

## Draft Boards Giving Seamen Consideration

Although merchant seamen are still subject to draft registration, indications are that men already registered are receiving careful consideration by some local boards.

The Special Services Department of the Seafarers International has received several inquiries from local draft boards throughout the country seeking information on shipboard employment of Union members registered in their areas. Special Services is making every effort to supply full information in these cases so that those under consideration may receive the broadest possible recognition for their maritime service.

These inquiries bear out an announcement made recently by the national headquarters of the Selective Service System that men now sailing U.S. ships would get "most careful consideration," and that local boards would consider each case on a purely individual basis.

The announcement also pointed out that, under regulations to be issued, each local board will have the authority to grant deferments individually to registrants whose employment is regarded as necessary to the maintenance of the national health, safety or interest.

In Washington this week, Rep. Walter Andrews, chairman of the House Armed Services Committee, said that Congress did not exempt seamen from the draft because they were considered civilian workers.



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### CASTING THEIR BALLOTS IN REFERENDUM



Voting on the ten-dollar assessment to build the Union's General Fund is reported brisk in all ports. Exercising their constitutional right in New York one day this week were Seafarers S. J. Nilsen, Oiler (placing ballot in box); Scott Beattie, Oiler, and Vincent Mascitelli, OS. Seated around table are Balloting Committeemen (left to right) Abe Goldsmit, Chief Steward; Ben Hubbard, Night Cook and Baker, and H. B. Cook, OS.

## A & G Outfits Not Affected By MC Ruling

This week the Maritime Commission issued its long threatened order barring companies that do not actually own American-flag vessels from chartering Maritime Commission ships.

However, all A&G contracted companies do own ships or are negotiating with the government for the purchase of ships, so no companies will be lost as a result of the Commission's action. If anything, one or two companies may actually benefit, although no such prediction can be made with any confidence.

The step was taken as a stabilizing factor among established outfits, a Commission spokesman declared.

Fly-by-night companies who operate chartered ships when business is good, but grab their money and turn back the ships when business drops off, will be eliminated, he said.

### NO HARM DONE

In this way, companies owning ships will do better in good times, and be better prepared for bad times, the Commission believes.

A poll of the major SIU companies indicated that most of them expect to be unaffected by the Commission's new order. However, one company, now in the process of purchasing ships, said that the Commission's action might mean that companies owning American-flag vessels would be able to keep even more chartered ships busy than they now have.

Actually, only 13 companies are listed by the Commission as covered by the order. But later orders may well be more stringent.

### MORE ORDERS

Eventually, the Commission is expected to establish a point system whereby the number of chartered ships allowed a company will be keyed to the actual number of ships the company owns.

The effective date of the present cancellation order is November 30. Any vessel involved which is at sea on that date will have to be turned back when it arrives in the States. The 13 companies concerned now have 54 Maritime Commission ships under charter.

## Seafarers Doubles Wages In Four-Year Period

Anybody who wants to measure SIU progress in the last four years has only to glance at the statistical history of the Union's dry-cargo wage scales on page 16 of this issue of the LOG. The plain fact is that in all but a couple of ratings Union negotiators, backed by a militant, unified membership, have more than doubled seamen's wages on SIU ships since the spring of 1944.

In March 1944, the dry-cargo contract called for \$100.00 a month for an AB. Today, under the new two-year agreement won by vigorous job action in August, an AB draws \$222.51 a

month in base pay, or nearly two and a quarter times what he drew in the summer of 1944.

The Bosun's rise over the four-year period is from a mere \$112.50 all the way to \$285.44; the Deck Engineer's, from \$117.50 to \$255.04; the Oiler's, from \$110 to \$222.51; the Steward's, from \$157.50 to \$278.25; the Messman's, from \$87.50 to \$189.97; the Wiper's from \$92.50 to \$219.55; the OS's from \$82.50 to \$189.97.

### SIU MEMORIES

The rises listed above are random samples, but they are typical. In addition, all pay increases have been accompanied by tremendous improvements in working and living conditions.

A look at the table on page 16 must stir memories in the mind of every Seafarer, for each pay increase is the fruit of a Union victory.

Take the two raises becoming effective August 5, 1946. The first one was the result of Federal conciliation and the NMU was happy to accept it as final. But, although it was retroactive to the first day of April, the SIU said it was not enough to match rising living costs and loss of the war bonuses.

SIU negotiators proceeded to win the second raise listed for that same date as retroactive to June 15. When the War Stabilization Board tried to disapprove it, the SIU hit the bricks and the great General Strike of 1946 was on. After the Seafarers won the beef, the NMU cried "Me too!" As it has been ever since, the NMU rode in on the SIU's coat tails.

One feature of the SIU contract, which has paid off time

and again, is the clause that allows the agreement to be reopened for wages at any time.

In March 1947, the SIU negotiated a six percent overall raise. Again the NMU screamed for parity, or something like it, and with the SIU blazing the trail obtained a boost under the Fly Award.

### UPWARD SPIRAL

In the summer of the same year came an extra five percent which the SIU won to meet the zooming prices which seamen, like everybody else, were having to shell out for everything.

But prices kept spiraling upward far beyond the reach of the hard-won pay increase. In March of this year, the Negotiating Committee, alert to the difficulties seamen were having

trying to stretch their wages to cover necessities, went to work again and won a 6.3 percent raise to meet the situation. Prices, however, rose still further. A resolute membership quite justly demanded that their wages be upped accordingly.

In the summer of 1948, there was a new obstacle to be overcome which the shipowners were quick to throw in the Seafarers' way. This of course was the ban on the "closed shop" imposed by the Taft-Hartley Act. The SIU's Hiring Hall was barred by the law, the shipowners said.

### JOB ACTIONS

The negotiators had the answer to that one. They simply refused to discuss anything else

(Continued on Page 3)

### Retroactive Pay

The effective dates of SIU dry-cargo agreements from March 1944 through August 1948 are published on page 16 of this issue along with wage scales going into effect on each occasion. This information is given for the benefit of Seafarers who may have legitimate claims for retroactive pay. Any Seafarer who believes he has such a claim should apply in person or in writing directly to the company concerned. If application is in writing, the following information must be presented: name, address, Z number, voyage number, name of ship, sign-on date, sign-off date, rating. Anyone supplying false information is subject to penalty under Federal law.

## ITF OKs World-Wide Panamanian Boycott

The long planned for boycott of Panamanian vessels moved closer to realization when the delegates to the convention of the International Transportworkers Federation in Oslo, Norway, unanimously adopted a resolution calling for a world-wide boycott of all Panamanian and Honduran vessels at a date to be set by the ITF.

The resolution was agreed to by representatives of labor unions — including the Seafarers — from all the principal maritime nations and will probably go into effect when detailed plans for the boycott's execution have been outlined and placed in the hands of the member unions.

The member unions of the ITF

agreed unanimously that the most effective way to stop the transfer of ships to Panamanian and Honduran registries and, at the same time, to force the international shipowners to transfer back these ships to their own countries would be to institute an international boycott on a given date throughout the world.

### RESOLUTION ADOPTED

The seamen's section adopted the following resolution which was later adopted by the entire convention by unanimous vote:

"That this congress of the ITF, meeting in Oslo July 21, 1948, declares after mature consideration of all relevant factors, and

being satisfied that the registration of ships in Panama and Honduras is for the purpose of evasion, whether it be wages, working conditions, social and safety standards or dodging taxation, that the unions affiliated to the ITF in the seafarers and dockers section will no longer tolerate the menace which is threatening seafarers conditions everywhere, and that on a date to be determined by the ITF an international boycott of Panamanian and Honduran ships will be applied by both the seafarers and dockers believing that it is only through such drastic action that the menace can be eliminated."



# SEAFARERS LOG

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## Tomorrow Is Important

Seafarers who haven't yet cast their ballots in the referendum now being conducted in all Atlantic and Gulf Coast Ports had better step on it and get to the nearest polling place in a hurry. That is, if they wish to take advantage of the right they possess under the Union Constitution.

Balloting on the question of the ten-dollar assessment to strengthen the SIU's General Fund, which began September 8, comes to a close on October 8—just two weeks from now.

Most members apparently need no urging to take an active part and have a voice in the charting of the Union's future course. Based on present indications, it appears that a very heavy vote will be recorded by the time the voting period ends.

Some of us need a little reminder, however. The time to have your say is now—while the polls are open. There is no sound reason why every single Seafarer who is physically able shouldn't cast a ballot.

Although the particular proposition now before the membership is in itself a highly important Union matter, more important is what the voting signifies.

A member having his say in this referendum is doing more than just casting a ballot. His action symbolizes the determination of SIU members to meet the important issues involving his own security and those of his Union brothers squarely—in the traditional SIU democratic way.

In this respect Seafarers enjoy a position that must be the envy of many members of other maritime unions. In the conduct of their Union affairs Seafarers have to meet only those problems that are of direct economic concern to the membership.

If an issue has no bearing on the welfare of SIU members it is tossed aside by a membership that fully understands the purpose of their organization. No involved, extraneous issues are allowed to fog this purpose. That's why the SIU has consistently strengthened its position and improved the economic standing of its membership during the past several years while other maritime unions, beset by internal problems inspired by various factions jockeying for control, have been weakened.

Much of the SIU strength and ability comes from moves made by members like those in the Port of New Orleans, who last month proposed a referendum calling for a ten-dollar assessment to reinforce the Union's operating fund to allow increased organizing activity.

Demonstrating the foresightedness that is characteristic of Seafarers, these New Orleans Brothers were looking ahead—for themselves and their fellow Union members. They know full well from experience that the seamen's security of today is only a result of his planning of yesterday. Although the initiative for strengthening the General Fund came from these New Orleans Seafarers, all hands who vote "Yes" in the current referendum share their foresight and interest in the future of the Seafarers.

All Seafarers should make sure they cast their ballots before voting ends. And a "Yes" vote will demonstrate that they are interested in bolstering their Union and, thereby, their own security.

## The Long Line of Democracy



## Men Now In The Marine Hospitals

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

### NEW ORLEANS HOSPITAL

J. DENNIS  
R. BUNCH  
P. L. SHAUQUEUE  
J. B. GEISLER  
A. R. KING  
S. C. FOREMAN  
E. J. DANCY  
E. LAPARI  
J. H. BIBBS  
V. W. RUSSELL  
O. HOWELL  
V. P. SALLINGS  
C. GREEN  
H. C. MAPHEY  
ALVIN WARD  
S. KINZAN  
G. R. GRAY  
J. L. HUGULEY  
R. L. FLIPPIN  
K. V. PETERSSON  
C. W. JOHNSON  
R. P. GRAVES  
M. HENBERT  
A. AUGUSTIN  
E. P. BADON  
R. L. BARBER  
L. KAY  
A. M. PETET  
S. LE BLANC  
A. M. PETIE  
J. J. McKENNA  
S. A. GLENN  
ALBERT McMAHON  
E. M. LOOPER

### Q. REEGO

J. M. MITCHELL  
D. W. PRINCE  
S. W. McDONALD  
J. L. SAUL  
R. M. HESTER  
M. H. SIMONEAUX  
HARMAN McNAB

### GALVESTON HOSPITAL

J. A. GIVENS  
MACON WELCH  
L. R. WILLIAMSON  
W. McCUITION

### MOBILE HOSPITAL

J. F. GERSEY  
J. H. ASHURST  
JOHN WEIMER  
CHARLES E. GLOVER  
A. C. McALPIN  
J. W. BUTLER  
F. L. REYNOLDS  
PETE HENDERSON  
T. H. ROSLUND  
H. R. LOWMAN

### STATEN ISLAND HOSPITAL

A. EWING  
A. VANELZUELA  
M. CASTRO  
J. McNEELY  
A. JENSBY  
D. DeDUISEN  
T. ZEMRZUSKI

## Hospital Patients

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

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

## Staten Island Hospital

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

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

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

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

W. H. NUNN  
J. BOUYEA  
W. HUNT  
R. L. JOHNSTON  
K. C. CROWE  
C. OPPENHEIMER  
W. H. PERRY  
T. MANDICK  
C. NANGLE  
C. W. HALLA  
P. G. DAUGHERTY

## BOSTON MARINE HOSPITAL

C. G. CREVIER  
J. J. GEAGAN  
E. DUDEK  
C. E. WILLIAMS  
J. MILAZZO

## SAN PEDRO HOSPITAL

L. TICKLE  
T. C. KELLY  
M. BYERS

## SAN JUAN HOSPITAL

R. SEIJO  
A. SILVESTRI  
I. MONTANEZ



## SIU Doubles Seamen's Pay In Four Years

(Continued from Page 1)

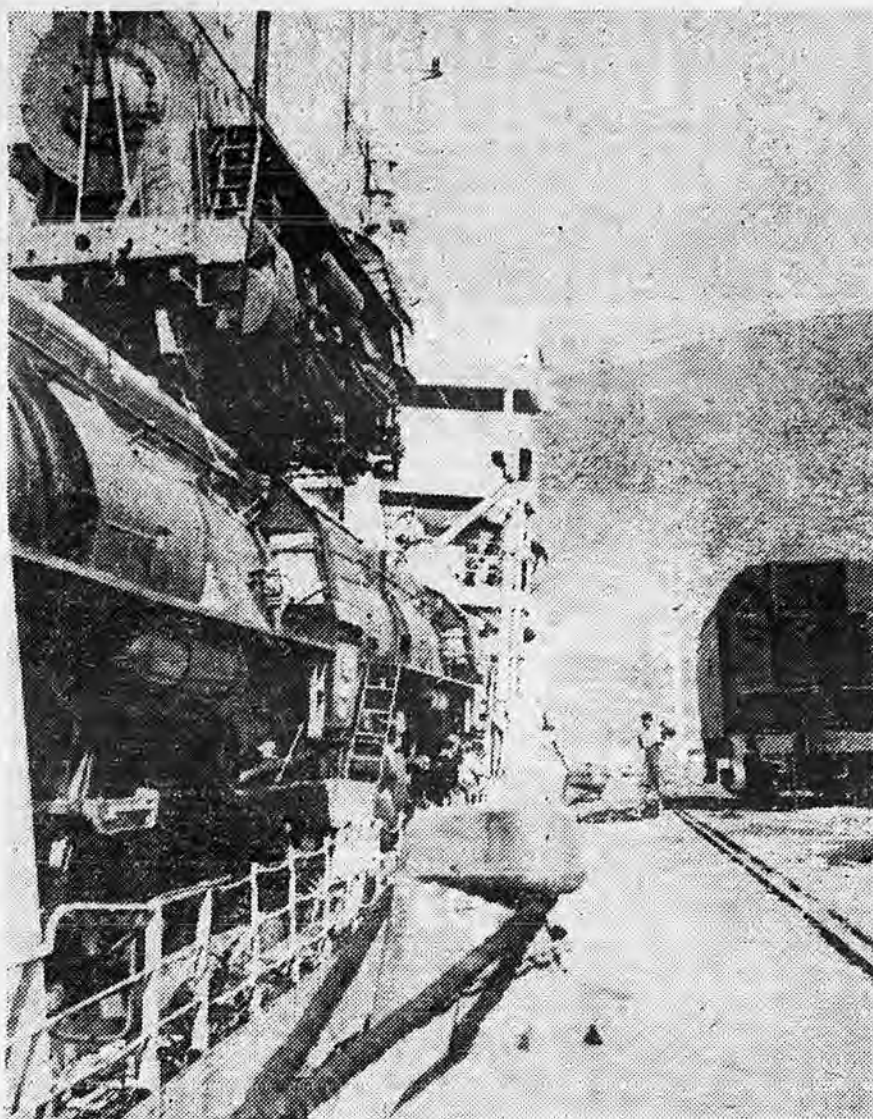
until the Hiring Hall was settled. At the end of June, the owners gave in. They signed a Hiring Hall agreement and the fight over wages began.

