be met on time each month. If a man is forced to leave after only four or five weeks employment and

Claim Error

To the Editor:

We, the undersigned, wish to express our opinions on the recent transportation rule. This question has been argued pro and con and most of the fellows here in the Gulf seem to think that it is one of the most outrageous rulings ever enforced in the Union.

In the first place most of us fellows were at sea when this rule was voted on. The Brothers who did vote in its favor seem to have misunderstood just what they were voting on. This rule as it stands now will allow a man to work for only about seven months out of a year.

In other words, fellow members, your job security is being taken away from you. A man with a wife and a couple of kids can't possibly hope to offer them security as long as this ruling stands.

A lot of members will say to you that we fought a long time to acquire this transportation clause in our agreement. This is true enough. But don't forget we fought for the right to hold a job without being intimidated, for a long time before this ruling was ever thought about.

That is one of the main things Unionism has fought so hard to offer us. Now we are letting it slip through our fingers.

Signed by 6 book men

Ask Ballot

To the Editor:

We, the undersigned members of the SS Mae, do hereby strongly oppose the new transportation ruling requiring all members to accept transportation money and get off the ship regardless of the length of the trip.

We further recommend that this ruling be brought before the entire membership by putting it on a ballot for a voting period of at least thirty days.

Signed by 25 crewmembers
SS Mae

must wait four weeks more for another job, he may not be able to make ends meet.

Brothers will say that it is fair to one and all, but that is not so. It will affect our largest shipping ports more than any other, for men from New York will be forced off ships in the Gulf and West Coast although there will not be enough steady-run ships from outports to absorb the extra men that return to New York, for example.

NEW RUN

Waterman is now planning a new loop from New York to Europe and back to the Gulf. There they will load for the East and return to the West Coast, where they will load again for Europe and back to New York.

On this run the New York Crew would get four or five weeks, the Gulf crew three months, the West Coast crew three months, and the New York crew on the coastwise trip to the Gulf only five or six days.

This could not be considered fair to all hands. Also men with families could not move to other ports as present conditions won't allow this.

Therefore, be it resolved that the rule be changed so that a man may accept or reject the transportation as is provided in the agreement.

Signed by 21 crewmembers
SS Evistar

(Ed. Note: On this special Waterman run referred to, whether the ship engages a crew in New York or Mobile, she makes a trip to the Far East and to the West Coast, loads there and makes a trip to Europe, then back to a final port of discharge on the East Coast. This was done by special agreement in order to allow the company to enter the run. Without this agreement the ships would never have gone into operation, and we would not have the jobs on them today. If the final port of discharge at the end of the double run is other than the port of engagement then transportation will be paid—though it will seldom happen.

Questions Rule

To the Editor:

I am a member of the SIU and on my return from a trip I read in the LOG about how an Alcoa crew felt about the new transportation rule.

