

SEAFARERS' LOG



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

VOL. X

NEW YORK, N. Y., FRIDAY, JUNE 18, 1948

No. 25

SIU Leads In Formation Of PR Council

NEW YORK—The unity of all longshoremen and other maritime workers in Puerto Rico became a virtual certainty this week as the result of a meeting here of officials of the International Longshoremen's Association, AFL, the Union de Trabajadores de Muelles, AFL, the Union de Empleados de Muelles, independent, and the Seafarers International Union.

The several organizations obtained a charter for a Puerto Rico Port Council, and when the union's officials return to the island the UTM will make formal application to be chartered as ILA District Council No. 2 of Puerto Rico. Granting of the charter will add 6,000 men to the ILA's membership in Puerto Rico, bringing the total to about 8,000, since the present District Council No. 1 has about 2,000 members.

CHECKERS NEXT

Until now, the UTM has been a direct affiliate of the Puerto Rican Federation of Labor which is part of the AFL.

The Union de Empleados de Muelles is also expected to enter the ILA fold, adding another 800 men. This union, whose members are checkers, clerks,

(Continued on Page 14)

Calmar Sues SIU Under T-H Act

The Calmar Steamship Corporation has sued the Seafarers International Union for \$12,500 in the Federal District Court in Maryland.

The company alleges that the SIU tied up the SS Marymar, a Calmar ship, for four days in Boston early this month, and says that it suffered to the extent of \$12,500 and more. Calmar lawyers also maintain that the SIU violated the agreement signed between the company and the Union in April.

It should come as no surprise to learn that Calmar has brought the suit under the Taft-Hartley Act. In fact, if it were not for the T-H law, Calmar would have been unable to bring any suit at all.

Every day, in a hundred devious ways, the Taft-Hartley Act is being revealed as a club with which the bosses hope to smash the labor movement. However, the labor movement will not be smashed. It would take more than a law to break it.

Weisberger Reports To Union On London Safety Conference

The first Safety at Sea Conference held since 1929 ended on June 10 in London. The Conference lasted six weeks and was attended by delegates from thirty countries, plus observers from four nations and from seven international organizations.

The United States delegation was composed of representatives of the State Department, Coast Guard, Federal Communications Commission, Navy Department, Maritime Commission, Federation of American Shipping, Shipbuilders Council of America, Society of Naval Architects and Marine Engineers, American Federation of Labor, Congress of Industrial Organizations, American Bureau of Shipping, and the U. S. Weather Bureau.

The Seafarers International Union was designated by AFL President William Green to represent the Federation, and SIU Vice-President Morris Weisberger was named the Union's delegate.

U. S. LEADS THE WORLD

In his report, which starts on page 5, Delegate Weisberger points out many things which may or may not be known to United States merchant seamen. Chief point of information is that foreign countries, by and large, do not force shipowners or operators to observe the same safety regulations which are compulsory in the United States.

Main reason that U. S. operators have had to institute decent safety measures is the strength of the seamen's movement in this country. As a result of the Conference, the safety rules for all the represented nations will be improved, with certain standards being observed the world over.

The attendance of a Seafarers International Union delegate at the Conference is another phase of Union service which has nothing to do with wages. In the struggle to better the conditions and safety regulations of seamen, the SIU has always been in the front lines.

For the complete text of Brother Weisberger's report, turn to page 5. The entire section may be removed from this issue of the LOG for future reference.

Seafarers Committee Stands Fast On Union Hiring Hall Demand

NEW YORK—The demands of the Union Negotiating Committee, that the Hiring Hall be retained in the new contract now being negotiated, has been met with counter-proposals "which are not up to snuff" by the committee representing the

Atlantic and Gulf Ship Operators Association. In the first meetings, which took place last week, it was pointed out by the Union's Committee that the Hiring Hall principle was the most important issue at stake and that no other matters could be settled until the operators had agreed not to tamper with the Union's traditional method of assigning men to jobs aboard ships.

In the face of the unsatisfactory propositions put forth to date by the operators' representatives, the SIU's position remains the same, and it has been made very clear to the shipowners' committee that the responsibility for peaceful negotiation of a new contract lies strictly in their hands.

The job of concluding an agreement including the Hiring Hall principle is made doubly

hard by the fact that the shipowners take the position that the section of the Taft-Hartley law which, according to them, prevents such clauses has never been interpreted by the courts. Therefore, even though the operators are seemingly not averse to agreeing to such a clause in the proposed contracts, they are not willing to do so because of possible legal penalties.

REPORT MADE

At the regular meeting, on Wednesday, June 16, the Union Negotiating Committee made a partial report of the bargaining sessions and stated that further negotiations will be scheduled in an attempt to reach an agreement on the Hiring Hall. A complete analysis of the negotiations, plus digests of other union contracts on the Hiring Hall issue, will be carried in a future issue of the LOG.

Other demands of the Union, which will be discussed only after the Hiring Hall is settled to the satisfaction of the SIU, are substantial wage increases for all ratings, agreement on the principle of establishing a welfare fund, and clarification of certain working rules.

There is no doubt but that failure of the operators to agree to a union security clause in the new agreements will precipitate a strike. The action of the membership in overwhelmingly approving a \$10.00 Strike Assessment is ample proof of that fact.

Members of the Negotiating Committee are Paul Hall, Robert Matthews, Lindsey Williams, Ray White, and Joe Algina.

PUERTO RICO PORT COUNCIL IS FORMED



Waterfront unity in Puerto Rico became a certainty this week when representatives of the SIU, the ILA, the Union de Trabajadores de Muelles (UTM) and the Union de Empleados de Muelles (UEM) met in New York to form a Port Council and lay the groundwork for the entrance of the UTM and the UEM into the ILA. Sal Colls, the SIU Puerto Rico Agent, played a leading role in getting the unions together. Front row (left to right): Juan B. Garcia, Pres. of Local No. 1 of the UTM; Ramon Mejias, V-P of the ILA District Council No. 1 in Puerto Rico; Walter Holt, Int'l V-P of the ILA; Joseph P. Ryan, Int'l Pres. of the ILA; Lindsey Williams, SIU Director of Organization; and J. A. Cintron Rivera, Pres. of the UEM. Back row: Rodrigo C. Valle, Sec'y of the UEM; Sal Colls; Ray White, SIU Headquarters Representative; Ramon Gordils, Pres. of the UTM; and Manuel Gordils, ILA member.

Wall St. Settlement

On June 17, after more than one month of investigation, William J. McCormack, who was named by the Mayor to bring about a final settlement of the Stock Exchange dispute, made his report. His recommendations, which were accepted by both sides, include wage increases, annuities, hospitalization, group insurance, and a bonus.

SEAFARERS LOG

Published Weekly by the
SEAFARERS INTERNATIONAL UNION
OF NORTH AMERICA
Atlantic and Gulf District

Affiliated with the American Federation of Labor

At 51 Beaver Street, New York 4, N. Y.

HAnover 2-2784

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

267

The Big Stick

Something new has been added to collective bargaining lately—since the enactment of the Taft-Hartley law. That something is another big stick in the hands of the employers.

The new principle was first tentatively tried out on the Mine Workers, and when it proved effective in breaking the UMW strike, it was added to all the other strike-breaking weapons in the hands of the anti-labor forces in this country.

This new principle, which was at one time outlawed by the Norris-La Guardia Act of 1932, is the Government injunction against strikes.

Right now the National Maritime Union, CIO, and other CIO waterfront unions are prevented, by Government injunction, from striking to protect the union hiring hall, the keystone of the maritime movement.

The use of injunctions against any labor union in its fight to protect the working conditions of its membership, and for a wage which can keep pace with the rising cost-of-living, is a dirty tactic that smacks of fascism.

Workers, in a really free country, should have the right to refuse to work under conditions that enslave them, and for wages which grind them down to a low economic level.

Government injunction, directed against the worker and for the benefit of the boss, is a dangerous weapon which can be used to coerce men into doing something that they honestly oppose.

A man's labor is the only commodity he has to sell, and he has the right to refuse to sell it unless the price is reasonable and just, and the conditions suitable.

In the decision rendered last year by the Supreme Court, in which the conviction of John L. Lewis and the United Mine Workers was upheld for contempt of court, Justice Murphy said: "It becomes apparent that the implications of today's decisions cast a dark cloud over the future of labor relations in the United States.

"If seizure alone justifies an injunction... some future Government could easily utilize seizure as a subterfuge for breaking any and all strikes in private industries. The workers would be effectively subdued under the impact of the restraining order and contempt proceedings."

Those were prophetic words. Events have proved that what occurred then has turned out to be a strike-breaking pattern for the present day.

Seizure Of Power

Commies in America are caught between the orders from the communist international for more super-militant action to embarrass American industry and keep relief goods from European countries, and a growing revolt against them by the rank and file of their unions, who are tired of being sold down the political river again and again.

Faced by these growing revolts from below, they are trying desperately to purge their outfits of opposition and to consolidate their position. In recent months, they have reformed the once-repudiated Committee for Maritime Unity, by organizing the Joint Mobilization Committee for June 15th, in a last attempt to seize control of the maritime industry; and forced out the opposition from various sections of the following CIO unions: the United Electrical Workers, United Office and Professional Workers, United Wholesale and Retail Workers, United Public Workers and the United Furniture Workers—to name but a few instances.

It is not that the commie unions want to lose membership, but that with the opposition out of their con-



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.

BALTIMORE MARINE HOSP.

GEORGE PEDDICORD
M. J. LUCAS
S. T. CANTRELL
T. BRYANT
WILLIAM H. KUMKE
THOS. S. JOHNSON
G. F. COBBLER
EDW. L. PIERCE
EDDIE J. CAROVUS
PAUL R. SEEFOR
B. J. FREDERICKS
WILLIAM T. ROSS
C. H. JONES

CHARLES N. PAKNE

ARTHUR COBB
EDWARD KOML
MYION E. FOLTS
O. FAUARA

STATEN ISLAND HOSPITAL

S. HEIDUCKI
F. OLSEN
G. FINKLEA
J. McDEELY
D. DeDUISTN
A. JENSBY
J. L. ROBERTS

F. NERING
N. MUTIN
E. T. BROWN
F. ADKINS
W. H. RHONE
I. B. GRIERSON
S. RIVERA
A. DUDDE
M. F. MORRISON
B. KOSOW
R. F. PEPIN
A. BJORNSSON
C. NANGLE
P. DAUGHERTY
G. VECCHIO
H. CHRISTENSEN
E. GRAHAM
C. O. LYNKY
F. PREZALAR
J. GARDNER
M. F. MORRISON

NEW ORLEANS HOSPITAL

R. BUNCH
E. LIPARRI
J. DENNIS
C. MASON
R. F. BLACK
A. LOOPER
C. GREEN
V. P. SALLINGS
C. R. GRIMES
W. J. HOULIHAN
J. R. TUNNELL
D. A. HUTTO
J. ROGERS
R. HASKELL
T. R. BROCKLESBY
J. W. CURRAN
L. B. MILLER
J. SATERNEZ
T. J. TASSIN
J. ROSZMEZ
M. BAKER
A. BAKRENS

BRIGHTON MARINE HOSP.

E. J. DELAMANO
JOHN J. GEAGON
JOHN SCULLY
ROBERT LORD
RUSSELL NEARY

trolled unions, or thoroughly demoralized, the task of keeping control over these outfits and keeping them along the Moscow trail will be so much easier.

The rumor is that the commies are a long way on the road to pulling out of the AFL and CIO and forming their own national labor federation, such as they once had during 1929-1935. This move is much more than a possibility. But whether they stay within the existing framework of labor, or start their own group, thus still further dividing and weakening labor, the most important thing to remember is that a communist-controlled union is not in business to help the working man, but as another weapon in the arsenal of Russia.

And we don't have to go to Yugoslavia, or Czechoslovakia or Poland to see that. There is proof enough in this country.

Movie Schedule

"Drums on the Congo," starring Stuart Erwin and Ona Munson; and a comedy short subject, "Old-time Movies," featuring the Easy Aces—

This program will be presented for the membership on the 3rd deck of the New York Hall tomorrow:

SATURDAY, JUNE 19 at 12 noon.

All hands are invited to attend the movie tomorrow and every other Saturday. Enjoy the best available in sound film entertainment — at no cost — in the comforts of your own Union hall.

Watch this space each Friday for the announcement of the following day's program.

Philly Will Try To Dodge Hot Air Of Conventions

By LLOYD GARDNER

PHILADELPHIA — The City of Brotherly Love is not going to be the scene of much Brotherly Love during the next few weeks. First the Republicans will hold their Convention, quickly followed by the Democrats and the Wallace-communist coalition.

None of the working stiffs here are too much interested in what those people do. They know that, no matter which candidates are chosen, the guy who works for a living is going to get the dirty end of the stick.

As one SIU member put it, "Philly is plenty hot during the summer, and with the hot air coming out of convention halls during the conventions, the climate here is going to be almost too hot to bear."

I'm of the opinion that most guys will tune the conventions off the television scene, and instead tune in the baseball games. It's better to watch a pitcher winding up than to see and hear anti-labor Taft make a speech.

SHIPPING OKAY

Business slackened off a bit this week, but shipping is still not bad. A rated man can ship almost any day, if he is not waiting for a particular ship or particular run.

Two payoffs this week helped keep us going. The SS Steel Advocate paid off after a long run and took on nearly a full crew. The SS Emilia, Bull, also paid off.

These Bull Line vessels are only out 3 to 4 weeks and so there isn't much of a payoff and only a few replacements are called for. Quite a few ships hit here in transit, and we can usually be sure of furnishing one or two men to each of them.

The main topic of conversation down here is the maritime situation. Everybody wants to know what's going to happen, and when. Of course, we're confident that we can hold up our end, and we are sure glad that we bolstered our position by the \$10.00 Strike Assessment.

We're also glad that we are not fouled up by internal strife and bickering the way the NMU is. SIU seamen can look with pride and confidence at their Union.

AROUND THE PORTS

Baltimore Shipping Still Slow; Job Hunters Asked Not To Apply

By WILLIAM (Curley) RENTZ

BALTIMORE — Shipping remains on the slow bell in this port and, so far as the future is concerned, all we can do is hope for the best.

There were eight payoffs, which may not sound so bad. But we had only four sign-ons and another ship headed for the boneyard. The sugar strike has cut into Bull Line operations to add to our overall problem.

There was the usual assortment of beefs on the ships paying off, which we managed to settle at the right place in the right way—aboard ship, SIU style. However, some of these payoffs might have been a little smoother had the crewmembers really known their own contracts with the companies.

KNOW THE CONTRACT

The members of a crew should know what is what. They should study their agreements carefully. Then they would have a clear idea of what calls for overtime pay and what does not. Too often seamen "think" they have overtime coming when they don't.

Moreover, too many members "forget" to turn in their overtime within the 72-hour limit. Remember that if overtime claims are not recorded within 72 hours they are no good. That's what it says in all the contracts, and that's the way it works.

Another thing, crewmembers should be at the payoff when the Patrolman is there. A case in point is the SS Citadel Victory's crew which paid off here the other day.

Some of the boys from this Isthmian ship were ashore all day and came back at the very last moment to get their money.

Remember this: Get to the payoff when the Patrolman is there. Don't come in late and then complain that you were gypped because the Patrolman was not there to square your claims.

There are a lot of Firemen involved in beefs on the ships paying off here. This circumstance arises from the fact that a Fireman on the 4-to-8 watch on the payoff day must stand that watch.

If he doesn't want to stand it, he should call the Hall for a replacement. He definitely should not leave the ship. He's still on the payroll.

STAY AWAY

There are too many men on the beach here, so stay away unless you have plenty of money to keep you going. We don't know why so many men keep arriving in Baltimore in spite of our repeated warnings that ship-



ping is slow.

There is one strike on here, the sugar strike we mentioned above. This has diverted Bull ships to Philadelphia and New York.

The strikers seem to be doing all right, although the company is trying to break the union by public requests for people to take the jobs. However, nobody takes the jobs and nobody is crossing the lines.

Get A Receipt

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

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

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

Trinidad Considers Idea Of Free Port In Docksite Area

PORT OF SPAIN—The British colonial government of Trinidad has promised to consider establishment of a free port at Docksite, as soon as that area is turned back by the United States which has been using it as a military base, the Alcoa company disclosed this week.

If a free port area is set up in Trinidad, it will mean that goods for transshipment will not have to pass through colonial customs, and should result in a greater amount of tonnage moving through here.

According to plans believed to be in progress, new processing, packaging and manufacturing industries will be ready to move into such an area to take advantage of the privileges normally associated with a free port.

Frisco Handles All Comers In 'Beefiest' Week

By A. S. CARDULLO

SAN FRANCISCO—While payoffs haven't been so hot lately, we had the "beefiest" week in our history last week. Well, there's nothing like activity to prevent monotony from taking charge.

We very proudly can report that all beefs, even in far-away Seattle where the SS Brazil Victory, Mississippi, paid off with transportation, were settled to the satisfaction of the crews involved.

All told, twenty A&G ships hit the Gold Coast this past week. One—and we won't give the name—actually hit it, but no harm was done to the ship or to the crew.

Fellows from the Purdue Victory, Waterman, and the Yorkmar, Calmar, stopped in for a gabfest. In the group were John Lane, E. Johnson, Bill Thompson, R. B. Waters, Al Reese, Bob Tate, K. Hatgimisios, Bob Guerrero, Ralph Bailey, B. Lunnigan, G. Noble, F. Delgado, J. Davis, E. B. Crowther, Shelly White, J. Padzik, and Guy Walter.

