

Seafarers Committee Presses Cities Service For Contract



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Congressman Bland Dies In Washington

Representative Schuyler Otis Bland, chairman of the House Committee on the Merchant Marine, and often termed "the father of America's modern merchant marine," died February 16 in Washington. He was 77.

Judge Bland had represented Virginia's first district continuously since 1918.

A staunch supporter of a strong American merchant marine, Bland was instrumental in having passed the Merchant Marine Act of 1936, which paved the way for the rebuilding of America's shipping industry.

Maritime labor and management always found Judge Bland sympathetic to the problems and needs of the maritime industry, one such incident being the recently won battle to insure the carrying of at least 50 percent of European Aid cargoes in American bottoms.

Bland's interest in the merchant marine was not solely legislative, for he took a personal and active interest in seeing to it that the administrative branches of the government carried out to the letter the will of his committee and Congress. It was primarily at his insistence that the "watchdog committee" was set up to see to it that the 50 percent cargo rule was not violated.

America's maritime industry mourns the passing of a true friend. Every ship afloat in the country's new merchant marine is a monument to his memory.

Expected successor to Bland as the Merchant Marine Committee's head is Representative Edward J. Hart, of New Jersey, who represents the 14th New Jersey district, including the Port of New York cities of Hoboken and Jersey City.

Sea Unions Urge Adoption Of Hiring Hall Bill

WASHINGTON—In a decision loaded with grave potentialities for the shipping industry, the Supreme Court has ruled that the hiring hall, as operated by the CIO National Maritime Union on the Great Lakes, violates the closed shop ban of the Taft-Hartley Act.

Ruskin Scholarship Applications Opened

The 1950 scholarships for American trade unionists to study at Ruskin College, Oxford, England, have been opened and applications are now being accepted at the scholarship committee's offices in New York.

Offered annually by the Transatlantic Foundation are five scholarships to active trade union members in this country, each winner receiving tuition, room and board at Oxford, plus approximately \$210 for personal expenses.

The offer is open to members of the AFL, CIO and Independent unions, with the committee particularly interested in persons between 20 and 35.

Application forms and further information are available through the Editor, SEAFARERS LOG, 51 Beaver Street, New York. All applications must be in the hands of the scholarship committee by May 1.

The high court did not discuss the merits of the controversy over the hiring halls. It merely refused to review the decision, declaring the union hiring halls illegal under the T-H Act, handed down by the Federal Circuit Court of Appeals in New York. Thus, the lower court verdict stands.

The NMU has filed a petition for a rehearing of its case by the Supreme Court.

The entire maritime industry viewed the decision with considerable alarm, since the end of union-operated hiring halls would mean a return to crimps, shanghaiing and all the other vicious practices that were wiped out by the rotary system of shipping for seamen.

On the management side, there was fear for the continued efficient operation of vessels which the union hiring halls have brought about.

Spokesmen for a section of maritime management were in Washington last week, discussing the problem with Government labor experts.

They expressed the view, held generally by ship operators, that the present method of hiring through the union halls is less expensive and more orderly.

Meanwhile, responsible members of Congress, conscious of the acute problem facing the maritime industry as a result of the Supreme Court ruling, began steps to resolve the issue

through remedial legislation.

Senator James Murray, (Dem., Montana), announced that the Senate Labor subcommittee, which he heads, would shortly begin hearings on a bill offered by Senator Warren Magnuson (Dem., Wash.) to legalize hiring halls and allow their continued operation as in the past.

A similar bill has been offered in the House by Rep. John Lesinski (Dem., Mich.).

Senator Murray said that the hiring hall system "has worked satisfactorily and it seems to me it ought to be continued."

Senator Taft, however, who has considerable influence in Senate Labor Committee decisions, indicated he would block a move to exempt the maritime unions' hiring halls from the closed shop ban imposed by his law.

But Taft indicated that the T-H ban was a mistake insofar

BULLETIN—As the LOG went to press, the SIU Negotiating Committee was still exerting every effort to hammer out a contract with the Marine Division of the Cities Service Oil Company.

High on the list of Union demands, was the insistence that any contract arrived at must cover

personnel on all 16 ships in the company's tanker fleet.

Meanwhile, the Union Negotiating Committee was taking note of the rapidly-growing demand by Cities Service tankermen for an all-out strike against the company's facilities on all coasts, unless concrete evidence is immediately forthcoming that Cities Service will sign a decent contract.

Headquarters issued a memorandum instructing all Cities Service tankermen and members of the SIU in all ports to stand prepared in the event that the dispute cannot be resolved across the bargaining table.

The Union made it clear, however, that it would continue to press for a peaceful settlement and that responsibility for any strike action would rest with the company.

Hold It, Brother!

Don't shoot the postman! It's not his fault that the LOG is late this week. Conditions beyond our control forced us to delay publication for a few days, but the next issue will be out on time, barring a general strike in the printing industry.

Senate Group Sets Hearing On Maritime

The second hearing on problems facing the maritime industry has been scheduled for early next month by the Senate Subcommittee on Merchant Marine and Maritime Matters.

Senator Warren G. Magnuson, who is sparking the Senate drive to expand the US merchant fleet, heads the subcommittee. The hearing is expected to last about two weeks.

Among the matters that are under consideration by the Senate group are a long-range building program, the transfer of American flag-ships to foreign registry, the Economic Cooperation Administration and the 50 percent share for US ships of cargoes shipped under the act, and competition for commercial vessels from Army and Navy ships.

In connection with the construction phase of the hearings, the Senate subcommittee is considering a bill to give Federal support to construction and operation of this country's merchant marine.

A companion bill had been introduced to the House of Representatives by the late Schuyler Otis Bland, who had headed the lower chamber's Committee on Merchant Marine and Fisheries.

Senator Magnuson has expressed the opinion that any merchant marine expansion program would fail unless there was assurance that at least 50 percent of this country's foreign trade moved in American bottoms.

Pennsylvania Veterans To Get State Bonus

Seafarers who are veterans of World War II, and who entered the armed forces as residents of Pennsylvania, are eligible for state bonus payments. Applications should be filed immediately, as the deadline is July 1, 1950.

Honorably discharged vets, who lived in Pennsylvania at the time of entry into any

branch of the military, and who served more than 60 days between Dec. 7, 1941 and Sept. 2, 1945, can receive compensation.

Payments will be figured as follows:

\$10 for every month and fraction thereof for service in the US.

\$15 for every month and fraction thereof for overseas service.

Applications may be obtained at all major veterans organizations, all Pennsylvania National Guard armories and the office of the County Director of Veterans Affairs, located in the county court houses.

The state emphasized that applicants must file no later than July 1, 1950.

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Union Hiring Halls

It must be admitted that a certain element among management found the Taft-Hartley Law, and especially its provision banning the closed shop, exactly to its liking. It gave them a hammer to hold over the heads of organized labor, because the prohibition of the closed shop is a threat to the security built up by unionized workers after years of struggle.

Whatever the feelings of industry are in regard to this vicious piece of legislation, you can bet that the shipowners are almost as vehemently opposed to it as are the maritime unions. And they have recorded their opposition to the ban on the Hiring Hall on many occasions.

Using good, sound business sense, based on a desire to continue operations with a maximum of efficiency and a minimum of confusion, the shipowners have seen—in concrete form—the benefits of the Hiring Hall, not only to the seamen, but to the industry as a whole.

Prior to the advent of the Union Hiring Hall in maritime, conditions were chaotic, to put it mildly. Crews were obtained through fair means or foul—and mostly foul. The parasitic group known as crimps did a flourishing business shanghaiing their victims aboard ships for a fee, or by maneuvering helpless seamen into debt for board or lodging until they could force them to take any shipboard job, under any conditions, to wipe out their obligations.

Thanks to the Union Hiring Halls, crimping and shanghaiing are things of the ugly past. Seamen now are able to obtain employment in a fair, democratic way by virtue of the rotary hiring system used in Union Halls. They are assured of proper and respectful treatment—and consequently, they are better, more efficient workers because of it.

Because of the successful operation of the Union Hiring Halls, ships leave on time, arrive on time and are manned by qualified seamen who respect their contractual obligations. This has naturally resulted in an efficiency impossible of attainment under the pre-Union Hiring Hall methods. The operators know it. Even Senator Taft knows it. He showed the weakness in his armor the other day, at an open hearing before a Senate Labor subcommittee on the Magnuson Bill to exempt maritime unions from the closed shop ban, when he observed: "I don't see how we can do it for the maritime unions unless we can do it for all."

The closed shop ban—on any union—is a mistake. In connection with its application to the maritime unions, at least, Senator Taft prefers to remain stubborn about admitting it, and thus is inviting a return to the old days of chaos and confusion.

The maritime unions cannot allow this to happen. If Taft and his backers have no obligation to the vast majority of working men and women of this country, their unions do—and they mean to discharge that obligation. Regardless of any differences they may have on any issues, the maritime unions are absolutely united in their stand on the Hiring Hall.

They know full well that, besides leaving the way open for the return of crimps and their ilk, the Hiring Hall ban could lead to a breakdown of working conditions and wage levels—representing years of sweat and struggle. Smashing of the Hiring Hall could, in essence, mean the smashing of maritime unions and everything they have accomplished both in behalf of their memberships and for the stability of the industry.

The Lesinski-Magnuson Bill, which would legalize Hiring Halls and return them to their pre-Taft-Hartley status, intelligently recognizes this danger. Congress should act quickly to pass it.

MARITIME LABOR STANDARDS



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 them.

STATEN ISLAND HOSPITAL

- CIRNACO ESOLAN
- J.H. DANIEL, JR.
- LUIS DIOUDONNE
- C. P. THOMPSON
- THEODORE ROZUM
- JAMES HILLIER
- R. GRALICKI
- JOHN SANTANIELLO
- V. E. JOHNSON
- H. J. OUT
- J. A. PILUTIS
- K. JENSEN
- J. W. MC CASLIN
- B. B. FULLER
- MOSES MORRIS
- HENRY WATSON
- JAMES PANTOJA
- B. F. LAW
- A. BJORNSSON

BALTIMORE HOSPITAL

- E. K. BRYAN
- J. P. STANFORD
- J. O. MORRISON
- W. ASHFORD
- J. H. TURNER
- A. L. MASTERS
- G. A. CARROLL
- M. DUSENITCH
- I. WILLOUGHBY
- T. MORIARITY
- J. G. HARRIS
- B. THOMPSON

- J. DAVIS
- S. C. MILLARD
- J. SHEA
- B. D. ELBERT
- N. BATHOIR
- J. MARTINEZ
- C. TERRY
- W. D. WARMACK
- S. BUZALEWSKI
- J. A. KRUSEZYNSKI
- C. F. SCHERKOUS
- F. KORVATIN
- P. E. DARROUGH
- P. FRANKMONS

NEW ORLEANS HOSPITAL

- A. DEFERMO
- G. NOLES
- E. J. NAVARRE
- J. D'ENNIS
- F. LANDRY
- H. F. LAGAN
- L. LANG
- L. WILLIS
- C. CHESNA
- A. PAREK
- C. P. BENWAY
- M. A. DODGE
- C. EZELL
- P. ROBERTS
- A. MAUFFRAY
- N. I. WEST
- P. L. RAY
- J. J. GERDA

Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following times:
 Tuesday — 1:30 to 3:30 p.m.
 (on 5th and 6th floors.)
 Thursday — 1:30 to 3:30 p.m.
 (on 3rd and 4th floors.)
 Saturday — 1:30 to 3:30 p.m.
 (on 1st and 2nd floors.)