The owners wouldn't budge—at first. But in the end they were forced to grant the SIU the highest wages in maritime history, by giving Bosuns a 25-dollar a month increase and all other ratings \$12.50.

What made them yield was a series of job actions. First Mississippi was toppled over in New Orleans. Then the rest of the companies followed.

Again the NMU tagged along. The NMU had been asking for a raise since spring. A threat to strike had been blocked by an 80-day Federal injunction. The day that the SIU's victory was made public, the NMU was ready to accept an overall increase of about \$7.50. But when the SIU startled the waterfront with its big increase, the NMU screamed for parity once more. The NMU got the big raise too, but it took the Seafarers to put it across.

## LOCOMOTIVES FOR TURKEY



American Eastern's unique heavy-lift ship, the Gadsden, prepares to unload its cargo of locomotives on a Turkish dock. The Gadsden is especially equipped to handle locomotives and similar bulky machines. At present, it is under charter to make six trips to Turkey under the American aid program for that country.

## Fliers Union Thanks SIU For Strike Aid In Norfolk

The SIU's policy of helping other unions in their legitimate economic beefs has won the gratitude of the Air Line Pilots Association, AFL, which has been on strike against National Airlines since early in the year.

In a letter to the Secretary-Treasurer of the SIU, the Presi-

dent of the fliers' union, David L. Behncke, thanked the Seafarers for assistance given, notably in Norfolk. Behncke also urged that SIU members in all ports where National Airlines operates be alerted against traveling in the outfit's planes.

The complete text of Behncke's letter follows:

"Mr. Paul Hall, Secretary-Treasurer  
"Seafarers International Union

"51 Beaver Street  
"New York, New York

"Dear Mr. Hall:

"I wish to express the appreciation of the airline pilots for the splendid cooperation your local organization at Norfolk and elsewhere are extending to the National Airlines pilots presently on strike against National Airlines, Inc. The extent of this air line and where it operates is shown on the strike pamphlet I have enclosed.

"I am wondering if you would write a letter to all your local organizations at the points which National serves, telling them that this air line is on strike and is being operated by scab pilots. Also tell them to extend all lawful cooperation they can to the striking National pilots. We have picket lines at Washington, New York, Newark, Norfolk, Miami, Jacksonville, and New Orleans.

"I would deeply appreciate any suggestion you might have to make the strike more effective at the division points named. This air line also stops at Baltimore and Philadelphia.

"In view of the fact that certain of the locals of your organization did not know that this air line was on strike, they have at times booked passage for certain of their members on National Airlines. I am sure that a letter from you on this point, and anything else that you may care to add would be very helpful and very much appreciated.

"I wish to thank you wholeheartedly for the very fine assistance extended our people at Norfolk, and I shall be very pleased to hear from you on the points raised in this letter.

"With best personal regards, I am

"Sincerely yours,

"AIR LINE PILOTS ASSOCIATION  
"David L. Behncke, President"

## West Coast Unions Breach Operators' Line

The first big break in the West Coast combined strike and lock-out came this week when the CIO longshoremen entered agreements with two independent stevedoring companies one in San Francisco and the other in Seattle.

As a result of this turn of events, Army cargoes will be loaded by longshoremen obtained from the hiring hall, with the Army's ominous threat to use troops completely removed. It also means that the Waterfront Employers Association is on the spot. The Association deals with the longshoremen in all West Coast ports in which the ILWU has contracts.

By the middle of this week, three ships were being loaded and two unloaded at the Army docks in Oakland. Three more ships were expected over the weekend, according to reports.

However, no A&G ships were being loaded as this was written and, except for the working of the Army cargoes, the situation was virtually unchanged from the week before.

### ALL TIED UP

The Employers' Association continued to refuse to deal with the CIO longshoremen or the Marine Cooks and Stewards until the officials of those two unions signed the non-communist affidavits called for under the Taft-Hartley Act.

The Unions actually on strike are the ILWU, MCS, MFOWW, MEBA and two radio operators unions. However, it was the ILWU that struck first on September 3 after an 80-day Federal injunction ran out.

The MCS followed the ILWU, and the operators deliberately locked out the MEBA and the MFOWW. In the process, all

A&G and SUP ships on the West Coast were tied up.

Many issues in the strike are economic, notably the Hiring Hall and wages, but pro-commie officials of the ILWU and MCS have sprayed around their usual political malarkey, giving the shipowners the chance to come back with some political malarkey of their own.

Waving the flag aloft, the latter have made communism the issue and completely obscured the economic issues.

This week's development came after the shipowners refused to make any kind of an interim agreement with the ILWU to handle Army cargoes. The Army tried to hire longshoremen on a finky "civil service" basis without much success, and also threatened to use troops. The Army backed down on the latter proposition, however.

### OFF SHOOTS

Then the Seattle stevedoring firm of Griffith & Sprague, which left the Waterfront Employers Association a year and a half ago, reached an agreement with the ILWU, by which the Army cargoes would be loaded under the old contract including its hiring provisions. Any wage increase will be paid retroactively.

The Mutual Stevedoring Company of San Francisco, which is not a member of the association either, has a similar agreement with the ILWU.

About 170 ships are tied up, however, and 12,000 longshoremen are walking picketlines from the Canadian border to the Mexican line. In addition, some 16,000 seamen have been made idle.

Offshoots of the strike and lockout have appeared on the East Coast where a few ships contracted to the striking unions, are being picketed.

## SIU Aids ILGWU In Struggle Against Mobs In Dress Industry

NEW YORK — Seafarers are on the picketlines again! This time the SIU is helping the big International Ladies Garment Workers Union drive out the gangsters who have been muscling into this city's multi-million dollar dress industry.

The gangsters, who had been roughing up ILGWU pickets—most of whom were women and girls—ran into a little more than they expected when they encountered a group of Seafarers in West 35th Street one day this week. The officials of the ILGWU had turned to the Seafarers because of the SIU's record of support to organizations in the labor movement.

Apparently accustomed to throwing their weight around with impunity, the self-styled strong boys, armed with lead

pipes, blackjacks and brass knuckles, didn't know what they were in for as they attacked a picketline of Seafarers. Fighting back with their bare fists the seamen gave the hoods a resounding lesson.

The gangsters have been muscling into the industry by controlling a number of trucking companies, which haul cut materials from the "jobbers" to the "contractors," who sew the cut pieces into dresses and other ladies' garments. Gangster trucking outfits force the jobbers to sell cut materials to gangster-controlled contractors in outlying districts or out of town. These latter firms are, of course, sweat shops. The gangsters "protect" the jobbers involved by intimidating and beating the ILGWU's women pickets.

## Facts About Social Security

### HOW IT WORKS

Your social security card means you have an insurance account with Uncle Sam. When you work on a job covered by social security you are building protection for your old age and protection for your family if you die.

For this Federal old age and survivors insurance you now pay 1 percent of your wages, and your employer pays the same amount. It doesn't matter if you are 8 or 80.

Your social security card represents an actual ledger record kept for you by the Social Security Administration at Baltimore, Maryland. There are more than 70,000,000 social security accounts.

To get full credit for your work under social security you must be sure to report the number of your social security account to your employer so he can send in a complete and correct report of your earnings under social security.

### HOW TO QUALIFY

To receive monthly old age insurance payments when you are 65 you must be "fully insured" and you must file an application.

To be "fully insured" you must work about one-half the time under social security. Actually we figure it this way:

First, we figure the number of calendar quarters from January 1, 1937, until the quarter in which you reach 65. Now divide

this number by two, because you must have one quarter of coverage for each two quarters elapsing during this time. A "quarter of coverage" is simply a calendar quarter in which you are paid at least \$50 wages under social security.

Where the number of quarters of coverage required would figure less than 6 or more than 40 quarters, the law says you must have at least 6, or on the other hand that you need not have more than 40.

If you were born on or before July 1, 1875, you will need only 6 quarters of coverage in order to receive a monthly old age insurance payment. If you were born after January 1, 1892, you will need 40 quarters of coverage in order to be fully insured and to get a payment at age 65.

This rule tells how to figure how many quarters of coverage you need, but quarters of coverage may be earned at any time, even after 65. During the war some persons past 65 went to work for the first time under social security and became eligible for monthly retirement benefits.

## Westward, Ho!

Seafarer going to California wants someone to share car and expenses—driver's license necessary.

D. Smith, 239 E. 126th St., New York City.



## Port Galveston Now Getting Good Shipping

By KEITH ALSOP

GALVESTON — Shipping is good in this port, or at least it has been for the past seven days.

There were four payoffs and four sign-ons, plus three ships in transit. It's good to report that there were no beefs on any of them, beyond routine little matters which were easily settled.

The payoffs included two Watermans, the Governor Dixon and Governor O'Neil; Alcoa's Thomas Nuthall, and Federal Motorship's tanker Mostank.

The Nuthall and the O'Neil paid off right here in Galveston, but the Mostank was at Smith-luff and the Dixon at Lake Charles. All four signed right on, which was okay, you can be sure.

Because we were over at Lake Charles covering the Dixon on Labor Day, we had to forego joining in the Labor Day festivities here. But a good payoff was worth it.

The three ships in transit were the Seatrain Havana, Moran's big tug, Watch Hill, and Isthmian's Allegheny Victory.

### BACK CARPENTERS

Despite the fact that shipping is good, there are quite a few oldtimers still around. Among them: Guy Whitehurst, Red Darley, Pat Ryan, Samuel Pearson, James Foster, Frank Reese, H. Trasham, James Mapps and Jim Blake.

Blake is in from another honeymoon in Mexico City and is looking for a nice long run to the Persian Gulf.

There is a little excitement here on the labor scene and before it's over the SIU may be involved in line with its traditional policy of helping other unions.

Carpenters Local 526 has been picketing the Brown & Root Construction Company for the past week, and the Galveston Branch has offered any assistance needed.

## AROUND THE PORTS

### Transportation Rider Already Paying Off

By JOE ALGINA

NEW YORK — Like the weather, shipping became brisk during the past week and forced a dent into the ranks of the members waiting for ships here on the beach.

It may be only a spurt, we can't tell yet, but it is encouraging nonetheless. If it continues for a month or so, it will pretty well dispose of the backlog.

Most of the ships in for payoffs this week were from the major operators. Isthmian sent us three, the Cape San Martin, Anniston City and Allegheny Victory.

Only the last-mentioned gave the Patrolmen any trouble. The Chief Engineer on the Allegheny Victory didn't like the looks of one of the three Junior Engineers, so he took him off watch standing and put him on day work.

At the payoff the Patrolman asked, "How come?" The Engineer glibly replied that he was Chief Engineer and could do as he wished down below.

### QUICK CURE

He didn't have anything to say, however, when he saw the man collecting the overtime for his violation of the contract. The Junior Engineer collected all the money due in overtime for being taken off his regular duties.

An incident such as this usually cures these so-called "Kings of the hill."

On the Alcoa list we paid off the Polaris, Seaton and Cardwell. All three were in good shape, but the Seaton will be ours no more. Alcoa is turning her over to a company not contracted to the SIU.

Watermans in port this week were the Jean LaFitte, Azalea

City and Afoundria. It looks like they're running in threes. These were okay payoffs and quickly disposed of by the Patrolmen.

South Atlantic came up with two, the Southstar and W. R. Davies, both paid off and signed on in smooth style.

Other ships in were the Robin Kirk, Seatrain Texas, and two Bulls, the Elizabeth and Arlyn.

### ON TRANSPORTATION

Away from shipping in New York to the subject of transportation:

Recently it was recommended and accepted by the membership that men who take transportation money shall pile off the ship at the payoff. This was agreed upon to insure a greater turnover of men on these ships, and so benefit the membership.

On Waterman ships the transportation rider reads a little differently, but the desired result is the same. The benefit to the membership has already been great. Because of this, Waterman has been able to add eleven more ships to its operations.

The Waterman rider provides that men on ships running to the Far East from Atlantic or Gulf ports may make a trip to the Far East, return to the West Coast, and make a trip to Europe, returning to an Atlantic or Gulf port.

### FLEET ENLARGED

By eliminating the transportation money at the West Coast on the out-trip, and the East Coast or Gulf on the return, the company has been able to greatly enlarge its fleet. That's what we've been after: more jobs for more Seafarers. This gain for us far outweighs the transportation money that would be paid to a few crews.

It is important that the membership understands this provision so men won't be crying at the West Coast after the return from the Far East.

If this set-up is not to your liking, don't take these ships. This transportation rider is in our 2-year contract and it is to the membership's liking. It's the duty of every member to live up to it.

### OVERTIME HOUNDS

It's not to my liking to be a finger-shaker, but sometimes it is necessary to point a finger to an erring Brother or Brothers. This time it is Bosuns and "overtime hounds."

Unfortunately some Bosuns are laboring under the delusion that they are put aboard a ship as spectators solely, and are not expected to lend a hand with the work.

The Bosun is the head of the deck gang, yes, but he also is expected to turn to when he is needed. There are never too many men around for some jobs and by standing at the rail, picking his teeth, he doesn't make friends or do his job properly.

He has to do more than exercise his lungs to collect high-man overtime. He is on the ship to work and no crew is in the wrong if they put a bee under an armchair Bosun.

The overtime hounds are another group needing a bit of prodding. Some guys aboard ship turn to at their regular duties in a lackadaisical manner, miss watches, and are always just entering or leaving the embrace of old John Barleycorn. That is until someone calls for overtime work.

### SUCH TEARS!

Suddenly these guys are johnny-on-the-spot, all set for a turn at the fast cabbage. They're well-stocked with tales of how much they deserve the overtime, and you'd be playing favorites if you didn't take them. Turn him down and he'll cry for weeks, or give him a stiff overtime job and he'll moan because he wasn't given an easier one.

There is no pleasing this type. He'll be sore no matter what is done. If he were allowed to stay in his sack during the entire voyage he'd complain about the mattress.

Nobody has to kill himself these days. Our agreements are the best in the maritime industry. The work is there to be done but it's far from being superhuman.

As all old tanker men know, there is a sailing board posted on tankers but it is subject to quick changes due to the in-and-out type of operations. Not knowing exactly when a tanker is going to leave is one of the tough parts of sailing tankers, but somehow they manage to get aboard in time.

If you're recently removed from sailing dry cargo ships, it's important that you know this or you'll find yourself waving at your ship as it disappears over the horizon.

## New Orleans Looks Ahead To Steady Shipping

By EARL (Bull) SHEPPARD

NEW ORLEANS — Shipping here in the Crescent City, as the end of the summer season nears its close, continues to hold its own, but it looks like it may take a dip shortly. Reason is that out of eight Alcoa ships due to arrive here between now and the middle of next month, six of them are scheduled to hit the boneyard.