NO SLEEP

Max Byers, Electrician, just got back from Singapore where he was hurt aboard the Cedar Creek. As a result of the accident, he says, he hasn't slept in forty days, but he looked good when he stopped by here on his way to the Marine Hospital.

Joe Reyes, one of the eleven book carrying Reyes brothers in the SIU-A&G, just finished a two-week stay in the Marine Hospital. He was a pretty sick boy, but he got well in a hurry when he heard that his brother Angelo was coming in on the Minot Victory, Isthmian.

Three Isthmian ships, Kenyon Victory, Twin Falls Victory, and Clyde Seavey, all crewed up out here and that took quite a few men off the beach.

Other Isthmian scows, Kelso Victory, San Angelo Victory, and the Lindsley, are going to payoff here next week and we may have some news from them.

Shipping Activity Almost At Standstill In New York

By JOE ALGINA

NEW YORK—Shipping took a cue from the weather here this week and took a turn for the worse. In fact, things are almost at a standstill.

This situation was not unexpected. While we were enjoying the fruits of some pretty snappy shipping during the past few weeks we kept a weather eye out for an expected lull—and this is it.

On the payoff side, however, there was considerable activity, with a sizeable number of good payoffs heading the list. Among the vessels that came in in good shape are the following:

PAID OFF

SS Lyman Stewart, an Alcoa scow. She was in pretty good shape, with only a few minor beefs and they were settled at the payoff.

SS Jean La Fitte and SS Daniel Huger, both of Waterman. The Huger came in after a six-month trip, which was highlighted by a minimum of beefs.

SS Joliet Victory, a Robin line ship, back from a South African run, proved to be in good shape.

SS Fisher Ames, of American Eastern, had completed a seven-month voyage and is now headed for the lay-up.

SS Suzanne, Bull line vessel, in after a six-week run to South Africa.

Also paying off was the Canton Victory, after an intercoastal trip. She's a Waterman job.

Two other ships paying off, the Sea Trader and the Sanford Dole, are being laid up—for how long, we don't know.

The outlook for the coming week doesn't appear too bright—at this point. There are no indications that shipping will pick up, unless some of the ships are hauled out of the lay-up fleet.

NON-UNION BEEF

Once again, I would like to make clear that unpaid loans are strictly personal problems, and have nothing to do with the Union. Perhaps it would be wise to repeat the previous warning

that it is up to each man to watch out for his own money. If a man comes aboard ship, borrows some cash and fails to pay it back, it is only the concern of the parties involved.

These personal beefs are being reported to the Union every



day but there is nothing we can do about it, except to suggest that the lenders exercise a little care.

An item worthy of interest is this week's ruling by the Unemployment Insurance Appeal Board of the New York State

Department of Labor. In ruling on a pilferage case, the board held that a man guilty of pilferage would face a seven-week delay in obtaining unemployment benefits.

NEW PAPERS

Before getting off the deck, I'd like to pass along a suggestion that may save some future time for many of the brothers. Any man with six months seetime in the Engine Department or 12 months in the Deck Gang who carries a wartime emergency shipping certificate, stating that it "expires six months after the termination of the war" should have it replaced with a regular peacetime certificate.

Simply go to the Coast Guard, or shipping commissioner who issues seamen's papers in your port, taking with you two passport photos and your present certificate and ask for the peacetime issue.

If those who carry the wartime certificate will take care of this matter now, they will save some time later on.



The Sailmaker Saves His Seachest



In the first World War, when I served in the capacity of Second Mate on the fourmasted bark Juteopolis, we had an old sail-patcher with us, called George and nicknamed Drachmas.

He had been going to sea so long, keeping much to himself and spending as little money ashore as possible, that he had been able to save most of his pay and, consequently had stowed away quite a few sovereigns.

For reasons best known to himself, he kept his pile of English pounds, in gold, hidden in his seachest. Many times a day he would stop sewing and, going into his room, felt the lid of his sea-chest to see and make sure that he hadn't forgotten to lock his "safe."

The singular Sails came from Greece and one could never tell how he felt about his shipmates. The Juteopolis, a lime juicer, carried before the mast 24 able seamen, who were rough, tough and ready at sea and, naturally, made merry in port.

Sails would sit alone in his room on nights in port, smoking his pipe in peace, and would not even think of joining the merry mariners. One Sunday afternoon, when the ship lay in Sydney, Australia, he received an unexpected call. Fortune walked in his room.

"George, loan me a crown!" He called, hoarsely.

Drachmas stared like a man addressed abruptly in foreign lingo. There stood before him, John Fortune, the oldest able seaman in the foc'sle, who had boasted in bar rooms that, in the 50 years spent at sea, he had not saved a penny.

Fortune stepped forward, big and upright, and said: "Come on, George, loan me the crown—I want to go ashore."

"NO MONEY"

Drachmas shook his bald head. "Me no got money," he answered, with hard disconcert and sat down heavily on his seachest.

Fortune turned and left without a word. That evening he carried out his donkey's breakfast (straw mattress) and, throwing it on the pier, sold it to a watchman for a shilling, then went ashore for a drink.

Fortune returned aboard late at night and two sheets in the wind, then crawled in his bunk and slept on the bare boards, turning from side to side so the woodwork creaked.

The next morning, he turned to, stiff, and went aloft to bend the gaffsails without a complaint. The man had known toil, he had suffered hunger and thirst, and had passed many a sleepless night, and had weathered many a gale—since the day he first left his native Ireland and went to sea. Why, then, complain?

A few days later, his temper blazed out—he threw his sheath knife. It shot through the air like an arrow and missed the cabin boy by an inch. "You young rascal," he growled behind his grey beard, "I'll teach you to tease me about my donkey's breakfast."

The bark Juteopolis, riding at

anchor in Sydney Bay, and loaded hull down, was ready for sea, the sails bent, the clews shackled. On the poop stood



the Captain with his brief case, ready to go ashore on business, to step into the waiting launch. Just then, a voice was heard.

"Captain, Captain!" it called excitedly. Sails was seen, hurrying up the poop ladder. "Please, Captain, buy me tobacco," he cried and, fumbling, produced from his pocket a soiled handkerchief, untied the knot with shaky fingers, then held up a crown, a shiny piece of silver.

UNSAFE SAFE

The Skipper frowned. "All right, Sails," he said curtly and, taking the coin, paused significantly. "You better give me all your money," he resumed reflectively. "It is not safe to keep money aboard."

Sails stared suspiciously. "Me keep my money in de seachest all de time. Me no lose one penny, Captain," he answered with affected assurance and explained. "Me go to sea long time."

"I tell you, Sails, it is not the place for savings—a seachest aboard ship. You savvy, Sails," the Captain spoke with emphasis.

Then, after a moment of silence, accentuated thoughtfully: "You give me your money and I'll put the money in a bank. You'll draw interest, savvy."

Drachmas shrank back, waved his hands. "No, no, Capitan, me no trust nobody ashore!" he exclaimed with some apprehension.

"Damn it! Don't you know, there's a war?" the Skipper asked ominously.

There was a suspense.

"An enemy raider or submarine may get us, what then?" the Captain questioned, peering at Sails with puzzled attention.

Sails clasped his palms, hunched his shoulders, bowed and shook his old head. "Me hang on to my money, Captain," he said in a hushed tone.

"All right, then, Sails, go forward," the Skipper spoke out, firmly; then waved his arm once and went ashore to clear the ship.

THE LONG RUN

The next day, at dawn, the Juteopolis went to sea, passed through the narrow Heads in tow, and the men waved to the girls.

"Good-bye!"

Soon the hawser was let go, the yards hoisted, the sails sheeted home, and the vessel squared away for the long run around the Horn, to Queenstown for orders. The sail crowded and drawing aloft and aloft, she

sailed straight and steady before a westerly breeze and under a fair sky.

She hummed aloft, seas swished past her bows, wake foamed with a hush in a long line astern. The days of long watches on deck and short hours below, went fast and left no time, but to work and sleep, relieve one another on the stroke of the bell, struck at half hourly intervals, night and day.

Time ruled fore and aft. It gave no time to reflect. Men were kept at work, "to keep the devil out of their mind."

At six o'clock in the morning, there was the order of the day: "Fetch your brooms and buckets aft! Wash down!"

And the Mates had to handle the bucket, throwing the water



on deck with a sweep. The days passed. The little bell aft struck the time, the big bell forward answered with a bang, bang—deep and vibrant. And the lookout man crowed: "All's well, sir!"

"It looks like a pleasant passage, too good to last," the Skipper remarked one day, speaking to the Chief Mate.

"It bids nae gud," observed the Mate, a canny Scot.

WATER RATIONED

On the seventh day at sea, one half of the fresh water had disappeared. It was found out that the water had run out from the tank into the bilges. All hands were put on one half a gallon of fresh water a day, each man; and one half of it went to the galley for coffee and cooking.

Then the fair wind died and the ship drifted for a few days in baffling airs, all round the compass. One night we received a foul blow. It struck in the face, blowing strong from the west. All hands braced up the ship and she ran to the northward, close-hauled, fighting every foot of her way to windward.

"Breakers ahead!" the lookout man let out the cry, two days later. A penal colony, from which no convict had ever escaped, bore sharp on the bow. It was the dreadful Norfolk Island, a bluff, rocky, mountain rising darkly out of the ocean, and with seas washing around its base in white fury.

Men hurried on deck and threw the ship on other tack, then braced up sharp and flattened the sails. The Juteopolis ran to the Southward, to get away.

"Hurrah! We've just escaped!" the men shouted. "There's ocean to our lee and we're free, free!"

BREAKERS AHEAD

The ship sailed for two days, jammed in the wind; then, suddenly, the lookout man called in

an anxious voice: "Breakers! Breakers! Land ahead and on the lee!"

Right enough. The Three Kings, the rugged rocks off Northern New Zealand, stood dangerously near the lee. Men jumped to their stations and threw the ship in the wind. She shook, shivered, missed the stays.

"Helm hard over!" the Captain roared.

"Square the yards!" the Mate bawled. Men lay back on the braces and hauled. Juteopolis wore round, just in time!

The men wiped their sweaty brows and waved their caps, good-bye to the Kings! The ship ran to the northward again, braced up and bowsed down.

Two days later, Norfolk Island bore in sight again! The ship went about and sailed south once more. Soon the Three Kings were seen again! The ship turned north once more.

It kept on for a month. Wind steady in the face; no rain squalls, no water to wash the face, no shave. For a solid month, which began with two close shaves, the foul wind blew like a curse; and Juteopolis, manned by bearded sailors, just kept sailing Northward and Southward like the Flying Dutchman under full sail.

BAD AND DIRTY

On the 39th day at sea, the Skipper threw down his cap, stamped upon it with his feet and, frothing at his mouth, shouted imprecations at the foul wind. Then he threw his cap overboard.

"Over with the helm!" he called to the Mate. "Square



away and let's run down, South of New Zealand, around the bloody Bluff."

Half way down to Bluff, the wind backed against the hands of the clock, and began to blow foul again, worse than before. It blew bad and dirty.

"Damn it, all!" the Skipper swore and shook his fist. "Hard over with helm, Mr. Mate; let's run back and try to weather the Kings or go to Davy Jones!"

CLOSE CALL

The Mate blew his whistle and shouted: "Come on, boys make order, and trimmed the sails for the do or die run. Juteopolis, your choice whether you want to see the girls in Ireland or the mermaids at Three Kings?"

"The girls, the girls in Ireland!" the men replied in chorus.

"All right, then, wear ship!" the Mate sang out. "Square away the main and cro' jack yards, and mind the tacks and sheets!"

Men went to work with a will, put the ship round in short

drove foaming to the Northward, making straight for the Kings.

Three days later, the Kings hove in sight with their crowns in mist. Close-hauled, the vessel sailed touch and go, shivering the weather clews. The Kings were near and the breakers furiously foamed.

It was an anxious moment. But, at last, the danger was past. The Skipper, chewing tobacco, gave a broad grin and continued to smile. It was a close call. The sailors shouted three times: "Hip, hip, Hurrah! We're homeward bound!"

The fourmasted bark Juteopolis drove to the eastward, before a westerly gale, booming aloft. Squalls passed overhead low. The wind strummed on the steel shrouds. It blew harder and she ran as if chased by the following seas.

The days went and the weeks passed. The wind howled, the sea roared, the scud flew, the ship drove shortened down to lo'er tops'ls and fores'l, and shipping seas with a thud. She trembled.

On the 65th day out of Sydney, according to dead reckoning, we were off the Horn, and in bad weather. Night came. Dark as hell. Squall struck. It screamed. Men held on to lifelines.

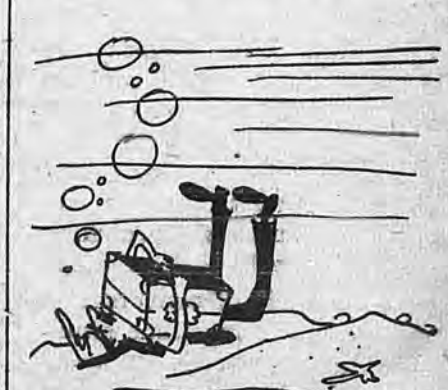
Suddenly the fores'l sheet carried away. The sail flapped with a jerk and was ripped to ribbons with the sound like a volley of muskets. Then came an ominous lull.

A greybeard, roaring wildly, charged for the ship, and struck the stern a terrible blow. There was a slam-bang. The wheel kicked, threw the helmsman over, and spun hard over with a whirr.

There was a crack. Two pintles of the rudder broke, and steering gear broke, too. It was a wild night. The ship ran, rolled, yawed. Another greybeard charged upon us, broadside, and swept over like an avalanche.

The weather side of sailmaker's room was smashed by the sea and swept clean. Night dark as hell. The ship ran and rolled and the big bell tolled. Men held on to the lifelines and listened, now to the slam-bang of the rudder then to the toll of the bell.

We managed at last to secure the rudder and get the ship under control and get things



more or less shipshape. Two men came aft to hold the wheel and steel the ship.

"Old Drachmas is gone and his sea-chest, too!" a voice cried in the night.

It was Fortune who cried.

Capt. R. J. Peterson.
MM&P, Local 88

Weisberger Reports On Safety Conference

In accordance with instructions, I attended the meetings of the International Conference on Safety of Life at Sea, held in London, England, April 23 to June 10, 1948.

These conferences were initiated in order that each nation might profit by the experiences of the others, in regard to the protection of the lives of crew and passengers. It has also been recognized for many years that a code of uniform international maritime safety rules were desirable.

In order to establish a basis for a more thorough understanding of the circumstances surrounding the 1948 International Conference on Safety of Life at Sea the following historical resume is set forth:

The 1889 Conference

The International Marine Conference of 1889, held in Washington, D. C., and attended by 19 maritime nations, was the first general international conference pertaining to safety of life at sea. The primary purpose of that conference was to consider the International Rules of the Road which had been drawn up by Great Britain in 1862, adopted by some 34 maritime nations within the next two years, and frequently changed.

This 1889 conference was also to consider the establishing of regulations pertaining to seaworthiness of vessels, load lines, distress and rescue, personnel qualifications, manning, discipline of crew, steamer lanes, night signals for communication, dissemination of meteorological information, warning of derelicts in sea lanes, and other dangers to mariners, uniform buoyage, and the organization of a permanent international maritime committee.

The 1889 conference considered all the aforementioned items, but many of them were dropped from the agenda as unsuited for international negotiation. The final act contained the international regulations for preventing collisions at sea, a requirement upon all vessels in a collision to stand by and render assistance, the requirement that officers and lookouts must meet certain eye-sight and color blindness standards; provisions for the distribution of navigational information; a recommendation for the establishment of North Atlantic routes; and a recommendation for the establishment of a uniform system of buoyage.

The most significant work of this conference was the development of the International Regulations for Preventing Collisions at Sea, which are now adhered to by all the leading maritime nations.

The 1913-14 Conference

The first Safety of Life at Sea Conference, by that title, was held in 1913 and 1914. As a result of the huge loss of lives on the Titanic which was sunk on April 14, 1912, the Congress of the United States adopted a Joint Resolution, proposing that an international maritime conference be held for the purpose



of providing internationally recognized rules that would tend to prevent disasters in the future.

In answer to this Resolution, and reinforced by world sentiment, the 1914 conference was called. This conference was held in London, and attended by Germany, Austria, Belgium, Denmark, Spain, United States, France, Great Britain, Italy, Norway, Sweden, Russia and the Netherlands.

The conference dealt primarily with passenger ships, and adopted more up to date rules with regard to life boats, life rafts, and life preservers. The final act was signed by all the participating nations, but due to the first world war, it was not brought into force completely as a treaty, though parts of it were put into effect by individual nations by means of national legislation or regulations.

The LaFollette Seaman's Act, enacted March 4, 1915, adopted those parts pertaining to life boat equipment, appliances and other provisions. After the termination of World War I, there was a certain amount of agitation to hold another conference in order to bring the 1914 convention up to date and to put it into full effect. However, it was not until 1929 that another conference was held.

The 1929 Conference

On April 16, 1929, the Safety of Life at Sea Conference was convened. This conference was held in London, and attended by representatives of the following nations: Australia, Belgium, Canada, Denmark, Spain, Ireland, United States, Finland, France, Great Britain, India, Italy, Japan, Norway, the Netherlands, Sweden, Russia and Germany.