- C. R. BRACE
- C. F. PRICE
- O. HOWELL
- P. GAVILLO
- C. LYONS
- T. E. LEE
- H. D. MC KAY
- L. TICKLE
- G. B. GILLISPIE
- W. W. LAMB
- W. HAYES
- W. HAZELGROVE
- C. NEUMAIER
- W. WALKER

SAN FRANCISCO HOSPITAL

- S. SWOR
- W. SILVERTHORNE
- A. CAUDRA
- J. KEENAN
- G. W. GHALE
- J. JELLETTE

SAVANNAH HOSPITAL

- RAY COLE

MOBILE HOSPITAL

- H. HENDERSON
- T. LITTLE
- P. BURROUGHS
- A. B. LYNN
- TIM BURKE

BOSTON HOSPITAL

- FRANK ALASAVICH
- W. BEZANSON
- F. FAGAN
- R. WAGNER

Trailerships May Revive Coastal Shipping

By JOHN BUNKER

Several hundred jobs seem assured for seamen on the West Coast, with the recent awarding of bids to the Sun Shipbuilding and Drydock Company at Chester, Pa., for the construction of two Trailerships, unusual vessels that will carry highway trucks and passengers between Long Beach and San Francisco.

Proposed for several years by H. F. Alexander, well known West Coast shipping man, Trailerships have received the financial backing of the US Maritime Commission to the extent of some \$10,000,000.

They will operate on an overnight service between Long Beach and the Golden Gate, one ship leaving the southern terminus as another departs from the north.

The Board of Harbor Commissioners of Long Beach are building a \$3,000,000 terminal to accommodate the first two Trailerships, when they start operating some time in 1950 or 1951.

FAMILIAR NAMES

To West Coast sailors these two ships will have old, familiar names, for they'll be called the H. F. Alexander and the Ruth Alexander, after ships well known in the Pacific for many years before the war.

The "Ruth" was one of the first American ships to be attacked in World War II while the "H.F.," a very fast, slim-beamed passenger liner, carried thousands of GI's to wartime battlefronts in her role as an Army transport.

These Trailerships are 563 footers with a 90 foot beam—sizeable ships in every respect. They are intended to carry 136 officers and crew.

Income will be derived partly from passengers and partly from carrying trucks, for they have accommodations for 382 passengers and 176 trucks of the type commonly referred to as highway "trailers," which will be stowed along the main deck and an upper deck.

This deck, incidentally, might even inject a new word into marine terminology, should the designers decide to call it the "trailer deck," as they most appropriately could.

PROVIDE NEW SERVICE

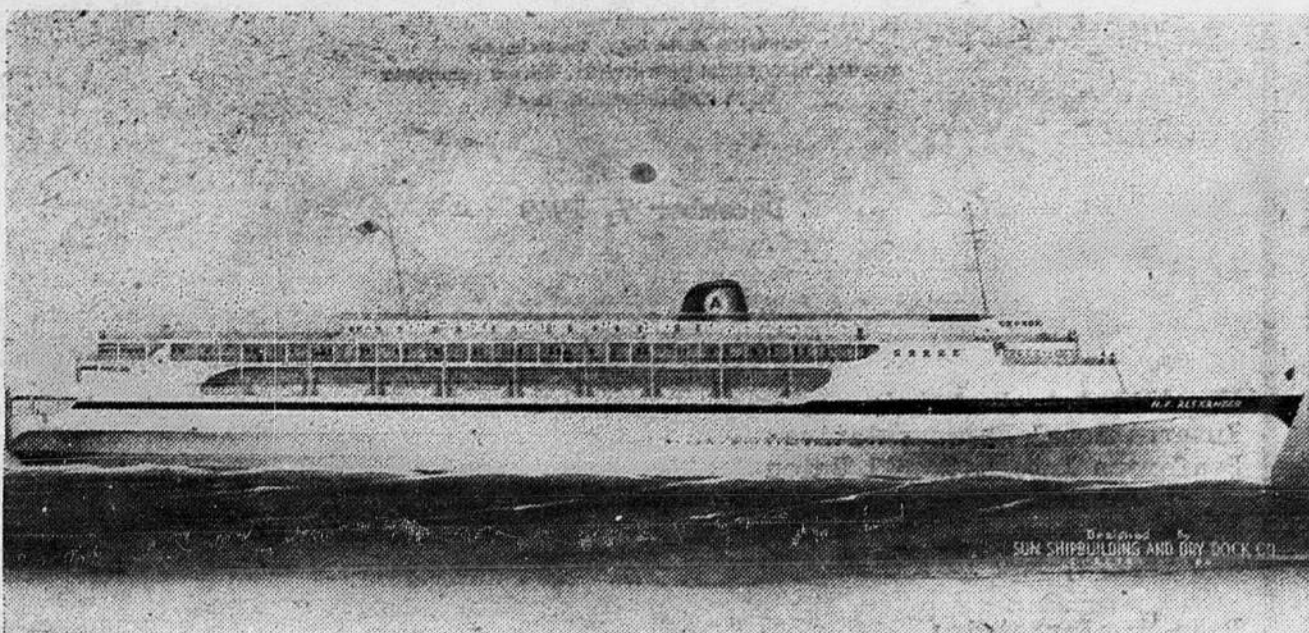
There have been no steamship passenger lines running along the West Coast for the past ten years. The Pacific Coast Steamship Company, which will operate these Trailerships, hopes to sell tickets at \$11 for a one-way passage or \$19.80 for the round trip.

This reasonable rate is sure to attract plenty of trade from folks wanting a pleasant sea trip of short duration, as well as from travelers between northern and southern California.

Tentative scheduling calls for the ships to leave Long Beach at 6 pm and arrive at San Francisco the next morning at nine, a fast run made possible by powerful turbines and twin screw drives that will send these coastal liners along at 25 knots.

The two ships will each carry 19 officers and 117 unlicensed personnel. The designs provide for liberal space in all the quarters accommodating officers and men.

Among the unlicensed men are six "lookouts," six "Station-



An architect's drawing of one of two Trailerships on which construction is soon to begin. The vessels are 563 feet long, have a 90-foot beam, and will have accommodations for 382 passengers and 176 trailer trucks. The Trailerships will operate between San Francisco and Long Beach, Calif.

It is hoped that the innovation of the Trailerships in the coastal trade will open up new areas of employment for seamen. The ships will each carry 19 officers and 117 unlicensed crewmembers, and also will have quarters for 60 of the trailers' drivers. According to present plans, the ships will have 25-knot speeds.

men," three Oilers, three Electricians, three Firemen, three Watertenders, three Quartermasters, nine ABs and several other unspecified deckhands in addition to a Stewards Department of 69.

These will probably be the only ships afloat especially fitted to carry truckdrivers—60 of them.

The idea behind Trailerships is to circumvent the high cost of freight handling which has kayoed the coastwise steamship lines during recent years, making resumption of many domestic lines impossible after the war. Even during the 1930s, the

coastwise and intercoastal lines were having a hard time financially and, if the war had not put them out of business because of requisition of their ships by the government, it is very likely that they would have folded up under postwar economic stress.

One of the major problems of the coastal lines was competition from motor carriers, and thousands of tons of package freight which once moved by seaboard liners were diverted to highway trucks, which, besides offering lower rates, could give shippers the extra advantage of door-to-door delivery.

This truck competition grew by leaps and bounds during the depression, striking hardest at those sections of the coast which supported the most seaboard traffic.

It was the principal reason for abandonment of the famous Fall River, New London, Providence and Bridgeport Lines in New England.

It was the reason why Merchants and Miners, Clyde Mallory, Eastern and other steamship companies did not build new vessels to replace ships which were becoming obsolete in the 1930s.

It was to get around this

trucking competition, plus the high costs of handling cargo which face all postwar steamship operations, that H. F. Alexander developed his idea for Trailerships.

ENDORSED BY UNIONS

He has obtained the wholehearted endorsement of both longshore and teamsters unions, and has seen his project finally win official approval after three years of "backing and filling" as the old salts would say, before the cautious Maritime Commission.

These two ships, he hopes, will merely be the forerunners of more extensive Trailership operations to come on the Pacific, Gulf and Atlantic coasts, reviving the prewar coastal passenger trade and giving employment to hundreds of seamen in the process.

(Editor's note: This is the second and concluding article on the subject of coastal shipping by John Bunker, former member of the SIU, who is now ship news reporter for the Christian Science Monitor. Bunker is currently at work on a series of articles which will highlight the wartime role of SIU-contracted ships and their crews. Upon completion of the project, the SEAFARERS LOG will publish it in serial form. Because of the historical nature of the Seafarers' part in the war, Bunker's articles should be of vital interest to all Union members and others connected with the maritime industry.)

The Laborer's Prayer

By HOLT ROSS

Lord let me strive in every way
To do some worthy act each day.
I seek no favors, power or wealth
But just contentment and good health.

Let me dive in where the stream is swift
And give some fellowman a lift.
I trust no one will ever frown
And say I let a real friend down.

Confer on me, O Lord, the gift
To give the poor a little lift,
And help them when they're down and out
And cannot find their way about.

Hunger, want and poverty
Serve to blight society.
All this load of want and sorrow
I would lighten for tomorrow.

Of worldly goods some haven't any
In this land of wealth and plenty.
O God, may workers everywhere
Unite and fight to get their share.

Our folks have surely faced starvation.
They have suffered exploitation,
But they always turned to You;
They remained steadfast and true.

They had hope and inspiration
And always prayed for their salvation.
Now, Thou hast heard their prayers
And Victory will soon be theirs.

We are thankful for all favors,
And will share them with our neighbors.

Lord God of Hosts, O, make us strong,
Help us speed our cause along.