However, the blow isn't too severe, as these are the only ones due for the long lay-up out of some forty scheduled arrivals in this port for the coming three-week period. Of these, about ten will be in transit, which may take up some of the slack that will be caused by the lay-ups.

We have quite a few familiar names on the beach here now. Among them is the well-known man-about-ports, Percy Boyer. That is, if he hasn't grabbed a ship for some far distant port. Percy, while he was here, did a good job in assisting local fight promoters in lining up a benefit show for the local SIU's claim to fistic fame, Pat Donahue.

Pat, in case you haven't heard, had his jaw broken recently in a bout with Jimmie Larover of Philadelphia. The show was a good one, and no doubt helped Pat a great deal.

### MORE FAMILIAR FACES

Another oldtimer occupying a chair in the recreation deck these days is Frank Kendricks, recently in from taking turns on Mississippi and Alcoa passenger ships.

Others are: Bobby Welsch, fresh from an Alcoa Texas to Europe grain run; Charlie Crossland; Bob Sheffers; Frank Hughes, who vows he will sweat it out for the Del Norte; Goon Boyd, in from a trip sailing on the bridge, and Bob Burton, here in his home port after a successful run to Greece.

Still another Seafarer seen hereabouts is Vic Marina, the Alcoa Clipper's beer broker. Sidney Dolese is around the Hall telling his story of what happened on the Trinity Victory. She was being towed to Texas and the scrap heap when her tow broke in a gale.

Sid's lamenting that there was no seasick medicine aboard. This could go on and on, but we're not attempting to compete with Cut And Run Hank.

We've been experiencing some very wet weather hereabouts. We've become accustomed to expect it about twice a year, and this is one of the two wet spells. The old weather eyes around claim that the best of the rain is gone and we can expect some dry weather and the warming rays of Old Sol.

To the wandering brethren of the SIU, the fellows here extend a "ship New Orleans" invitation. If you're wandering in this direction, keep right on until you come to the beauty spot of the South; you'll know then you're standing before the New Orleans Hall.

Pay us a visit, linger on the beach a day or two and pick your shot—the Continent, South America or the Islands. Passenger ship men especially can always land a berth pretty easily here.

## Six A&G Vessels Tied-Up On West Coast

By STEVE CARDULLO

SAN FRANCISCO — All Seafarers should be concerned with the news of the West Coast beef which, so far as A&G ships are concerned, is a complete layoff. In this report, we will do our best to straighten everybody out as to the state of affairs at the date of writing, which is September 15.

At present, the following organizations are on strike: International Longshoremen and Warehousemen's Union, CIO; National Union of Marine Cooks and Stewards, CIO; Marine Engineers Beneficial Association, CIO; Marine Firemen, Oilers, Watertenders and Wipers, independent; and two radio officers' unions. Naturally, the entire coast is tied up.

### SIX TIED UP

The following A&G ships are strike-bound as matters now stand: Purdue Victory, up the coast in Astoria, Yorkmar, Marlin Victory, Steel Inventor and Monroe Victory in San Francisco; and Marymar, down in Wilmington. At least one more

ship is expected to hit Wilmington.

As soon as a ship arrives, the ILWU throws a picketline around her and refuses to work her. The best information available out here suggest that A&G ships at sea will be diverted to the East Coast and the Gulf.

The strike caught quite a few of our men. However, everybody has pitched in with voluntary contributions to the general welfare and, as a result of the wholehearted participation of everybody, we have been able to set up a first-rate stewpot.

Frenchy Michlet has been doing some fine cooking. Nevertheless, we have been advising our members to head east.

Several days ago, the Army commenced to operate a Hiring Hall at Fort Mason. Fronting the Hiring Hall were huge signs advertising jobs for seamen, stevedore bosses and stevedores.

The newspapers gave the hall a lot of free publicity. The longshoremen and other striking unions threw a picketline around the hall, and we understand that to date only a handful of men have taken jobs.

At present the Army is looking for any stevedoring outfit that is favorable to the ILWU. If the Army finds such a company, it looks as if the Army cargoes will be moved by longshoremen. However, if no such company can be found, the Commanding General of the San Francisco Port of Embarkation has said that soldiers will be used to load the ships. (Editor's Note: Since then, two independent companies have signed contracts with the Army to load their ships.)

The shipowners have changed the strike into a lock-out by stating unequivocally that they will not negotiate with any striking union, until the leaders of the ILWU and the MCS sign the anti-commie affidavits called for by the Taft-Hartley Act.

From where we sit, it is impossible to predict what will happen if troops actually are used to load ships. And how long the strike will last is anybody's guess.

Meanwhile, we keep working along on our new Hall. We expect to have it finished in the near future.



## Why Bosuns Get Grey Hair

By W. G. BILL CHAMPLIN

I get tired of beefing and griping. Someday I'm going to sit down and write about some of the really swell Mates and Old Men I've sailed with.

Such praise can really go in this column, too, for always there's some other character to throw a monkey-wrench in the works. Yes, there's one on every ship. This is the last article on dangerous officers — for the present.

The Mate on the pan today was less a company man than an anti-union drunk, with foreign navy background, and Empire cowtowing mixed with Dominion rebelliousness.

Since he wasn't too bad a fellow at heart, and capable of education—just a victim of his background—I'll try to avoid identifying him.

To simplify the picture, I'll state that I sailed as Chips on a Victory ship which signed articles, then sailed light to a grain port, to load for a haul halfway 'round the world.

From the very beginning of the trip I had trouble sounding number one hold, the sounding well being partly obstructed.

### DRY SOUNDINGS

Soon I lost my light sounding-rod, the line parting when the rod jammed at the obstruction. I made a new, heavy rod, which I got past the obstruction. I never felt confidence in my dry soundings, as sounds came up the well so muffled that I always wondered if I'd hit bottom or a lost rod.

All data were carefully entered in the Carpenter's log, and in my own personal log, and the facts called to the attention of the Mate.

Came a day when my new rod jammed and its line parted. I next tried every kind of a fish I could devise. The last of these was a heavy spear I bent into a six-thread sisel.

The big Bosun and I heaved, then used one combination after the other of mechanical powers till the six-thread parted. We



were in a grain port, with the shore carpenters fitting our holds for grain, and there were a few burners and welders aboard making minor repairs.

### OUT TO LUSH

I emphatically urged the Mate to have the wellpipe cut, the obstruction removed, and a new section put in before grain pouring commenced. But the lures of the port's fleshpots and gin-mills caused the Mate to forget and neglect his duty till the hold was filled and we were at sea.

All went well till we took fresh water in a foreign port. Be it said, I was the only man on the ship who'd ever sailed a Victory. This condition often produced weird results. In this case, a few days after watering and bunkering, the Mate came to me and said, "Chips, how

much water's in the forepeak?" "Been running seven or seven-and-a-half inches lately—doesn't vary much," I said.

"Is that all?"

"Well, if it makes you feel any better, I'll be liberal and sign eight."

"Hell, it ought to be full," he said.

"Come with me, Mister; we'll check," I answered.

"I'm busy, but check it," he replied.

### STILL MISSING

I did, taking the Bosun and a couple of AEs for witnesses.

There was still less than eight inches. The Mate was dumb-founded.

"We paid for it. Where the hell did it go to?"

"Can't say, Mister—you know, it would be just our luck if the blackgang pumped it into number one, which we can't sound," I answered.

This was all very funny, since we could make enough drinking water. I could laugh, for I'd always been scrupulous about keeping my sounding log, always noting the reason why a sounding can't be taken, and always calling the attention of both the watch officer and the Chief Mate to anything of note.

### AMAZING MAIZE

Four or five days later we were noticeably down by the head, and the vicinity of number one smelled like a putrid brewery. Milo maize stinks worse than good old "cawn." The Mate was wild.

I kidded him, saying, "You're only guessing, Mate. You know

you can't see her draft marks nor sound the well. Anyway, my guess is that the black gang

ALCOHOLICS ANONYMOUS  
WILL NEVER BELIEVE ME!



really pumped the fresh water into number one."

"Can't be. The forepeak doesn't take that much."

"That's enough to swell the grain and burst a seam in her skin. The seawater will rise to the water line, and absorption will take it higher," I pointed out.

When we hit our port of discharge a few days later, we were down by the head even worse, and the whole ship stank.

There is grave doubt about the possibility of our losing the ship; but on a long run with bad weather, we might have taken water in number two, or just lost our bow. Actually we found salt water above the new waterline, as I'd predicted. The fresh water was never located.

It's good advice to always keep a good sounding log, whenever you happen to be responsible. British law sure looked mine over in India that time. We lost 600 tons of grain.

## Baltimore Shipping Improving; Calmar Intercoastals Tied-Up

By WM. (Curly) RENTZ

BALTIMORE — Shipping has picked up again in Baltimore. Don't get excited, we're not having a shipping boom. Things are just a little better, that's all.

The best news is that shipping ought to get better still for at least the week to come. That's the way it goes. One week up, the next week down. One week this port is good, the next week it's some other port.

It's not really any easier to get out of here than it was before. Men keep coming to Baltimore dreaming of good shipping, so they pile up on the beach.

Of course, if the boys would grab those Ore vessels as fast as the jobs appear on the board, they would have a lot less trouble getting out.

### SEVEN SIGN-ONS

Last week we paid off three Ores, a Robin, a Bull, a South Atlantic and an Isthmian. The sign-ons included the same three Ores, the South Atlantic, the Isthmian and two Bulls. There were some ships in transit, and there are three Cities Service tankers in the shipyard for repairs.

It won't be long, we feel, before those Cities Service vessels will be under full contract. Everybody is doing a swell job aboard them.

Cities Service will come along like the other companies. The SIU's spirit won't let Cities Service do anything else. Seafarers know how to go after what they want and get it.

It's the same way with the General Fund Assessment. The members know they need it as a kind of insurance against the future. If they want the insurance they vote for the assessment.

Incidentally, when you go to vote, remember some of the things about the SIU's past. Remember how the victories were won. We didn't get anything for nothing and we never will. So vote "Yes" for the assessment.

There are some Calmar ships in port tied up because of the West Coast strike. They can't go back on the inter-coastal run until the beef is settled. There are some MFOWW and MCS members on strike here, but otherwise everything in Baltimore is fine.

## Mobile Shipping Continues Slow, But Assessment Voting Is Brisk

By CAL TANNER

MOBILE — Shipping continued dead slow for the past week in this port. Approximately 37 bookmen and eight permitmen were shipped during the period. Five ships paid off, but there was only one sign-on. However, two ships on continuous articles hit here and a few men were signed on each.

Alcoa had two vessels among the payoffs—the passenger ship Clipper and the Runner. The Monarch of the Sea, Waterman job that makes the Puerto Rican run, paid off—as did two South Atlantic scows, the Stephen Leacock and the William Clay. Both the latter are Liberties and are headed for the boneyard.

The Runner was the vessel that signed on. She's now out on the bauxite trail. The Clipper and the Monarch of the Sea are on continuous articles. Ships in transit included the Steel Mariner and William Allen of Isthmian, and the Del Alba, Mississippi Shipping Company.

### SMOOTH JOBS

All payoffs and sign-ons were smooth, with the exception of the Stephen Leacock, which came in slightly fouled-up. After the Patrolmen got to work on her, she soon was in ship-shape condition and all hands left the payoff satisfied.

Some of the Brothers in the local Marine Hospital who received their Union benefits from the visiting Patrolman were: J. F. Gersey, J. H. Ashurst, John Weimer, Charles E. Glover, A. C. McAlpin, J. W. Butler, F. L. Reynolds, Pete Henderson, T. H. Rolund, and H. R. Lowman.

All of these men reported everything going smoothly at the hospital.

Some of the oldtimers you can find on the beach in Mobile at the present are: S. R. Paris, E. C. Gallaspy, J. R. Mucins, R. Ulmer, J. O'Sullivan, A. H. Townsend, J. Carroll, E. O. Moore and N. Kiehl.

### VOTING BRISK

Voting on the ten-dollar assessment for the General Fund is going along briskly in this port and, from all the conversation around the Hall, it appears that a very large majority is in favor of the move.

Every man entitled to vote in Mobile should have his say via the ballot to make the SIU the strongest maritime union in the business.

Well, the layup jobs are still coming into Mobile. This week we have two headed for the boneyard, and there are two more scheduled for next week.

Alcoa has laid up every Liberty that has hit either this port or New Orleans during the last

three weeks. With Alcoa being just about the biggest company running regularly into this port, their action has hurt local shipping quite a bit.

A lot of the permitmen on the beach here are pulling out for other ports, where the lists may not be so long. At this time, this seems to be a pretty good idea.

The Agent here has been in three or four meetings with the officials of the local unemployment office. On the basis of these discussions, things look favorable for the permitmen.

## Boston Shipping Drops To Low

By E. B. TILLEY

BOSTON — We cannot say that shipping is slow. We have to report that shipping has stopped entirely.

If things keep on the way they are going, they'll stop calling this place Bean Town and name it No-Payoffburg. However, we are getting a few ships in transit.

Right now we have Waterman's SS Maiden Creek. She is in from Japan. And you know who rides her bridges. He's none other than the well-known Mormon Hiles.

Naturally, the Creek is loaded down with beefs. However, since she doesn't pay off here, New York or Philadelphia will have the pleasure of handling the troubles—and suffering the inevitable headache.

We also have the Oberlin Victory in port. She's an Isthmian and she has a real Isthmian lumberman on her bridge. She's bulging with logs. Whoever covers her payoff will have a headache, too.

### SCHOOL DAYS

When the ships don't pay off here, all we can do is build up the morale of the crews to hold them until they actually reach a payoff port.

Our weekly education meetings got off to a bang-up start here. We had the first one last Tuesday. The way the members participated made me proud all over again to be a Seafarer.

The boys really gathered around anxious to discuss and learn the reasons why the SIU has won its position at the top of maritime. There were some oldtimers in the crowd and they could draw on their memories to show what a job the SIU has done in 10 years.

They knew the difference between the wages and conditions called for under the new two-year agreement, and what they used to have to put up with.

## Philly Seafarers Happy About 2-Year Contracts

By LLOYD (Blackie) GARDNER

PHILADELPHIA — Shipping dropped off again in this port during the past week. There was only one payoff, and that was on the SS Francis, a Bull Line scow.

It was a good clean payoff, however, there being no beefs or disputes of any kind. She must be a happy ship because only a couple of men got off her.

As usual, we have had quite a number of ships in transit, and we have visited them all to square such beefs as we found.

The two-year contracts signed

by tankers with the SIU, as well as freighters, has been the subject of a great deal of discussion around here lately. Everyone seems to be heartily in favor of the whole program as it is developing.

The members around this Branch realize the need for expansion all down the line. They know that, with our agreements wrapped up for two years, we will be able to devote more time and energy to growing bigger and stronger.

Voting is still in progress on

the General Fund Assessment, and feel safe in predicting an easy passage. We say this because we have faith in the wisdom and pride of the SIU membership.

With SIU finances in top shape because of the strengthening of the General Fund through the assessment, we look for a splendid future for the SIU and its members.