The nations which participated, signed the final act Force and became a flying officer with the Indian Air Force. Peace

Starting on this page is STU Vice-President Morris Weisberger's report of the Safety At Sea Conference, which was held in London, England, from April 23 to June 11. Brother Weisberger was the representative of the American Federation of Labor, and was a member of the U. S. Delegation.

on May 31, 1929. Although the United States was a signatory nation, it did not ratify the treaty until the middle of 1936, and even then the ratification was with qualifications. One reservation was in connection with Article 54 (Control) of the Convention, which was felt to be subject to ambiguity of interpretation. This was enlarged upon by spelling out that it was to be understood that the United States reserved to its officers exercising control the right to make necessary inspections of foreign vessels in its ports and to withhold clearance to any vessel which could not proceed to sea with safety, until such time as the vessel was put in condition so that it could proceed to sea without danger to the passengers or crew.

Two other reservations were inserted to insure that nothing in the Convention should be so construed as to nullify or modify certain vested rights of seamen under U. S. law.

The 1929 Convention and Regulations contained a number of provisions intended to improve the safety of ocean-going shipping, particularly vessels carrying passengers. They provided a specific formula for the subdivision of vessels, protection against fire, minimum life saving equipment, standards for radio telegraphy, and a number of general provisions dealing with safety of navigation.

The document also contained as an appendix, proposed changes in the rules for the prevention of collision at sea. In addition to the eighteen signatory nations, a total of twenty-five other nations acceded to important parts of the Convention and Regulations.

Marine disasters since 1929, such as the Vestris, the Morro Castle, and the Mohawk, together with the advances made in naval architecture and marine engineering, and the experiences gained in the administration of the 1929 Convention, prompted the desire and the necessity of again changing these rules in order to bring them up to date. Further, the experiences gained in World War II, with its acceleration in science, made this necessity more imperative. But because of World War II it was not until 1948 that a Safety of Life at Sea conference was held... which I attended and render herewith my report.

The 1948 Conference

The third Safety of Life at Sea Conference met in the City of London from the 23rd of April 1948 to the 11th of June 1948.

The governments of the following countries were represented at the Conference by Delegations:

- | | | |
|--------------|-----------------|--------------------|
| 1. Argentina | 11. France | 21. Panama |
| 2. Australia | 12. Greece | 22. Poland |
| 3. Belgium | 13. India | 23. Portugal |
| 4. Brazil | 14. Iceland | 24. Philippines |
| 5. Canada | 15. Ireland | 25. Russia (USSR) |
| 6. Chile | 16. Italy | 26. Sweden |
| 7. China | 17. Netherlands | 27. South Africa |
| 8. Denmark | 18. New Zealand | 28. United Kingdom |
| 9. Egypt | 19. Norway | 29. United States |
| 10. Finland | 20. Pakistan | 30. Yugoslavia |

The Governments of the following countries had Observers at the Conference:

1. Ceylon
2. Mexico
3. Romania
4. Turkey

The following International Organizations were represented by Observers:

1. International Labour Office
2. World Health Organization
3. International Civil Aviation Organization
4. International Telecommunications Union
5. United Nations Organization
6. International Meteorological Organization
7. International Hydrographic Bureau

In the above connection, it should be pointed out that the number of countries represented at this conference was much larger than was represented at any of the previous conferences on this subject. It is also of note that a number of international organizations were also represented at this conference. There are still about twenty nations which were not represented at this conference, but the importance of and interest in these conferences is bound to grow in years to come.

Composition of U. S. Delegation

The United States Delegation was made up of representatives of the following organizations:

1. U. S. State Department
2. U. S. Coast Guard
3. U. S. Federal Communications Commission

4. U. S. Navy Department
5. U. S. Maritime Commission
6. National Federation of American Shipping
7. Shipbuilders Council of America
8. Society of Naval Architects and Marine Engineers
9. American Federation of Labor (Seamen's Representative)
10. Congress of Industrial Organization (Seamen's Representative)
11. American Bureau of Shipping
12. U. S. Weather Bureau

Basic Principles of the U. S. Delegation

The fundamental principles set forth by the Department of the State for the guidance of the U. S. Delegation were as follows:

- (1) that no proposal which would reduce the effective standard of safety below that established by the 1929 Convention would be acceptable.
- (2) that standards materially in excess of the U.S. proposals should not be advocated or initiated but if such proposals were advanced and strongly supported by other nations they might be accepted.
- (3) that in case any subject in the U.S. proposals was eliminated or not adequately covered by the Conference, a resolution should be submitted advocating the importance of the subject and remanding it for further study.

Organization of the Conference

On April 23, 1948 the first plenary session was held. This session was attended by the representatives of all of the nations present.

At this session the President suggested that, following the precedent of the 1929 Conference, five committees be formed one for each of the main divisions with which the subject matter of the Conference might conveniently be broken up. Accordingly, five committees were appointed as follows:

Committee No. 1—Construction

This committee was concerned with the proposals that have been put forward for amendment of the International Convention for the Safety of Life at Sea, 1929, with respect to the following matters:

Watertight sub-division of passenger ships and related structural matters; pumping arrangements; structural fire precautions; stability; power for



going astern; steering gear and any other structural requirements relating to passenger ships; fire prevention, detection and extinction in passenger ships. The committee was required to consider whether any requirements on these subjects should be laid down for cargo ships.

In addition, it fell to the Construction Committee to consider the proposals which several countries submitted for the introduction into the Convention of specific requirements relating to ships' electrical installations.

After a preliminary review of the various proposals the committee formed two Sub-Committees to study the proposals on particular subjects and to make recommendations in regard to them.

Committee No. 2—Life Saving Appliances

This committee was concerned with the proposals that have been put forward for amendment of the International Convention for the Safety of Life at Sea, 1929 with respect to the following matters:

Lifeboats and other lifesaving appliances, including line throwing appliances, to be provided on passenger ships and the extent to which radio apparatus should be installed in lifeboats or carried on ships for use in lifeboats; certificated lifeboatmen; musters and drills; signals for use on a ship in an emergency; entries in logbooks. Consideration whether requirements should be laid down concerning lifesaving appliances for cargo ships. Surveys and certificates covering the foregoing.

Committee No. 3—Radio

This committee was concerned with the proposals that have been put forward for amendment of the International Convention for the Safety of Life at Sea, 1929, with respect to the following matters:

Considering the extent to which radiotelegraphy and radiotelephony installations, including auto-alarms, should be required on passenger ships and cargo ships and the technical requirements for such installations; the technical requirements for radio

(Continued on Page 6)

SAMUEL SHUPLER

Cleveland Street, Brooklyn, N.Y.

(Continued from Page 5)

apparatus installed in lifeboats or portable radio apparatus carried on ship for eventual use in lifeboats; the number and qualifications of radio officers to be carried for safety purposes; particulars of watches to be maintained; details of radio procedures, e.g. alarm, distress and urgency radio signals, speed of distress messages and entries in log books. The committee will also consider the technical requirements relating to direction finders and to other electronic aids for position finding and radar.

Committee No. 4—Safety of Navigation

This committee was concerned with the proposals that have been put forward for amendment of the International Safety of Life at Sea, 1929, with respect to the following matters:

Consideration of the proposals for the amendment of the Collision Regulations and all other matters covered by the Safety of Navigation Chapter of the 1929 Convention; also navigational aids; life-saving and distress signals and the carriage of explosives and dangerous goods. This committee also considered such important and complex questions as the provision of meteorological services, danger and distress signals and procedure and the carriage of direction finders on passenger and cargo ships.

Committee No. 5—General Provisions

This committee was charged with arriving at definitions applicable to more than one technical committee, such as that of a passenger and cargo ship with making revisions as to the acceptance, entry into force, enforcement and future modifications of the Convention; deciding on future arrangements affecting international safety regulations and co-ordination of certain aspects of the work of the technical committees.

General Principles of the Conference

In order to provide a sound basis for logical and constructive discussion, the following principles were enumerated for the guidance of the Delegates and advisers in their deliberations:

- (1) that shipping is an international industry subjected to severe competition, and that international cooperation and agreements establishing minimum standards of safety are needed to insure that such competition, which is otherwise healthy and advantageous, does not result in any unjustifiable lowering of the standards of safety aboard ship.
- (2) that nothing should be allowed to obscure the importance of the human factor in insuring the safety of life at sea, nor the need for the highest degree of skill and competence on the part of officers and crews of merchant ships. While sea travel is, on the whole, very safe, it is desirable and necessary to make all reasonable safety provisions, not only against normal hazards, but also against the ever present risk of major catastrophes such as fire, collision and foundering.
- (3) that the experiences of administering, and the manifest results of the 1929 Convention, should be constantly kept in mind in conjunction with the advancement made in naval architecture, marine engineering and operation of vessels since that Convention came into force.
- (4) that the result of stimulated scientific research during World War II should be reviewed with the objective of making use of those advances which could reasonably and practicably be applied toward improving the safety of merchant shipping throughout the world.

General Remarks

The United States entered the Conference in a position to advocate the highest international maritime safety standards practicable. It is well known that the standards of maritime safety established under the laws and regulations of the United States are considerably in advance of the 1929 Convention and materially higher than those in force and practiced by other maritime nations. In developing the proposals for the Conference, an effort was made to propose only that which could be practically applied internationally and which was justifiable as a necessary improvement to maritime safety.

However, it was evident early in the deliberations that a number of the proposals could not be accepted on an international basis because of acute shortages of materials and unstable economic conditions prevailing in many countries as a result of the war's devastation.

Early in the deliberations a reluctance to accept the proposals of the United States was apparent. This was due partly to the relative positions of the respective nations in that the United States was generally advocating extensive changes from the existing Convention, whereas, the other countries were advocates of the position of status quo with

the minimum of modifications on the grounds that the 1929 Convention had proved itself an adequate document. Further, there seemed to exist a fear that the United States proposals necessarily involved excessive cost.

Notwithstanding the above facts, the United States was successful in securing to a large degree acceptance of its proposals, as is evident from the summary of results of the Conference Committees below. Some proposals that were not totally accepted were the basis of general principles agreed to, or of recommendations for further study. It is believed that in years to come they will have an increasing influence on international maritime safety.

As a general statement, it may be said that no provision of the 1929 Convention was relaxed, that many provisions of the old Convention were revised upward, and that the 1948 Convention represents a distinct improvement in providing for higher standards of safety of life at sea.

Accomplishments of the Conference

The results of the Conference are contained in the 1948 International Safety of Life at Sea Convention and Regulations, the International Regulations for Preventing Collisions at Sea, and a number of resolutions and recommendations contained in the final act of the Conference.

The major items of achievement in each case are listed below.

Life Saving Appliances

1. In addition to covering passenger vessels, the requirements of the new Convention in regard to Lifesaving Appliances, musters and drills have been extended to apply to cargo vessels of 500 gross tons and over.

2. All lifeboats in the new Convention are required to be standard Class I(a); viz, open boats with rigid sides having internal buoyancy only. Lifeboats must not be less than 24 feet in length nor weigh more than twenty tons when fully loaded with persons and equipment. In cases where it would be unreasonable and impracticable to require a 24 foot lifeboat, it must not be less than 16 feet.

3. The requirements relating to motor boats are substantially improved. Motor boats have been divided into Class A and Class B. Class A motor boats must be powered by a compression ignition engine and capable of a speed of 6 knots in smooth waters. Class B motor boats may be powered by any type of engine and must be capable of a speed of 4 knots in smooth waters.

4. Passenger vessels carrying 20 lifeboats or more must have two Class A motor boats. Passenger vessels carrying 14 to 19 lifeboats inclusive must have one Class A motor boat, and now in addition carry a Class B motor boat or other approved mechanically propelled lifeboat. A new requirement is that all other pas-



senger vessels and cargo vessels of 1600 gross tons and upwards must carry one Class B motor boat or other approved mechanically propelled lifeboat.

5. Passenger vessels must carry two rescue boats attached to davits—one on each side of the ship ready for immediate use in an emergency.

6. Cargo vessels are required to carry lifeboats attached to davits on each side of the ship of such aggregate capacity as will accommodate all persons on board. In addition, tankers of 3000 gross tons and upwards must have not less than 4 lifeboats attached to davits, 2 forward and 2 aft.

7. Life boats certified to carry more than 60 persons, now are required to be fitted with some means of mechanical propulsion. In view of the advance made in recent years with hand propelling gear, it was agreed that such gear might be accepted as a mechanical means of propulsion.

8. Lifeboats must now have perforated bilge keels or keel rails suitable for clinging to when overturned.

9. Passenger vessels carrying 20 lifeboats, or more, must have two motor boats fitted with radio as under 1929 Convention. Passenger vessels carrying 14 to 19 lifeboats inclusive must have one motor boat fitted with radio as under 1929 Convention, and now in addition one portable transmitter and receiver. All other passenger vessels and cargo vessels of 500 gross tons and upwards must carry one portable radio transmitter and receiver.

10. The following additional lifeboat equipment is required by the new Convention:

- (1) a first aid kit,
- (2) 2 buoyant heaving lines,
- (3) an attached painter in addition to a sea painter,
- (4) 3 quarts of water per person instead of the one quart presently required,
- (5) a manual pump, and

(6) improved pyrotechnic and other distress signaling devices.

11. Blankets must now be placed in the lifeboats in ships on voyages in cold climates.

12. Liferrafts are not allowed under the new Convention to be substituted for lifeboats.

13. Vessels over 150 feet are now required to be fitted with davits of either the "gravity" or "quadrant" types according to the weight of the lifeboats in their "turning-out" condition.

14. Lifelines are now required to be rigged from davit span on all lifeboats.

15. Suitable means are now required for preventing any discharge of water into the lifeboats.

16. All ships are now required to carry means of making effective distress signal by day and by night; including pyrotechnic signals showing a bright red light at a high altitude.

17. The line-throwing appliance required on all vessels must now be capable of carrying a line 250 yards with reasonable accuracy. This is beyond the effective range of similar U. S. appliances, except the Lyle gun which is by no means as efficient an appliance as that agreed upon at the Conference.

Radio

The chapter on radio in the new Convention has been extended to apply to all vessels on international voyages except cargo vessels of less than 500 gross tons. In other words, the requirements of the Convention have been extended to include for the first time cargo vessels from 500 to 1600 gross tons. This will result in a great increase in the number of vessels upon which the installation of radio will be compulsory.

The new Convention also includes the following requirements:

1. On all passenger vessels and on cargo vessels of 1600 gross tons and upwards continuous watch will be maintained on the radiotelegraph distress frequency of 500 kilocycles by either human operator listening watch or an auto-alarm.

2. On passenger vessels carrying more than 250 passengers when engaged on a voyage exceeding 16 hours duration increases number of qualified operators required from one to two and requires 16 hours of human operator listening watch in the aggregate.

3. All cargo vessels of 1600 gross tons and upwards are required to carry at least one qualified operator. Hours of human operator listening watch are specified according to the size of the cargo vessel.

4. Improved technical requirements for radio performance are prescribed.

5. New technical requirements are specified for radiotelephone installations, auto-alarms, radio direction finders, and radio equipment for motor boats, both installed and portable.

Construction

The safety standard established for passenger vessels by the 1929 Convention in relation to the items considered by the Construction Committee at this Conference was most notably increased by the addition of regulations dealing with the subjects of stability in damage condition and electrical installations, and the amplification of the regulation relating to structural fire protection.

With regard to damage stability the new convention provides regulations which establish the assumed conditions of a ship before damage and the allowable conditions after damage, the result being to insure that a vessel will have stability adequate to withstand the extent of damage contemplated by the sub-division regulations.

The new convention includes regulations for structural fire protection in accommodation and service spaces on passenger vessels which recognize three alternative methods of protection, as follows:

Method 1. The construction of all internal divisional bulkheading of essentially incombustible materials.

Method 2. The fitting of an automatic sprinkler and fire alarm system generally with no restriction on the type of internal divisional bulkheading, and

Method 3. A system of sub-division forming a network of fire retarding bulkheads enclosing limited areas, together with the installation of a fire detection system.

Method One represents essentially the present United States practice in this regard. Methods 2 and 3 represent the United Kingdom and French practice respectively. The decision to adopt three alternative methods was necessitated not only by a considerable divergence of opinion as to the most effective way of obtaining the desired defense against fire, but also by the practical consideration that the materials used in applying the United States method are not at the present time internationally available in sufficient quantities.

New electrical regulations for passenger vessels are included in the convention covering the basic points of the United States proposals, although considerably less detailed.