O, give me strength to lead the fight,
To help the poor each wrong to right,
And to each worker everywhere,
I would award his equal share.

To those in darkness, show the light.
Give strength to those too weak to fight.
O Lord, we will obey Thy laws
And would be soldiers for Thy cause.

We that are strong would help the weak,
The pure in heart and workers meek.
O help me, God, to hold the torch
For Christian Workers on the march.

Those who are blessed should appreciate
Thy timely aid and reciprocate
By daily doing some good deed
To help someone right now in need.

Lord, help us in this crucial hour;
Give us strength and more will-power.
May we never cease to fight,
For this cause so just and right.

We know the fight is all up-hill,
But we will charge ahead until
Each worker comes into his own
And has the strength to carry on.

Lord, when my work on earth is done
And Labor's Victory has been won,
May those who knew me at the end
Say, "He was truly Labor's Friend!"

Mobile Expects Better Days

By CAL TANNER

MOBILE—Shipping in the port of Mobile from February 1 through the 15th, reached an all-time low, with approximately thirty-seven bookmen and no permits shipped for the two-week period. We had four pay-offs and four sign-ons, plus four ships in-transit for the period.

Paying off and signing on were Corsair, Alcoa, and the Wild Ranger, Lafayette, and Antinous, Waterman. All four were in good shape, both paying off and signing on.

In-transit for the period were the Chickasaw, Ames Victory, Steel Admiral, Greeley Victory. All ships were contacted and necessary replacements furnished.

In the Mobile Marine Hospital are the following Brothers: H. Henderson, T. Little, P. Burroughs, A.B. Lynn and Tim Burke.

Word has been received from the Marine Hospital that Brother Louis Howard died Friday, February 17, after a long illness. The Seafarers extend their sympathy to the family of Louis Howard.

Waterman SS Company is changing the Victory ships on the coastwise run, and replacing them with company-owned C-2s. While this will mean a few more jobs for the port of Mobile, it will mean a loss of about a hundred jobs to the Union, as these Victories will be placed in the laidup fleet here.

Well, we had a few towboat relief jobs here in the last couple of weeks and they were what kept the boys in cigarette money for the last two weeks. We shipped approximately twenty-eight relief jobs to tugs during the two-week period.

Shipping will be a little better during the coming two weeks, with about nine coastwise and four offshore ships due to hit the port.

Mercury, Shipping Nosedive In Boston

By BEN LAWSON

BOSTON — The only things moving around here are the thermometer, which is going down but fast, and the winds, which are strong enough to ram your words right back down your throat.

Up until recently we were having pretty fair weather, but winter sure cut loose the last couple of days. We've got a foot of snow on the streets and are right in the middle of a regular blizzard of rain, hail and snow.

It's so bad outside that the Brothers will have to take to dog sleds to make the meeting tonight.

But if you think the weather is bad, shipping is worse. We had one payoff, the W. E. Downing of the State Fuel Corporation, which came in clean with no beefs.

In-transit visitors were the Robin Sherwood; John B. Waterman, Canton Victory, Bessemer Victory, Waterman, and the Steel Vendor, Isthmian.

There were some overtime beefs on the John B. Waterman, which were straightened out aboard ship, and on the Robin Sherwood, which will be carried to the port of payoff.

"AMONG THE BEST MADE SO FAR"

NEW YORK STATE SCHOOL OF INDUSTRIAL AND LABOR RELATIONS
CORNELL UNIVERSITY
ITHACA, NEW YORK

EDMUND EZRA DAY, CHANCELLOR
CORNELIS WILLEM DE KIEWIET, ACTING PRESIDENT
M. P. CATHERWOOD, DEAN

December 7, 1949

Mr. Albert A. Bernstein
International Representative
Seafarers International Union
of North America
51 Beaver Street
New York 4, New York

Dear Mr. Bernstein:

Thank you for sending along the two films for our school to preview. I was much impressed with them. I feel that your efforts are among the best made so far by the labor unions.

The film THIS IS THE SIU was particularly interesting for showing how the "hiring hall" works. Many of our students do not have the opportunity to know how these things function. It was also good from the standpoint of conveying the ideal of your union.

THE BATTLE OF WALL STREET also is useful in that it gives some idea of what is involved in staging a modern successful strike.

Both these films are particularly useful to us because they serve as first-hand information for our students of experiences that few of them have been able to acquire by actual presence.

I hope some day we can make these films a part of our library of films, but until then you will be hearing from me for their loan.

Thank you for your trouble.

Sincerely,

J. J. Jehring

J. J. Jehring
Asst. Prof. of Industrial and
Labor Relations

J/b

The two SIU films continue to get unstinted praise from unions and schools. Lack of space forced the LOG to keep this cut on the shelf for more than two months. It is reproduced now to remind interested organizations that they can buy a print for \$40 for their permanent library. Recognized unions and labor schools can borrow a copy for a showing at no cost to them.

New York Shipping Situation Unchanged

By JOE ALGINA

NEW YORK — Shipping has been very slow during the past two weeks, a condition that appears to be general in all ports.

Although a number of ships came into this port, they did not take large numbers of replacements.

The ships paying off in the two-week period just ended were the following:

Beatrice, Kathryn, Puerto Rico, Elizabeth, Evelyn and Suzanne, Bull; Bessemer Victory, Chickasaw, Warrior, and Hurricane, Waterman; Seatrain New York and New Jersey; Santa Clara Victory, Isthmian; Collins, Transfuel; J. Hanson, White Range, and Alexandra, Carras.

Signing on were the Taddei,

Ship Inter Lines; St. Augustine Victory, Isthmian; Warrior, Waterman; Robin Wentley, and the Seatrain and Bull Line ships.

All of the payoffs and sign-ons came off in good shape, the vessels being clean and ship-shape.

Four of the Robin Line ships are being chartered and will operate from West Coast ports.

Senator Taft, as would be expected, stated this week that he is against anything that would permit a closed shop, even in maritime. Taft, of course, knows nothing about what the Union Hiring Halls have done to stabilize conditions in the maritime industry—and he cares even less.

PROTECT GAINS

Our Union is interested in seeing that the hard-won gains of the seamen are preserved, and that the present stability in the maritime industry resulting from establishment of the Hiring Hall remains unchanged. Senator Taft has no such interest. In fact, he is determined to break down union conditions wherever he can.

So far, there has been no definite word from Washington on the status of Bernstein's application for a subsidy to permit operation of two passenger ships to European ports. As soon as something is announced on this,

the membership will be informed.

A word of advice to men aboard ships. We have been in-

formed by some members after they have come into port that there are logs against them that are not true or accurate.

Therefore, we advise all hands that if a log is placed against them aboard ship, they should not sign it if they believe it to be inaccurate.

Once you have signed your name to a log, you have practically admitted that the information contained therein has your approval. You cannot expect to deny it after the ship comes into port.

In other words, you can't change your story. So don't sign, if you don't agree with the information in the logging.

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Fishing Time In Savannah

By E. BRYANT

SAVANNAH — Shipping has been slow in this port, but is expected to pick up somewhat the next two weeks—but this is by no means a signal for a gold rush to Savannah. We have enough men around here to take care of our needs.

There were no payoffs in this last period, but we had the following ships in-transit: Jean; Bull; Steel Recorder, Isthmian; Southport, South Atlantic, and the Chickasaw and Topa Topa, Waterman. There was nary a beef on any of these scows.

The men on the beach are a little sort of cabbage, and spend their time on fishing trips, which cut down on their expenses and provide good times for all.

We have had good fishing weather down here, and any of the boys who are fat from a recent payoff are cordially invited to come down with their fishing tackle.

Brother Jim McDonald just blew in after paying off the Southwind in Galveston, and bought five bucks worth of coffee and sweetin' for the men in the Hall.

There is only one man in the hospital here, Ray Cole, and his condition, I am glad to say, is reported as good.

Just one more word, and that is to performers—think twice about coming to Savannah. The membership here is sudden death to them.

Slight Improvement In Frisco Shipping

By JEFF MORRISON

SAN FRANCISCO — Shipping has improved over the past two weeks, but it is still nothing to brag about. The SS Young America gave us our only payoff, later signing on for the Far East. There were no beefs on the ship, and the crew was doing a bang-up job, a real credit to the SIU.

In addition, we had the following ships in-transit: Topa Topa, Hastings and Yaka, Waterman; Kenyon Victory and Steel Navigator, Isthmian, and the Calmar.

On the beach with us there are P. Wilma, T. Malone and Harvey Hill, all of whom came in with the Mankato Victory and paid off, and C. Cothrean and Johnny Burke.

The following Brothers are in the Marine Hospital, and would appreciate hearing from their friends and shipmates: S. Swor, A. Caudra J., Keenan, J. Jellet, W. Silverthorne, and G. W. Ghale.

Bull Lines Crews

Since Bull Lines is no longer mailing out Income Tax Withholding Statements, all men who were on Bull Lines ships in 1949 are urged to call at or write to the company offices for their statements. Failure to file tax returns before March 15 will result in fines and penalties. Bull Lines are located at 105 Broad Street, New York City.

Had Your Say?

Pro and con comments on the suggested change in the shipping rules to make it mandatory for a man to accept his vacation pay and get off a ship after one year aboard continue to come in from Brothers asea and ashore. If you haven't yet expressed your views on the question, how about sending them to the LOG—now.

'An SIU Credit Union Just Cannot Miss'

By JOHN COLE

About 150 years ago, groups of workers banded together for the purpose of giving mutual aid and assistance to brothers who fell into debt, or to families who were made destitute by the loss of their breadwinner.

These fraternal groups formulated principles which were later incorporated by present day credit unions.

Actually, however, their real claim to fame lay in the fact that they were the first trade unions in America, but it was not till later that they pressed programs that called for improvement in their living standards.

We, today, seem to have reversed that process by going after conditions first, and following with stabilizing services later. The organization saw fit to blueprint the needs of us Seafarers, and then proceeded to pick them off like sitting ducks—with stout backing, of course, from the membership.

ECONOMIC SECURITY

Wages, hours, working conditions, manning scales, safety rules, sanitary standards, vacations (homesteaders notwithstanding), and health and welfare benefits were just some of the prizes bagged.

Through all these gains economic security has been made available to us. What we now need is some systematic device to help us preserve a substantial part of income, while we are still enjoying the high tide of prosperity.

A credit union could be that means of maintaining adequately our hard-won economic security.

Apart from the few who do have savings accounts, what do we know about the monetary habits of our members?

Let's break them down to the two categories of carefree sandlot baseball days, and call them married and the single.

Although these two examples may seem to oversimplify the problem, the end result will still be the same in most every case.