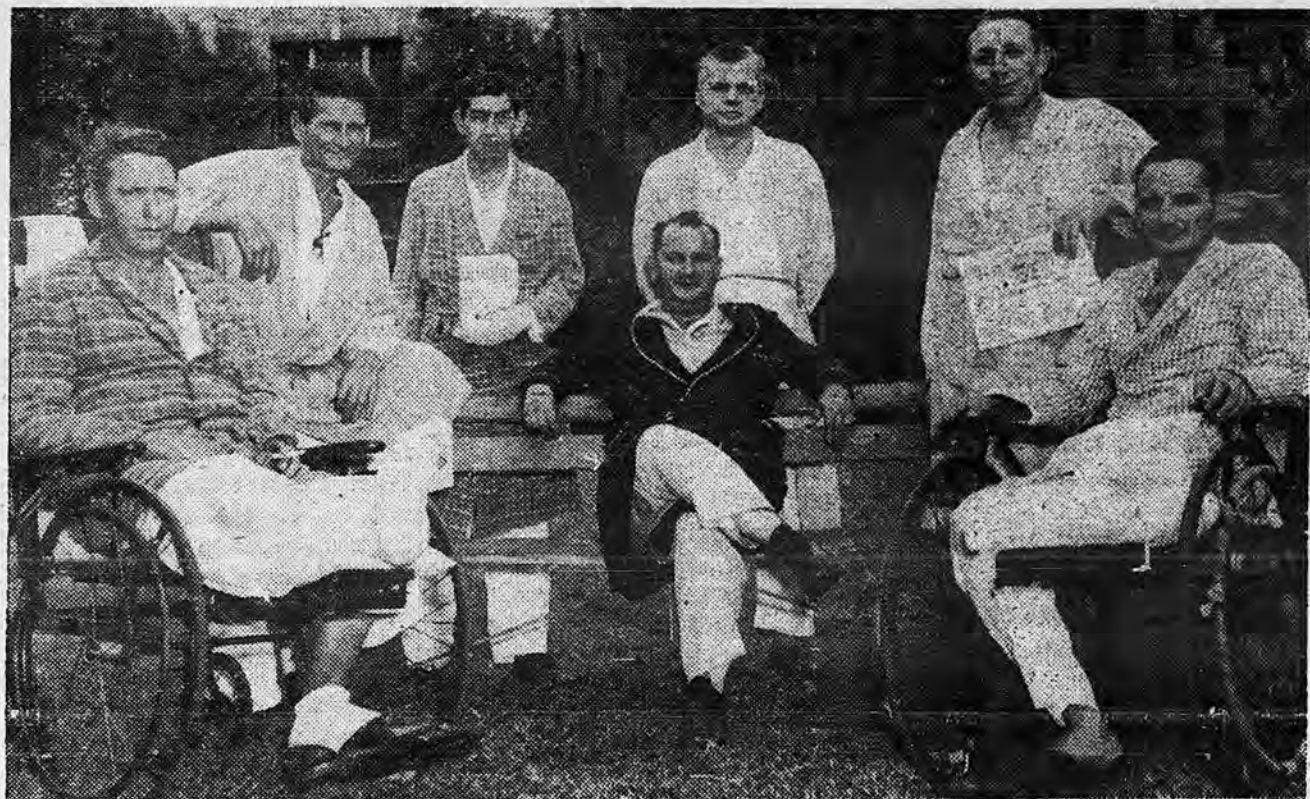
This crew is very right. I also have a large family and know what it means to be forced off a ship and not be able to bring home enough money to fully support my family.

What good is it for me to get this transportation money to come back to New York not knowing when I'll get another ship?

I feel that a man is entitled to stay on his ship as long as he is a satisfactory worker and has his dues fully paid up.

Peter Anchundia

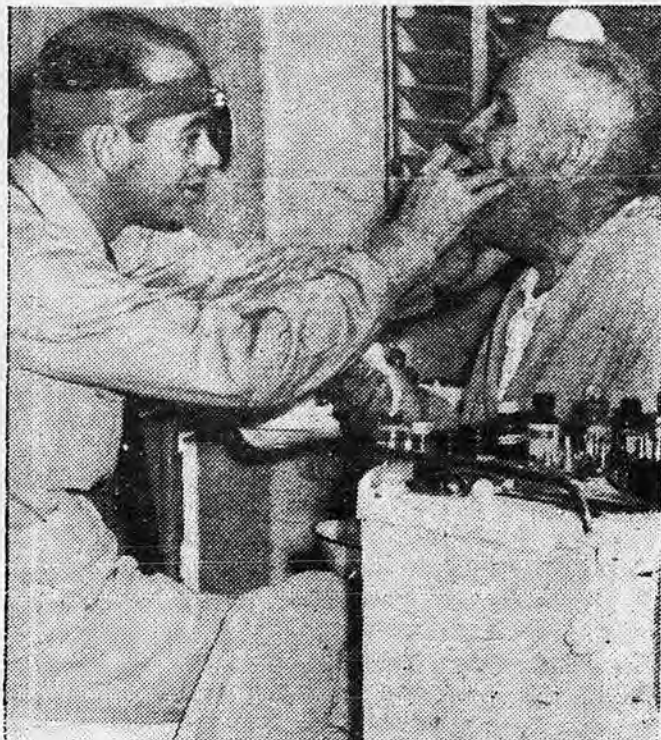
Seafarers Okay New Orleans Hospital



Convalescing Seafarers relax on lawn of the New Orleans Marine Hospital. Brothers in photo above are, standing (left to right): Timothy Less, H. H. Hamilton, J. N. Hull and B. W. Biggs; seated (left to right): Howard Jordan, C. J. Vincent and A. J. Ward. Less has been hospitalized more than 18 months as result of an automobile accident.



At right, a staff dentist treats patient in hospital's modern dental department.



In photo above, a seaman is being examined in the Eye, Ear, Nose and Throat clinic, which SIU men claim is tops.

The hospital possesses the latest medical equipment for all types of treatment. In photo right, a patient is being treated in what the Brothers refer to as the "hot box."