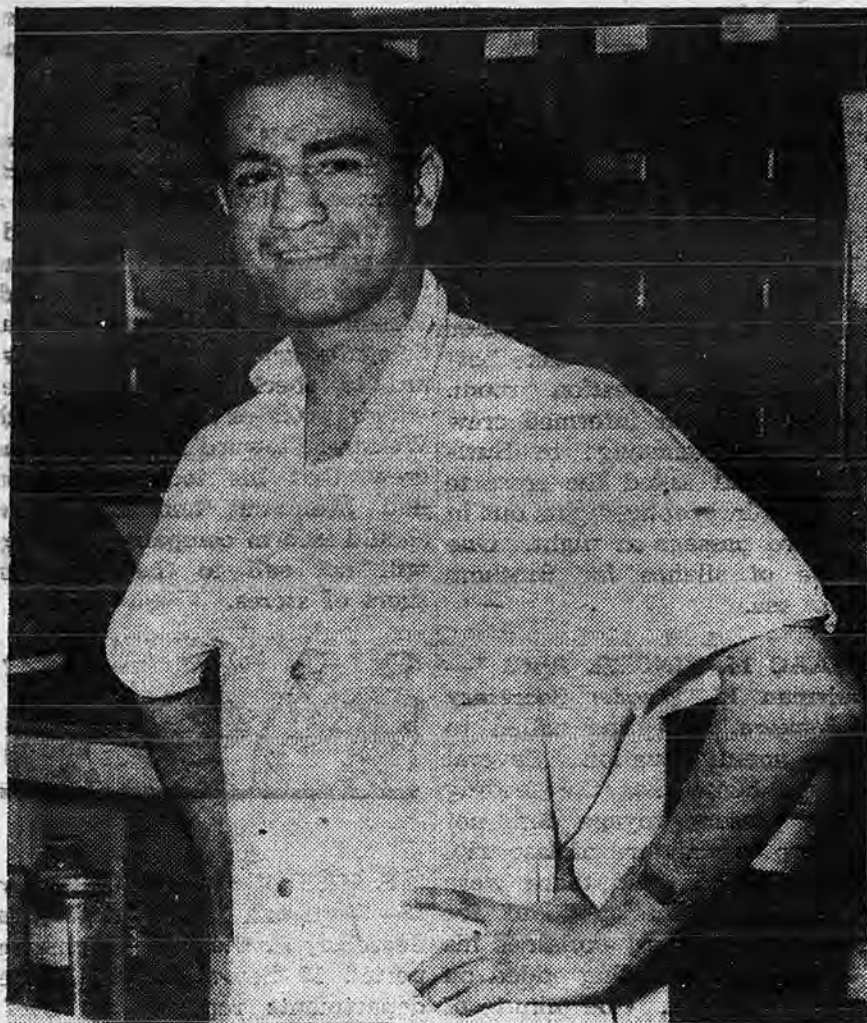
The standards of safety relating to numerous details

(Continued on Page 11)



SHIPS' MINUTES AND NEWS

THE RAJAH IS NOW A SEAFARER



Eric Joseph, former welterweight scrapper, in the dark-room where he pursues his photographic hobby.

Parade Of SIU Athletes Would Feature Real Rajah

If the time ever came when the Seafarers wanted to present an on-paper boxing show, the search for contestants would be a short one. In record time a card having all the color of a Madison Square Friday nighter could be arranged, and would certainly be a crowd pleaser.

The pages of the LOG have listed the accomplishments of Seafarer-boxers all the way from Heavyweight Moon Kouns, one-time challenger to the Argentine champ, to Featherweight Ovidio Rodriguez, who once tangled with the best of them, including Sixto Escobar, later to become bantamweight champion of the world.

For a little international color Calcutta-born Eric Joseph, better known to ringsiders as Rajah Sabu would fill the bill. The Rajah, now sailing as a wiper on SIU ships, would serve to break up an evening of strictly home-grown fistcufflers.

How the Rajah fits into the SIU picture is an interesting tale which began several years ago in India. There he first broke into the game. While attending St. James College in Calcutta he won a berth on the school team. Finding the going easy he branched out into amateur ranks and appeared in over 80 amateur bouts.

Possessing a yearning for the outside world he began going to sea and between ships he fought professionally as a welterweight in Europe, Canada, Africa and England.

FLEW DURING WAR

When the war came along he joined the English Royal Air Force and became a flying officer with the Indian Air Force. Peace

found him back in the ring and, between fights, back on ships.

In 1945, he piled off a ship in Montreal, Canada and met many of the top fighters in Canada. There, however, his active ring career ended. One night while battling Billie Tarriglione, a boy who went on to tangle with Ray Robinson and Fritz Zivic, he injured his eye. Rather than take a chance of injuring the scar tissue he bowed out of the ring.

In 1947 he paid off a Panamanian ship in Baltimore and joined up with the Seafarers. After battling and sailing all over the world he thinks he's found his roost. To him the U.S. is his home from now on. That is, if he can gain citizenship.

Now 24-years old, he looks back on an interesting career in the ring, but to him, sailing in the SIU gives him just as much of a thrill. "It beats anything I've done anyplace in the world. This is the place for me," he said.

The Rajah, it appears, would make a worthy addition to the Seafarers make-believe card.

Check It—But Good

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

Stacy Masters Honored For Service To Shipmates Aboard The Cavalier

A regular part of the recreational activities of the Alcoa Cavalier crew has been the showing of movies at sea twice weekly. The man in charge of the mechanics of presenting the films has been Stacy Masters, 2nd Electrician, who volunteered his time and energy for the benefit of the crew.

Skunk Roams Docks In Sailor's Rig

A timely warning urging Seafarers to keep a sharp weather eye peeled for a 24-karat phony masquerading as a Union member was sounded this week by old-timer Benno Zielinski.

Brother Zielinski, a typically good-natured man of the sea, bristled with anger when he told the LOG that he didn't want any of his brother members to similarly fall for the waterfront skunk's smooth spiel.

When he met Zielinski in Hoboken last week, the phony introduced himself as Robert Ernest Van Dorn and produced an identification card, issued in Galveston.

"SAD" TALE

Then he unfolded a very convincing sob story of how he had become ill aboard a South Atlantic vessel and had to be removed from the vessel in Antwerp, later to be flown back to the States. His pitch was that he was waiting to be paid and could Zielinski help him out?

Unfortunately, in this case, Zielinski is the kind of a guy who rarely turns down such a bid—especially when the hard-luck story comes from a seaman. He gave the culprit a few bucks and loaned him a shirt and other gear.

Then this punk in Zielinski's clothing left, saying he was going to pick up his money due. When he didn't return by the following morning, Brother Zielinski scented that something was rotten in Hoboken.

A few inquiries, meanwhile, revealed that "Van Dorn" had attempted to borrow dough from several people, using Zielinski's name to establish his credit.

UNSELFISH VIEW

Apparently more concerned over the possibility of other Seafarers being taken in, then by his own loss, Brother Zielinski kept repeating his warning that all hands be careful.

He described "Van Dorn" as heavy set, about 5 feet, 9 inches tall, with light hair and hatless. Zielinski says this character hangs around waterfront places. "He might show up anywhere," he said.

Meanwhile, Zielinski will be looking for the guy, too. If he ever catches up with him, he aims to take that shirt back—and he won't bother stopping to unbutton it first.

On movie night Stacy regularly turned to to arrange the screen, set up the sound equipment and arm the projector.

This week the crew returned the compliment. For his work in their behalf during the past months, the crew presented Stacy with a 19-jewel Hamilton wrist watch at a general meeting held on the ship May 23.

In making the presentation for the crew, Joseph Powers, 2nd Steward, reading from a prepared statement, said, "We decided to make Brother Masters a present for his kind service rendered in showing the movies to the crew on his own will and accord. I am sure Brother Masters is more than deserving of this gift and I am equally sure each of the crew thoroughly enjoyed seeing the movies aboard ship."

Following the presentation of the watch, which bore the inscription "Stacy Masters from the crew of the SS Alcoa Cavalier," Brother Powers, the crew's financial secretary, explained to the new crewmembers that all the recreational equip-



STACY MASTERS

ment aboard the ship had been bought by the crew through the ship's fund. The fund was built through a 50-cent donation each trip.

FUND'S BENEFITS

He pointed out that in addition to the regular movies the fund had also provided a radio-phonograph, loudspeakers and a small mimeograph machine for the ship's newspaper.

The Cavalier left on its final trip out of New York this week before changing its operations to the Gulf.

To celebrate the long run out of the big city, the crew will throw a ship-wide party while down in the Islands, out of the ship's fund, of course.

On The Coast

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

Shupler Dies In Germany; Became Seafarer In 1943

Word has been received of the death in Bremerhaven of Seafarer Samuel Shupler, who was sailing as Saloon Pantryman on the SS Noonday, a Waterman vessel.

Brother Frenchy Djian, the Noonday's Deck Delegate who

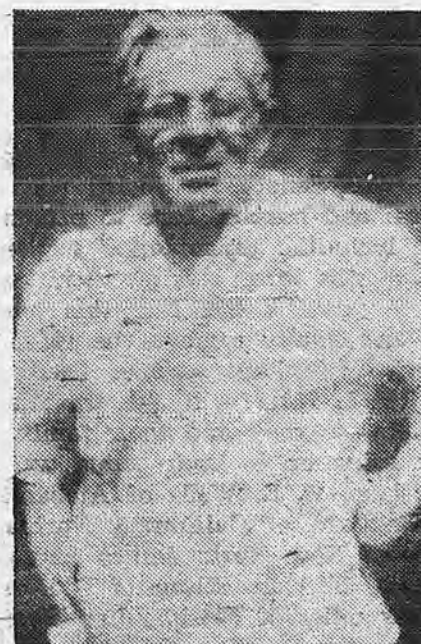
sent the information to the LOG, reported that the exact circumstances of Brother Shupler's death were not known. Apparently he fell from a car or bus while riding through the town on May 18.

BROOKLYNITE

Brother Shupler, who lived in Brooklyn, was well known around the New York Hall, and Frenchy Djian said that he was extremely popular aboard the Noonday.

Shupler, an Austrian by birth, was born in 1894. He joined the Seafarers International Union in January 1943. He sailed through the war, making a distinguished record.

Brother Shupler is survived by his wife who resides at 430 Cleveland Street, Brooklyn, New York.



SAMUEL SHUPLER

SEAFARER SAM says:



OUR SHIP IS MORE THAN YOUR JOB AND YOUR LIVELIHOOD — IT'S YOUR HOME. PROTECT THE SHIP'S GEAR THAT WE FOUGHT SO HARD TO GET — AND KEEP YOUR SHIP CLEAN IN GOOD SIU STYLE.

IT PAYS OFF IN THE END WITH MORE AND BETTER CONTRACTS — AND MORE DOUGH IN YOUR POCKETS.

CUT and RUN

By HANK

Seafarers in all ports, while resting their oars in waiting for ships to come in, are naturally asking themselves the biggest \$64 question in their tough lives: What will happen to our traditional hiring hall? Well, the SIU has never been jittery or hysterical in its thoughts or actions towards any problem or beef. We have always won our beefs—either strategically or the hard way. The shipowners know full well that the traditional hiring hall served them with competent sailors in manning their ships, and of course without delaying scheduled sailings.

However, the shipowners, who presumably did their share in influencing the Taft-Hartley Act to destroy the closed shop and to be passed into law, are now moaning and crying that they are innocently forced to obey this ridiculous law. This threat to eliminate the hiring hall isn't small potatoes in the lives of union sailors. To every Seafarer it's a matter of protecting his job at all times and the only workable system for them to get their jobs and for the shipowners to have their ships sailing. It's definitely a life-and-death struggle over something which for many years peacefully and democratically served the union sailors and the shipowners in efficiently manning and sailing the ships. We wonder if the shipowners will steer a safe and true course, after all?

Brother Ray Duhrkopp and Brother Rasmussen are tugging their chins and wishing a few tugboat jobs come up... Brother Johnnie Ward and his mustache have been in town a few weeks now. We wonder if Johnnie figured whether this was the beginning of the winter season—with all the cold days and rainy days we've been having?... Brother Jack Greenhaw is in town. Recently he bought himself a good pair of shoes so his feet can stand doing three and a half hours of quartermastering. Everything hurts a quartermaster. His arms, his feet and his back.

A few familiar oldtimers in town are Joe Arras, Willie West, John Santos, Pete Bush and Charles "Carioca Red" Benway. Oldtimer William Brady sailed into town recently, too... Other oldtimers who may still be in town are: A. Macomber, F. Bosmente, R. L. Williams, S. Furtado, E. Flores, A. Weir, J. C. Smith, J. Santiago, C. Manning, J. Michaelis, B. Zelenzic, K. Kain, P. Campbell, M. Miller, A. Demado, P. Gallant, Bosun T. White, T. Escobales, J. Cardona, Bosun T. Navarro, Carpenter E. Hansen, V. Röll, A. Corrado, C. Antoniou and S. Delgado.

NEWS ITEM: One of the bills given unanimous-consent approval by the House (to be sent to the Senate, no doubt) was a bill to authorize extension of medical and hospital care to persons employed in the maritime service, including unemployed seamen if they seek treatment within six months after leaving their last job... We hope that after all these years a bill like this may have the decency to become law—and finally remove the ridiculous unfair treatment towards active merchant seamen needing medical treatment... The SEAFARERS LOG will be traveling free of cost to the following brothers—so they and their families can enjoy and understand what is going on in their union week after week: Bernie Turner of Louisiana, C. E. Wells of Alabama, William Rahl of New Jersey, J. Baglizzo of California, Norman Kramer of New York, Gus Liakos of New York, James Lee of Delaware, Newt Williams of Virginia, Kirwan Bilson of Florida, Roman Viloria of Louisiana, H. L. Brandies of Florida, Leo Watts of Louisiana, Sal Scudari of Massachusetts, Joseph Martus of New York, A. O. Ikkela of Massachusetts.

Digested Minutes Of SIU Ship Meetings

FRANCES, April 18—Chairman John Lincoln; Secretary George Clark. Reports of delegates George Clark, John Lincoln, Juan Colon and Pete Pratt read and accepted. Good and Welfare: Brother complained of not seeing ship's minutes printed in the LOG. Bosun requests gangway changed from the port doors to main deck to keep dock workers out of crew quarters. One minute of silence for Brothers lost at sea.

FRANK SPENCER, April 24—Chairman R. T. Riley; Secretary A. H. Smith. New Business: J. B. Henley, ship's delegate, recommends that J. Hawkins give good reasons for jumping ship in Charleston. Good and Welfare: Laundry taken care of satisfactorily to all. Request that tablecloths be furnished for crew's mess next trip. One minute of silence for Brothers lost at sea.



STEEL ARTISAN, May 9—Chairman Paschal; Secretary Sheldon. Delegates' reports accepted. New Business: Motion carried that Steward put out more night lunch. Good and Welfare: Magill elected ship's delegate. Agreement on keeping laundry clean by rotating job between three departments. One minute of silence for Brothers lost at sea.

BEAUREGARD, April 21—Chairman James O'Connell; Secretary William J. McAtee. Delegates reported on number of books and permits in their departments. New Business: Motion carried that Steward spend time in the galley instructing men to improve on cooking and baking. James O'Connell elected ship's delegate by acclamation. Good and Welfare: Messmen stated that it is too much work to serve from steamtables and think Second Cook should serve from tables or galley. Suggestion for greater variety in the night lunch, Steward agreed.

CHARLES A. WARFIELD, May 9—Chairman T. M. Jones; Secretary A. W. Gowder. Delegates reported no beefs. Good and Welfare: Delegates to see Patrolman about having Cooks' room changed as there are three Cooks in one room. Request made that all men stay sober for payoff. One minute of silence for Brothers lost at sea.



WILLIAM R. DAVIE, May 9—Chairman J. A. Sullivan; Secretary Raymond J. Wells. Delegates reported on number of books, permits in their departments. New Business: Election of ship's delegate. S. Graham elected. Discussion on relief Fireman in American ports postponed to next meeting. Education: Crew was told that pamphlets were aboard and are available in recreation room. Good and Welfare: Suggestion made that an article be written and sent to the LOG regarding condition of ship after last crew piled off. One minute of silent prayer for departed brothers.



HOWARD A. KELLY, April 25—Chairman Woodward; Secretary deParlier. No New Business. Good and Welfare: Brother Blizzard urged crew to take better care of recreation room. Brother deParlier informed crew of currency exchange in Surinam. McNatt asked the crew to cooperate in keeping lights out in starboard passage at night. One minute of silence for Brothers lost at sea.

ISAAC M. SINGER, April 7—Chairman M. Woods; Secretary R. Jackson. Meeting called to discuss menu situation. Several brothers claim that the feeding during present voyage does not come up to standard of last trip. Brother Woods said there were not enough juices put out for breakfast. Steward explained his side of it and meeting ended on a note of accord. One minute of silence for Brothers lost at sea.

SEATRAN NEW JERSEY, May 23—Chairman J. Molina; Secretary W. Vobia. Delegates reports accepted. New Business: Motion carried to check on car jacks which seem to be too close together for easy movement to forward part of ship. Discussion on matter of foc'sle keys for crew. Good and Welfare: Discussion on Chief Cook who desires to sail as Chief Steward and needs five bookmen to endorse him.



ROBIN GOODFELLOW, (date not given)—Chairman Pasanowski; Secretary M. E. Longfellow. Delegates reported everything okay. New Business: Repair list made up and submitted to delegates. Discussion on whether the present crew should stand by or not until repairs are made and store list supplied. Motion carried that list be turned over to Patrolman and assurance be received that supplied and repairs will be made before new voyage. Good and Welfare: Crew to see that replacement be made of books and present books be boxed up ready for exchange. One minute of silence for brothers lost at sea.

DEL SOL, Mar. 13—Chairman A. Emmons; Recording Secretary V. L. Byers. Anybody using laundry to leave it clean. Deck Delegate to see Mate about locks and latches for screen doors. July toilet to be rigged for longshoremen. Delegates to see Captain about draws. Voted for exhaust fans. Decided that Department Delegates could handle all problems. Ship's Delegate not required. Minute of silence for Brothers lost at sea.

JAMES CALDWELL, May 9—Chairman James Corriher; Secretary John Ward. Meeting called by C. L. Seifert. All departments reported to be in order. Recommended vote of thanks for Cooks because of good feeding throughout trip. Deck overtime situation discussed, and to be turned over to Patrolman. Repair list drawn up. Minute of silence for departed brothers.

PORTMAR, May 12—Chairman H. E. Fowler; Secretary W. H. Johnson. Motion carried that a report be sent to Union regarding conduct of Chief Cook who walked off the ship in Raymond, Washington. Motion carried that delegates get together with Steward to check whether potatoes where good or bad. Good and Welfare: Steward reported to the crew that his food requisition had been cut and that crew should inform company that they will not sail to the Far East short of stores.