(Ed. Note: For some reason, Brother Gardner omitted his customary plug for the Philadelphia Athletics.)



# Seafarers Building In Tampa

Although its shipping activity does not compare with that of many of the larger branches, the SIU Branch in the Port of Tampa enjoys the distinction of having a model union setup.

After a period of repair and alteration, Tampa now boasts a union hall that offers a worth-while pattern for the rest of the Union. The Hall, pictured on these pages, is a spacious, modern two-story brick structure offering every convenience to Seafarers on the beach.

Besides the facilities devoted to the conduct of Union business, the Tampa Hall provides the comforts that the Union hopes will eventually be available to Seafarers in all ports. There is a dormitory, where Union members may spend the night, without cost. There are spic and span showers that are sure to be the envy of other ports.

From a shaded terrace outside the second-deck dormitory, Seafarers can relax with a cool drink while they watch activity in the busy Franklin Street thoroughfare below. If they prefer, there is a commodious recreation room on the first deck that is both cool and comfortable. Soon to be erected are several concrete benches along the curb for men who prefer to loll on the outside.

The Tampa Branch is also prominent for the excellence of its relations with other trade unions in that union-conscious city. Several AFL unions already have their offices in the SIU Hall, which may soon become a trade union center for Tampa.

When fellow trade unionists need help, Tampa Seafarers stand ready. Among those they have aided in the past are the Teamsters, Laundry Workers and International Association of Machinists.

While Tampa shipping does not reach great proportions, the port holds its own and manages to pay its own way.

The streamlined Tampa Branch should be a source of pride to all Seafarers.

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The up-to-date Seafarers building at 1809-11 Franklin Street, Tampa, Fla. SIU men stand in front of recreation room. Terrace leads to dormitories. Right half of building holds offices of other AFL trade unions.

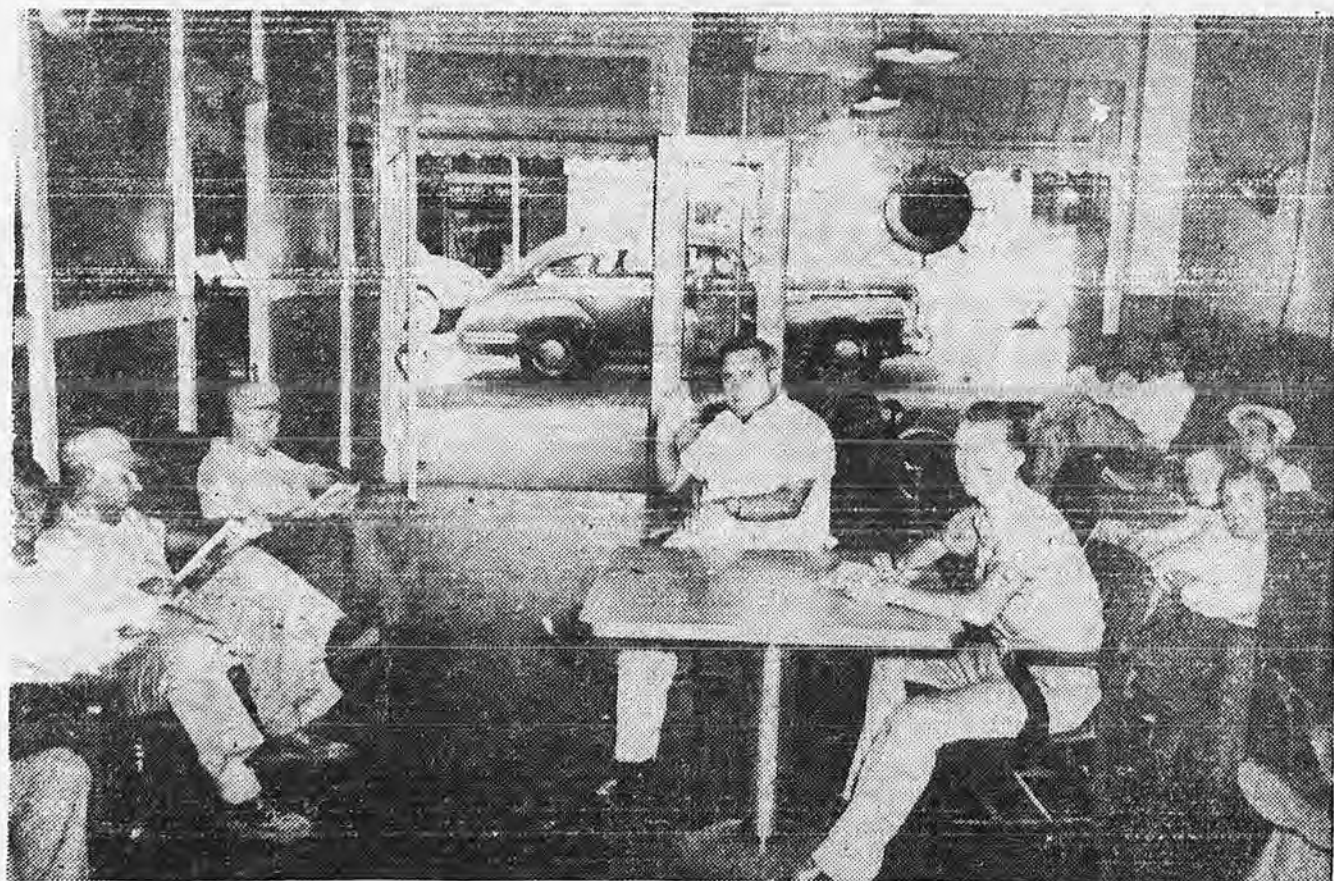


Smiling apparently in approval of the building operated by the Brotherhood of the Sea are (left to right) the Steward of the John Bartram; Ralph Seckinger, Tampa Dispatcher; Tony Sosa, of the ILA, and R. J. Varn, Business Agent for the Teamsters.



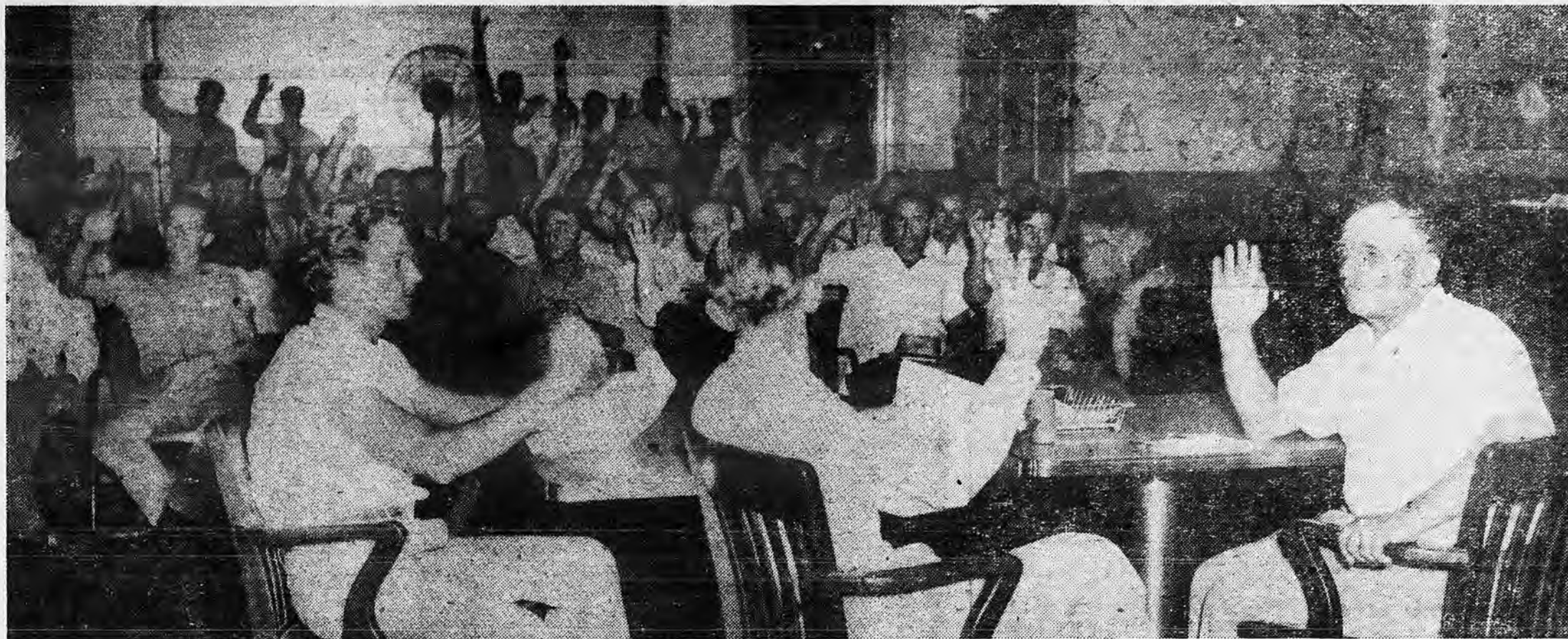
Visible to pedestrians and motorists traveling north on Franklin Street is a huge symbol of the Brotherhood of the Sea, which will soon be illuminated by overhead lights.

Photo at right shows several Brothers taking it easy in forward part of recreation and reading room.





# Is Model Trade Union Project



At special meeting Tampa Seafarers overwhelmingly voted in favor of resolution proposed by New Orleans Brothers calling for a referendum on a

ten-dollar assessment to strengthen Union's General Fund. Photo was taken as vote was called for.

## Few Payoffs Keep Shipping Down In Tampa

TAMPA—Although we still get the usual amount of ships in this port shipping is on the slow bell. The reason is that no one is paying off in Tampa.

We have had three Waterman ships and one Bull line vessel come in so far this week. The Albert K. Smiley, Waterman, was the latest to arrive. There is a possibility that the Smiley will call for several replacements.

The other Waterman ships were the John Laurence and the Winslow Homer. The Bull line representative was the SS Edith, which ordered three men—one in each department—while she was in Boca Grande.

Voting on the assessment should be stepped up quite a bit this week, principally because the men of the SS Florida are casting their ballots. A substantial turn-out of voters from the crew of the Florida is expected.

### TOUGH ON TOM

"Crying Tom" Watson, the working man's "friend" has let himself get into a peculiar fix. He's been a life-long member of the Democratic party, but after being defeated twice in one election he proclaims that the Democrats have gone to the dogs. They aren't capable of electing an outstanding man—Tom Watson, that is.

A resolution demanding his resignation as Attorney General was introduced at a special session of the State Legislature. To date, all it has accomplished is several beefs. Most of the big-wigs here are anti-labor and Watson has a few allies. Watson's next race will probably be for the U. S. Senate against Senator Claude Pepper, who, no matter what else he is, is pro-labor. All the newspapers in the state are against Pepper. In fact, everyone is against him but the voters.



Brothers gather around Dispatcher's desk for shipping call. Despite few payoffs at present, Tampa is managing to hold its own.



Trying their luck at cards in Tampa's trim "rec" room are (left to right) Seafarers J. B. Lippincott, "Pop" Duncan, "Swede" Swensen and Paul Carter.



In a scene familiar to Seafarers in all ports at the present time, Tampa SIU men in photo above form line at table of the Balloting Committee, which will check on their eligibility to vote in current referendum on ten-dollar assessment to

bolster General Fund. With a reinforced operating fund, the SIU will be able to push ahead an organizing campaign to bring in more jobs for Seafarers and maintain its place as the top Union in Maritime.





# SHIPS' MINUTES AND NEWS

## Trinity Victory, Adrift In Gulf Storm, Saved By Watch Hill's Crew

Seafarers again went to the rescue of a stricken vessel—this time Seafarer rescued Seafarer.

The Trinity Victory, one of Mississippi Shipping Company's chartered vessels, was en route to the honyard at Beaumont, Texas last week when it broke

its tow during a heavy gale 90 miles at sea from New Orleans, and for hours floundered in the grip of the 47-mile-an-hour storm.

The tug Eugene Moran, manned by men of the International Longshoremen's Association, was unable to send a new line aboard due to the lack of a tow gun. Helplessly the Moran stood by while the SIU ship, with a skeleton crew of four Seafarers and a Skipper aboard, wallowed in the heavy seas.

### DISTRESS MESSAGE

A distress message was sent to shore and the Coast Guard dispatched a cutter. At the same time the Watch Hill, Moran operated deep-sea tug crewed by SIU men, changed its course and sped to the aid of the Trinity Victory.

Arriving at the scene while the gale was still in full force, the men of the Watch Hill forced a line aboard and brought the victory ship under control. The Watch Hill then completed the tow to the Beaumont lay-up fleet. The four Seafarers aboard were I. M. Magarvy, A. J. Zaich, S. L. Dalese and J. D. Wiggins.

## Registration Rules

The final report of the Committee on Uniform Registration Rules appears on page 14 of this issue. This report has been printed in two earlier issues, but it is being presented a third time so that as many members as possible may read it before a formal motion is entered to submit the proposals it contains to a referendum vote.

The Committee's report consists of a series of recommended registration rules to be in force in all ports. In reaching their conclusions, the Committee's members analyzed the reports of a series of port committees, and conducted extended hearings at Headquarters.

## All In Harmony On Walker: Oldtimer Praises All Hands

By FRANK E. SHIMELFENIG

Well, Brothers, we are next to completing a voyage via France and the dust-patch of Paranam on the rust bucket, James Kyrion Walker of the Alcoa fleet. But should any sailors decide to sail on a real ship, this is one that you often read about, but seldom see.

The Master of this vessel, Lars K. Gabrielsen is, beyond any fraction of a doubt, the finest Master Mariner that I have ever sailed under in my 36 years on American ships! He forever has the crew's welfare at heart. Nothing at any time seems to be too much for him. Money draws with him is no item—every day, if you have it coming, without a song and dance.

### GOOD BUNCH

The Chief Officer, Hubert W. Green, Jr., the Second Mate, Stanley Hrab, and the Third Mate, Anton Schwartz, are a nice lot of Deck officers who are always ready to bid you the time of day.

But what makes all this harmony possible? No guessing. It is the prize Stewards Department that we have aboard that keeps the crew well and satisfied. We have food of great variety, well prepared and spot-

lessly clean. I have yet to hear a grumble. The Messmen are a rare good bunch. How could they help but be under the scrutinizing eye of Chief Steward William Malvenan? He is tireless in the crew's behalf, always on the go, and neat as a pin!

Any Master, any company, and our entire membership should feel proud to have such a department head in our organization.

### SHARP SPARKS

And last but not least, we cannot forget our communications expert, Reuben Diebel, Jr., an ever ready, always accommodating crew member. I still maintain that he missed his calling, because he sure is a first class first-aid man.

I tried to pull No. 5 hatch off the deck, injuring my back to such an extent that I could not stand my watch. The Captain gave operational orders; so Sparks began with his liquid fire, flat iron, rolling pin, and hot horse blankets. By his untiring efforts and the Captain's interest, they had me on crutches in a day. Thanks, Sparks!

So here are my congratulations to the crew of the James Kyrion Walker.