'One Of Best In South'

During the past month, representatives of the Atlantic and Gulf District of the SIU have been visiting U. S. Marine Hospitals up and down the coast, interviewing sick and injured Seafarers, doctors, nurses and other members of the hospitals' staffs. In addition, they have taken scores of photographs of hospital activities.

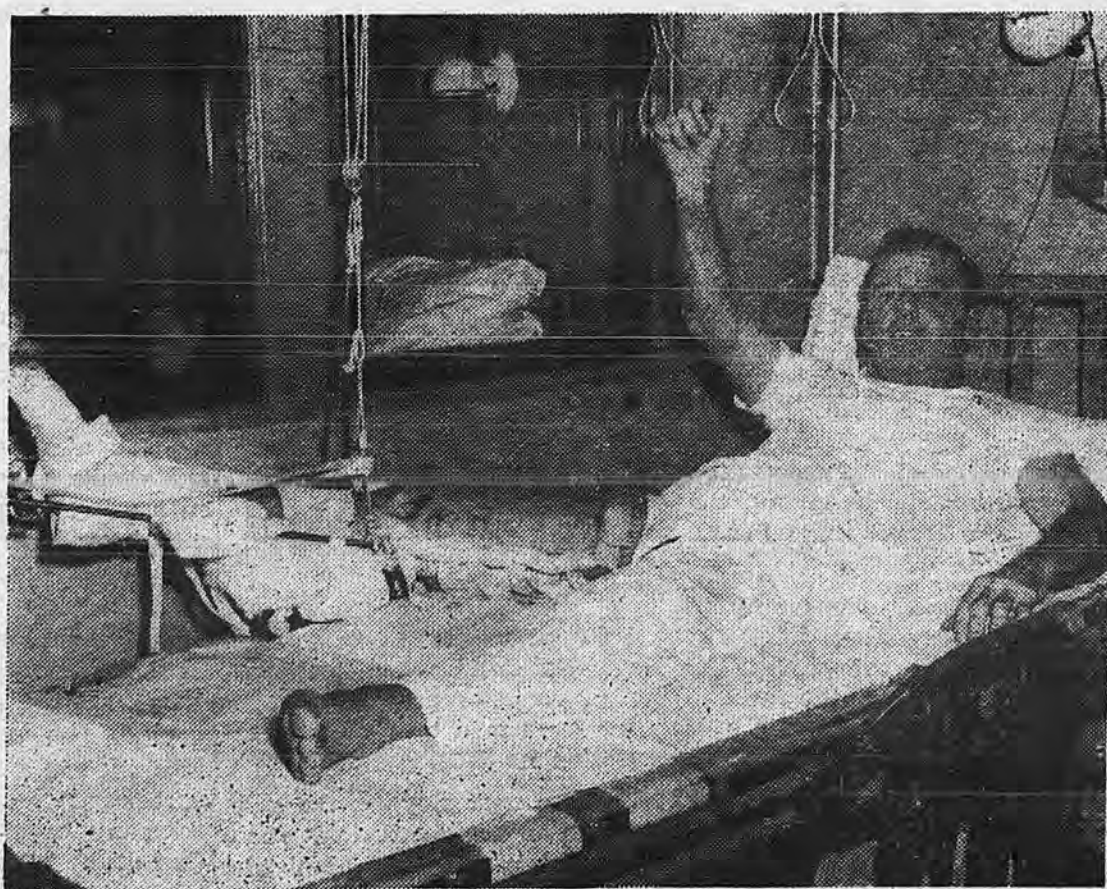
Purpose of these visits is to give the membership—through the medium of the SEAFARERS LOG—a clear picture of what's being done medically for seamen.

In submitting the material for this page, the SIU in the Port of New Orleans reports that Seafarers "regard the New Orleans Marine Hospital as one of the best hospitals in the entire South."

Previous issues of the LOG contained roundups on Ellis Island, Mobile, and Baltimore Marine Hospitals. Next week's issue will carry a pictorial report on the Marine Hospital in Boston.



Brothers V. P. Sallings (in wheel chair) and H. C. Murphy find the company of two unidentified hospital staff members mighty pleasant. Murphy, who has been in the hospital for 18 months, says he hasn't a single beef with the treatment he's been getting. Neither does Sallings.



That mass of machinery is all part of the treatment necessary to enable Brother E. J. Smith to walk well again. He's been in hospital 22 months waiting for a smashed knee-cap, sustained in a motorcycle accident, to mend. He's coming along okay, too.