F. MARION CRAWFORD, May 16—Chairman M. Pappadakis; Secretary S. Cieslak. Engine reported 19 hours disputed, other departments reported no beefs. Engine Delegate Hemby announced that First Assistant now understood that the SIU way was a good deal different from the NMU way. Motion by Sadowski, seconded by Hammerstrand and passed, that blowout fans be placed in portholes. Motion by Whitt, seconded by Hemby and passed, that fines list be destroyed and that men make voluntary donations to hospitals and LOG. Minute of silence for Brothers lost at sea.

WILLIAM W. SEATON, May 16—Chairman C. W. Cox; Recording Secretary Dale Grigsby. Deck Delegate Cerdas said department okay except for about two hours disputed time. Engine Delegate Genovese reported 36 hours. Stewards Delegate McCoy had nothing disputed. Decided that overtime issue would have to be settled by Patrolman. Voted to bring Chief Cook up on charges. Leniency recommended by Lutz and Genovese. Voted to bring two other men up on charges. All men to list repairs necessary. Steward said he was making supplies list.



MOOSE PEAK, May 20—Chairman Oscar M. Jones; Secretary Ralph O. Masters. Meeting called to elect Ship's Delegate, Robert T. Young elected, by acclamation. Meetings to be held every week. Captain to be asked to change linen locker into foc'sle for Bosun and Electrician as it is supposed to be. If refused, Patrolman to take over. Repair list to be made.

DANIEL H. LOWNSDALE, April 6—Chairman E. Vatis; Secretary Jorge Planes. No beefs at all from departments. Repair list readied for Chief Mate, copy to go to New Orleans Patrolmen. Nobody to pay off before Patrolmen arrive. Anthony Thomas elected Ship's Delegate.

(Continued on page 11)

THE MEMBERSHIP SPEAKS



Grundy Makes Venice In Spring

To the Editor:

Here are a few lines about the famous SS Felix Grundy on her trip from Savannah to Venice via Cuba and back via Dingwall, Nova Scotia.

On March 25, the Grundy was lying in Savannah ready to go to the boneyard. Shipping was bad in Savannah and the surrounding ports, and the Grundy seemed to be dead.

I came in with the SS Southport from a coastwise trip and paid off at three p.m. on the 25th. I went immediately to the SIU Hall to register for a new job.

I was standing at the desk just as the Agent picked up the phone to call an outport for four ABs and a Night Cook and Baker.

"How about me for NCB?" I asked. Out I went to the Grundy. I had the job.

CUBAN GAS

By and large it was a good trip, although we had a little gas-hound trouble in the beginning. For the most part the performing was done in the Cuban ports where we loaded sugar.

The first place we hit was Isabella de Sagua and there was rum ashore. There was more rum at Caibarien where we anchored 18 miles away.

We were off Caibarien for more than two weeks. They brought the sugar out in barges, and the Cuban stevedores remained on the ship the whole time, sleeping where they could find a place to curl up.

After the second week, the Captain arranged for a launch to take the crewmen ashore at five o'clock in the afternoon and bring them back at eight in the morning. However, since it was a two-hour ride each way through 18 miles of rough water, I never made it myself.

MOROCCAN OIL

We left Cuba eventually, and our next landfall was Gibraltar which we reached on April 29. We stopped on the Moroccan coast for oil and water before heading for the Adriatic and Venice.

On May 6, we arrived in Venice, city of gondolas, girls, wine and a good time. Everybody streamed toward town to meet the beautiful Italian girls.

There's a hitch to having a good time in Venice, and it's the usual one: you do a lot better if you have money in your pocket.

You can get 1,000 lire for two American dollars. But don't think you're going to have much of a time for just 1,000 lire. It cost me 1,500 lire for a good dinner with a little wine thrown in. Of course, only the rich, including the relatively rich, can



Perhaps it's something in the air of Venice that makes these two Seafarers smile. They are E. Lehto, AB (left), and A. Roy, AB and Deck Delegate. They sailed to the romantic Adriatic port on the SS Felix Grundy.

have such a meal as I had. The Italian poor can't. What they eat is polenta and fish, dry Italian bread and water—once a day.

DINGWALL OR BUST

By May 20, we were ready to leave as scheduled. Our money was gone and we were tired. On May 27 we passed Gibraltar. The weather was fine. The trouble was that nobody knew where we were headed. On June 3 we got orders: proceed to Dingwall, Nova Scotia, where we still are.

Nobody cared much for the

idea. All painting stopped. Our food situation began to get bad, although we may be able to get new stores here. At present we have one bag of flour, no sugar, no cream, no coffee and no potatoes. We are short on everything, and the Steward is just scratching up what menus he can. To make things worse, we don't have much galley coal. When we leave we expect to be loaded with gypsum, and we'll pay off in Savannah about June 16.

Otto (Uncle Otto) Preussler

Log - A - Rhythm

Warning From The Waterfront Woman

By BILL GILSTRAP

Found him in my hangout,
Three blocks from the ship,
Lived with him a fortnight,
Faithful as his ship.

Listened to his stories,
Laughed about the jokes,
Told in deadly earnest,
Of the island folks.

Heard the soft-voiced pleadings,
That all seamen make,
Soothed my restless conscience,
Adding up the take.

Sure, I know about you,
And sailors' wives I know,
Sowing for the reaping,
Begrudging all they sow.

Busy with your landlife,
Ruling with your head,
Careless of the savings,
Forgetful of the bed.

No, he didn't tell me,
Me? Who knows my guys!
Watched him punch his sadness,
Read it in his eyes.

Read the ocean-tiredness,
Thoughts too deep to clutch,

Sensed the mind-whipped reasons,
Men who learned too much.

Soothed the boyish longings,
Gripped the passions wild,
Led him deep to slumber,
Peaceful as a child.

So pay heed to a warning,
Mostly for your man:



Forget about convention,
Move out from your clan!

And be not forgetful,
Long as there's woman-hate,
And men who are sailors,
And laws that work too late.

While sterile, foolish matrons
Group a classed society,
And fight for things—not loving
—Then there'll be babes like me.

Sees Hep SIU Members Holding Fast On Gains

To the Editor:

I want to congratulate the membership on what a great job they have accomplished to make conditions for seamen what they are today.

I know these conditions could not have been won in any other way but by long hard struggle. It makes me proud, as a member of the SIU, to know that the Union I am in is for the membership and will see to it that you are treated fairly and squarely, and that is a great comfort.

And I know that as long as we have men like these in the SIU no shipowners are going to foul them up. No, it isn't going to be that easy. The membership fought hard for the conditions they have today and you just can't take them away from them. If anyone thinks it can be done, they've got rocks in their heads.

ONE OF FINEST

The SIU is one of the finest unions in the maritime industry and the men intend to keep it that way. I will even say that in the future the SIU will be one of the strongest unions in existence.

By the way I have been reading with interest that the membership is unloading the performers. Let's keep up the good work. It is phonies like the performers that jeopardize the Union. I'd like to know who these guys think they are to go aboard ship and do what they

please and make life miserable for all who are aboard.

JUST DRAGS

We should get rid of them. They are no asset to the Union and never will be. We had a



couple of them on my last trip and brothers, they were a pair.

I want to thank you and the membership for making it possible for me to receive the SEAFARERS LOG. It is a wonderful paper and it keeps me informed on Union activities.

By the way, that ten-dollar strike assessment which the membership adopted was a smart move. Nobody is kidding the SIU.

James J. McLinden

Skipper Beef Only Gripe On Prentice

To the Editor:

Enclosed are the minutes of the SS George Prentice, shuttling between Panama and Honolulu.

We are having "captain trouble." Ours is another reputation builder. So we have to live in dirty foc'sles, galleys and messrooms, because no overtime will be paid. It's the old story, same as on other chartered ships.

The Agent in Honolulu obtained a few of the necessary items through pressure. A word of thanks to him.

SAD SACKS

As I write this letter the sailors are carrying twenty-two hundred pounds of contaminated flour out of the storeroom. We hope the new flour arrives as we sail in twenty minutes but see no sign of it yet.

We'll write from Yokohama with more minutes. As the enclosed minutes show we have all oldtimers aboard and they're a damned good, clean and sober crew. If we only had a civil captain everything would be honkey-dorey.

Among those aboard are Ted Magee, George Barnes, Fireman Craven, and Jack Stasko.

Tommy Thompson

Ship's Delegate

SS George Prentice



Fort Bridger Men Weak On Woo But Strong On SIU Education

To the Editor:

I am one of the crew of the SS Fort Bridger, Petroleum Carriers.

You remember all those sad-faced characters, my face being by far the saddest. We were waiting around the New York Hall for this job.

She was a new ship and a new company, and we were told when we took the jobs that she would leave the next day. But due to some sort of trouble in the company office we kept hearing "the voyage will start tomorrow, for sure" for two whole weeks. However, in true SIU style we were patient about something that couldn't be helped.

SHORT ONE

We made a short trip down to Puerto La Cruz and came back to Paulsboro, New Jersey, to discharge. The man at the table with all the papers said something about 18 months. I thought he was talking about the age of his youngest kid, and signed my name.

I signed, all right, and here I am. Some silly business about the articles, and that is that.

We, headed for Curacao to load cargo, left there and turned up in Merrie England. Where they get the idea that the place is "Merrie" I'll never know.

I made Piccadilly and everything around. Having been in the SIU only a year, I decided it was time to live up to the Union's reputation for having the world's greatest seafaring lovers. In fact, I decided to become the world's greatest seafaring lover myself. However, I put it off for a few days until we got to Italy.

TWISTED, ONE ARM

Arriving in Naples, I tried to be the first man to hit the town. But somebody twisted my arm. I had to have a couple of glasses of vino first, the man said. What could I do? Finally I escaped.

Mindful of the reputation I was going to win and hold, I met a beautiful girl. She even introduced me to her family. After a while we were sitting on a settee.

I was whispering sweet nothings in her ear. She was breathing heavily, drinking in my every word. I said to myself, "Dick, old boy, the SIU is going to be proud of you. You're driving this girl mad with your technique."

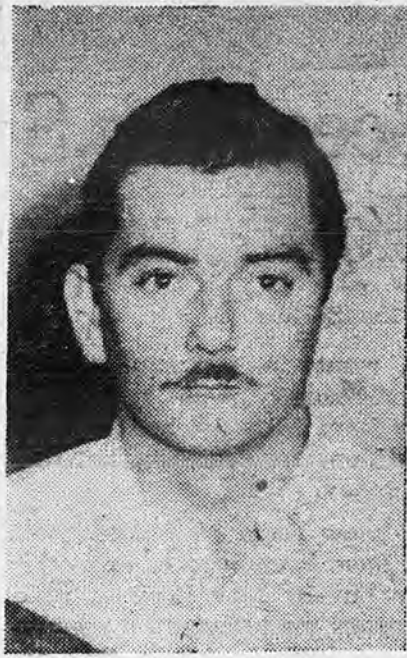
I guess I was wrong. To my surprise, she suddenly reached over to the table, picked up a ham on rye and started chewing. Oh hapless me! I was disgraced, but I determined to redeem myself—in Ras Tanura or somewhere.

We left Naples and arrived in Port Said a few days later. I, being a big international trader and an expert appraiser of all things of value, decided to slip one over on a merchant named Abu-Bey O'Hoolihan.

HOT STUFF

Abu came running up to me looking over his shoulder as if Good King Tut had risen from the tomb and was chasing him. He flashed what was obviously a solid gold ring set with six flashing diamonds. "It's hot," he whispered hoarsely.

I felt it. To my surprise it was a little warm. He said,



RICHARD BARRON

"Look! Real diamonds. They cut glass." Then with a quick thrust, he ripped a small mirror to shreds.

Naturally I was convinced. I immediately offered him a bargain price, 25 American iron men and my watch. He ran and I ran—in opposite directions—for wasn't the ring "hot?"

Back aboard, I went from foc'sle to foc'sle, slashing mirrors left and right to demonstrate the ring's value. As a result, nobody is shaving on this ship these days. The boys can't see themselves and I've had only one "Good morning" since.

HIGH GRADE, ANYWAY

Later tests proved that the ring was not completely without value at that. It was a very good

grade of brass, the man said, and certainly the glass of the "diamonds" was of an A-1 type for the purpose.

We left Port Said and battled our way to silent, mysterious Ras Tanura. Mysterious is right! All that sand and oil, all those men and no women! Where are the women, that's the mystery!

Deciding to get back into the good graces of the Brotherhood by showing my true prowess as a lover, I kept my eyes open. While painting on the dock, I spotted a gorgeous figure enveloped in a flowing white robe topped by a beautiful headpiece. It passed with its stern toward me.

I choked and did some rapid swallowing. Seeing my chance, I steadied down, smoothed my hair and gave my Times Square wolf call. But a shipmate shattered my dream. The flowing robe was just the costume worn by the Arab dock workers. Oh hopeless yearning! Oh mysterious Ras Tanura!

EDEN TO NAPLES

From that magnificent Garden of Eden we returned to Naples and my ham-on-rye guzzling "cara mia." Another dream was shattered, she had taken to chewing garlic raw.

We left Naples and came back here to Le Havre. We spent three days at anchor without shore leave. I wouldn't say the guys were in a hurry to get ashore anyway, since when we finally headed down the gangplank only seven were injured in the rush.

So here we are in France. France—that's short for "Hollywood, King Size."

To be serious in closing, I was fortunate enough to be one of the first men to receive the benefits of the education program now in effect. We have tried it out aboard ship, and everybody on the Fort Bridger, bookmen and permits alike, sings its praises.

When everybody passes everything, he knows along to the new men, we are guaranteeing a strong and aggressive membership for the future. What happens on this ship is the best example I can think of how an education program should work.

We are not a bunch of intellectuals and don't pretend to be, but to see one of our shipboard meetings is an education in itself. We say carry through with the education program, and let us know in the LOG how it is coming.

Richard Barron

1947 Bound Logs On Hand

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

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

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

SIU TUGMEN IN TEXAS



Among the tugs manned by members of the Marine Allied Workers, Seafarers' affiliate, are the Hoover and the Wales, operating out of Corpus Christi. Shown aboard the Hoover in photo above are (left to right): Pete Peterson, Oiler; Harry Wingate, Ch. Engineer; Jimmy Turner, Cook; Ed. Mathews, Ch. Mate; Bill Ligon, Seaman; A. R. Winningham, Oiler, and Roy Lindley, Seaman. On the Wales in photo below (left to right): Hugh Ramsey, Master; Baley Walker, Ch. Engineer; Glen Atchely, Seaman; Bob Jorgenson, Seaman, and V. McClane, Oiler.



Robbed Twice In Chelsea, Bosun Awaits Union Hotel

To the Editor:

I should like this letter to serve as warning to all SIU members never to stay in the West 23rd Street area of New York. The entire district is loaded with thieves and some scum of the earth characters.

I speak from personal experience. Just the other night I was rolled in my room—of all places—while I was asleep. The thieves who sneaked in stripped the place clean and took everything I had, lock stock and barrel—and \$310, which is a lot of dough, especially when you haven't got a ship.

TWICE, NOW

This is the second time I've been a victim of this kind of foul play in that district in a period of twelve months. Besides the loss of personal effects and cash, there is a lot of other grief attached to such an experience. You can believe me when I say that to get your papers again, you have to go through plenty of red tape laid down by the Coast Guard.

I think I speak for plenty of members when I say it will be good tidings and a happy day for Seafarers when we get a new hall in New York, which will be sufficiently large to offer hotel accommodations to the membership.

Here a guy will get decent quarters and under Union protection will know that his personal belongings are safe from the likes of the bunch of thieves and hoods and what have you who lurk in the private rooming

places to steal everything a seaman owns.

When that time comes that we can have our own hotel facilities within our Union hall, I propose that we also set up some sort of a banking or deposit system where we can deposit our money



for safekeeping with the Union. Only in that will a man know that he has left his things with someone he can trust and that he can always get them.

Carl Lawson, Bosun

More Aft

In order to publish Brother Morris Weisberger's Report on the International Safety Convention on four pages which could easily be removed from the paper and retained by Seafarers, the regular sequence of the membership pages had to be broken. For additional letters and pictures of SIU members, see pages 13 and 14.

(Continued from Page 6)

of construction such as those relating to the closure of openings relating to fire extinguishing equipment, auxiliary steering gear and others, have, in general, been increased.

For the first time international construction standards for cargo vessels have been included in the Convention. The Construction Committee extended the application of the fire extinguishing equipment regulations to provide for cargo vessels of over 1,000 gross tons.

In addition, the requirement for stability tests and the furnishing of stability data to the vessels concerned was extended to include cargo vessels of 500 gross tons and over. These requirements somewhat exceeded the United States proposals as no requirement was included for stability on cargo vessels and the fire extinguishing regulation in the United States proposal called for the inclusion only of cargo vessels over 1,600 gross tons.

General Provisions

1. It was agreed that the revised Convention should be rearranged to provide for a more logical and convenient form. The 1948 Convention is arranged so that matters of contract between Governments and items of a procedural nature are contained in one distinct part. All technical provisions dealing with safety are now together in the Regulations annexed to the Convention.

Under the 1929 Convention the Government of the United Kingdom handled all administrative functions. The U.K. is to continue these bureau functions until the coming into force of the Intergovernmental Maritime Consultative Organization (IMCO).