## THE NEWSPRINT LUGGING CREW OF THE COLABEE



Much of the newsprint for New York and Chicago newspapers comes from Canada and is carried on the SIU-contracted Colabee. On a recent run to Baie Cameau, Quebec, Juan Colpe, Colabee crewmember, caught part of the crew on deck and snapped this picture. Back row, left to right—Cartright, AB; R. Augsbach, OS; H. Bonewald, AB; J. Synnott, Deck Eng.; Mahoney, FWT; D. Dixon, AB, and J. Helms, Carpenter. Front row—Francis, Oiler; R. Kline, AB; A. Castelo, Wiper; C. Friedemann, Watertender; A. Ortiz, Oiler; E. Paszck, Oiler; R. Johnson, OS; L. Wyman, AB, and J. Cates, Bosun.

## Stamp Collecting Brother Finds Avocation Paves Way To Meeting Great, Near Great

Seafarer Fidel G. Lukban, who started his \$12,000 stamp collection in 1910 with a two cents Rizal (Philippine) stamp given him on his 14th birthday by his mother, cites many more advantages to his hobby than the money invested in it and the pleasures derived from their study.

He has made thousands of friends, from Walter P. Chrysler, and James Farley to the owners of small amateur collections (including many seamen enthusiasts), and an impressive list of pen acquaintances with whom he has been in correspondence on the fine points of philately for years without ever meeting. "I first learned to read and write English from reading the inscriptions on stamps, and going through the collectors' catalogues; and learned to talk English through the people I met pursuing the hobby," he said.

Though he has the largest collection of any seaman he has met, Lukban pointed out that there are a number of serious seamen collectors on the ships. "When you sail with one of them it really makes an interesting trip, for you've always got something to talk about." It is no wonder, when you consider that his collection numbers upwards of 200,000 stamps from all countries.

The first thing he does when he arrives in a foreign port is to buy the current issues, and look up other collectors. A man in Southern Rhodesia once gave him 20 pounds on trust to get him a set of U.S. commemorative issues. He plans his trips in terms of his hobby, and manages to grab a ship that will take him to whatever part of the world has stamps he needs for his collection.

### US STAMPS TOPS

The most important and expensive stamps in the world now



FIDEL LUKBAN

are U.S., and British issues—including the colonies and dominions. The thing which makes the U.S. stamps so valuable is that a record is kept of each issue, and because the coloring and perforations make them hard to duplicate.

Lukban related that for a rich country like South America, it is surprising that their stamps have poor value.

You've got to watch out when you buy abroad though, Lukban warned—especially in Japan and Germany. The Germans are the best counterfeiters in the world. He carries his own microscope and solutions for testing. Some have to be viewed under ultra-violet light. In Japan a quick test is to soak them in hot water to see if the color

fades. If it does, it's phony.

The oldest stamp recognized was issued by the English Government and insured by Lloyds of London in 1841, Lukban explained. Roosevelt had one of these which was valued at 52 thousand dollars. One of the rarest is the British Guiana, 1841, six cornered stamp, with the signature of the Governor. A millionaire in Maine promised this to Roosevelt if he would win the election for which he was campaigning at the time. So now it is in the Roosevelt collection.

### MEETS CELEBRITIES

As House Boy for the late Jimmy Walker in 1930, Lukban met many well known collectors, for Walker was an enthusiast himself. Among them were Walter P. Chrysler, who sent him up to the 17th floor of the Chrysler building to see his own collection. He also met Jim Farley and James Roosevelt. The latter advised him to see his father's collection at the federal building in Washington.

Again as cook for another collector, Walter Herrick, at Wainscott, Long Island, and for Jean Harlow, he met many well-known collectors, who left all pomp and circumstance behind (as is the habit of collectors around the world) to get down to the serious business of talking stamps.

Right now Brother Lukban is in New York waiting for a ship. He'll probably grab one soon and the chances are that he'll return from his next trip with more stamps, and with them, interesting stories for collectors—Philatelists, that is.



# Digested Minutes Of SIU Ship Meetings

**WILD RANGER, June 20—** Chairman M. D. Sands; Recording Secretary W. H. Banks. Motion under New Business to have the Ship's Delegate go to the Hall and see about having fans installed for the crew. In Good and Welfare, repairs to wash basins and toilets, and lockers were brought up. The Ship's Delegate was asked to check the medical supplies. It was decided to ask that fresh milk be ordered in San Juan. One minute of silence for departed Brothers.

**FELIX GRUNDY, June 28—** Chairman Connors; Recording Secretary Heinfling. The Delegates reported all in order. Brother Mullins was elected Ship's Delegate by acclamation. Motion under New Business to have the Ship's Delegate see the Captain about getting a carton of cigarettes per man. Under Good and Welfare it was decided to see the Patrolman in Norfolk about new mattresses for the men who needed them, and to make up a list of what is needed. There was discussion on cleanliness of ship. One minute of silence for Brothers lost at sea.



**DEL SANTOS, June 27—** Chairman Spider Korolia; Recording Secretary Floyd Crumpler. The previous minutes were read and accepted. The Deck Delegate Bill Simmons reported a few hours disputed on handling lines on the dock. The Engine Delegate, Floyd Crumpler, reported 168 hours disputed overtime, and the Stewards Delegate, Walter Makin reported no beefs. Motion under New Business by W. Holland, and seconded by Welch, to have the ship fumigated. Carried. Motion by J. Darouse, seconded by Baker, to go into Good and Welfare. Suggestion by Simmons to have all blankets sent to the laundry. Tougal suggested that all quarters, showers, and heads be painted by the shore gang. Suggestion by Welch to have steam lines installed in all crews showers for boiling clothes. Meleca pointed out that the steam line leading to coffee-urn in officers' pantry should be insulated. Ormsby asked that the dogs on all port-holes be freed. Suggestion by Tougal to install fan in paint locker aft. Other members who made suggestions of repairs were: Burk, Willet, Korolia, Hibbs, J. H. Ponson. One minute of silence was observed for Brothers lost at sea.



**STEELMAKER, July 9—** Chairman B. Murillo; Recording Secretary T. Frazier. The minutes of previous meeting were read and accepted. The Ship's Delegate reported that all beefs handled since last meeting have been squared away. The Master is cooperating and pleased with the crew's conduct and work. The Delegates are on the ball, and everything is in order. Under New Business the Negotiating Committee's Report on the Hiring Hall was read and concurred in unanimously. Motion by N. Bartlett to send the Ne-



gotiating Committee a vote of thanks for fine report on the Hiring Hall, and also to Secretary-Treasurer, for forwarding same along with the LOGS. Carried. Motion by G. A. Master-son that linen be issued on Fridays between 10 and 11 A.M. instead of Mondays as previously voted. Carried. Motion by T. Frazier to request Master to have supper in port served at 4:30 instead of 5:00. Carried. Motion by P. Jakubcsak to stand in silence for departed Brothers.

**STEELMAKER, August 10—** Chairman G. Masterson; Recording Secretary T. Frazier. Minutes of past meeting read and accepted. The Engine Delegate reported a beef with the Chief Engineer who put the Oiler on the 12-4 watch replacing the injured Fireman, and had the Jr. Engineer doing Oiler's work in addition to standing his own watch, instead of promoting a Wiper holding Fireman's endorsement, and thus filling out the watch. Motion under New Business by T. Frazier and seconded by R. Elwood to fine anyone gassed up on pay-off \$50.00 and turn the money over to the boys in the Marine Hospital. Carried. Motion by N. Bartlett to stand in silence for departed Brothers.



**ANNISTON CITY, June 16—** Chairman Paul L. Goodman; Recording Secretary Jim Rogers. Brother Doran was elected Ship's Delegate by acclamation. Motion carried under New Business to fine any member \$3.00 — to be turned over to the Strike Fund—who is apprehended bargaining with natives in the crew's quarters. Discussion under Good and Welfare on cleaning of passageways. The Steward was asked to put out ice cream twice a week in hot weather. It was suggested that fresh stores be gotten in Port Said, as it is the only place in the area where such things are available. The Stewards Department was given a vote of thanks for good chow served. The meeting went on record to extend best wishes to the Negotiating Committee, with the hope that the new wage-scale and contract with Isthmian comes through soon. One minute of silence for departed Brothers.

**ANNISTON CITY, June 12—** Chairman William Doran; Recording Secretary Charles Muscarella. Motion carried to have the cat-walk, forward, repaired. Motion carried not to allow Spud

Murphy, the Isthmian phony in Port Said, access to the crew's part of the ship. It was pointed out that he is sanctioned by the company, boosts the prices of his peddlers-goods to the crew and kicks back to the Skippers. Motion carried to require that T-shirts and long pants be worn at meal time, and to fix fans in messhall, and keep screens on port-holes and doors closed. Under Good and Welfare, the membership was warned that anyone carrying information topside would be brought up on charges. It was decided to hold regular educational meetings to instruct the membership—especially the permits—on Union matters. One minute of silence for lost Brothers.

**HENRY M. RICE, June 21—** Chairman Orville Payne; Recording Secretary Stanley J. Barras. Deck and Engine Delegates reported some disputed overtime, and the Ship's Delegate reported on the draw situation. Motion carried that the Delegates see Chief Engineer and Captain about fixing Deck Department head. Under Good and Welfare Steward stated night lunch would be doubled. Minute of silence for Brothers lost at sea.



**AZALEA CITY, May 23—** Chairman L. S. Bugajawski; Recording Secretary H. Hankee. Deck Delegate reported a beef with the Mate. Ship's Delegate reported the Radio Operator would try to have the loud-speaker fixed in Manila. Motion under New Business by B. G. Del to have the Ship's Delegate see the First Assistant about getting the heads fixed while in Manila. Motion carried. Under Good and Welfare there was general discussion on the arbitrary attitude of the Chief Mate and his attempt to set the crew against one another. It was decided that the Ship's Delegate should handle the matter as a crew's beef and not leave it to the Deck Department alone. One minute of silence for departed Brothers.



**AZALEA CITY, June 10—** Chairman L. S. Bugajawski; Recording Secretary H. Hankee. Previous minutes accepted. Deck Delegate reported coolies doing work on deck. Engine and Stewards Delegates reported promotions and demotions in their Departments. Ship's Delegate reported that the Captain did not want to get the radio repaired, and that he couldn't get the toilets fixed. Under Good and Welfare the acts of favoritism of the Captain in giving draws and penicillin, as well as his habit of sending ship's stores ashore to his friends was discussed. The crew decided to back the demoted Steward 100 percent. One minute of silence for departed Brothers.

## SEAFARER SAM SAYS:



YOU GOTTA REGISTER!

IF YOU WERE OUT OF THE COUNTRY DURING THE RECENT DRAFT REGISTRATION DATES, REMEMBER YOU MUST REGISTER WITHIN FIVE DAYS AFTER REACHING A U.S. PORT.

EVERYONE WITHIN THE AGES OF 18 AND 26 MUST REGISTER — WHETHER

CITIZEN OR ALIEN, MARRIED OR SINGLE, OR VETERAN OF THE LAST WAR OR NOT.

# REGISTER!

## CUT and RUN

By HANK

Brother Keith Forster sailed in recently smoking his pipe after his trip to Buenos Aires, Argentina and other "Souze" American ports. He says B.A. isn't so hot anymore. The police are beating out a cold war down there. They don't believe in love and let love or too much freedom under Argentine stars. The pro-American señoritas cannot enjoy the bueno night life after ten o'clock. Keith brought back a woman's alligator bag he purchased in Brazil for sixteen dollars. Here it would cost around fifty-five dollars.

If there's anyone who should write a book about South African ports it's "Rum and Coke" Willie West. He just came in on a Robin scow from those ports as usual... Steward George Whale is aboard the "Eva" as the Evageline is familiarly called... One Seafarer sure praised the skipper of his ship. Several hours after the ship hit Bremen the "Old Man" was writing out passes for the crew. A little thing like that for the boys sure makes them happy... Robert McQueen, the oldtimer, sailed recently.

Brothers, have you ever read those humorous Saturday Evening Post magazine stories about Glencannon, the engineer, by the author Guy Gilpatrick? There's a bookful of the latest stories now on sale called The Canny Mr. Glencannon published by E. P. Dutton for \$2.75. This book in your bunk will keep you screaming with laughter all trip.

Speaking about good reading—grab yourself a copy of the October issue of True—the man's magazine, which has a book-length story about the "wobblies." It will give the youngtimers and the oldtimers another version of what happened in those days when labor had growing pains... We have just read in a maritime magazine that there were more ships totally lost from mine disasters in peacetime 1947 than in 1946. Who said going to sea is a beautiful, peaceful, high-waged adventure?

Second Cook Jack Turner sailed in from a long trip to African ports. From an injury aboard ship he was beached in Africa and got a raw deal and runaround from the company agent there. Splice your story to the LOG staff, Jack. Other Brothers will benefit and be on the lookout for bad breaks they keep getting hit with throughout the world... The following Brothers will be receiving the SEAFARERS LOG free of cost every week so that they can read what they missed, and their families can understand the Union as well: James Parnell of Alabama, Clive Fleming of Ohio, Frank Connor of South Carolina, Dewey Martin of Florida, Michael Motieska of New Jersey, Franklin Reynolds of Alabama, Henry Coroneas of Florida, Ned Remley of Maryland, G. P. Duncan of Florida, Robert Wagner of Texas, Charles Kirby of Florida, Raymond Clark of Washington and James Winderweede of Florida.

This is the last time, we hope, we'll slice the old smorgasbord. A steward has told us there was an SIU ship which served the stuff. The Alcoa Cavalier dished out banquets (smorgasbord style) to 400 guests coming aboard daily to look over the prize ship of the SIU fleet. For one whole month in New York the Stewards department served smorgasbord and the rest of the crew received same. Wow!... Well, before you take that home vacation or sail out—be sure to vote for the new ten-dollar General Fund assessment. At the same time read carefully and discuss thoroughly the proposed registration rules printed in last week's LOG. This is one of the most important issues facing you today.



# THE MEMBERSHIP SPEAKS



## Brother Says Way To Strengthen Isthmian Within Union Is Through Work, Not Words

To the Editor:

It appears that at every meeting held there are a number of Brothers who believe they can improve and correct the present Isthmian contract.

Sure, that contract can be made better. Nobody denies the obvious fact that the Isthmian contract is not up to the standard of the SIU's general dry-cargo agreement. But compared to the old "Isthmian Bible" it is an enormous improvement, thanks to the excellent Negotiating Committee we have had the fortune to have representing us.

Most of you men who sailed as volunteer organizers during the Isthmian campaign can bear witness to how hard the fight was during those years we were bringing the company under the SIU banner.

When I remember the millions of hours of overtime sacrificed by the organizers sailing under the rotten, finky conditions, I get burned up. I get burned even more when I see men get up to air beefs and complaints to those Brothers on the Negotiating Committee who have done and are doing a damned good job, if you will pardon the expression.

### UNION WEAPON

Take the issue of the Steward. Isthmian's own old Stewards have been trained through the years to serve good food, but at the same time to save enormous sums of money for the company through strict supervision and economy.

The company will go to practically any length to have the right to ship their own Stewards. If they could have that privilege, they would go a 25-dollar boost in wages across the board if necessary. This fact gives us a weapon the SIU can hold over Isthmian's head in any period of negotiations.