Sees Hand Of Hungry Brass In Scheme To Give Navy Wartime Control Of Ships

(Continued from Page 1)

weather. They can keep her chipped, soogied, and painted and looking like any good American ship should. Why then should a similar ship in the Navy need a crew of 300? Efficiency can hardly be the answer.

Always a good laugh for a merchant seaman is the way they take in a hawser on a man o' war.

For a light spring line which any good freighter's crew can haul in and coil with three or four men, the man-of-war's men will muster about 25 hands, to the accompaniment of numerous commands from lieutenants and petty officers. They don't haul in the line with well co-ordinated muscle power, using the good old "heave-ho" and bending their backs to the job. They all grab hold of the line and, when the officers give the word, start running down the deck with it. The result is a 75 per cent waste in manpower...hardly an example of ship-board efficiency.

Any sailor knows the Navy is no magic machine divinely endowed with omnipotent powers of super-efficient management. But to keep the brass hats from kidding the public that they are so blessed, the merchant service had better start telling its story, too.

To the charge by some brass

John Bunker, author of this article, sailed during the war as a member of the SIU. He has retired his book and is now waterfront reporter for the Christian Science Monitor.

hats and well-intentioned but uninformed civilians that the merchant marine lacked discipline during the war, let's remember the record our cargo carriers made in delivering supplies to the fighting fronts. Anywhere the freights were needed, the merchant service took them through. There was a minimum of saluting, perhaps, and precious little heel-clicking and "sirring", but the old rust buckets sailed the seas, nonetheless, loaded with the ammo, guns, tanks, high test gas and the food that kept the Allies fighting on fifty different fronts. More than 90 per cent of the oil that was used in World War II came from American refineries and was carried across sub-infested seas by the merchant fleet.

Could inefficiency or poor discipline, we ask, accomplish a job like that? Hardly!

To the charge of "inefficiency", the merchant seaman can, of course, always bring up the subject of "Pearl Harbor." That debacle, however, is best forgotten.

FOUGHT WELL

Every sailor of the merchant service who sailed the ships during World War II is more than willing to extend due credit to the Navy. He remembers those destroyers and DEs that rolled their way along the convoy lanes in the North Atlantic, helping fight off the subs and taking a terrific beating in turbulent seas. "Those bluejackets," as any merchant mariner will admit, "were good Joes. They had to be to bounce around on their little ships and go back for more."

The merchant seamen remember, too, those fighting ships of the U.S. Navy that slugged it out with the Japs at Guadalcanal, and Okinawa. He knows the Navy boys in the Pacific spent many tedious months plowing from one atoll to another as the fighting ships bridged the long sea road from Australia to Japan. Sure the Navy did a bang up job. No one says they didn't!

But...and this is a BIG but. That doesn't mean the Navy is any more qualified than it ever was to run the merchant marine. service and the Navy have their own chores to do and the nation will be best served in any future emergency if each of them concentrates on doing its own job best.

One thing about the merchant service which irks the professional Navy man is the lack of saluting, and obeisance.

The Navy makes a big thing

of authority and authority loves to be recognized.

That the merchant seaman wants none of this bowing and scraping, that he doesn't show the least awe when standing in the presence of gold braid, irritates some Navy men beyond words. They think it shows a lack of discipline.

It is well for both services to remember from time to time that the American Navy grew out of the fighting merchant service—from the days when all Yankee freighters mounted guns and a sailorman was as handy with a cutlass as he was with a halyard. It was the undaunted spirit of the American merchant sailor, the man who showed no awe for tradition and lords and gold braid and rank, that put the Navy on the seas and which has survived in it in strong measure to the present day.

The surest way for the merchant service to remain independent, for the merchant seaman to remain a well-paid worker in a private industry, is for the merchant marine to police itself untiringly. It should try always to be well disciplined, well trained and efficient.

Discipline, not heel-clicking or saluting, is always important.

If one lesson can be learned from the terrible ship losses of 1942, it might be the fact that stricter shipboard discipline could have saved many lives: from skippers down to coal passers. Discipline (better coordination between officers and crew) could have saved hundreds of men from death in the Caribbean, in the Gulf, and along the North Atlantic coast.

DO THE JOB

Discipline at sea involves three things.

It is, first of all, the willingness to do a job quickly under orders both for the safety of the ship and from a keen sense of job responsibility.