The transfer of functions to IMCO will vest in this organization, dealing in shipping matters, the responsibility for carrying out the safety of life at sea program as provided for in the 1948 Convention. This will make for greater continuity of action. IMCO will bring together, at more frequent intervals, technical



experts from all of the maritime countries to discuss mutual problems and share new ideas and knowledge.

IMCO can establish regular procedures for handling safety matters. In the future the agenda can be prepared well in advance of meetings, thereby giving greater opportunity for making thorough preparations for such meetings.

In addition IMCO will be an established body representing and protecting maritime interests in negotiations with other international bodies. This will enable better cooperation with the aviation, telecommunications and meteorological international organizations.

2. The Convention not only accepts the mechanism of the Intergovernmental Maritime Consultative Organization for holding periodical meetings, but continues the old provision for convening a conference similar to the 1948 upon the request of one-third of the contracting governments.

3. New methods of amending the Convention were adopted and Regulations were established. A two-thirds vote of signatory governments, including two-thirds of the largest maritime nations, may amend the Convention. Thus, with a substantial majority in favor of an addition or modification, a small minority cannot prevent action. Progress in the interests of greater safety is thereby facilitated. Further, a means of taking action against a recalcitrant nation, who refuses to accept important amendments, is provided.

4. The provision for control over foreign vessels entering the port of a contracting government is modified so as to contain the essence of the third reservation made by the United States in ratifying the 1929 Convention. This, the most important single improvement in the Convention, is described more fully in the conclusions of this Report.

5. Each Contracting Government agrees to conduct an investigation of any major marine casualty. The Intergovernmental Maritime Consultative Organization is to be supplied with the results of such investigation. This investigation shall deal with all pertinent information concerning such casualties, including a statement as to whether any changes in the regulations are indicated as desirable.

6. Provision is made for suspending the Convention or parts thereof in time of war; or for the carriage of persons in order to avoid a threat to the security of their lives. Such suspension does not deprive other contracting governments of any right of control under the Convention over the ships of the suspending government when such ships are within their ports.

7. It was decided not to permit any more passengers to be carried on cargo vessels than presently allowed, i.e., 12. This item developed into one of the most contentious problems considered by the Con-

Weisberger Reports On Safety Conference

ference. A full discussion is contained in the conclusions of this Report.

Safety of Navigation

1. The regulations dealing with Safety of Navigation now apply to all ships on all voyages.

2. Provision is made for improved meteorological service and to encourage all ships to make and transmit weather observations.

3. The Ice Patrol will continue to be operated by the United States. A more flexible method of distributing and sharing the cost of the patrol is provided for.

4. The prohibition against using any signal, which might be confused with an international distress signal, now applies to aircraft as well as ships.

5. The provisions dealing with distress messages and proceeding to the rescue of a vessel in distress, have been modernized. It is further provided that ships at sea now will go to the rescue of aircraft as well as vessels.

6. Provisions have been included to require on all vessels an efficient signalling lamp which can be used in daylight as well as at night.

7. The new Convention also requires radio direction-finding apparatus on all vessels over 1600 gross tons, whereas the old convention only required them on passenger vessels over 5000 gross tons.

8. A new regulation has been adopted in which the Contracting Governments agreed to arrange for the establishment and maintenance of aids to navigation, including radio beacons and electronic aids, and to make information thereon available to all concerned.

9. A new regulation was also adopted in which each contracting Government agreed to ensure that necessary arrangements will be made for coast watching and for the rescue of persons in distress at sea around their respective coasts.

10. A new regulation was adopted containing detailed lifesaving signals to be used by life-saving stations in communicating with ships in distress and by ships in distress when communicating with lifesaving stations.

11. A new regulation was adopted setting general requirements for pilot ladders.

12. New regulations were provided in the convention for the carriage of grain. These provisions provide precautions against shifting, such as feeders, shifting boards, and overstowed cargo, in compartments wholly or partially filled with loose grain.

13. The carriage of dangerous cargoes is treated in a new regulation which list general classes of dangerous goods. When transporting dangerous goods, the following are required: written statement from the skipper, correct labeling and a manifest of dangerous goods carried on board ship.

14. Manning Regulation of the 1929 Convention was not changed, but a new recommendation was adopted calling upon the Intergovernmental Maritime Consultative organization and the International Labor Organization to maintain close liaison on the subject of manning and to arrange for a joint examination of the problem, and that consideration be given to propose minimum manning standards for adopting internationally. A full discussion is contained in the conclusions of this report.

International Regulations for the Prevention of Collisions at Sea

The following are the fundamental changes agreed upon by the Conference:

1. The Rules are extended to cover seaplanes on the water.

2. The second masthead light, formerly permissive, is made mandatory.

3. The stern light, formerly permissive, is made mandatory and its range of visibility is increased from 1 to 2 miles.

4. A new and distinctive signal is provided for fishing vessels when fishing in fog.

5. A new signal is established, consisting of at least five short and rapid blasts for optional use by a vessel required under the Rules to keep course and speed, when she is in sight of another vessel and is in doubt whether sufficient action is being taken by the other vessel to avert possible collision.

Recommendations

In addition to drawing up the 1948 Convention and the Regulations annexed thereto the Conference made the following recommendations:

1. That the Governments which became parties to the 1948 Convention should renounce the International Convention for the Safety of Life at Sea, 1929 and should cooperate with one another with a view to insuring that their respective renunciations become effective on dates as soon as possible to, but not sooner than, the date on which the 1948 Convention comes into force.

That Governments should apply as far as is reasonable and practicable the principles of the present Convention to those ships belonging to their countries which are not included within the terms of the Convention such as cargo vessels of less than 500 gross tons.

3. That Governments should take steps to insure that foreign vessels entering their ports belonging to countries whose Governments are not parties to the present Convention are required to conform to standards not lower than those prescribed by the Convention in force.

4. That Governments exchange information regarding the efficacy of metal and wood hatch covers for preventing the spread of fire and other matters within the scope of the Convention.

5. That Governments endeavor to secure standardization of couplings, by international agreement, of ships' fire hoses and of those used by shore establishments because of the difficulty and delay experienced in attempting to use shorebased firefighting facilities to deal with fires on board ships in port.

6. That Governments authorize selected radio stations to precede the initial broadcasting of urgent cyclone warnings by the alarm signal, whenever such a procedure is warranted, in order to alert all radio-equipped vessels.

7. That Governments give considerations to extending shore-based radio listening facilities on the distress frequencies.

8. That steps be taken, so far as practicable, by the Governments concerned to regulate the position and the intensity of lights on land in the vicinity of the entrances to ports so as to insure that such lights cannot be mistaken for, or do not impair the visibility of, the navigation lights of the port.

9. That Governments should endeavor to arrange for the transmission of radio weather messages from ships to appropriate shore stations free of cost to the ship concerned.

10. That Governments should make every effort to take advantage of the recent advances in radio aids to navigation with the objective of promoting safe navigation.

11. That although the recent advances in radar and electronic navigational aids are a great service to shipping, the possession of any such device in no way relieves the master of a ship from his obligation strictly to observe the requirements laid down in the International Regulations for preventing Collisions at Sea and in particular the obligation to proceed at a moderate speed and use certain sound signals under conditions of restricted visibility.

12. That Governments should encourage the development, manufacture and installation of ship-borne radar on board ships of their country.

That the carriage of dangerous goods receive further study as a matter of urgency either by the Intergovernmental Maritime Consultative Organization or by the representatives of the Governments chiefly concerned with the object of international regulations being adopted for consideration and adoption by the Governments of all countries from which dangerous goods are shipped.

13. That it is desirable to coordinate activities regarding safety on and over the sea and, that for the common goal of safety, cooperative action between the International Maritime, Aviation, Telecommunications and Meteorological organizations be continued and strengthened along the lines suggested in the Report of the Preparatory Committee of Experts on Co-ordination of Safety at Sea and in the Air.

General Conclusions and Remarks

Although a number of measures were adopted by the 1948 Safety Convention which, when put into force, will be an improvement on our national standards—despite these specific improvements the U. S. standards are still the best in the world.

Extension of the 1948 Convention to Cargo Vessels

The provisions of the 1948 Convention have been extended to include cargo vessels. This is of the utmost importance to all seagoing personnel because heretofore the Safety of Life at Sea Conferences tended to deal only with the safety of passengers. For example, the 1929 Convention only applied to cargo vessels in regard to radio equipment and a few general safety at sea measures.

To a degree this was intended to provide greater safety for passenger vessels in that radio enabled a cargo vessel to serve as part of the rescue network and with the general safety measures such as submission of weather and danger messages. Compliance with distress procedures enhanced the safety of the passenger vessels.

At the Conference, the U. S. proposed certain standards for the direct safety of the cargo vessel. Other nations did the same and it was recognized that establishing minimum standards for the construction, equipment and operation of cargo vessels is pertinent to the safety of life at sea conferences. The new Convention not only contains rules which deal with radio and general safety of navigation requirements for

(Continued on Page 12)

(Continued from Page 11)

cargo vessels, but it will extend to life-saving appliances, musters and drills for cargo vessels over 500 gross tons, stability tests for cargo vessels over 500 gross tons, fire detection and extinction for cargo vessels over 1000 gross tons.

It is an important fact that recognition was given to, and provisions were made for, the general welfare and security of ships and persons, whether passenger or crew. This cannot be over-emphasized. A major step was taken at this Conference toward providing greater safety on cargo vessels internationally and it can be expected that substantial progress will continue to be made in this direction henceforth.

Attempt to Increase the Number of Passengers Permitted to be Carried on Board a Cargo Vessel

A strong move was made by the Scandinavians, French, Italians, and Russians to raise the number of passengers permitted to be carried on cargo vessels. The United States and United Kingdom bitterly opposed relaxing the existing regulations which allows no more than twelve passengers to be carried on board such vessels.

The issue provoked some of the most lively and lengthy discussion at the Conference. Those advocating the change attempted to justify an increase in the number of passengers on the basis of advances made since the last Conference in regard to greater safety of cargo vessels. The U.S. and U.K. pointed out that to alter the present requirement on those grounds would nullify the progress so made to date.

It was emphasized (1) that cargo vessels were not designed to carry passengers and many of the safety features of passenger vessel construction were omitted, (2) the demands of the trade and carriage of multi-type cargoes, including dangerous cargoes, make cargo vessel operations more hazardous than passenger service, and (3) cargo vessels are not adaptable to carrying large numbers of passengers without unduly restricting the crew's movement about the vessel and overtaking the limited facilities on such vessels for accommodations, feeding, water supply, etc.

It was made clear that the interests of safety would not be served and that passengers would be deprived of due security by breaking down the present distinction between passenger and cargo vessels. If the number of passengers was arbitrarily increased there would be no stopping point. Further demands would be made for more passengers and the ultimate end would be the eradication of the distinction. This would inevitably result in fatal disaster and public condemnation of those parties responsible for making it possible.

The current demand for passenger tonnage was singled out as the motivating factor in the move for increased passengers on cargo vessels. Recognizing the need as unprecedented, it was pointed out that it is of a temporary nature and in a year or two there would be adequate passenger vessels for the trade. It was admitted that waivers were currently being issued to meet the situation contrary to the provisions of the 1929 Convention.

The practice was condemned and a resolution passed which provided that the granting of waivers should cease and the governments should bring their practice into conformity with the Convention as soon as practicable, and in any event not later than December 31, 1950.

The final decision of the Conference was that the present distinction should be retained and cargo vessels not be permitted to carry more than twelve passengers.

Remarks on Manning

One of the shortcomings of this Conference was its failure to adequately consider the subject of Manning.

The U.S. Delegation and the seafarers' representatives of all nations attending this Conference made various attempts to have the subject of Manning as contained in the 1929 Convention broadened.

That Convention merely provided that each Contracting Government undertake to insure that its ships, from the point of view of safety of life at sea, were sufficiently and efficiently manned. It was the United States' view, as well as the seafarers', that while this Article is perfectly satisfactory as a general statement, it is of little value without implementation by more specific provisions.

The United States proposed that each Administration determine how many officers and men were necessary for the safe navigation of its vessels coming within the Convention, that these officers and men meet certain specified standards of professional and physical competence and be so certificated by the Administration. In addition it was proposed that hours of work be limited in order to prevent physical fatigue and the consequent hazard to the safe operation of the vessel.

Further, to support the concept that manning should be covered more specifically, the U.S. stressed the human factor in relation to safety at sea. It was pointed out that even if the new Convention established greatly improved or even ideal standards for the construction and equipment of vessels, the prob-

lem of safety at sea still would be dealt with in a wholly inadequate way if there was nothing to insure adequate manning. **A ship no matter how carefully built and well equipped cannot be considered safe unless its personnel are competent.**

The majority of the other countries and the ship-owners' representatives took a strong position against broadening the provisions of the 1929 Convention on the question of manning. They also felt that the subject of manning was not within the province of the Safety of Life at Sea Conference, in that the ILO has jurisdiction of this subject.

Both the United States Delegation and the seafarers' representatives at the Conference took the position that to delay solving safety questions which are related to manning by referring them to another conference in effect was a means of avoiding the responsibility of the Conference on Safety of Life at Sea.

It was further felt that, while the ILO had considered this subject at Seattle in 1946, it had not developed regulations which would insure the proper manning of ocean-going merchant vessels. Further, the ILO had stated that the Safety of Life at Sea Convention was the more appropriate body to consider this subject.

The final conclusions reached were that the United States proposals which were endorsed by the seafarers attending this Conference were not acceptable, and that Article 48 of the 1929 Convention should remain unaltered. To prevent an inference from such action that the subject of manning did not justify further investigation, a resolution was adopted recommending that IMCO and the ILO should maintain the closest liaison and should arrange for a joint examination of this problem in order to insure that jurisdiction is clearly defined and consideration be given to the adoption internationally of minimum manning standards.

Remarks on Reservations and Control

It is imperative to point out that one of the principal reasons why the 1929 Convention was not immediately ratified by the United States was because of the weakness of the Control Clause and because the Congress would not tend to nullify any of the rights gained by American Seamen as set forth in the Seamen's Act of 1915. It was for these reasons the Congress before ratifying the 1929 Convention made three understandings (interpretative reservations) and the American Delegation insisted on their inclusion in the 1948 Convention. The three reservations by the Congress in the 1929 Convention are as follows:

"(1) That nothing in this convention shall be so construed as to authorize any person to hold any seaman, whether a citizen of the United States of America or an alien, on board any merchant vessel, domestic or foreign, against his will in a safe harbor within the jurisdiction of the United States of America, when such seaman has been officially admitted thereto as a member of the crew of such vessel or to compel such seaman to proceed to sea on such vessel against his will;"

"(2) That nothing in this convention shall be so construed as to nullify or modify section 4 of the Seamen's Act approved March 4, 1915 (38 Stat. 1164), as interpreted by the Supreme Court of the United States in *Strathern v. Dillon* (252 U.S. 348);"

"(3) That nothing in this convention shall be so construed as to prevent the officers of the United States of America who exercise the control over vessels provided for in Article 54 from making such inspection of any vessel within the jurisdiction of the United States as may be necessary to determine that the condition of the vessel's seaworthiness corresponds substantially with the particulars set forth in its certificate, that the vessel is sufficiently and efficiently manned, and that it may proceed to sea without danger to either passengers or crew, or to prevent such officers from withholding clearance to any vessel which they find may not proceed to sea without danger to the passengers or crew."

One of the principal objectives of the U.S. Delegation was to incorporate in the 1948 Convention the substance of the three reservations made by the United States in ratifying the 1929 Convention thereby obviating the necessity for further qualifications to our Government's acceptance of the new Convention. The Delegation was particularly successful in achieving this end.

With regard to the first and second reservations there was a substantial feeling that nothing would be contained in the 1948 Convention which would require similar reservation to safeguard seafarers' interests. At one of the Committee Sessions of the Conference a statement was made that Treaty lawyers recommended that Article 60, Section 3 of the 1929 Convention be deleted as it was without special significance and unnecessary in that it was a mere statement of an obvious fact.

The United States felt that such an omission might be interpreted as a change of intent or policy on the part of the U.S. in view of the reservations previously made and that it might be construed as derogatory to those expressed principles. The United States, therefore, insisted that the aforementioned section which

provides that "All subjects which are not expressly provided for in the present Convention remain subject to the legislation of the Contracting Governments" be retained.

The United States requested that it specifically be made part of the record of minutes of the May 25th meeting of the General Provisions Committee that such words were being included in the Convention as a protection to seafarers in so far as existing or future local or national legislation covering subjects not regulated by this Convention was concerned. In so providing and explicitly stating the intent of the provision the Conference took a decisive step in recognizing and protecting the vested rights of seamen.

The third reservation made clear that Article 54 on Control was not to be construed as divesting the United States or its officers of the right to make necessary inspections and to withhold clearance under certain conditions. The U.S. thereby undertook to insure a degree of control and to provide a method of securing adherence to the standards of safety established by the Convention. It is fundamental that some method of obtaining compliance with the Convention is necessary.

The modification of Article 54 became one of the most important issues the Conference considered. There was considerable opposition to the United States view. The United States considered the matter of such vital nature that it pressed for its proposal on Control until accepted by the Conference without any substantive change. Thus the essence of the third reservation was written into the new provision on Control and reads as follows (underlining added):

"Every ship holding a certificate issued under the Convention is subject in the ports of other Contracting Governments to control by officers duly authorized by such Governments in so far as this control is directed towards verifying that there is on board a valid certificate and, if necessary, that the conditions of the vessel's seaworthiness correspond substantially with the particulars of that Certificate."