Comes a big payoff and papa lays the bundle on the table when he gets home. Mama, miscalculating her needs, shops around for those several items that she has wanted for a long time.

When money begins to run low, she stops the extra-budgetary spending, suddenly realizing that she will have all to do to meet remaining living expenses until next pay day with what is left.

GOODBYE, BANK ACCOUNT

Again, her long dreamed-of bank account must be postponed to some other faraway day.

Then there is the correspondingly large payoff for the man without family responsibility.

The first place he heads for, when he hits port, is the favorite hangout. There he leaves a big chunk of cabbage with the "proprietor" for safe-keeping. On the way out he meets an old shipmate who is up against it and lets him have a hundred.

To tell the whole story of his stay in port would be a monotonous repetition of round after round of generous improvidence. Needless to say, he is flat broke when he catches his next ship.

How can we check this treadmill course of Brothers who toil laboriously from pay day to pay day, with no appreciable change in their financial status? Merely by employing that always-reliable tangible, group action, and at the very small cost of two bits a member.

Seafarers can decide affirmatively in a referendum vote that they want a credit union.

One of the questions presently being pondered by Seafarers is the advisability of setting up a credit union by and for SIU members. In a recent issue, the LOG published an article containing basic information on credit unions—the way they are set up, how they operate and what they intend to accomplish. Since publication of the credit union article there has been a flurry of pro and con comment.

Among those favoring the credit union idea is Seafarer John Cole. On this page, Brother Cole tells why he wants a credit union in the SIU. Because he has done so clearly and comprehensively, the LOG feels that all members should read Cole's article carefully and thoughtfully. It provides the understanding of credit unions that is necessary before anyone not familiar with their makeup and operation can decide whether he is for, or against, a credit union for Seafarers.

Meanwhile, the membership is urged to continue its shipboard and shoreside discussion of the subject. Members having opinions they wish to present to their Union Brothers are requested to forward them to the LOG for publication.

When that is done, they call a membership meeting; elect a board of directors (five for headquarters and one for every other port that might be workable), a supervisory committee of three, and a credit committee of three; draw up bylaws in conformity with federal and state requirements; and petition the Bureau of Federal Credit Unions for a charter.

When the chapter is finally certified, the Seafarers International Credit Union of North America is in business.

COOPERATIVE EFFORT

The purpose of a credit union is not to be directly competitive with banks, yet it inevitably must cross some lines into spheres of their activity.

It is a cooperative effort with two-fold objectives: the long-run, which is to encourage saving; and the short-run, to finance personal credit needs.

It is a banking service run for the membership by the membership. It shields the individual from contact with coldly impersonal commercial banks, as well as from ever-lurking usurious loan-sharks.

It preserves democratic processes at the membership level—a rare thing in free enterprise ventures—by giving members the power to select or remove directors; by permitting them the right to decide how profits shall be shared; and by allowing equal votes to largest and smallest shareholders alike.

It helps members to help themselves to a greater degree of financial stability.

Undoubtedly, we could get Union officials to place SIU facilities at the disposal of a credit union. And, until such time as the baby banking structure is strong enough to carry its own paid employees, Patrolmen might pick up deposits for savings accounts with dues when ships hit ports.

SPECIAL AGENTS

Commercial banks have already adopted this technique by assigning special collection agents to the waterfront.

With persons handling funds placed under heavy bond, plus strict government supervision, our money has strong safeguards.

Although a share is valued at five dollars, any

multiple part of that sum may be deposited, even as low as a quarter a month.

A wife may share an account jointly with her husband, but may enjoy none of the prerogatives reserved for members only.

Just as there is no compulsion on the part of anybody to join the credit union, so there is no right on the part of abstainers to exercising the privileges or reaping the benefits of membership. It has been stated that a group savings plan is not practicable among sailors. Attention needs to be called to the sound condition of our Union's treasury to explode that fallacy. Only in an organization as solidly based as ours can the dream of today become the reality of tomorrow.

NO GAMBLE

Members' saving may not be gambled with. The purchase of federal bonds and savings, loans to other credit unions, and loans to members are permitted. Dividends on earnings may not exceed 6 percent a year. Losses on bad loans amounted to one-fifth of 1 percent last year.

The lending service can stop many demoralizing worries, but funds may be tapped only for useful, worthwhile purposes.

The credit committee screens all applicants for loans and arranges schedules for repayment. Most frequent loans last year were made for automobile mortgages, for consolidation of debts, and for paying current living expenses.

Unsecured loans may be made up to limits set by the directors. Adequate security is required for loans in excess of a member's shareholdings. A loan may be secured by a cosigner. Eighty percent of the total income of credit unions came from the 1 percent interest a month charged members on their loans.

At the January meeting every year directors, supervisory and credit committees are elected. The directors, in turn, elect their own officers.

The treasurer is the man on whom responsibility is fastened. He manages all affairs, keeps all books, prepares all reports. He alone among the officers may be paid a salary.

The clerk keeps minutes of meetings of the board and the membership. This office is usually combined with the treasurer's.

The president presides at meetings and presents the annual report to the members. In his absence the vice-president takes over.

SUPERVISORY COMMITTEE

The supervisory committee serves as auditors and ferrets. If any director makes a false move, they suspend him and turn his case over to the membership for disposition at a special meeting.

Credit unions have had a century of experience in Europe and Asia. Although their birth in this country only came in 1909, they have grown with amazing rapidity.

America now has over 9000 credit unions (state and federal combined) and 4,000,000 members with an accumulated total of \$700 million.

When it is realized that 53 percent of that sum goes into circulation to stimulate business, it is no wonder that credit unions are encouraged by federal, state, and municipal authorities.

Let's start a grassroots educational program by collaring every member, shipboard and shoreside, for the purpose of hastening the setting up of credit union machinery.

We want to be ready to give hard times a nose-thumbing, the next time the economic graphs start their downward spiral.

Go to work on your friends and, if there are any pessimists among them, tell them to go to a neutral corner until we put this thing in working order and then they can join.

An SIU credit union just can't miss.



SHIPS' MINUTES AND NEWS

Cyclone Rips Into Robin Kettering; Ship, Cargo Take Severe Battering

Damages sustained by the SS Robin Kettering when she was struck by an 80 mile-an-hour cyclone 12 hours out of Lourenco Marques, at the entrance of Mozambique Channel, are being repaired in Mombasa, crewmember John Tilley informed the LOG this week.

Despite the storm's violence, which caused heavy damage to the ship's cargo, crewmembers escaped severe injury.

The cyclone raged for 24 hours before spending itself and permitting the Kettering to head for Mombasa.

As the twister tore into the Robin Line vessel, a five-ton steel derrick was ripped from its mooring and snapped in two like a matchstick. The wind carried it down onto the welldeck with such force that it took a whole length of railing with it.

Heavy seas accompanied the cyclone, rendering the Kettering almost unmanageable. Then the cargo began to shift. Caterpillar tractors consigned to Mombasa broke loose in the hold. Most of them were damaged and one was crushed to pieces, after its engine crashed through hatchboards into the lower hold.

Of two automobiles in the cargo, one was telescoped almost beyond recognition as it was squeezed between tractors on one side and oil drums on the other. Many of the fuel containers burst, spilling oil all over the decks, bulkheads and the overhead.

One of the Seafarers aboard the Kettering reported:

"We were down there in the hold like cowboys, snagging those tractors and trying to



After the storm, Kettering crewmen turned to softball, trouncing the Mombasa club 23 to 12. Left to right, rear: J. Tilley, J. Yorin, L. Laronde, E. Hogge, Ist Asst. George and F. Pasquale; kneeling: Bob Sizemore, R. Williams, T. Parrett; front: S. Cooper, T. Guiliano, R. Suarez.

fasten them into position. The cargo kept shifting all the time, even though it was shored up with six-by-sixes until the hold looked like a forest."

A deck cargo of sulphuric acid also broke loose and the potent chemical ate at the decks. Mombasa's Port Fire Brigade immediately began removing the acid as soon as the ship tied up there.

One of the ship's officers said

the seas tossed the ship around like a toy boat.

"It was terrific," he stated. "First we were pitching, then we were rolling, then our teeth started to fall out."

Crewmembers aboard the Kettering were of the opinion that two other ships were in the area of the cyclone, but were too far away to be identified. It is believed that one was British and the other Dutch.

That Wasn't My Mate — That Was My First

If shipmates of Del Norte crewmember Thurston Lewis are concerned about his muttering and mumbling these past few days, they needn't be worried. He should be back to normal in due time.

Brother Lewis' unusual conduct is merely a hangover from a brotherly chore performed for shipmate Joe (the Grinder) Zimmer, who had been trying to figure out who was which Mate on what voyage, or something.

Joe burned the midnight oil and came up with a clarification that he wanted to send to the LOG. He asked Lewis to type it up for him. As an explanation of the Del Norte dilemma, Joe's masterpiece puts Abbott and Costello's baseball routine of "Who's on first?" to complete shame.

Here's Joe's letter:

"Dear Brothers:

"You will remember the job I recently had on the Del Norte running out of New Orleans. I made three, seventeen-day trips on this ship.

"Everything went well, as usual on SIU ships. However, there was a slight misunderstanding concerning the question as to who was which mate. This was brought about by frequent changing of mates, to wit:

"The First Mate on the first

trip was the Second Mate on the second trip. Those who called him 'First' on the first had to get used to calling him 'Second' on the second. The Second who was Second on the first trip was First on the second. The Third who was Third on the first and Second on the second, was First on the third.

"Now the First on the first went Second on the second, and Second on the third, and the Second who was Second on the first went Third on the third.

"So the First on the first was really a First because he was First on the third, and the Second on the first was a First because he was a First on the second, and also Second on the third.

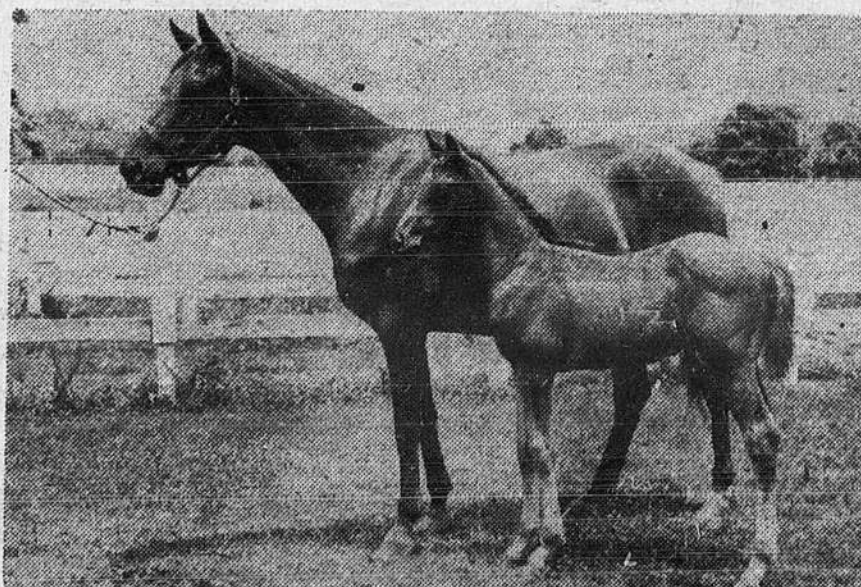
"The Third on the third, who was first the First on the first, was a First because he was First on the first, even though he was Second on the second. However, the First who was First on the first was the real First, because he was the first First—see?