It is also the pride that a real sailor takes in a good ship. This is a sort of a subconscious discipline which instantly marks a well run ship from a scow whose crew "don't care, don't want to, and just don't."

It is, just as importantly, a matter of every man being qualified for the rating he's sailing under. This is a kind of professional discipline which the good merchant seaman takes as a matter of course. It's the kind of discipline which spells the difference between the life and death of men—the survival or sinking of a ship in event of an emergency.

As long as the merchant marine can take care of itself along these lines and can get its story over to the public it has little to fear from the bureaucrats.

ILA Victory Releases Vessels On East Coast

(Continued from Page 1)

SIU gave the ILA all out support up and down the coast. In New York, where the commies tried to horn in on the situation, SIU pickets helped discourage stooges from entering a commie-ruled meeting. Early one morning, another complement of Seafarers helped break up a commie effort to picket the Army Pier in Brooklyn which the ILA did not strike. In all ports, ILA members were offered the full use of SIU facilities.

CHOW TIME

The SIU also played a leading part in planning, preparing and serving the Thanksgiving dinner which the New York Council of the powerful AFL Maritime Trades Department put on in New York. The dinner was held at headquarters of the A&G District in New York at 51 Beaver Street. All maritime workers idled by the strike were invited regardless of their union affiliation.

Under the new agreement, longshoremen in ports from Portland, Maine, to Hampton Roads, received a boost of 13 cents an hour for straight time and 19½ cents an hour for night and weekend work. The raises brought the straight time rate to \$1.88 an hour, the overtime rate to \$2.82 an hour. Previously the employers had offered increases of only 10 and 15 cents.

In addition, the eligibility for one week's vacation was reduced to 800 hours of work a year, and the eligibility for two weeks'

vacation was cut to 1,350 hours of work a year. The hiring rules were changed so that once a man is hired he is guaranteed a minimum of four hours' pay. Details of the welfare fund are still to be worked out.

NO COOL-OFF

The ILA began negotiations on July 5. When the union threatened to strike, the employers obtained an injunction against a walkout just before the old contract ran out on August 21. The injunction was granted under the Taft-Hartley Act and was supposed to provide a "cooling off" period.

When the injunction expired early last month, the employers still refused to make a reasonable wage offer, and declined to discuss a welfare plan. The ILA membership had no choice but to use strike action anyway, and the theory of the "cooling off" period was completely invalidated.

•During the strike, about 250 ships were strikebound, of which 50-odd were SIU-contracted. More than 20 of the latter were caught in New York.

Nothing moved from East Coast ports except tankers and coal ships from Hampton Roads which are not worked by longshoremen. There was no walkout on the South Atlantic or Gulf coasts, but the ILA served notice that those coasts would be tied up if any ships were diverted to them. The southern ports were affected, however, because coastwise shipping was halted.

Why Does SIU Aid Other Unions?

(Continued from Page 3)

than one occasion, notably in 1934, men died for the cause of unionism. The waterfront labor movement has come far along organizational lines since 1934. Seamen, longshoremen and workers in related fields have learned to depend on each other as well as upon themselves.

The reason the SIU, A&G District has been able to help these many unions and help them effectively is because of the unity of purpose possessed by the membership. This unity is

firmly rooted in the principles outlined above. Any deviation from these principles would mean the end of our Union, and would be a severe blow to the labor movement everywhere. But there will be no deviation, for Seafarers aren't built that way. We'll always come to the aid of our Brother workers in the struggle to improve wages and conditions. That's our policy and we'll live by it. That's why in hell we are always helping some other union.

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.

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ROBERT GRANT

Your wife is anxious to hear from you.

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HERE'S WHAT I THINK...



QUESTION: What do you think of this Thanksgiving Day Party? Place: Thanksgiving Day dinner given by AFL Maritime Trades Council in New York to which all workers in maritime and related industries, regardless of affiliation, were invited.



CECIL C. RUSH,
A&G District, SIU:

The AFL Maritime Trades Department has played an important part in the winning of many waterfront beefs. The MTD has displayed its human qualities by organizing this Thanksgiving Day dinner for waterfront workers of the various unions. As I helped serve the meal, I saw how these men appreciated and enjoyed the whole thing. It was a splendid job. Everything was in good order. All those helping to make the affair a success did their best to give the guests complete satisfaction in real SIU style. I enjoyed doing my bit. I look forward to doing it again.