Of course, as a militant Union

man, I am in favor of having all Stewards shipped through the Hall at all times. But should we sacrifice an even greater wage raise for all ratings for one clause in the contract?

When the Union's position in the Isthmian fleet grows more secure that clause can always be taken care of.

### STEP BY STEP

A powerful dry-cargo fleet like Isthmian cannot be taken over and be made to run exactly like the companies we have had under agreement for a period of years. Those things come slowly sometimes. They come step by step.

After two years of active organizing on Isthmian ships during the big drive, I know that the Isthmian company will not give us one single contract improvement without a battle. That was the way Isthmian was organized. It was a long battle.

What makes me most disgusted at some of the beefs is that they frequently are made by men who refused to sail Isthmian ships during the campaign. The organizers spent long hours every day for months on end begging, pleading and wheedling to get guys to sail Isthmian. The organizers were called slave-drivers and worse. But they got Isthmian, because they believed that the SIU needed the jobs and that no maritime union was safe as long as Isthmian was open-shop.

### GLOBAL RESPECT

The SIU earned the respect of the entire waterfront by getting Isthmian to sign an agreement. For Isthmian, since its founding during World War I, had been the bitterest, toughest anti-union fleet afloat.

The defeat of Isthmian was a triumph that deserved recognition, and the SIU earned the admiration of seamen of every nationality. All of them had heard of Isthmian's rough conditions.

And remember, Isthmian was not the only enemy. The communist-led NMU fought every inch of the way with every resource at its command.

So, how about it, Brothers? Instead of using your voices at meetings with worthless beefs, put your voices to better use aboard Isthmian's ships trying to improve those conditions about which you complain so much.

### Wants LOG For Union-Minded Lady

To the Editor:

Will you please send the LOG to the lady whose address I am enclosing? She will sure enjoy reading of the activities and progress of the SIU, which the LOG so correctly gives.

We are all enjoying a good trip on the SS Meredith Victory. With a full SIU crew, everything is running smoothly with no major beefs.

Joe T. Bates, FWT  
Everett Washington

and which we worked so hard to win.

Ashore, we have duly elected officials doing an excellent job. At sea, it's up to you to do your part. There always are Isthmian ships on the board — so, see you in the Far East!

John Wunderlich, Jr.

### SINGING FOR THE PRETTY PEOPLE



Maybe the song Brother Mickey Beck is singing is "Thanks For The Memories," inasmuch as the occasion is the party to mark the farewell voyage of the Alcoa Cavalier out of New York. Whatever it is, it seems to please the gang around the microphone. Reading from the left, Max, Waiter; Carlos Viera, Utility; Beck, Wiper; Robert Barnes, Oiler; and Luigi Iovino, Stewards Messman. Confidentially, the song is "Ball O' Twine."

## Says Railroader Pop Enjoys Log

To the Editor:

I sure have missed not getting the SEAFARERS LOG since moving to Houston. Usually I keep them for Mr. Ballard, so that he can read them when he is home after a trip. He is on the SS McKetterick Hills in Bahrain, Arabia, now, and I would like to send him clippings from the LOG that I think he would be interested in. So I would sure appreciate it if you will send it to me here in Houston.

I have a compliment for the LOG, too. My dad is with the Southern Pacific Railroad. He kept reading my weekly LOG, and asked to have it sent to him—which you did. He says that it is the finest, truest, and most down-to-earth paper he has ever read. More people should read it, then they would know how and what the SIU is doing for maritime.

Hope to be getting my copy soon.

Mrs. Lee Ballard

(Ed. Note: Your mailing address has been changed, so the

To the Editor:

We have a new Seaman's Town House in New Orleans, which officially opened on the first of this month, with a bang. Numerous editorials in the local press played it big so I decided to give it a look-see.

I walked in to browse around,

rest my weary legs in the lounge room and to read. There was only one other person doing likewise, and the personnel got very busy walking to and fro giving us the once over.

Finally, they got worried and asked me if I was a bona-fide seaman. I replied I was, and that at the moment was an outpatient at the local Marine Hospital where I had been under treatment for six months. I also added that I was on subsistence pay and could not afford \$13 per week for room. He walked away with a frown.

### 'SCRAM'

The next night on my way home I sauntered in again, and wasn't settled in the lounge chair till the night watchman, or bouncer, politely gave me the bum's rush.

I showed him my seamen's identification card and a bunch of discharges, but he told me he had orders from the personnel in the office.

I courteously told him that I had been in Seamen's Institutes all over the world and that this was the first time that I was ever put out because of not being an extravagant paying guest. In conclusion, I asked him if these orders came from the manager. He said no.

I looked into the office on the way out and saw about three people, one of whom I recognized.

I then proceeded to the Catholic Maritime Club, and told my experience, and requested that Father McDonough be informed of the incident.

Therefore, Brother members, let this stand as a warning lest you should walk into this "heaven of unrest" by accident, not knowing their attitude.

Joseph P. Farrell

## PHILLY PRAISED AS GOOD PLACE TO HIT BEACH

To the Editor:

I would like to say hello to all the boys in New York, and hope everything is running smooth. And here is a little information I would like to pass on to all my friends around the Gulf:

Philadelphia is really a good town to spend a few weeks on the beach. I just shipped on the Elizabeth. It was in top-notch condition — and most SIU ships are—and everything has been running smoothly. I sure hate to leave the "City of Brotherly Love" though!

I would like to have you send the LOG to a young lady who is a very good friend of mine here. She is very anxious to receive it as B. J. McNally and I have both told her what a great paper it is.

I'll sign off now, but the LOG will hear from me again before long.

I. Brown

LOG should be reaching you regularly again.)



## LOG-A-RHYTHM BOOKLET?

To the Editor:

I have been reading the Log-A-Rhythms for some time and enjoy them very much. I was wondering if it would be possible to make up a book with all these poems that have appeared in the LOG?

I, for one, would be only too glad to buy such a book and I believe it would sell on the open market.

The money made on such a book could go into the General or the Hospital Funds. What do you think of the idea, brothers?

Frank J. Richardson, Savannah

### ANSWER:—

Brother Richardson's excellent suggestion has been under consideration for some time. At the moment, the LOG staff is in the process of gathering together a representative collection of the Log-A-Rhythms that have appeared in the SEAFARERS LOG to date. Some time soon it is hoped the booklet suggested by Brother Richardson will be available to all Seafarers.



## First Full Crew From Frisco Hall

When the new Atlantic & Gulf District Hall opened in San Francisco the Waterman ship Governor Comer was waiting for a full crew. As one of his first duties, Agent S. Cardullo dispatched the following men to the Comer, thus earning for them the distinction of being the first full crew to ship from an Atlantic and Gulf District Hall on the West Coast.



The men sent aboard the Comer to man the Stewards Department are, left to right, front row—Fred Garrison, 3rd Cook; Angel Pedrosa, Chief Cook; Stanley Holden, Steward; George J. Vesagas, Messman. Back row—A. Quintamilla, Messman; Ronald F. King, Messman; Andy Anderson, Stewards Department Delegate and Night Cook-Baker; F. L. Serrano, Utility.

## CORAL GABLES NICE IF SICK, SAYS 'MOOSE'

To the Editor:

This is the first time I have had anything to write about in a long time, so I thought I'd better sit down and drop a few lines of praise for the Veterans Hospital here in Coral Gables, Florida.

I was taken off Bull Line's Evelyn at Miami, suffering from a badly infected jaw.

I received treatment aboard, which I was told here did more harm than good. But I still want to thank Captain Hendrix and the Second and Third Mates for the help I received from them; although I don't believe the ship is properly supplied to help anyone who is seriously sick or injured.

Well, hats off again to the way I've been treated here, even if I'm not classed as a vet. As for the nurses—they must all be from the local beauty contest. Nothing like it in the Marine Hospitals!

Moose Drzewicki

## Wants Mother To Read Of SIU's Benefits To Men

To the Editor:

I have enjoyed the LOG so much here in the hospital, and I would appreciate it very much if you would send it also to my mother so that she can read and learn of the wonderful living and working conditions the SIU has won for the membership.

Thank you very much.

Franklin J. Reynolds  
Mobile Marine Hospital

(Ed. Note: We will be glad to send the LOG to your mother if you will send us her address.)

## First-Tripper Writes To His Mother — Dispels Her Fears Of The Big, Bad Sea

To the Editor:

Enclosed please find a brief account of this ship's latest trip to Europe in what might have been the words of a first-tripper. I chose the medium of satire, because it offered the best opportunity of representing a few of the better known characters, and because the trip was so routine as to be almost dull.

Robert Bale

Dear Mom:

I see by the numerous letters you wrote me, which I received in Istanbul, Turkey, that you are constantly worrying about the

hard times I am suffering in my new career. Let me dissuade you.

The sea today (so my shipmates tell me) is not what it used to be one hundred years ago. The pay, food, and conditions are different. Merely because I sail before the mast does not imply that I work sixteen hours a day for a slight pittance, and am forced to subsist solely on salt pork. No, things are not quite as bad as that!

The food, for example, has variety and is reasonably well cooked; although, naturally,

Mom, they don't make your kind of apple pie.

### KNOCKS IT OUT

Jimmy Long, our Baker, spends much of his time baking large batches of bread and cake, etc., though why he turns out so much, I don't know. Nobody seems to eat his corn bread and muffins anyway—except Jimmy himself.

Pee-Wee Eubanks would be quite a good messman if he kept his thumb out of the soup. Otherwise, he is beyond reproach, serving the meals on time (his time) and generally acting like a messman should.

There has been considerable discussion on the best methods of reducing weight. Our two electricians, "Mac" McClarence and Sam Bailey, both large of girth and exceedingly corpulent, have agreed that dieting offers the broadest—or should I say slimmest—field of endeavor. Mac has cut all meals from three helpings to two, while Sam has almost entirely ceased eating between meals.

Chief Steward Kinter (they call him Balmy or Bandy, or some such name) is the only crewmember to have gained weight, with a net displacement increase of approximately 15 pounds. Needless to say, we are all extremely puzzled over this phenomenon.

So far, however, our pants still fit us, and no cases of malnutrition have been reported.

During the voyage over from New York to Turkey we experienced beautiful weather. The nights were a poet's dream. I liked nothing better in the evenings than to lie aft (the rear-end of the ship) and gaze up into an inky sky, which was like pale purple velvet sprinkled with diamond chips, while all around the sea would be calm and unbroken, except for the phosphorescent wake zig-zagging away from the propeller.

### "HEY, MIKE"

Occasionally, when the wake became more zig than zag, the Mate's voice would call out from the bridge, "What's your course?" and the helmsman would reply, "D-d-dead on, s-sir."

But most of the time they had a guy up there called Iron Mike who does all the driving. I haven't seen him yet, so I guess he must be an officer.

The days were different though, because then we worked a little chipping paint. The chipping hammers are big and heavy things weighing about twenty pounds and require two hands to lift. But it wasn't too bad after I became used to the weight.

I still can't get out of the habit of nervously looking behind me, half-expecting to see the Mate standing there with a long bull whip in his hand. Sometimes I hear a terrible shriek from another part of the ship. But Bosun Collins assures me that nobody is being maltreated.

Bosun Collins has been very nice to me so far. Every time he sees me (which is frequently) he pats me on the back and tells me what a nice kid I am. He is

(Continued on Page 12)

## 'The Voice Of The Sea'

By SALTY DICK

Richard Carrillo, Woody Warren, Walter Orman and others were sick in bed for a few days. "Neil" Sheehan, 2nd Steward, passed away at Santos. We have lost a friend... Dick Casterlin and Little Joe have fallen in love with the same gal and everytime they speak to each other they practically throw daggers at one another. Dick

has even bought a '41 Cadillac and plans a trip to California to see her. Love will find a way, says Little Joe... Fred Edgett, Cook, is now in the gulf area. He's planning on an oil job in Arabia. If he does go, he'll be hot and bothered for a long time... Vincent "Pluto" Chavez can always be seen at the novelty bar. His attraction is a gal; hers is pesos.

"Roogie" Eckenbrecht has joined the Lonely Hearts Club, founded on the Del Norte. All those who have lost their hearts can become members. No dues of any kind... John Smith hates to go to a hotel and register under his own name. The clerk always gives him a dirty look.

Emmett Jones was about the best messman we ever had. He was clean-cut and he performed his duties well. Too bad he fell for that cream puff at the Avion Club. I hope he didn't squeeze her.

Harry Allen missed the ship at Santos and was mighty glad to come back when the ship returned there. He spent a little time in the Gilded Cage—jail... I think it's a very good idea to rotate the Ship's Delegate among the three departments. May all ships take notice, and whenever possible change Department Delegates every trip. This is the SIU way... "Bull" Sheppard is raising hell because some of the boys, while gassed-up, speak of Union activities in bar rooms. He's 100 percent right. If you have a beef take it to the Hall. The bartenders or barmaids can't help you. We have a good Union so be a good Union man.

Perhaps I'm late but I would like to congratulate Joe Algina on becoming a father. I, too, read the LOG... This is my opinion so take it or leave it: I believe all SIU members should read the NMU Pilot. The reason I suggest this is because I want all Brothers to see the difference. You have no idea how lucky you are to be a member of our Union.

Read recently where a request was made at the New York Hall to serve lemonade. A few years ago the request would probably have been whiskey. The boys are beginning to see the light... Did you ever find good coffee on a ship? Very seldom do you find it there, and it is an important issue. Let's try to improve it... A short time ago I sailed with a sailor named Early Punch. He was always late.



The Black Gangers on deck for their picture are, left to right, front row—D. E. Adkins, Deck Engineer; James Willford, FWT; John Manen, Oiler; Howard Galivan, FWT. Back row—C. Benoit, Oiler; W. W. Wirando, Wiper, and R. Fitzgerald, Wiper.



Last of all, the Comer's Deck Department: left to right, front row—F. J. Petitpas, AB; J. Mays, Deck Maintenance; Richard M. Urchuck, Bosun; A. Dalerno, AB, and D. P. Eldemire, AB. Back row—Bob Wiseman, OS; J. A. Sullivan, AB; R. F. Myrick, AB; R. K. Williams, OS; J. A. Urban, AB and Deck Delegate.





# Another Beef On Seatrains: Chow Straining Waistlines

To the Editor:

Brother James Stickney in the August 13th LOG wanted to hear from others regarding what is wrong with the Seatrains.

Well, Brother, I am one of the deck-apes on the Seatrain Havana, and my only complaint is that I will be so damn fat in another trip or two that they will have to use a jib-crane or swinging-gaff to heave me aboard.

This is really a good ship, and an excellent feeder. The Stewards Department is under the di-



rection of big "Strawberry" Hutchinson, who is doing a very good job in keeping the boys well fed and happy.

And with H. S. Sinnig (known better as Dutch) as Chief Mate, and oldtimer Gus Carlson as Bosun, the work on deck is a pleasure.

Last but not least, our Skipper, Captain J. J. Wenzel, is also a good guy and rates tops with the whole crew. All in all, the whole ship, including all three Departments, operate very harmoniously.