"Hoping this will simplify matters for those of my ship-

mates who were slightly confused.

"Joe (the Grinder) Zimmer" Move over, will you, Brother Lewis.

SIU IS SAILOR'S HOPE



The little fellow is SIU (pronounced Si-you), a yearling purchased by Seafarer Aussie Shrimpton in England last year. Aussie will race SIU in the States early in 1951. SIU is shown with his mom, Sailor's Hope, when he was 3 years old. The coming champ is now in Canada.

UNION FOR A UNION MAN



Joe Kotalik and Odette Pilkerton become man and wife in Holy Rosary Church in Ashley, Pa.

Seafarer Kotalik's Wedding Brings Out 2,000 Spectators

More than 2,000 persons flocked to the town of Ashley, near Wilkes Barre, Pa., on Feb. 4 to witness the marriage of Seafarer Joseph Kotalik, recently a crewmember aboard the SS

Puerto Rico, to Miss Odette Pilkerton of Nashville, Tenn.

The Holy Rosary Church was filled to capacity hours before the wedding, with people arriving as early as 7:30 AM. An estimated 300 persons, unable to gain entrance to the church, stood outside on the steps and sidewalk. A detail of state police was on hand to handle the crowd.

HIGH MASS CEREMONY

Brother Kotalik, 32, is 4 feet, 6 inches tall, while his bride measures just under four feet. Twelve midget friends of the couple attended the ceremony, which was celebrated in a solemn nuptial high mass.

After the wedding, a breakfast was served for the bridal party at the home of Joe's sister, Mrs. Michael Onderko, in Ashley. A reception was held later at Holy Rosary Church

Hall for 300 guests. The bridal party had dinner at Brother Kotalik's home at 42 Charles St., Ashley.

The wedding was televised over an eastern network, and many Seafarers in New York reported that they had witnessed it.

The couple is honeymooning in Miami and Key West. From there they will go to New Orleans, where Joe intends to enter business.

APPEARED ON STAGE

Mrs. Kotalik has appeared in numerous vaudeville and musical shows and during the war traveled extensively in this country as an entertainer in various camp shows. She was with the traveling company of the Ziegfeld Follies several years ago and had appeared on Broadway in Gus Edwards' "Show-Window."

Previous to his job as bell-boy on the Puerto Rico, Brother Kotalik sailed out of the Gulf on the Del Norte in the same capacity. Joe also had been in show business for a time.

Both of the newlyweds are of parents of average height. Joe's three brothers and one sister are also of average height. The bride comes of a family of eight girls and two boys, all normal in height. Some of her brothers are over six feet tall.

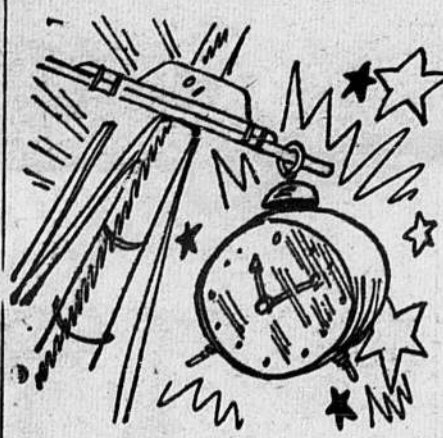
Joe joined the SIU in 1947 and holds Book No. 51233. His brother Thomas, who is 5 feet 11 inches tall, has also sailed on SIU ships.

ATTENTION!

If you don't find linen when you go aboard your ship, notify the Hall at once. A telegram from Le Havre or Singapore won't do you any good. It's your bed and you have to lie in it.

Digested Minutes Of SIU Ship Meetings

WARRIOR, Nov. 27—R. Owen, Chairman; K. Hatgimisios, Secretary. Ship's and Stewards Delegates to notify headquarters regarding Messman who missed ship in New York after borrowing money from various members. Ship's Delegate to see if oil in wash water can be eliminated. Medicine chest to be double-checked for next voyage to avoid shortage prevailing during current trip. Suggested that clock be obtained for recreation room. One minute of silence in memory of departed Union Brothers.



STEEL FABRICATOR, Dec. 11—Miller, Chairman; Bossert, Secretary. No beefs, delegates reported. Motion carried that Patrolman see Old Man about draws in view of circular letter from company limiting Skipper to a draw of \$100 per man. Discussion on the need for adequate supplies and a wider variety of food. Vote of thanks to Alfred Thomas for keeping good supply of ice on hand during our stay in hot climate. Stewards Department thanked for excellent Thanksgiving dinner. Suggested that men getting off ship turn their keys over to department heads.



ALCOA ROAMER, Dec. 11—Wesley Palmer, Chairman; Eugene Smith, Secretary. Motion carried instructing Ship's Delegate to get in touch with Union Hall for disposal of penalty overtime for no shore leave in Paramaribo. Engine Delegate reported a minor overtime dispute; there were no other beefs. Suggested that galley boy make ice tea. Stewards Department given vote of thanks for its efficient service. Ship's Delegate to head committee which will investigate ship's library.

DEL SOL, Dec. 18—Frank McQuilian, Chairman; J. R. Brown, Secretary. Ship's Delegate asked that collection for funeral wreath for Baker's deceased mother be left to department delegates. Disputed overtime reported in each of the departments and will be turned over to Patrolman upon arrival in New Orleans. Motion carried to see Patrolman about changing wooden lockers to metal ones before ship leaves port on next voyage. Suggested that ship's library be exchanged on arrival. Selico, BR, volunteered to take care of the matter.



AZALEA CITY, Dec. 4—Rothmas, Chairman; N. De Santis, Secretary. Ship's Delegate reported that beef on hot water had been presented to First Assistant, who promised to take immediate action. He added that Captain agreed to have Deck Engineer keep key for fan room so he could regulate temperature. Under Good and Welfare, it was suggested that bottle be filled with fresh water and shown to Patrolman and sanitation authorities to bolster crew's claim that tanks need cleaning.

DEL ALBA, Dec. 11—Joseph Engles, Chairman; Leonard Golembiewski, Secretary. Douglas Craddock elected Ship's Delegate. Others chosen were Benjamin Jarratt, Deck; Harry Thompson, Engine, and William Rochell, Stewards. Motion carried: That no one outside of Stewards Department be allowed to handle food in South American ports; that crewmembers be banned from entering messhall in shorts. Suggested that character who comes aboard in Santos, Buenos Aires and Montevideo to wash clothes and do odd jobs be prohibited from boarding ship.

TRINITY, Dec. 14—E. A. Lukevski, Chairman; Pete Bascik, Secretary. Engine department men thanked Deck Gang for building book case for use by all hands. J. B. Barnett, Ship's Delegate resigned to allow another man to have experience, with O. W. Rhoades being elected to succeed him. All beefs squared away from last trip, thanks to Patrolman Purcell who did a fine job. Ship's Delegate informed crew that Chief Mate had requested all hands not to smoke in restricted areas. Brother O'Meara donated \$3.15 to ship's fund, bringing total to \$8. Chairman asked all hands to return books to proper places.



KATHRYN, Dec. 3—W. Blanton, Chairman; Richard Cianfagiario, Secretary. Delegates reports were concurred in. Motion carried to have Ship's Delegate contact Captain or Patrolman about making it standard practice for schedule of destinations and date of arrival to be posted at gangway so that crew may arrange for mail. Under Good and Welfare, all sorts of shipboard matters were discussed, including deficient windchutes, broken water fountain. Patrolman to be asked whose department is to paint crew's passage-way.

ALCOA CORSAIR, Dec. 18—W. Higgs, Chairman; E. J. Roberts, Secretary. Delegates reports accepted. Ship's Delegate announced that Shipping Commissioners promised to pay off ship in Mobile on Dec. 26 so men can have more time at home. Motions carried: That Ship's Delegate see Purser about draw; that Steward order new pillows and mattresses. Discussion on purchasing movies; delegate to check into this. Several Brothers spoke on subject of writing letter to Congressman thanking him for interest he has shown in SIU. Ship's Delegate authorized to write the letter in behalf of crew.

COE VICTORY, Dec. 6—Gilbert Isnor, Chairman; Curt Borman, Secretary. Delegates made their reports. Jack Johns elected Ship's Delegate by acclamation. Brother Scully asked membership if he could move into ship's hospital; no one objected. Ship's Delegate to get in touch with Captain about getting ship's milk supply increased. Chief Steward to issue two pieces of face soap per man each week. Night lunch not to be issued until around 8 PM.

KYSKA, Dec. 23—C. Collins, Chairman; F. Donovan, Secretary. Election of new delegates Daniel Alvino was designated Ship's Delegate and Abner Adams was elected Engine Department Delegate. First Assistant Engineer was called to meeting and asked if anything could be done about improving hot water in showers. He replied that he would install a new thermostat and if that did not remedy the trouble he would refer the matter to the company in New York. It was decided at the meeting that the Deck Engineer would be in charge of regulating the temperature. Suggested that crew cooperate with the Messman by exercising a little patience at meal time and not rushing him.



DEL VALLE, Dec. 11—Kendricks, Chairman; Ryan, Secretary. No beefs pending, it was reported by the delegates. Bartlett was elected Ship's Delegate. He was instructed to write to Headquarters to determine opinion of membership in regard to matter of credit union and compulsory vacations. Under Good and Welfare, credit unions were discussed fully pro and con and the crew was unanimously in favor of setting one up for the SIU membership. Vacations were also discussed thoroughly, with the majority of the crew opposed to making vacations compulsory.

BEATRICE, Dec. 31—P. Lobbregt, Chairman; R. Pennington, Secretary. All Delegates gave their reports—no beefs. Motion carried to continue cold suppers in island on holidays. Brother Lobbregt read and discussed union bulletin on Trotskyites. Crew voted to go on record against communist organizations and anyone connected with them. Under Good and Welfare, it was suggested that clock be moved to more convenient position. Steward was asked to have better night lunches available.