"Such certificate shall be accepted unless, in the opinion of the officer carrying out the control, the conditions of the vessel's seaworthiness do not correspond substantially with the particulars of that certificate and the ship cannot proceed to sea without danger to the passengers or the crew, he shall take such steps as will insure that the ship shall not sail until it can proceed to sea without danger to the passengers or the crew."

The Control Clause, as given above, is the heart of the whole Convention. Without this enforcement clause the standards of safety provided for in Convention would not likely be maintained. The adoption of this clause was a victory not only for sea labor but for the travelling public as well.

Its adoption provided one of the hardest fights in the conferences. The advance may be more fully appreciated when it is remembered that the clause in 1929 was merely the interpretative understanding of one nation while in 1948 it has been adopted by all countries.

Re: Future Conferences and Recommendations

The Safety of Life at Sea Conferences are of great importance to all seagoing personnel because minimum standards and requirements are established which directly affect the security of all seamen on board vessels on the high seas. It is, therefore, extremely important that the seamen should have substantial representation at such conferences because they are most vitally affected by the deliberations thereof.

In the Conference held in London April 23 to June 10, 1948 the seamen's organizations from many nations were present and successfully exerted their influence to raise the safety standards substantially above those of the 1929 Convention.

In this connection it is recommended that whenever conferences relating to safety of life at sea are contemplated, the United States seamen's representatives participate fully in the preparatory work in order that the proposals have the benefit and reflect the views and ideas of the men actually going to sea.

Because of the very extensive scope and large number of subjects covered by the conference it is extremely desirable that labor be given sufficiently large representation to insure that its interests are served in the development of all phases of the conference work. At the 1948 Conference it was impossible for two representatives of labor to satisfactorily take part in or follow all the proceedings and meetings of the various Conference Committees.

It would be impossible in such a short report to cover all of the details of the large number of subjects dealt with at this Convention without losing sight of those items which are most important to sea going personnel. For that reason this report covers only the highlights of the subjects involved.

Respectfully submitted,

Morris Weisberger

Vice-President, Seafarers International Union of North America

WAY DOWN YONDER IN NEW ORLEANS



This is a picture of "Papa" Celestini, and his original New Orleans jazz band. "Papa" and his band play at all sailings of the Mississippi Line's passenger ships when they leave New Orleans. This band is a familiar sight to the Seafarers departing from the Crescent City, on their way down to South America.



MARINE HOSPITAL LOCATIONS LISTED AT SEAFARER'S REQUEST

To the Editor:

If you think it would be worthy, I would like to suggest that a complete list of United States Marine Hospitals and their correct addresses be posted in some convenient place in all SIU Halls and printed in the SEAFARERS LOG for the convenience of the membership.

Armando Padro

The complete list of Class A U.S. Marine Hospital is printed below. In addition to these the United States Public Health Service also provides second and third class relief stations in smaller American cities and foreign ports.

Baltimore, Maryland—Wyman Park Drive and 31st Street. Out-patient office—Custom House.

Boston (Brighton), Massachusetts—77 Warren Street, Boston. Out-patient office—Custom House, Boston.

Buffalo, New York—2183 Main Street. Out-patient office—228 Federal Building.

Carville, Louisiana—(P.H.S. Leprosarium.) Freight and express address: St. Gabriel, Louisiana.

Chicago, Illinois—4141 Clarendon Avenue. Out-patient office—New Post Office Building.

Cleveland, Ohio—Fairhill Road and East 124th Street. Out-patient office—New Post Office Building.

Detroit, Michigan—Windmill Pointe. Out-patient office—Post Office Building.

Ellis Island, New York.

Fort Stanton, New Mexico—(Tuberculosis Sanatorium.) Freight and express address: Capitan, New Mexico.

Galveston, Texas—45th Street and Avenue N. Out-patient office—302 Custom House.

Kirkwood, Missouri—525 Couch Avenue.

Memphis, Tennessee—Delaware and California Streets.

Mobile, Alabama—St. Anthony and Bayou Streets.

New Orleans, Louisiana—210 State Street. Out-patient office—Custom House.

New York, New York—(Dispensary) 67 Hudson Street. Out-patient office—Barge Office.

Norfolk, Virginia—Hampton Boulevard, Larchmont. Out-patient office—Custom House.

Pittsburgh, Pennsylvania—40th Street and Penn Avenue. Out-patient office—Federal Building.

Portland, Maine—331 Veranda Street. Out-patient office—Custom House.

San Juan, Puerto Rico.

San Francisco, California—14th Avenue and Park Blvd. Out-patient office—Appraiser's Building.

Savannah, Georgia—York and Abercorn Streets.

Seattle, Washington—Judkins Street and 14th Avenue. South. Out-patient office—Federal Building.

Stapleton, Staten Island, New York—Bay Street.

Vineyard Haven, Massachusetts.

Canadian Men Give Thanks For SIU Aid

To the Editor:

The membership of the Canadian District wishes to extend its thanks to the men of the Seafarers International Union for the aid, both financial and moral, which has brought about a new Canadian District Hall, now located at 565 Hamilton Street, Montreal.

MAKING PROGRESS

Our progress from the time of this aid can be witnessed by the negotiations now proceeding together with those concluded favorably.

We are submitting to the LOG a report of progress in this District along with pictures of the Hall and a request that this letter be printed in the LOG. A similar request will be made to the West Coast Sailors.

D. Joyce
Secretary-Treasurer
Canadian District, SIU

(Ed. Note: More than glad to, Brother Joyce. Send in those pictures and stories, and we'll print them.)

Seamen's Lives, Wives Spark Her Rhymes

To the Editor:

I wrote the poem below two days after my husband left for Italy. He is Thomas J. Constantin, FWT aboard the SS Felix Grundy, and has now been gone five weeks.

I am a constant reader of the LOG. I find it very interesting and helpful.

I knew nothing of a seaman's life. But now I can talk with my husband and his friends about a subject they all love.

If you like the enclosed poem I will gladly send in some more that I have written about seamen's lives and wives. I have never had any of my writings published, but I do like to write as I find it interesting and a seaman is my most interesting subject.

Keep up the good work!

I AM A SEAMAN'S WIFE

The book has fallen from hand.

No more does it interest me.

For I'm thinking of my husband

Who now sails across the sea.

Brother Records Memories Of Former Ships, Shipmates

To the Editor:

Greetings from the Bauxite Trail!

Nothing much of interest to report from this country but writing serves to ease the monotony of long days and empty nights. Here we are holed up in the little port of Caripito, 94 miles in the interior of Venezuela. Our next stop will be Georgetown.

As the grapevine runs, so goes my pen.

"Shanghai" will be interested to know that his friend Cassel Warren is on the Isaac M. Singer, his second trip. Wonder what became of Leo Harris, Henry David, Jimmy Hightower and all the others who made a home on the Marine Dragon back in 1945.

The pride and joy of East Baltimore, Prince (Caledonia) Baker, is doing a coastwise stint on one of Waterman's tubs. Last saw him in Mobile, northward bound, still telling his tale of woe.

Sure miss the Baltimore Hall. Is my good friend Al still dispatching down there, also Walter Sibling?

At last report Clarence Wright was still Steward on the Jean. Wonder if he remembers the time I hitched a ride with him while I was beachcombing in Baltimore. Saw Ellis Gaines in New Orleans two months back. Also Henry Refere. They are but two of the characters who made the "Route 66" run on the Nashua Victory. The others included Joe Thomas, Frank Mills, Antonio Ortega and Rufus Freeman.

HIGH FLYER

Someday when most of us have entered the Great Unknown, there is one guy who will be remembered by everyone who ever entered the portals of the New York Hall. He's George, the indoor aviator (elevator man) of 51 Beaver Street. George is a great guy, liked by all. He merits a round of applause. Hope they award him a plaque some day.

Willie Walker must have made a home on the Beatrice. Last time I inquired he was still homesteading on her. Did you ever hear him sing? That fellow has plenty of talent.

I would like to get in touch with James Callis, also Charles Johnston, ex-soldier of fortune. Callis was by bosom buddy on

the Jean in 1946, Johnston was the man who made those excellent shots of the Isthmian Strike in Baltimore last summer. I guess he was the only man who had the post of publicity agent in any port.

Can't run on like this forever, so will wipe the bauxite from my pen and sign off.

Dennis Saunders
SS Oliver W. Holmes

SUP Brother Asks To Receive Log

To the Editor:

I was wondering if I could have the LOG sent to my home. I am an SUP member but I sail on the east coast and mostly on SIU ships, so I would like to have the LOG sent to me.

Being that I am an SUP member I was in doubt as to whether I could have the paper mailed to me at my home. If there is any charge for this service, I would be glad to pay it if you'll simply drop me a line and let me know.

G. F. Jones
Toronto, Canada

(Ed. Note: The SEAFARERS LOG is happy to put you on the mailing list. All members of the SUP are eligible to receive the paper and there is of course, no charge for it. You should begin receiving copies shortly. Should there be any hitch in delivery, let us know.)

Time For Minutes

To speed up as much as possible the appearance in the LOG a digest of their shipboard proceedings all crews are advised to send copies of their minutes direct to the Editor, Seafarers Log, 51 Beaver St., New York 4, N. Y.

Port Agents should also forward their copies of ship's minutes to the LOG as soon as possible after receiving them.

Any other material relating to the voyage, such as stories, pictures, letters, etc., can be sent in with the minutes.

He is gone but not forgotten.

And I pray for his safe return.

God, please hurry him home to me

Because for him I yearn.

I wonder if any wives like me

Often cry as they view the sea.

And dream of the day

When husbands will say

"Darling, I've come home to stay."

But then I realize

It's not quite fair.

That's what he wants.

He loves it there.

So I'll grin and bear it,

And try to be

Content when he's away at sea.

Mrs. Betty Constantin

Gateway Crew Suggests Plan For Keeping Keys

To the Editor:

On all ships there always arises the problem of the forecastle key. Everyone knows that keys were made for the foc'sle doors and if no keys were supplied to the crew the men would not sign-on until the company supplied the missing keys.

However, what is the crew and the ship's delegate supposed to do when they ask for keys and are told new keys were made and distributed to the previous crew?

A lot of crewmembers pay off a ship and walk away with the foc'sle keys even though they have no possible use for them. It causes a hardship on the next crew. The old familiar cycle of missing keys starts all over again.

We feel that all this can be avoided by a simple ruling of

the Union. We believe it fair for the company to charge a fee of one dollar for the foc'sle key, the receipt would be the key itself.

When leaving the ship, the buck will be returned when the key is put on the hook.

SEE NO OBJECTIONS

All the trouble caused by such a simple thing as this could be avoided. Nobody would be out any money; everyone would receive a key. No beefs, no headaches. We cannot see where anyone can possibly object to a simple plan like this.

How about a union ruling?

11 crewmembers
SS Gateway City

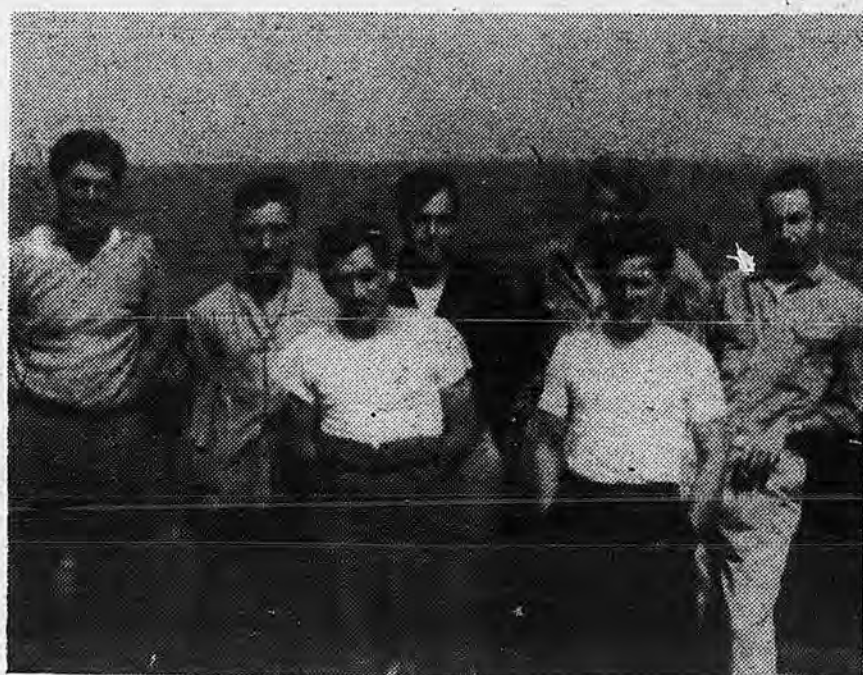
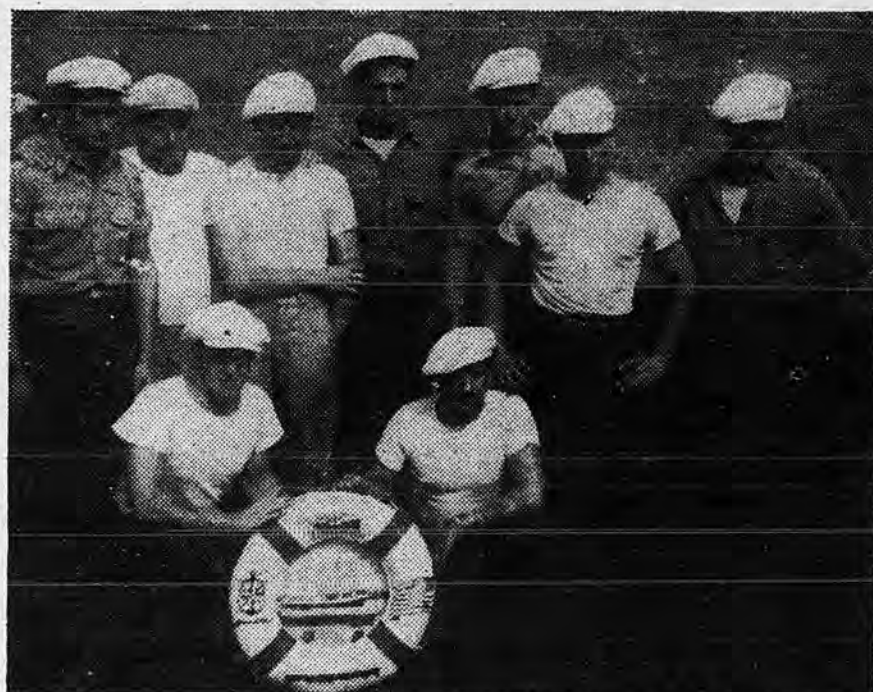
SS Chrysanthy Star: The Crew Of A New SIU Ship



All set for a 9-months trip, the three departments of the SS Chrysanthy Star decided to get pictures for the record. First vessel of the newly-signed Intercontinental Steamship Company, she made her initial run to Aruba and Curacao.

Above, the Stewards Department. Left to right, top row—A. Gouastes, E. (Skinny) Kress, Dorsey Paugh, L. Brown. Bottom row—W. Lewis, Danny Lippy, little Danny and J. Cook. Brother F. Ostle, another member of the department, is not in the picture.

At left, men of the Deck Department. Left to right, standing—Troy Tichenor, Tommy Salzarolo, Arne Hansen, Samuel Lanier, Russell, Dean Johnson, Frank (Blackie) Albore. Bottom row—James McCreary and Frederic Ouweneel.



Topping off the crew is the Black Gang, back row, left to right—Preaus, Horton, Sipe, Bourke and Witt. In front, G. Constantaris, Brenna. Black gangers Danny O'Neill and Paddy Wescott were down below when the pictures were taken.

Brother Warns Of 3-Card Swindle

To the Editor:

This is a tip to Seafarers going ashore in Philadelphia. Take precautions and don't be taken for suckers like other seamen I've seen.

Along the waterfront, just off Market Street, there are a couple of guys working a neat swindle. It's called the three-card trick. One guy usually stands around the warehouses and when he sees a seaman coming off a ship he walks up to him and tells him there is a card game going on near by.

First, however, he tells how the guy how he can win. He says he will slip the winning card up and bend the corner or mark it somehow, then the money will start rolling in. But

that's where Joe Seaman starts losing.

The con man will do what he says he would do, but while our hero is getting his money out of his wallet and not paying much attention, another of the men will straighten the winning card and bend another.

Just to be on the safe side, take a tip from me and stay away from these guys. Nobody is hanging around the waterfront just to give seamen their money.

The stakes, from what I hear, are high and the losses terrific. One Chief Mate lost \$400 and a Bosun \$60. That money came the hard way, so, brothers, be on the look out.

Lonnie V. Hargesheimer

Steward Tops, Patrolman And Crew Agree

To the Editor:

On behalf of the crew of the SS Simmons Victory I wish to express our appreciation and thanks to our Chief Steward Thomas Mollar and his department for helping to make this voyage a pleasant one.

The Steward has always treated the men in his department as brothers. His department is always good and clean through constant painting and soogeeing. His one policy is to bring home a clean SIU ship.

If any member of the crew has a suggestion, all he has to do is go to the Steward and he will do his best to get it on the table. Brother Moller is one hundred percent a good Union brother and is not afraid to put in the overtime and equally, too.

William Harrison
Ship's Delegate

(Ed. Note: Patrolman Howard Guinier, who covered this ship, says, "I would like to add that it was a pleasure to pay off this crew. The delegates were on the ball and the vessel was shipshape.")

His Army Days Are Over

To the Editor:

Just a few words to let you know I'm getting discharged from the Army next week and I would appreciate you sending the neatest little Union paper to my home.

Pfc. Joseph Laspina
Chicago, Ill.