Of course, there's one "exception" (and I put this in quotation marks, because this exception should not exist). I mean the inevitable problem-child who comes to the ship gassed up, unable to do his work, and gives all hands a hard time. That is, if he reaches the ship at all after being dispatched—which a few of these characters don't even do. Very often they foul up a job that

## First-Tripper Writes Mom— All's Okay

(Continued from Page 11)

not a bad looking guy, too—if you glance at him sideways.

### LOVE THIS LIFE

Most of the boys went ashore in Genoa in the early afternoon, and didn't come back until the following morning. (Gee they must do a lotta sight seeing!) Such is the extreme humidity of the weather, that when they do come back their walk is slightly unsteady and they suffer terribly from headaches and dizzy spells. I believe that in medical parlance this is known as "Canned-heat Prostration."

Well, Mom, I'll close this letter now, asking you not to worry about me any more. As you can see, I am having a wonderful time.

Please excuse the crayon I'm writing with, as the boys won't let me use anything sharp!

Your loving son,

Ely

some deserving Brother should have.

### STEADY SAILING

Now, to all you Brothers who are afraid of the Seatrains, I want to say this: They are damn good jobs, and they are steady jobs for anyone who wishes such. And I guess there are a few sailors, especially the family men, who have to work steady in these days of high-cost living.

Before closing, I want to relay a vote of thanks from the whole crew to our Negotiating Committee for a job well done. We all know that they have done a wonderful job of securing wages and conditions unprecedented in the life of any Seafarer.

This little epistle, Brothers, represents the thoughts of a drunken sailor—yes drunk from drinking in the pleasures of sailing under the good old SIU banner. Long may she wave!

W. Gardner

## READ THE CONTRACT AND APPROVE



To the Editor:

The Deck gang of the Morton McCarrer wishes to express a vote of confidence and a million thanks to the Negotiating Committee for a job well done on the new contract. We have just read it and approve wholeheartedly. Here is a picture of

the deck gang, less the Bosun and two others who went ashore for a few.

Bottom row, left to right, Barr and Chips. Second row: Lindigo, Blake, McCarry, Solski, Jimmy Doris and Osmilinski. Shot was taken in Cuba while loading sugar for Japan.

Blake

## Red Gives Story Of 'Mission To Far East'



You may have always thought the Smith Brothers of cough drop fame numbered but two. Not so, says Red Fisher, who gives forth this picture as evidence that they are really a trio. Sporting three-months beards, the "Brothers" are H. Bishop, A. Larsen and A. M. Lorenger. The unnamed Seafarer in the background isn't fooled, he knows who lurk behind the foliage.

To the Editor:

I recently returned from a trip on the SS Mission San Fernando, and have a few things I would like to get off my mind. We left the Richfield Oil Dock, Long Beach, on June 7, bound for Yokosuka, Japan. She was a hungry voyage all the way.

The Chief Steward would make a better "Gigolo" than Steward. When Pacific Tankers took this ship over from the Navy on March 15, she was a good ship and fed fit for a king on the first trip. The second trip was not so good. But the third trip (thanks to this Steward) was terrible.

I might add that this character wore a reddish silk shirt, dark glasses, a pair of dress pants, and slippers all the time. We had a set-to on deck one day, and he left me alone after that.

The Captain, Frederick G. Olansen, wasn't a bad sort personally, but he had letters from the company to go by, and disputed all overtime in the Stew-

ard Department outside of Sundays at sea and time in port. However this was easily settled at the payoff.

Three fellows, A. Larsen, Oiler; A. M. Lorenger, Chief Electrician; and L. H. Bishop, First Engineer, were good shipmates and Union minded. We called them the "Smith Brothers," for they let their beards grow — had pictures taken together with two months, 22-day-old "bushes" on their faces.

### CHINA'S CHILDREN

In China, I got pictures of Chinese children who live in pipes right off the docks, some of them naked, and the rest wearing very little. All of them were living by their wits, scrambling for food and candy, and picking up old tin cans—for sale, I guess. They were in bad shape, but did not seem to be actually starving.

I got another picture from the docks in Ras Tanura, Saudi Arabia, of the new seamen's club, which was opened on July 17. You could get sodas and a

little refreshment there. It was slow in opening because the Arabian King has to be consulted before any building is done in the place.

Several of the Union Brothers aboard went in for weight lifting during the trip. I will say it makes you feel better and takes some of the fat off — which many of us could well afford to lose.

From the beginning of the trip we never knew when the clocks were going to be set ahead or back. In fact, it was not till leaving Yokohama on the way home that it was posted on the blackboard. But even then our day of arrival was kept a mystery. We got to calling her the "Secret" Mission San Fernando, for everytime you asked the Second Mate or any of the officers where we were or when we would arrive, you would get the answer, "I don't know."

### HOME AGAIN

We finally made Long Beach on August the 24th, and went to the Todd Shipyard, after waiting for a fog to lift. She was scheduled to head back for Yokohama the 29th.

All in all, it was a pretty good trip though, and I enjoyed it for we had a fine bunch of shipmates—with the exceptions mentioned.

Two fellows were pulled off in Yokohama and Shanghai. Then the Galley Boy got blood poisoning from a chicken bone sliver that got into his finger. The ship turned around and rushed back toward Yokohama; he was taken off by an Army Air Force rescue boat after considerable trouble in the swells.

Anyhow, I hope to be shipmates with some of this gang again. The Chief Mate was a fine fellow to have on any tanker. The overtime wasn't bad for the Deck and Engine Departments.

It's all over for me now though, for I paid off in the Shipyard, and I'm taking a little vacation in Los Angeles. I'm getting the LOG steady at my home address.

James M. "Red" Fisher, Jr.

## SEAFARERS Quiz

By ROCKY BENSON

How is your IQ, Seafarers? See if you can answer these 10 questions. Score yourself 6—Fair, 8—Very Good, and 10—Tops.

1. What is a messenger?
  1. Cadet
  2. Wiper
  3. telephone
  4. long, strong line
2. How many feet make a fathom?
  1. three feet
  2. six feet
  3. nine feet
  4. twelve feet
3. Who is the head-man in the galley?
  1. Steward
  2. Captain
  3. Messman
  4. Chief Cook
4. What is a lighter used for?
  1. transporting of cargo
  2. for topping booms
  3. to make a ship go
  4. for running a windlass
5. What are wooden clogs used for?
  1. loading cargo
  2. for battens
  3. shower slippers
  4. to top gear
6. What does Article XXIII (23) Section one (1) of the SIU Constitution cover?
  1. reinstatement
  2. meetings
  3. disbursement of funds
  4. retiring cards
7. How many spokes on a ship steering wheel?
  1. six spokes
  2. seven spokes
  3. eight spokes
  4. nine spokes
8. What is called a deck-load in the messroom?
  1. soup
  2. dessert
  3. main dish
  4. tablecloth
9. When a "piecard" works for the Union over six months, how many days shipping card does he get?
  1. 15 days
  2. 30 days
  3. 45 days
  4. 60 days
10. How many members are needed for a quorum in a Branch meeting?
  1. 15 members
  2. 25 members
  3. 35 members
  4. 50 members

Answers on page 13

## On Overtime

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

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

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



## Elevator-less Cape Nome Rough On Uncle Otto's Pins

To the Editor:

We just arrived in Glasgow after a peaceful voyage across the Atlantic. The weather was fine, and all rum-hounds went off the ship in Norfolk on sailing day.

We have passengers, including three nice looking ladies going back to England.

After being on the beach for two months waiting for a ship, I finally took another Steward job; but against my will as this kind of job is no good for an old man. While on the beach I spent all of my time on my farm in Port Orange, making one trip a week to the Savannah Union Hall.

The Cape Nome is a fine ship except for the Steward job. If I were about 30 years younger it would be okay, but the Steward has to be on the run from 6:00 A.M. to 9:00 P.M. There are four decks to climb up and down. The galley and crew's messroom and some of the Store-rooms and ice boxes are on the lower deck. Quarters for the crew, and the linen lockers are on the main deck. Then there are the officer quarters, passenger's quarters, dining room and pantry on the boatdeck with the Captain on the top deck above that.

I am glad that there are no more decks above the smoke-stack. After this trip, I will need

new ankles and legs. This is a job for a young Steward who is as agile as a monkey, can jump like a rabbit, and can run up and down these companionways. He should also be a mathematician to figure the problems of the stores. It is a good thing that the ship is fast and that it will be a short trip.

The crew, so far, keeps the ship in first-class condition. She sure is a clean SIU ship, and the Skipper, Captain Hubbard, is okay so far—but he is strict on overtime and performers.

We will make Belfast, Liverpool, and Landor after leaving Glasgow, and expect to be back home by the first day of October.

During the hot days, our ship was an oven, from the galley to topside. When we got near Nova Scotia she cooled off—now they are calling the old Steward for wool blankets, and dogging down the portholes. I guess the scotch whiskey will be next!

This letter will be in the mail before the scotch starts blowing tops.

Uncle Otto Preussler

## Victory Smile



E. K. Bryan tried his luck at fishing while on board the SS Robin Tuxford in Madagascar Bay. For his efforts he came up with this shark which measured almost six feet long and weighed around 200 pounds. Picture was submitted to LOG by a shipmate.

## Says Seagoing Rat Is Back, Urges Crews To Be On Alert

To the Editor:

Here is an article for the LOG based on actual happenings aboard ship:

Ever since ships were built, the "Seagoing Rat" has been a menace to his shipmates' future. Union activities and the abundance of jobs, put the Rat out of play for a time; but now that men are plentiful and shipping is uncertain, the Seagoing Rat is back at his old game—so beware of him.

The Seagoing Rat is a member of the crew who often appears to be a Union Brother. Sometimes he appears to be very militant; but he makes a practice of carrying tales to the officers about the crew. Sometimes he adds a bit here and there to make the information he is carrying appear more valuable.

Since Union rules prevents him from being promoted, his only gain is the small considerations he may be given in time-off, or the fact that he is not logged

for offenses for which his shipmates have to pay.

He gets a great kick out of seeing his shipmates getting fired at the end of the trip while he stays on to make another voyage and stool on the next crew. The Rat is not necessarily a company stiff. He is just a rat who wants to make a hit with the head of the Department. He may be sailing in any Department, and since he is a man without pride or dignity, he doesn't realize how low he is.

### SMOOTH STIFF

Often he is a pretty smooth operator, who keeps on doing his dirty work without getting caught. Of course, no Department head will ever turn him in.



Other times, this character works more openly, and is often to be seen in conversation with the brains—and even may be seen going ashore with them. It even happens sometimes that the Seagoing Rat may be acting as Department Delegate.

The only way to deal with him is, (when you have the proof) turn him over to the crew for punishment. There is no room on the SIU ships for a Seagoing Rat!

J. S. Arzamendi

## Another Wife's Advice: 'Trust Your Hubby'

To the Editor:

I read the LOG with the same regularity that I read my Bible every day.

I was awfully glad that a seaman's wife with the initials

of E.V.G. commented on the complaint of a seaman's wife in love—which I had noticed too.

I am a seaman's wife myself, and the day I received the LOG means a much to me as the day

I receive a letter from him. The poetry that has been published in the LOG is but the true experiences of some seaman. I like it because it is full of humor.

In regards to the Latin American love, it is something like the saying, "a sailor has a love in every port." It's just a rumor! I wonder if Hollywood's women are all Latin Americans—by the way they kiss—I mean.

I think that an honest true, and loving husband, who cares for a home where he finds quiet and rest after returning from a trip overseas, is not going to trade it for the kisses of any gal in a foreign port.

In my opinion there are many people of great sense going to sea. A man that lives secluded from women for a certain time needs to be understood more by his little woman than any other man.

The feature, "Here's what I think," in the LOG, shows me what men are by the way they answer the questions. I like the "Seafarers Quiz" which you sometimes run. It helps as an educational guide for the Brothers.

I read everything that tells about life at sea. Give us more of this stuff, Editor, and my congratulations for your wonderful paper, the SEAFARERS LOG! Mrs. Charles B. Martin

## Quiz Answers

1. long, strong line
2. six feet
3. Chief Cook
4. transporting of cargo
5. shower slippers
6. disbursement of funds
7. eight spokes
8. dessert
9. 30 days
10. 25 members

## 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.



# LOG-A-RHYTHM

## On The Adriatic Shore

By JOHN LEGGE

I

Oh, I'm going back to Trani  
When the harvest-moon is waning

On the Adriatic shore.

When the secret, sullen moonlight lingers,  
Creeping slowly through the labyrinth

Of the silent, hidden streets,

Of the narrow writhing streets;

Where a foot-fall on a paving stone

Flies frightened through the corridors;

Where the tired and crumbling buildings

Shine like marble in the moonlight

On the Adriatic Shore.

II

Towering, arched, and grilled, and  
corniced,

Leering, old, and lewd and timeless;  
Yet laughing softly in an archway,

In a massive, moulded, flowing arch-  
way;

Laughing with lusty hungry gladness

Full of history, full of time,

Full of madness, and of war.

III

Choked with custom and tradition;

Philandering men and hidden women.

Surfeited with experience, old, worn-out,  
tired.

Yet dancing in the plaza,

Screaming in the market,

Aching, hungry, lusty maiden

In the moonlight

Of the Adriatic shore.





# SEAFARERS: HERE ARE THE PROPOSED UNIFORM REGISTRATION RULES—

## DECK DEPARTMENT

The Registration Committee recommends the following registration procedure for the Deck Department:

Members shall register in three groups. A man can throw in for any job in the group in which he is registered, if he has the Union's required qualifications. When men are not available in one group, qualified men registered in the next lower group may throw in for the job.

### Group I — Day Workers

Each man must be qualified for the job he throws in for and have necessary endorsements. At registration time his qualifications shall be checked.

Ordinary Seamen who cannot obtain AB tickets because of physical defects—such as color-blindness, etc.—may, upon proving that they have sailed three years as Ordinary out of SIU Halls, register in this group.

Bosun  
Bosun's Mate  
Carpenter  
Deck Maintenance  
Watchman—Day Work  
Storekeeper

### Group II — Rated Watch Standers

Quartermaster  
Able Seaman  
Car Deckman  
Watchman—Standing Watches

### Group III — Only Ordinaries On Watch

## ENGINE DEPARTMENT

The Registration Committee recommends the following registration procedure for the Engine Department: Members shall register in three groups. A man can throw in for any job in the group in which he is registered if he has the Union's required qualifications. When men are not available in one group, qualified men registered in the next lower group may throw in for the job.

### Group I

Each man must be qualified for the job he throws in for and have the necessary endorsements. At registration time his qualifications shall be checked.

Chief Electrician

Second Electrician  
Unlicensed Jr. Engineer—Day Work  
Unlicensed Jr. Engineer—Watch  
Plumber-Machinist  
Chief Refrigeration Engineer  
First, Second, and Third Refrigeration Engineer  
Chief Storekeeper  
Evaporator Maintenance Man  
Pumpman, 1 and 2  
Engine Maintenance

### Group II

Deck Engineer  
Engine Utility  
Oiler—Diesel  
Oiler—Steam  
Watertender  
Fireman—Watertender  
Fireman

### Group III

Wiper

## STEWARDS DEPARTMENT

The Registration Committee recommends the following registration procedure for the Stewards Department: Members shall register in two groups. A man can throw in for any job in the group in which he is registered, if he has the Union's required qualifications. When men are not available in one group, qualified men registered in the next lower group may throw in for the job.