CUBORE, Jan. 1—W. W. Fields, Chairman; W. A. House, Secretary. Deck Delegate reported a small overtime beef in his department; other department had no beefs. Vote of thanks given Stewards Department for the excellent Christmas dinner. Jack Denby, who is leaving ship, resigned as Ship's Delegate. Deck Engineer was elected to take over the job. Letter written to Congressman Heller of NY, thanking him for complimentary remarks about SIU, was read to the crew. Beef brought up about condition of laundry room. Ways of keeping clean were discussed. Members were advised that unclean persons have no place on SIU ships, and that no one should leave laundry dirty.

SEAFARER SAM SAYS:



BEFORE GOING ASHORE, TAKE A LOOK AT THE SAILING BOARD SO YOU'LL KNOW WHEN YOUR SHIP IS SCHEDULED TO LEAVE PORT. IF THE TIME IS NOT POSTED, ASK THE DELEGATES TO FIND OUT THE CORRECT DEPARTURE TIME FROM THE MATE. DON'T LEAVE THE SHIP UNTIL YOU KNOW WHEN YOU ARE DUE BACK ABOARD!

CUT and RUN

by Hank

All hands are feeling bitter about this ridiculous idea of destroying the hiring hall because the Taft-Hartley Act, a "shot-gun" piece of strictly union-busting legislation, claims it's illegal after so many years in beneficial operation. And even the Supreme Court made a "ski jump" opinion on it, saying the hiring hall should not be recognized. And many a seafaring Brother is scratching his head after reading recently that President Truman would not allow any more American ships to be transferred to Panamanian or other flags. For many years thousands of jobs for American seamen were destroyed because the government allowed ships to be transferred or sold to other nations. Now comes the terrific news that all this would be stopped . . . Brother Larry Moore, who has been beached many months in New York, has threatened to ship . . . Les Ames, just sailed into town aboard an Isthmian scow and no doubt is stowing aboard for more voyaging . . . To SIU Brothers in all ports and to their families back home we recommend them to listen to an excellent news commentator, Frank Edwards, sponsored by the AFL. He's on every night at 10 p.m. over radio station WOR here in New York. You'll hear labor news, the AFL way.

According to a letter, Brother Giles L. Quinn is aboard the SS Monarch of the Seas and New Orleans was the last port she hit . . . Jim Helms says that the roof repairing business is in a slowdown right now . . . Louis Ramirez is in New York with his mustache right now . . . Another guy with a mustache, Sid Rothman, grabbed a ship recently . . . Fred Kloiber and John Nelson are two of the Brothers doing a swell job helping day after day . . . Another Brother always helping is Victor Litardi, who sure has been burning up the typewriter for many weeks . . . Bill Daniels from Illinois is in New York right now . . . Keith Forster, the always-smiling pipe-smoking Brother, sailed in this week with a big hullo as usual . . . We have been informed that a Brother nicknamed "Citizen Joe" has been threatening to ship—on a foreign run . . . We don't remember mentioning before that several Brothers have been happy guys since they received their citizenship papers—which makes quite a difference in grabbing a scow. We remember Carl Lawson, the Bosun, and Clement Hospedales . . . So far it hasn't happened where an SIU ship has hit the "hot" Chinese waters, where the bonus is big and the danger is bigger. The first SIU ship to hit the "chop suey" run will no doubt be in the news and in the LOG, too.

The SEAFARERS LOG will be sailing free of cost to the homes of the following Brothers: Chester Wilson of West Virginia, Allen Friend of New York, H. Galphin of Florida, Harold McMahon of Georgia, Martin Biggins of Massachusetts, A. F. Burns of Maryland, David Dial of Texas, Martin Mackel of Ohio, Bill Gross of Louisiana, William Blakely of Massachusetts . . . Brother Jim Barrett, who sailed in from a trip recently, is proud of the fact that his father has been an AFL member for over 50 years . . . FLASH NEWS—Bosun Alex Andreshak was happily married to a gal from Galveston, Texas, and they received a wedding dinner in their honor at the famous "Mecca" in Baltimore . . . Brother A. Mosher told us about the time they bought a little Scotch as they lay anchored out in the port of Hamburg. Buying Scotch seems to be okay in this port as it is classified as a "free port" for a ship anchored out. It must have been a nice Christmas, Brother Mosher, with that "wee" bit o' Scotch for celebration of Christmas overseas.

THE MEMBERSHIP SPEAKS



The Steel Rover Boys In Siam, Or How To Learn The Hard Way

To the Editor:

We would like to tell you what happened to a few of us Steel Rover boys in Thailand, once called Siam, so anyone making the Far Eastern run may profit by our experience.

We dropped the hook in the Gulf of Siam on December 2. Nearest town was Kohsichang, on an island half hour's run from the ship. Nearest town on the mainland was Sriracha, one hour's run by launch from the ship.

To get to Bangkok you have to go to Sriracha by launch and then take a four hour drive by auto or bus. In Bangkok you get all the sights, the sitting, standing and lying Buddhas, temples, theaters, night clubs, etc. For a quiet time with girls, drinks, fishing and swimming the nearest place is Kohsichang.

There was fierce competition among four launches owned by bars, three launches from Kohsichang and one launch from Sriracha, to get customers. The entertainers from the bars were on the launches.

"DUMB LIKE FOX"

The three launches from Kohsichang were free of charge but only went up to 50 yards from shore where you had to hire a campan to take you the rest of the way. The launch from and to Sriracha was owned by the owner of the Malee Bar. It was free of charge right up to the beach of the Malee Bar. The owner was a gee dumb like a fox.

He told us he had a car waiting for us to take us to Bangkok and back for 25 snackeroods. If we wanted to wait until morning, he could send us up in one of "his" busses for \$1.50. We took him at his word. When we got to the bar, there was, of course, no auto waiting there for us. We were mad. The trick was of course to get us to his bar and women and then bleed us white and, if we still had enough money left in the morning to go to Bangkok, we could go.

We suppose some fellows would have made the best of a bad bargain and remained, but this particular group was all for the sitting, standing and lying Buddhas and temples of Bangkok, so we went around town looking for transportation.

No luck. Finally the Malee bar made a deal with the agent's driver to take us up to Bangkok for 20 dollars. We were plenty sore, as this was more than the sum originally mentioned, and some of us swore we would give this gee of the Malee Bar a bit of bad publicity.

Well, Bangkok was worth it. The most impressive sight was the sleeping Buddha. He was 75 yards long, covered with gold leaf and his feet were inlaid with mother of pearl. His reclining position and calm features expressed the spirit of the

religion he founded. We saw the sitting Buddha, too, but the temple of the standing Buddha was closed.

The religion of the people here really is a philosophy of living with quite a lot of idealism, good will and good fellowship actually taught and practiced. Their Sutta, or Bible, contains quite a number of truths and paths of virtue by which the individual can regulate his life.

We saw a bunch of cobras and other poisonous snakes at the Savapha Institute. Anyone who goes there on Thursday can see the keeper get down in the pit and milk the snakes of their venom which is used for an anti-snake-bite serum.

The capital is modeled on the capital in Washington and has a mile-long approach lined with trees. The government buildings are first class for such a small country and all of recent construction. At night we went to the Silpakorn Theater for 50 cents and saw a two hour show with beautiful native dancing. The story of the drama we saw was taken from the old history of the Siamese people with love, conflicts, battles and court intrigue.

Then we went down to the market region and saw a strange performance in an old theater. The gee who owns the place buys girls of a very tender age from their parents for 100 to 300 dollars depending on looks. He gets them young and keeps them in slavery. They dance a strip tease which is definitely not proper for girls of that age.

This slave trader seems to be in favor with the governing clique and is locally known as a racketeer. We were told that any girls who escaped from him were "rubbed out" by his henchmen. How true this is, we do not know, but it sounded pretty awful. The girls exposed themselves with such a serious face that it seemed as though they were doing something they had to do rather than wanted to.

LUNCH AT TROC

The best place to eat is the Trocadero, the best hotel in town. An excellent lunch is 75 cents. Breakfast with loads of fruit is 35 cents. The bar is comfortable and reasonable. Rooms were \$3.50 so we stayed in the Bungalow Hotel, which was only 1 dollar but very clean and screens on the windows. Showers were hand-scooped, air-warmed water from a huge jug at least four feet high and big around.

In Bangkok we were taken around all day by Thong Yoo at the Trocadero Hotel, car number 1037, for 7.50 dollars. This is a good deal for Bangkok. The same man took us the long trip back to Sriracha for \$17.50.

The agent at the Borneo company was very polite and gave us good information about seeing the town.

When we got back to the old Malee Bar we found that the launch service was not being kept as advertised on the card of the bar. We waited around a while and then began to get information about other means of transportation out to the ship.

There was a big launch on a pier right across from the Malee bar which wanted 25 dollars to take us out. Another smaller motor boat nearby wanted 17.20. We took a native fishing boat for 6 dollars.

WAR STORY

It was a beautiful trip. The two native fishermen told us the whole story of the war by using gestures and grunts and noises like an airplane. We thought at first that they were dumb-looking gees, but when they succeeded in telling us in their sign and grunt language that Communism was the same as Japanese fascism, we thought that they were pretty smart fisher-folk.

On the way back to the ship, which took us two hours, we were passed by the launch of the Malee Bar. The owner wanted to pick us up and shouted to us that the ship was not sailing until next day, Monday. We were so sore at him and were enjoying the trip so much that we ignored him.

We were very well-impressed by the people of Siam. They are cleaner, healthier and, aside from the rickshaw drivers, less mercenary than other Asiatics.

P.S.: We cannot stress the phoniness of the Malee bar too strongly and urgently suggest that all seamen put the owner in their 99 year club.

Ernest L. Zaugg
Fred Schoenborn
Tom Hawkins
Bob Rainville
Albert Sussmann

COMING INTO BALTIMORE



A bright day and the cameraman's request brought these four members of the SS Irenestar's Black Gang together for some chatter and a photo. Left to right: Charlie Burk, FWT; Joseph Kidd, Utility; Bjorne Jensen, Oiler, and Mike Carlin, Wiper.

THEY SAY SHE'S A JEWEL



Everything is right up to snuff on the tanker SS Julesberg, according to crewmembers, who ought to know. They say Capt. J. A. Engelbracht is a "real good Joe," the food put out by the able Cooks is swell—in short, no beefs at all. No wonder these guys look pleased. They are Red Lachappe, Wilkins, Frank Travis, Pete Street, Vincent Myers, Gene Bacon, George Thumer and Joe Penner. Pumpman Ray Arnold took the photo.