JOHN YURICK, Sailors Union
of the Pacific:

I'm sure having a good time. This was the finest dinner I've had in a long time bar none. Somebody in the Maritime Trades Department came up with a swell idea when he wanted to get members of all the unions together this way. Maybe we should do it again soon. The next time there's a holiday, say, Believe me, I'm not the only one who's having a good time here either. Everybody else is having a good dinner and enjoying himself too. I haven't heard a beef out of anyone, and I don't know what anyone would find to beef about if he wanted to.



JOSEPH ALEXANDER,
A&G District, SIU:

I think this has been a great day for all of us here. The meal was wonderful and certainly it made Thanksgiving a real holiday for me, which otherwise would have been a dull day, as far as I'm concerned. If it hadn't been for this party by the AFL Maritime Trades Department, I wouldn't have had a holiday meal today. It sure was a nice way to bring together so many guys from different unions. The turkey was delicious and the mincemeat pie was probably the best I have ever eaten. Parties like this give all hands a chance to understand each other better. After all, we're union men in this together.



C. COATES,
A&G District, SIU:

Unfortunately, I wasn't able to be with my folks down in Wallace, Tennessee, but thanks to the New York Port Council of the Maritime Trades Department, I had a good meal and as nice a Thanksgiving Day as I could have away from home. I think every union connected with the party deserves a big vote of thanks from all the men who got a chance to enjoy themselves here. The turkey was delicious and the mincemeat pie was probably the best I have ever eaten. Parties like this give all hands a chance to understand each other better. After all, we're union men in this together.



FRED YOUNG, International
Longshoremen's Association,
Tugboat Division:

It was a darn good idea, this Thanksgiving dinner was. What's more, it was the best dinner I'd had in a long, long time. I'm a Steward and know a good meal when I see one. If all the unions got together like this, members got acquainted with each other's ideas and problems as we should, you'd never hear about any trouble on the waterfront. There wouldn't be any to hear about. Incidentally, I've been to sea myself, and I've been a member of both the MCS and the NMU and know the union problems.



"SCOTTY" CAMPBELL,
A&G District, SIU:

This is one of the best dinners I ever had anywhere. I'm a cook and I know what I'm talking about when it comes to preparing and serving up food. All of us who are eating here today certainly appreciate getting a meal like this one. Thanksgiving dinners are hard to find if you're strikebound the way we are today. They don't grow on trees. I'm glad to have our brothers from the other maritime unions aboard too. The AFL Maritime Trades Department rates a lot of praise for inviting all the strikebound seamen and longshoremen in New York to a dinner like this one.



JOHN NEWTON, Sailors Union
of the Pacific:

I think this Thanksgiving thing was a wonderful idea. The maritime unions should get together this way more often. They certainly shouldn't wait for a strike or a holiday to do it either. It's things like this that promote good unionism for everybody on the waterfront. Personally, I had a swell dinner about as good a dinner as I can imagine anybody having. Everybody else tells me they've had good dinners too. I haven't heard a single kick from anybody and I don't expect to hear any. As I said, I believe all the guys from the unions should do this again.



PIETRO RAMESTA,
Radio Officers Union:

It sure was a very fine and bountiful dinner, in my opinion. In fact, it was about as fine a turkey dinner as I ever had the pleasure of eating. The holiday spirit displayed by the AFL Maritime Trades Department in throwing this party is splendid and impressive. I really believe that it would be a wonderful thing if the maritime labor unions got together for things of this sort more often. It would mean better understanding among all of them if it happened. Let's not wait for a strike up and down the coast to do it again. I say let's do it again anyway pretty soon.



ROBERT YOUNG,
A&G District, SIU:

I like it. And I like the way everything has been handled. It seems almost like being home for a holiday dinner. Everybody around me, regardless of their union affiliation looked very happy about the whole thing. I'm quite sure they all enjoyed themselves from the very start. The chow was tasty and the beer was smooth and cold. And there was plenty of both. The AFL Port Council certainly couldn't have chosen a better way to make the holiday pleasant for all these men. I don't mind saying that things like this should be done more often.



VLADIMIR UNRUG,
National Maritime Union:

This was a most wonderful idea and I think it should be adopted by all unions as a regular thing. The food was excellent and it was served fine. One of the finest things about the whole idea was that a seaman could enjoy himself in a union atmosphere. It gave me an opportunity to spend the day pleasantly with some of my former shipmates, one of whom is now a member of the Marine, Cooks and Stewards. He had a great time, too. My friends ate before I did but they told me that I wouldn't be disappointed. And I certainly wasn't.