### Group I — Rated Men

Each man must be qualified for the job he throws in for and have the necessary endorsements. At registration time his qualifications shall be checked.

Chief Steward—Passenger  
Second Steward—Passenger  
Steward  
Chef  
Chief Cook  
Second Cook  
Night Cook and Baker  
Third Cook

### Group II — Messmen

Utility Messman  
Messman

READ THEM... ...DISCUSS THEM..  
 UNDERSTAND THEM.. 





## NEW YORK

## INDIVIDUAL DONATIONS

N. Eftiman, \$5.00; J. Mastropavlos, \$5.00; K. D. Thorpe, \$5.00; R. L. Stokes, \$4.00; C. Mavroudis, \$5.00; J. Arabasz, \$1.00; M. L. Guarino, \$1.00; I. B. Middlebrooks, \$5.00; E. D. Powell, \$5.00; J. Ochineru, \$5.00; R. D. Stough, \$25.00.

Elmer Rose, \$2.00; N. A. Velasco, \$1.00; R. L. Stanton, \$1.00; H. F. Schaper, \$3.00; J. Barek, \$2.00; T. E. Dyson, \$3.00; C. Bogucki, \$5.00; S. J. Contois, \$2.00; C. Vieira, \$1.00; H. Meroy, \$1.00; A. Neckelmann, \$1.00; P. J. Mortillaro, \$5.00; H. Piva, \$1.00; T. J. Sullivan, \$1.00; M. E. Simms, \$2.00.

## SS PURDUE VICTORY

D. Crute, \$5.00; H. Thompson, \$1.00; Shelly White, \$1.00; G. R. Gonzales, \$1.00; F. Delgado, \$3.00; G. O'Rourke, \$1.00; J. A. Davis, \$1.00; K. Hattigimios, \$1.00; G. Walter, \$5.00; T. Karavvokyos, \$1.00; G. Noble and non-members of the crew, \$7.50; E. B. Crowther, \$6.00; J. D. Lane, \$1.00; W. J. Dunningan, \$3.00; B. T. Williams, \$2.00; J. Padzig, \$1.00; W. Gleason, \$3.00; C. McGregor, \$3.00; W. E. Odum, \$4.00.

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\$1.00; H. J. Cronin, \$2.00; J. M. Bang, \$2.00; P. Daniels, \$3.00; J. B. Cooney, \$2.00; J. M. Prohowinik, \$1.00; E. Osterlink, \$2.00; J. D. Lewis, \$4.00; A. Irizarry, \$2.00.

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J. Cruz, \$1.00.

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H. H. Winborne, \$2.00.

## SS LONGVIEW VICTORY

E. Lyons, \$2.00.

## SS KATHRYN

A. Carvalho, \$2.00.

## SS ROBIN MOWBRAY

C. C. Gillikin, \$1.00; W. H. Little, \$1.00; A. R. Mabe, \$2.00; J. Morgan, \$2.00; J. H. Davis, \$1.00.

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J. Maldonado, \$3.00; S. J. Nilsen, \$3.00; R. Barbosa, \$2.00; A. Niineberg, \$2.00; A. J. Noberni, \$2.00; A. E. Svenson, \$2.00; M. J. Clark, \$10.00; C. B. Wamsley, \$1.00; S. A. Presto, \$3.00; W. A. Connor, \$2.00; R. J. Brown, \$2.00; A. R. Hasson, \$3.00; H. Hernandez, \$2.00; A. H. Chaplin, \$10.00; J. Moczyrossy, \$3.00; B. J. Madadonado, \$3.00; R. Jamack, \$1.00; F. Abbott, \$1.00; D. B. Moon, \$3.00; H. J. Pallins, \$2.00; M. Estrella, \$2.00; K. P. Harper, \$2.00; H. Goering, \$2.00; A. Kaden, \$3.00; H. D. Fitzgerald, \$3.00; J. L. Hubbard, \$2.00; R. Rog, \$5.00; Phillip Jordon, \$3.00; E. Santos, \$3.00.

## PERSONALS

## JOHN WILLIAM SUTTON

Contact your wife at 308 Palmetto St., Brooklyn, N. Y.

\*\*\*

## ALFRED STEVENS

Contact Leon H. Murray, Counselor-at-Law, 141 Broadway, New York.

\*\*\*

## EVERETT JAY TWEED

Get in touch with Mrs. Ida Cathers, Seamen's Church Institute, 25 South Street, New York.

\*\*\*

## GILBERT GNOR

Your mother is anxious to hear from you.

\*\*\*

## ARTHUR S. HUFFORD

Get in touch with your mother or wife, or with S. Alfred Lund, Attorney, Equitable Building, Baltimore. Important.

\*\*\*

## MORGAN R. HUFFORD

Your mother is ill and wants you to contact her immediately at 172 Carlisle Street, Wilkes Barre, Pa.

\*\*\*

## MANUEL NOVO

Daniel Viamonte, 135 West 72 Street, New York, is anxious to hear from you.

\*\*\*

## FOSSIE EBANKS

Contact the British Consulate-General, 3 State Street, New York, as your mother is anxious to hear from you.

\*\*\*

## ABORI RICCI

Get in touch with Mrs. Lucy Ricci, 5208 Campbell St., Detroit Michigan.

\*\*\*

## FRED PRIOR

Please get in touch with Robert L. Kennedy, 715 Mt. Vernon Street, Camden, New Jersey, in regard to Armond Driscoll.

## GORDON L. GASKINS

Eddie Grimmett would like for you to get in touch with him at the SIU Galveston Hall immediately.

\*\*\*

## JOE ZUBA

Get in touch with Aarti Huf-fart, 163 East 122 Street, New York 35, N. Y.

\*\*\*

## HARVEY F. WHITE

Your wife is very ill. Get in touch with her at 8 S. E. Eighth Street, Fort Lauderdale, Florida.

\*\*\*

## M. L. DOBBS

Contact your Aunt, Esther Kan, New Oaks Hotel, 587 Fifteenth Street, Oakland, Calif.

\*\*\*

## EVERETT J. TWEED

Write to your sister, Mrs. Constance O'Connell, 363 South Oakland, Pasadena, California. Your father is seriously ill.

\*\*\*

## WILBUR IRVIN

Communicate with your attorneys, Droisen and Marcus, 285 Madison Avenue, New York 17, N. Y.

\*\*\*

## FRANCIS PASCHANG

Get in touch with Freedman, Landy and Lorry, 1015 Chestnut Street, Philadelphia, Pa., in connection with the claim of Paul Tansky against the SS Lucius Q.C. Lamar.

\*\*\*

## JOSEPH D. OTTO

Your sister, Mrs. Thomas W. Mundy, 1188 Sherman, Santa Clara, California, and your family, want you to write.

\*\*\*

## GEORGE LISSNER

Write your brother, Joe Lissner, in care of General Delivery, New York City.

## Trade Unions, Not Politicians, Are Only Hope Left To Workers

By LOUIS GOFFIN

It's the Fall of 1948 already which is the season for political mouthings by aspiring candidates for Federal, State and local offices.

Again we shall hear the blah-blah of political promises, as each candidate harangues his would-be public. Like all campaigns of the past, we shall get a lot of promises that never will be fulfilled.

From past experience, we know that if all the wind let loose by the politicians in the next couple of months was gathered together, it could blow a large sailing ship around the world.

We shall read various newspapers statements condemning the opposition, and praising their men. The radio will be blaring a political tune. And now, for the first time, we are going to have these politicians shoved down our throats by television!

No matter where we go, unless it's a desert island, their ranting and ravings will follow us. What a helluva life is in store for us, for the next couple of months!

Also, this year, we are going to contend with a third party, made of crackpots and comrats. But this trash we can overlook, for we know them for what they are, and for what they're trying

to be. As far as I can see, the only thing to combat lying politicians, will be to stick strictly to the trade union movement.

Regardless of the pie-in-the-sky that these politicians promise, and the wonderful Utopia that the commies in turn promise, the only thing that gives the working stiff a break is his Union. Through his organization he gains in wages, working conditions and the freedom the working people all over the world are entitled to.

Proof of the pudding is in the record. While the politicians and the comrats blow off a lot of steam, it's your Union that gets out and fights for your welfare.

And, so I say, "To hell with the blah-blah of politicians, and the treachery of the sneaky commies! And a long cheer for the only outfits that have benefited mankind—the free, non-political trade union!"

## NOTICE!

Gear belong to the following men has been in the New Orleans Hall for several months. Due to overcrowding, the gear will be disposed of if not called for within 60 days.

J. H. Horgan, M. Hynds, H. Hickman, J. R. Movaro, P. F. McEllerro, R. E. Hunt, D. T. Smith, B. Chaskinc, G. Moore.

H. Canada, S. W. Crosby, H. G. White, W. Ammann, R. L. Humphrey, J. R. Joy, P. Darnel, R. F. Barker, A. Douglass, L. Laronde.

J. P. Currie, H. J. Oskes, R. F. Fristoe, E. C. Sheffy, S. Ansley, B. R. Gibson, L. Curon, F. F. Williams, H. Myers, C. F. Neal, F. Starsiak.

E. G. Fox, R. W. Birmingham, F. Calvin, B. Huseby, D. Smith, E. Olsen, R. Hunt, H. B. Hasings, H. B. Harrison, L. Fon Joy, E. E. Ames.

M. Pitlie, J. Wells, O. Jensen, M. P. Hughes, B. Hernandez, J. Radimak, P. Cross.

## Receipt Number C-61674

Will the holder of receipt number C-61674 please send his name, book (or permit) number to the Baltimore Agent, William Rentz. This receipt was signed by P. J. McCann.

## Gangway Watch

For the protection of the crew's gear and the ship's equipment, and for the protection of the SIU agreement, men standing gangway watches should remain at their post, in the same manner as the Fireman below must stand his watch. Gangways cannot be covered from the messhall or foc'sle.

The gangway watch is as much a part of our agreement with the shipowners as the wage scale. The job is easy and the overtime earned on the weekends fattens the final payoff bundle. Stick by that gangway when on watch.

## Notice To All SIU Members

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

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

## PLEASE PRINT INFORMATION

To the Editor:

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

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# THE S.I.U. LEADS THE WAY!

*—A UNITED, PREPARED ORGANIZATION, CAREFUL PLANNING AND A MILITANT MEMBERSHIP MORE THAN DOUBLED SEAMEN'S WAGES IN FOUR YEARS —*

Department and Rating	Alcoa Effective March, 1944	W.L.B. \$45. Increase Effective Oct. 1, 1945 to Mar. 31, 1946	Agreed Aug. 5, 1946 Effective April 1, 1946 to June 14, 1946	Agreed Aug. 5, 1946 Effective June 15, 1946 to Dec. 31, 1946	6% Agreed Mar. 11, 1946 Effective Jan. 1, 1947 to June 15, 1947	5% Agreed July 31, 1947 Effective June 16, 1947 to Mar. 10, 1948	6.3% Agreed Mar. 10, 1948 Effective Mar. 10, 1948 to Aug. 17, 1948	\$12.50 Agreed Aug. 17, 1948
<b>Deck Department</b>								
Bosun .....	\$112.50	\$157.50	\$175.00	\$205.00	\$217.30	\$228.17	\$260.44	\$285.44
Bosun's Mate—Day .....		155.00	172.50	192.50	204.05	214.25		
Bosun's Mate—Watch .....		155.00	172.50	180.00	190.80	200.34		
Carpenter .....	112.50	157.50	172.50	205.00	217.30	228.17	242.54	255.04
Storekeeper .....		150.00	167.50	197.50	209.35	219.82		
AB Maintenance .....		145.00	162.50	187.50	198.75	208.69	221.84	234.34
Quartermaster .....	105.00	150.00	167.50	172.50	182.85	191.99	210.01	222.51
Able Seaman .....	100.00	145.00	162.50	172.50	182.85	191.99	210.01	222.51
Ordinary Seaman .....	82.50	127.50	145.00	150.00	159.00	166.95	177.47	189.97
Watchman .....	100.00	145.00	162.50	172.50	182.85	191.99		

<b>Engine Department</b>								
Chief Electrician .....	185.25	252.00	269.50	294.50	312.17	327.78	348.43	360.93
Assistant Electrician .....	137.50	182.50	200.00	227.50	241.15	253.21	269.16	
2nd Electrician .....								321.22
Unlicensed Jr. Eng—Day .....		187.50	205.00	230.00	243.80	255.99	272.12	284.62
Unlicensed Jr. Eng—Watch .....		187.50	205.00	205.00	217.30	228.17	242.54	255.04
Plumber Machinist .....		194.50	212.00	237.00	251.22	263.78	280.40	292.90
Deck Engineer .....	117.50	162.50	180.00	205.00	217.30	228.17	242.54	255.04
Deck Eng—Eastern SS Co. ....		172.50	190.00					
Storekeeper .....				197.50	209.35	219.82		
Engine Utility .....				205.00	217.30	228.17	242.54	255.04
Evaporator Maintenance .....	127.50	172.50	190.00	190.00	201.40	211.47	224.79	237.29
Oiler .....	110.00	155.00	172.50	177.50	188.15	197.56	210.01	222.51
Oiler-Diesel .....		155.00	172.50	195.25	206.97	217.32	231.01	243.51
Watertender .....	110.00	155.00	172.50	177.50	188.15	197.56	210.01	222.51
Fireman Water (FM-WT) .....	110.00	155.00	172.50	177.50	188.15	197.56	210.01	222.51
Fireman .....	100.00	145.00	162.50	167.50	177.55	186.43	198.18	210.68
Wiper .....	92.50	132.50	150.00	160.00				
Wiper (from Oct. 23, 1946 to Dec. 31, 1946) .....				175.00	185.50	194.78	207.05	219.55
Refrigerating Eng. (when only 1 carried) .....		252.00	269.50	269.50	285.67	299.95	318.85	331.35
Refrigerating Eng.'s. (when 3 carried) .....								
Chief .....		252.00	269.50	269.50	285.67	299.95	318.85	331.35
1st Asst. ....		220.00	237.50	237.50	251.75	264.34	280.99	293.49
2nd Asst. ....		201.00	218.50	218.50	231.61	243.19	258.51	271.01

<b>Stewards Department</b>								
Chief Steward .....	157.50	202.50	220.00	220.00	233.20	244.86	265.75	278.25
Chief Cook .....	137.50	182.50	200.00	205.00	217.30	228.17	242.54	255.04
Night Cook and Baker .....	122.50	182.50	200.00	205.00	217.30	228.17	242.54	255.04
Second Cook .....		167.50	185.00	185.00	196.10	205.91	218.88	231.38
Assistant Cook .....		157.50	175.00	175.00	185.50	194.78	207.05	219.55
Messman .....	87.50	132.50	150.00	150.00	159.00	166.95	177.47	189.97
Utilityman .....	87.50	132.50	150.00	150.00	159.00	166.95	177.47	189.97

**LET'S KEEP THE SEAFARERS STRONG!**  
**VOTE "YES" FOR THE GENERAL FUND ASSESSMENT —**