Urges Ballot On Vacations

To the Editor:

I see by the last few issues of the LOG that the proposed vacation clause has caused quite a few members to voice their opinions.

I want to go on record as stating that a year on a ship is long enough. A man should then take his vacation. It's getting so that it is almost impossible to ship on certain vessels, namely the Robin Line.

Also, it seems that the turnover in the key rating jobs such as Bosun, Carpenter, Deck Engineer and Chief Steward is very slow. Members take these jobs and then marry the ships.

YEAR IS ENOUGH

I realize that a guy likes to stay on a good ship but a year is enough. What would happen if just half of the membership

decided at the present moment to homestead?

When a Mate or First Assistant starts calling you by your first name and you know what size shoes he wears (just an example), Brother, it's time to make a change. So let's put the question to a 90-day referendum vote up and down the coast and find out what the membership thinks about the compulsory vacation issue.

Paul Arthofer

Breitweg Recalls: CS Anti-Unionism Rough From Start

To the Editor:

The present situation, in which the Cities Service Oil Company is trying to evade its obligation, to sign an agreement with the Union, brings to my mind the experience I had with the company in the early days of the organizing drive.

I was sailing aboard Cities Service ships back before the first NLRB election. I remember when we were on the way to Aruba to pick up a load of crude oil for England. On the way down I started to talk union to the crew and, Brother, every time the word was mentioned they turned green—they were so afraid of being caught even thinking about it.

The Chief Mate found out I was pro-union and from then on out and I mean out—I got the dirty end of the stick. It was what I expected so I managed to stand up under it okay.

When we got to Linden, N.J., I was fired, of course. And only because I thought Cities Service seamen deserved the right to a contract which they so badly needed.

Bob Breitweg

Hellmuth Holds Vacation Rule Would Aid Morale

To the Editor:

I sometimes wonder if those Brothers who are against compulsory vacations have ever stopped to consider the other side of the story and the more serious aspects of the situation.

What about the men who get off at payoff, married or single, because their homes are far from the port they payoff in and they wish to go home for a visit more than once every five years?

When these men get ready to ship again, they don't feel much like waiting a couple of months for a job (possibly broke) just because their Brother Union members are too selfish to give them a break. And when they do have to wait around broke, they become discouraged. It weakens their morale—and often breaks it.

Our organization is like any other in one respect: It's power lies in its unity, and weakness in any individuals within its ranks necessarily means a weakness in the whole body.

Since our Union was organized in 1938, it has been ever growing and changing, according to the needs of its membership. We have taken in many new members, organized large shipping companies, levied assessments, and we've fought for, earned, and gotten, higher wages and better living conditions.

Our organization has never been static. We've created the finest and most powerful Union the world has ever known. And we're proud of our Union. Let's not break it down, but let's make changes where changes are necessary. Let's change with the changing world! If there isn't enough work for all, then let's divide what work there is.

I can't see where it will hurt any one of us to take a vacation after a year on the same ship. Don't be selfish. Think of how proudly we can stand up and tell everyone that shipping's good out of our halls, and that we don't have to worry about a job.

Albert E. Hellmuth

DOWN ON THE DELTA LINE



From the MV Del Campo, Mississippi vessel on the South American run, come these photos by Seafarer William Cameron. Above, front row, left to right: J. Kellogg, M. Machel, E. Weems; rear, Bosun J. Vorel and T. Dennis.

CREWMAN HAS HEAP OF PRAISE FOR THE SS WAR HAWK

To the Editor:

I would like to drop a few lines to the LOG about the good ship SS War Hawk, Waterman. We crewed up in Mobile. The ship was one of many that lay in port for about five weeks, before the army chartered her to haul grain to Germany.

We arrived in Nordenham, and boy it sure is a nice little town. I think a lot of SIU men have been there many times. It used to take quite a while to discharge there but we sure got a surprise when we were ready to leave in two days flat.

On our way from Germany to the states, we really cleaned the ship up and when she arrives in Philly I am sure they will give us a compliment for bringing in a ship like this. There has not been a single beef the whole trip. The officers are a swell bunch, headed by Captain Elmer Thompson. He has done everything he could to make this a pleasant voyage.

Anyone who is looking for a good ship should take the SS War Hawk.

Edmund Erikson

Vacation Plan Won't Solve Shipping Problem, He Says

To the Editor:

I wish to compliment Brothers Joseph Buckley, Joseph Blake and Frank Bose for their rational and praiseworthy arguments against compulsory vacations. I agree with them that if there exists job insecurity among bookmembers it will not be decreased by compulsory vacations.

I say that if such a rule were to go in effect it would not lessen insecurity among maritime men. Owing to the diminishing of sea-borne trade, a large number of seamen are thrown out of work regularly. Economic insecurity and fear of losing his job has haunted the wage-earning seaman since the time he first boarded a ship. Fortunately, his union has done a lot, a tremendous lot, to minimize this fear.

Whenever jobs become scarce—as they are now—well-intentioned people from everywhere put forth ideas which they feel will serve as antidotes to unemployment, or, as in our case, tough shipping.

Compulsory vacations is one of these. Its backers, however, fail to understand economic principles, or at least to recognize them. The notion that compulsory vacations will create more jobs is mathematically absurd.

Whatever merit there may be in an increased turnover at the initiation of such a rule would be insignificant when compared



to the ultimate result: more members would stay on their respective ships longer than usual, and the majority of those who ordinarily do not make more than one or two trips would stick to their jobs like glue, sweating out their vacation pay.

The four-watch system, so well argued for by Brother Joseph Buckley, is the only real permanent solution against job scarcity. Though it will be argued against as being too cumbersome, costly, and difficult to win, it would provide the cushion this industry needs in the days ahead.

Thousands of permitmen would, under the four-watch system, be spared the terror of unemployment and the demoralizing effects of prolonged failure to find work. The four-watch system would provide the high turnover sought on the ships today.

Although the four-watch system is just a dream today, at least we can dream and plan and hope for the best in the future.

Bertil Svensson



Tasty chow aboard the Campo is prepared by these members of the Stewards Department. Left to right: J. Johnson, Assistant Cook; E. Odem, Chief Cook; T. Fields, Night Cook & Baker and W. Cameron, Second Cook.

Brother Cameron, who's getting to be quite a cameraman, uses his 2 1/4 x 3 1/4 speed graphic for these shots.

Limiting Stay Aboard Ship Seen Harmful To The Union

To the Editor:

I am not much at writing, but I have been listening to and reading a lot about this idea of compulsory vacations.

I have yet to hear an argument that would seem to give a good solid reason why a man should have to get off a ship. The way I see it, if a man knows he can stay only so long on a ship, then there will be more men taking advantage of the full time allowed. In that case, I can't see where it would create more of a turnover.

I certainly agree with Frank Bose in his letter of Dec. 30 that if a man is going to be a company stiff, staying aboard one ship will not be the cause of it. And if he is a good Union man, nothing will change him.

I personally believe that if the vacation clause is put through it will do more toward hurting our organizing of non-union ships than anything else.

It would give John Shipowner a chance to stress the fact that we are not sincere about promising job security and that personnel could stay aboard his ships as long as they cared to.

This is of course just my own personal viewpoint.

William E. Candler
Baltimore, Md.

(Ed. Note: That's just what

the LOG wants—the Brothers' personal viewpoints on this question. Let's have more of them.)

Shining Eyes



This cute little lady already shows signs of being endowed with plenty of charm. Only six months old when this photo was taken, she has just passed the 13-month mark. Her name is Luz Maria and her proud pop is "Babe" Miller—and no wonder he's proud.

Share The Jobs, Urges Supporter Of One-Year Rule

To the Editor:

In answer to your recent editorials I am sending you my opinion on vacations.

It seems to me (Book 34733) that a Brother who has spent a year on one ship should give another man a chance to earn a living. You may say that the man has a family to support, so why take his job away.

I will combat this by having you look at the records of any and all bookmen in this Union. You will find that nearly all of us have a family and kids. Even if we didn't have any family or kids, it should always be agreed that we should always be Brother members a chance to earn himself a living.

I would like to put to the LOG the suggestion that any man with a year on a ship get off for vacation.

John B. Causey

THE BEEF BOX

EQUAL DIVISION OF OVERTIME PUZZLES ARIZPA CREWMEN

To the Editor:

Would you please clarify this point concerning the division of overtime. The problem is this:

As you know, the day men do not work on Sundays or holidays at sea, yet the three watches must perform their regular duties, for which, of course, they are paid overtime.

Should this Sunday and holiday overtime be counted when overtime is computed for the purpose of equal division between the watchstanders and the day men? This question has caused quite a bit of dissension.

M. J. Martin
SS Arizpa

ANSWER—Actually each man receives overtime pay for the overtime work he has performed individually. There is no pooling of overtime. The purpose of the equal division of overtime clause is to allow those men who stand low in overtime work, a chance to bring their overtime wages as near as possible to the level of the higher men.

This is done by giving overtime jobs to the low men until the amount of overtime work has been distributed fairly equally. It would be impossible to divide all overtime exactly equal. You can only attempt to divide the work as equally as possible. The contract says "All overtime shall be divided as equally as possible among the members of the deck crew." Here, overtime refers to overtime work and not the pay, as some have thought.

Crawl Or Be Purged Is Russian Dictate

By GEORGE S. COUNTS

This is the last of a series of articles on the "Soviet System of Mind Control," by one of America's outstanding educators.

The "letter to Stalin" has become a basic Soviet institution. Whenever any group is under attack by the Party, or even in fear of attack, it invariably addresses a communication to Stalin couched in unrestrained words of adoration, giving him assurances of complete loyalty and devotion, thanking him for his fatherly care and promising to correct all errors.

The "ideological resolutions" evoked a flood of such letters.

The professors of all the higher educational institutions of Moscow begin their letter, unanimously approved, with this salutation:

"We . . . send You, our dear leader and teacher, our flaming greetings."

They conclude as follows:

"We are infinitely grateful to the Soviet Government, to the great Bolshevik Party, and to You personally, Comrade Stalin, for exceptional concern for the higher school and science.

"Long live the great Soviet people!

"Long live the Party of Lenin and Stalin, the organizer and inspirer of our victories!

"Long live our wise leader and teacher, the greatest scholar of our epoch—Joseph Vissarionovich Stalin!"

STALIN'S INTEREST

A conference of eminent musicians addresses a letter to "the great leader of the Soviet people, Comrade Stalin," which includes these words:

"We experience a feeling of tremendous gratitude to the Central Committee of the Party and to You personally, dear Comrade Stalin, for the stern but profoundly just appraisal of the present condition of Soviet musical art, and for the attention which You and the Central Committee of our Party have manifested toward the cause of the development of Soviet music and toward us, Soviet musicians.