Hartman Praises Dutch Club

To the Editor:

I wish to relate the story of the wonderful reception which was tendered us while we were in the port of Rotterdam a short while ago.

We arrived in the Dutch port from Antwerp on the SS Gateway City, Christmas Eve. One of the chaplains invited us to attend midnight mass in a seaman's chapel ashore.

They called for us with a bus after making all the ships in the harbor, and anyone was welcome to attend. After the services, we all sat down to breakfast, and when everything was over they drove us back to our ships.

All week they had social evenings at the seamen's club connected with the chapel. Everybody was made to feel at home though he came from a distant country.

One evening I was in the reading room where, to my surprise, I found the SEAFARERS LOG. I was glad to read about home at the holiday season.

I would heartily recommend that you mention in the SEAFARERS LOG that there is an open invitation to all SIU members at this seamen's club, called "Apostolaat ter Zee," and

McCann Sends His 'Best'

To the Editor:

I am now working in Baltimore and I am doing well.

I would like to send my best regards to all my pals.

P. J. McCann
Stewards Dept.

situated at Vollenhovenstrasse 33. There will be a cordial welcome for all.

I asked the chaplain to write you, as I know he is on your mailing list. And I am sure he will as he himself would like to extend his welcome to all SIU members.

I trust you will extend this invitation to all in an early issue of the paper. A good time will be had by all for this club is for all the sailors of the world.

Charles J. Hartman

In Tropical Attire



Azalea Steward Department member H. Hankee displays his method of keeping cool in the Philippines. Shot was by L. S. Agulto, Seafarers representative in Manila.

SIU Leads In Formation Of PR Council

(Continued from Page 1)

guards and maintenance men on the docks, is currently independent.

It recently withdrew from the CIO's International Longshoremen's and Warehousemen's Union when the latter's international officials refused to sign the non-communist affidavits required by the Taft-Hartley Act. Puerto Rican officials have signed such affidavits and filed them with the NLRB.

The consolidation of the Puerto Rican waterfront is the result of more than a year of conferences in which Sal Colls, the SIU's Puerto Rico Agent, played a leading role as intermediary.

The consolidation was important to the Seafarers to assure the efficient handling of all SIU ships hitting Puerto Rican ports, and to lay a firm foundation for a Port Council. Its achievement is typical of the inter-union cooperation of the SIU and all AFL maritime unions in all ports.

At the New York meeting, the ILA was represented by International President Joseph P. Ryan, International Vice-President Walter Holt, International Secretary-Treasurer John R. Owens, and Ramon Mejias, Vice-President of Puerto Rico District Council No. 1.

Illness prevented E. G. Moreno, President of Puerto Rico Council No. 1, from coming to New York, but he kept in close touch with the proceedings by telephone.

The UTM was represented in New York by Ramon Gordils, who has been President of the organization since 1933, and by Juan B. Garcia, President of UTM's largest local. President Gordils' son Manuel, a New York longshoreman, also attended the meeting.

Speaking for the Union de Empleados de Muelles were President J. A. Cintron Rivera and Secretary Rodrigo C. Valle.

Representing the SIU were Puerto Rico Agent Colls, Lindsey Williams, Director of Organization, and Ray White, Headquarters Representative.

NOTICE

P-3-12558

Holder of the above-numbered permit card will please report to sixth floor, New York Hall, at his first opportunity.

~ ~ ~

AXEL MOLIER (Moller)

Get in touch with Al Bernstein, SIU hall, 105 Market Street, San Francisco, Calif. This is important.

~ ~ ~

BOOK No. 50475

Will holder of the above-numbered book please report to the sixth floor, New York Hall, as soon as possible so that your records can be squared away.

~ ~ ~

RECEIPT No. 39622

The holder of the above-numbered receipt, issued in Tampa, June 5, 1948 is requested to get in touch with the 6th Floor, SIU Headquarters Office, 51 Beaver Street, N. Y.

~ ~ ~

VERNON STREET

Get in touch with Headquarters record department, 6th floor, 51 Beaver Street, New York, at your first opportunity.

~ ~ ~

JACK F. SIMMONS

Your Union book has been found and is being held for you at the Galveston Hall, 308 1/2—23rd Street, Galveston, Texas.

SIU HALLS

SIU, A&G District

BALTIMORE14 North Gay St.
William Rentz, Agent Calvert 4530
BOSTON276 State St.
Walter Siekmann, Agent Bowdoin 4455
GALVESTON308 1/2—23rd St.
Keith Alsop, Agent Phone 2-8448
MOBILE1 South Lawrence St.
Cal Tanner, Agent Phone 2-1754
NEW ORLEANS523 Bienville St.
E. Sheppard, Agent Magnolia 6112-6113
NEW YORK51 Beaver St.
Joe Algina, Agent HANover 2-2784
NORFOLK127-129 Bank St.
Ben Rees, Agent Phone 4-1083
PHILADELPHIA614-16 No. 13th St.
Lloyd Gardner, Agent Poplar 5-1217
SAN FRANCISCO105 Market St.
Steve Cardullo, Agent Douglas 2-5475
SAN JUAN, P.R.252 Ponce de Leon
Sai Colls, Agent San Juan 2-5996
SAVANNAH220 East Bay St.
Charles Starling, Agent Phone 3-1728
TAMPA1809-1811 N. Franklin St.
Claude Simmons, Agent Phone M-1323
HEADQUARTERS ..51 Beaver St., N.Y.C.
HANover 2-2784

SECRETARY-TREASURER

Paul Hall

DIRECTOR OF ORGANIZATION

Lindsey Williams

ASSIST. SECRETARY-TREASURERS

Robert Matthews J. P. Shuler
Joseph Volpian

SUP

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

Gt. Lakes District

BUFFALO10 Exchange St.
Cleveland 7391
CHICAGO, Ill.3261 East 92nd St.
Phone: Essex 2410
CLEVELAND2802 Carroll St.
Main 0147
DETROIT1038 Third St.
Cadillac 6857
DULUTH531 W. Michigan St.
Melrose 4110
TOLEDO615 Summit St.
Garfield 2112

Canadian District

MONTREAL1227 Phillips Square
VICTORIA, B.C.602 Boughton St.
Empire 4531
VANCOUVER565 Hamilton St.
Pacific 7824

Honor Roll of the Seafarers Log

NEW YORK

INDIVIDUAL DONATIONS

Ben Rhodabarger, \$6.00; N. Jorben-son, \$1.00; A. Vaquez, \$2.00; R. V. Schram, \$1.00; J. Rudolph, \$1.00; E. L. Eyer, \$1.00; H. A. Thompson, \$4.00; M. Hummel, \$4.00; C. Gedra, \$1.00; T. F. Calvin, \$4.00.

Frank Habovanic, \$2.00; N. Meador, \$2.00.

SS BOUREGARD

F. J. Schults, \$1.00; J. M. Carroll, \$2.00; A. Hourilla, \$1.00; S. Barnes, \$1.00; J. J. Lawler, \$1.00; C. Huttwell, \$5.00; J. C. Sarel, \$1.00; J. Sawyer, \$1.00; D. T. Yiakas, \$5.00.

COUNTER

L. J. Ierardi, \$5.00; R. L. Lister, \$1.00; C. Tsambis, \$5.00; J. B. Baker, Jr., \$2.50; A. Dokeris, \$2.00; E. Cloper,

\$5.00; W. R. Smith, \$5.00; R. C. Palm, \$1.00; R. B. DeSantos, \$3.00; J. McMenemy, \$10.00; F. Uargas, \$10.00.

SS LOYOLA VICTORY

L. F. Cambaro, \$4.00.

AMPAC L. ANGELES

J. F. Carberry, \$1.00; J. Manning, \$1.00; F. Knight, \$1.00; J. Noade, \$5.00; B. D'Ornellas, \$2.00.

SS ANNISTON CITY

B. Mondido, \$5.00; W. Anderson, \$5.00; L. C. O'Connor, \$5.00; J. J. Guss, \$5.00; C. P. Sneeden, \$2.00; C. Ramos, \$2.00; P. Gunderson, \$2.00; E. N. Jacobse, \$5.00; C. Muscarella, \$5.00; B. P. Pratt, \$5.00; D. A. Fontenla, \$5.00; H. J. Piwetz, \$1.00; S. Brhin, \$5.00; F. Paskowski, \$5.00.

SEATRAN HABANA

W. E. Lanier, \$2.00.

SS I. SINGER

G. Caruso, \$2.00; A. Accardi, \$2.00; D. D. D'Altroy, \$2.00; R. D. Carsten, \$3.00; J. Poturski, \$2.00; R. R. Thompson, \$1.00; C. Moll, \$1.50; C. N. Ranis, \$1.00; C. E. Huff, \$1.00; L. L. Freeman, \$2.00; J. Baugher, \$2.00; E.

Kolenovsky, \$1.00; J. Barnette, \$2.00; J. B. Schweinfus, \$2.00; M. B. Woods, \$4.00; E. Isaac, \$1.00; O. Garcia, \$2.00.

SS J. SNELLING

J. D. Hunter, \$2.00; F. F. Farthing, \$2.00; J. Lea, \$2.00; C. Bailey, \$2.00; C. E. Scott Jr., \$1.00; W. Pike, Jr., \$1.00; B. J. Morgan, \$2.00; L. Lofton, \$2.00; C. M. Hobbs, \$2.00; E. Bokowski, \$2.00; B. Brawning, \$4.00; J. M. Eitman, \$2.00; J. Lozada, \$2.00; C. S. Smith, \$2.00; G. H. Noles, \$4.00; W. T. Jones, \$1.00; C. Lyons, \$1.00; F. N. Frederiksen, \$10.00; A. Simonavage, \$2.00; E. Ohlsson, \$1.00.

SS SEATRAN NEW JERSEY

L. Cartwright, \$1.00.

SS SEATRAN NEW YORK

C. Goldstein, \$2.00.

SS AFOUNDRIA

C. W. Welsh, \$2.00; W. A. Beyer, \$1.00; Y. I. Mattson, \$1.00; A. Zarkoski, \$2.00; B. Farnes, \$3.00; E. Anderson, \$1.00.

SS CAVALIER

T. H. Gordon, \$1.00; F. Boyne, \$1.00; K. Korneliusen, \$5.00.

PERSONALS

RAY GONZALES

Get in touch with John Toledo, 661 Manida St., Bronx, N. Y.

~ ~ ~

GEORGE H. MESEROLE

Write to your father at 265 South 6th Street, Birmingham, Ala. He is not feeling well.

~ ~ ~

FRANK ROKAS

Get in touch at once with your mother, 245 Clover St., Brownsville, Pa.

~ ~ ~

HAROLD K. COOPER

Get in touch with your mother immediately.

~ ~ ~

JOSE REYES

Communicate with your mother, Emilia M. de Reyes.

~ ~ ~

RUDOLPH SALLENITINE

Your family is anxious to hear from you.

~ ~ ~

HERBERT ANDREWS

Get in touch with your family.

~ ~ ~

STANLEY VERNUS

You are requested to write John Savitz, 1500 East 134th St., Bronx 54, New York.

~ ~ ~

LEON HERSCHMAN

Contact your mother at 737 Southern Blvd., Bronx 55, New York. She is holding your seamen's papers.

~ ~ ~

JOHN EDWARD McADAMS

You are requested to get in touch with Seaman's Church Institute, 25 South Street, New York.

~ ~ ~

STEPHEN W. KLIDERMAN

Get in touch with your sister Grayce at 909 Wilson Avenue, Apt. 5-R, Chicago, Illinois.

~ ~ ~

WILLIAM F. BUDRICH

Your mother is ill. Get in touch with Mrs. Sophie Chagnon, Dudleytown Road, Windsor, Conn.

~ ~ ~

JAMES VAN DUSEN

Your personal papers are being held at the USS, 29 DeKeiperlie, Antwerp, Belgium. See Mrs. V. Sette.

~ ~ ~

JOSEPH SPOSATO

Get in touch with Robert Connolly, 1812 Carlton Avenue, Fort Worth, Texas.

~ ~ ~

WILLIAM A. (Bill) OTIS

Get in touch with Murray Elks, 11 West Preston Street, Baltimore 1, Maryland.

~ ~ ~

JACOB R. ROHRBACKER

Your mother asks you to contact her at 440 Hamilton Street, Gretna, Louisiana. She has been very ill.

Unclaimed Gear

Gear for the following named men is being held by the Alcoa Steamship Company, Pier 45, North River, New York.

Marino Arrayo, 1 pillow case; W. B. Bell, 1 piece; F. Blues, 1 valise, box; F. Brewster, 1 carton; Campoberde, 1 bag; B. Cannon, 1 bag; E. Davis, 1 sea bag; E. Davis, 1 sea bag; George Davis, 1 valise; Johnny Davis, 1 bag.

DeGauge, 1 paper bag; Dudding, 1 valise; William Durbin, 2 pieces; F. Durham, 1 piece; R. J. Edmondson, 1 tan bag; John Gill, 2 pieces; Joseph Gordon, 1 piece; Samuel Gordon, 1 shopping bag; Arthur Gresham, 1 piece.

Gunnar Hommen, 1 piece; J. B. Hoston, 1 pair boots; Otto John, 4 pieces; Captain Johnson, 2 pieces; James Kels, 1 bag; K. O. King, 1 piece; Leon Koapman,

2 pieces; John B. Krewson, 1 bag; Lambert, 1 piece.

Jack Lawrence, 2 cartons; Leighton, 1 piece; T. E. McDonald, 2 pieces; James McDonald, 1 sea bag; F. McKinley, 1 black valise; Robert McQueen, 1 duffle-bag; Joseph K. Miller, 1 piece; John E. Moore, 1 zrown bag.

Max Morris, 1 bag, Adam Nelka, 1 package; Charles Olson, 1 piece; A. L. Parks, 1 piece; Guesseppe Petruzzo, 1 seabag; Robert E. Quinn, 1 piece, J. R. Ramirez, 1 seabag; Earl R. Reardon, 1 seabag; C. F. Remick, 1 box.

Robert Rivera, 1 seabag; Henry Robin, 2 pieces; Bernard Roll, 1 piece; John M. Rule, 2 suitcases; W. Sweetsea, 1 bag; Simmons, 1 bag, R. Stanton, 1 bag; R. J. Sullivan, 1 piece; Alcoa Partner, Dec. 17, 1946, voyage No. 8, 1 package, crew baggage, with list.

Mobile Shipping Holds Slow, Steady Pace

By CAL TANNER

MOBILE — Shipping in this port continued its slow but steady pace this past week, with four ships paying off and five signing on. All told, we shipped one hundred and twenty bookmen and forty seven permits.

Prospects for next week look okay, with just about the same number of payoffs and sign ons scheduled. We look for an improvement soon down here, when the threat of a maritime strike is past and the Marshall Plan really gets rolling.

On the whole, the payoffs were smooth, with only a few minor difficulties on the SS Fairport, Waterman. There were about forty hours disputed overtime, but this was squared away by the Engine Patrolman.

Credit for straightening out the situation also should go to crewmembers Frank Soss and Red Campbell. These oldtimers knew the agreement and they kept the rest of the men on the ball.

We have a little good news to report in the fact that the Hospital Patrolman states that the men in the hospital are getting good service, and that while the chow is not too good, the men are getting along fine.

BOUTWELL AND YOUTZY

The two Seafarers who were fouled up in the Georgetown incident in which a launch captain drowned are here on the beach. Brothers Boutwell and Youtzy were both acquitted af-

ter long trials, and they advise all other SIU men to watch their steps closely in foreign ports.

They want to express their gratitude to the Union, to Special Services Representative Joe Volpian, and to all who helped them in their time of trouble.

The State of Alabama has passed a law calling on everyone from the age of fifteen to fifty to have a blood test during

the period from June 7 to 18. We cooperated with this drive, and all our men on the beach, who live in the State, had their tests.

We have a few oldtimers on the beach, among them: J. McNellage, R. Callahan, L. Joyner, H. Parks, L. Trent, J. Brown, E. Buhrman, J. Curtis, W. Baisley, A. Logindis, J. Morris, J. Clarke, and L. F. Davis.

Notice To All SIU Members

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

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

PLEASE PRINT INFORMATION

To the Editor:

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

Name

Street Address

City State

Signed

Book No.

SIU Allied Workers Active In Gulf Area



The above vessel, the tug Coyle, owned and operated by the Coyle Lines, Inc., is shown in drydock. The Coyle is one of seven tugs which are operated by the company in the harbor of New Orleans and in the Intercoastal Canal. Of course, the company is contracted to the Marine Allied Workers, SIU. All the pictures on this page were sent in by Trussell Beatrous, New Orleans Towboat Representative.



Top picture is of the N. H. DeBardleben, also a Coyle Lines tug, as it navigated the Intercoastal Canal.

Bottom, the tug Port Allen, with the Port Hudson in the background. Both belong to the Crescent Towing and Salvage Company. The MAW has no signed contract with the company, as yet, but last week the Union was certified as collective bargaining agent on the basis of an election in which the MAW received 38 votes to 3 for the company. It won't be long now!



Members of the crew of the George E. Roper, River Terminals Corporation, pose on deck for a picture. The company was recently bought up by the Dixie Carriers, Inc., and is solid MAW-SIU.



Above is a picture of the tug Echo, owned by the Whiteman Towing Company. Three of the seven tugs operated by the company are at present in drydock but will be in full operation shortly.



Here's another Dixie Carriers' ship, the Jack Ruff. The Ruff and the Roper are two of seven and the parent company is the Bloomfield Shipping Company, operating out of Texas ports.