"Long live the Leninist-Stalinist people, the people industrious, the people victorious, conquering a truly socialist art, the most advanced in the world!

"Long live the Leninist-Stalinist Central Committee of the All-Union Communist Party!

"Long live our leader and teacher, father of the people, the great STALIN!"

The Academy of Agricultural Science, after being instructed by the Central Committee regarding the correct position in genetics, sends the following note of gratitude:

"Every day and hour the

scientists and practical workers in the rural economy feel the manifold concern of the Communist Party and the Soviet state for agricultural science and Your constant personal sharing in its further development and flowering.

"To You, the great creator of Communism, patriotic science is indebted. By Your brilliant works You enrich and exalt it before the entire world. You guard it from the perils of estrangement from the needs of the people. You assist it in achieving victory over reactionary teachings hostile to the people. You watch over the continuous growth of scientists.

"Long live forward-looking Michurinist science!

"Glory to the great Stalin, leader of the people and coryphaeus* of forward-looking science!"

Soviet biologists in the august Academy of Science, after thanking Stalin "for the complete victory of the revolutionary, dialectical-materialistic Michurin teachings over the reactionary idealistic tendency in biology" and after promising "to conduct an active struggle against servility toward bourgeois science unworthy of a Soviet scientist," conclude their letter with these words:

"Long live advanced Michurinist science!

"May our leader, teacher, and friend of scientists live and prosper many years as the coryphaeus of advanced science!"

MONARCHY SURPASSED

The student of Russian history will see in this entire system of mind control the perpetuation and perfection of an ancient cultural pattern.

Under the cloak of Marxist verbiage stands the hoary figure of Russian absolutism.

The following words from the great Dostoevsky, ardent Slavophil and defender of the monarchy, express with astonishing fidelity the spirit of Soviet rule today:

"And the fact that in Russia all fundamentals are different from anything in Europe may be demonstrated by the following example.

"Civil liberty may be established in Russia on an integral scale, more complete than anywhere in the world, whether in Europe or even in North America, and precisely on the same adamant foundation.

"It will be based not upon a written sheet of paper, but upon the children's affection of the people for the Czar as their father, since children may be permitted many a thing which is inconceivable in the case of contractual nations; they may be entrusted with much that has nowhere been encountered; since children will not betray their father, and being children, they will lovingly accept from him any correction of their errors."

If the word "Stalin" be substituted for the word "Czar," this statement would apply as truly to the Russia of 1949 as it did to the Russia of 1881, the year in which it was written.

*Leader of an operatic chorus

A&G Freight Ship Wage Scale

The following wage tables, showing the current scale for all ratings on SHU-contracted ships and the pay rates previously in effect, are printed below in response to the many requests received recently from Union members.

	Wage Effective August 17, 1948	Wage Effective December 15, 1948	Wage Effective June 15, 1949
DECK DEPARTMENT			
Bosun.....	\$285.44	\$288.94	\$296.44
Carpenter.....	255.04	258.54	266.04
AB Maintenance.....	234.34	237.84	245.34
Quartermaster.....	222.51	226.01	233.51
Able Seaman.....	222.51	226.01	233.51
Ordinary Seaman.....	189.97	193.47	200.97
ENGINE DEPARTMENT			
Chief Electrician.....	\$360.93	\$364.43	\$371.93
2nd Electrician.....	321.22	324.72	332.22
Unlicensed Jr. Engineer Day.....	284.62	288.12	295.62
Unlicensed Jr. Engineer Watch.....	255.04	258.54	266.04
Plumber-Machinist.....	292.90	296.40	303.90
Deck Engineer.....	255.04	258.54	266.04
Engine Utility.....	255.04	258.54	266.04
Evaporator Maintenance.....	237.29	240.79	248.29
Oiler.....	222.51	226.01	233.51
Oiler-Diesel.....	243.51	247.01	254.51
Watertender.....	222.51	226.01	233.51
Fireman-Watertender (FWT).....	222.51	226.01	233.51
Fireman.....	210.68	214.18	221.68
Wiper.....	219.55	223.05	230.55
Refrigerating Engineer (When only one is carried).....	331.35	334.85	342.35
Refrigerating Engineer (When three are carried).....			
Chief.....	331.35	334.85	342.35
1st Assistant.....	293.49	296.99	304.49
2nd Assistant.....	271.01	274.51	282.01
STEWARDS DEPARTMENT			
Chief Steward.....	\$278.25	\$281.75	\$289.25
Chief Cook.....	255.04	258.54	266.04
Night Cook and Baker.....	255.04	258.54	266.04
Second Cook.....	231.38	234.88	242.38
Assistant Cook.....	219.55	223.05	230.55
Messman.....	189.97	193.47	200.97
Utilityman.....	189.97	193.47	200.97

Note: The SIU is in the process of working out details of a welfare plan, already signed by a considerable number of contracted operators. Under the agreement, the operators contribute to a welfare fund 25 cents a day for each man employed. Payments into the fund are retroactive to January 1, 1950.

Money Due

The following men have money due them, as of last November. Get in touch with Smith & Johnson, 60 Beaver St., New York 4, New York.

SS JAMES M. GILLIS
James Beaners, Antonio De Costa, Paul N. Froom, Stylianos Mondanos, Cecil Thomas, D. M. Woods, George T. Brannan, Jose M. Dominquez, John W. Haas, Henry J. Rote, Robert H. Watkins, Thomas J. Dawes, Albert E. Edefors, Charles A. Loute, Stanley Rusyski, David L. Williams.

SS JOHN DICKINSON
William F. Bakley, Louis B. Gooch, Manuel Di Barros, Pietro Paulin, Emilio Di Pietro, Charles F. Scherhans.

SS THOMAS J. LYONS
Alexander Aboline, George W. Lowry, Douglas W. Clifton, Bileran O. Sierra, Herbert R. Hutchins, William P. Vaughn.

Directory Of SIU Halls

SIU, A&G District

BALTIMORE.....14 North Gay St. William Rentz, Agent Mulberry 4540

BOSTON.....276 State St. Ben Lawson, Agent Richmond 2-0140 Dispatcher Richmond 2-0141

GALVESTON.....308 1/2-23rd St. Keith Alsop, Agent Phone 2-8448

LAKE CHARLES, La......1419 Ryan St. L. S. Johnston, Agent

MOBILE.....1 South Lawrence St. Cal Tanner, Agent Phone 2-1754

NEW ORLEANS.....523 Bienville St. E. Sheppard, Agent Magnolia 6112-6113

NEW YORK.....51 Beaver St. Joe Algina, Agent HANOVER 2-2784

NORFOLK.....127-129 Bank St. Ben Rees, Agent Phone 4-1083

PHILADELPHIA.....337 Market St. S. Cardullo, Agent Market 7-1635

SAN FRANCISCO.....85 Third St. Jeff Morrison, Agent Douglas 2-5475

SAN JUAN, PR......252 Ponce de Leon Sal Colls, Agent

SAVANNAH.....2 Abercorn St. E. Bryant, Agent Phone 3-1728

SEATTLE.....2700 1st Ave. Wm. McKay, Agent Seneca 4570

TAMPA.....1809-1811 N. Franklin St. Ray White, Agent Phone 2-1323

WILMINGTON, Calif......227 1/2 Avalon Blvd. E. B. Tilley, Agent Terminal 4-2874

HEADQUARTERS.....51 Beaver St., N.Y.C.

SECRETARY-TREASURER
Paul Hall

DIRECTOR OF ORGANIZATION
Lindsay Williams

ASST. SECRETARY-TREASURERS
Robert Matthews Lloyd Gardner Joseph Volpian

S U P

HONOLULU.....16 Merchant St. Phone 5-8777

PORTLAND.....111 W. Burnside St. Beacon 4336

RICHMOND, Calif......257 5th St. Phone 2599

SAN FRANCISCO.....59 Clay St. Douglas 2-8363

SEATTLE.....86 Seneca St. Main 9290

WILMINGTON.....440 Avalon Blvd. Terminal 4-3131

Canadian District

MONTREAL.....404 Le Moyne St. UNIVERSITY 2427

FORT WILLIAM.....118 1/2 Syndicate Ave. Ontario Phone 3-3221

HALIFAX.....128 1/2 Hollis St. Phone 3-8911

PORT COLBORNE.....103 Durham St. Phone 5591

TORONTO.....111A Jarvis St. Elgin 5719

VICTORIA, B.C......602 Boughton St. Empire 4531

VANCOUVER.....555 Hamilton St. Pacific 7824

HEADQUARTERS.....512 McGill St. Montreal Plateau 676

Log Subscribers

Readers notifying the SEAFARERS LOG of a change in mailing address are requested to include their old address along with the new. In addition to making easier the switch-over it will also guarantee uninterrupted mailing service.

All notifications of change of address should be addressed to the Editor, SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.

Minutes Of A&G Branch Meetings In Brief

SAVANNAH—Chairman, Jeff Gillette, 37060; Recording Secretary, L. E. Hodges, 255; Reading Clerk, E. M. Bryant, 25806.

Secretary-Treasurer's financial report and Headquarters report to the membership read and approved. Agent reported that three in-transit ships had called since the last meeting, each of them taking replacements from the Hall. He added that he had visited the local Marine Hospital to discuss the setting up of a blood bank for local members and their families, as was suggested under Good and Welfare at last meeting. Hospital authorities said they had no facilities for such a plan and referred the Agent to the local Red Cross chapter. Minutes of other Branch meetings approved as read. Motion carried to excuse Brother Robert Woodward, whose car had broken down en route to Hall. Motion carried to commend Brother Smith for accepting job under the circumstances and give him his original shipping card. Despite personal difficulties he remained aboard ship rather than leave it sail short-handed. Membership suggested that Agent get data on probable candidates for coming election and post same. It was pointed out that registering and voting is a must because of the need to oppose anti-labor legislation. Cities Service situation was discussed. There were 85 members present when meeting adjourned.

MOBILE—Chairman, J. Parker, 160; Recording Secretary, J. Carroll, 50409; Reading Clerk, H. J. Fischer, 59.

Previous meetings' minutes read and approved. Port Agent reported on the prospects for shipping in the next couple of weeks, saying there would be about three off-shore ships and nine coastwise and in-transit vessels arriving during the two-week period. He also elaborated on the Secretary-Treasurer's report on Cities Service, and urged everyone to be ready in the event they were needed. He concluded his report by stating that Waterman would start bringing their ships down to Mobile for annual inspections around the last of March, thus causing a bigger turnover in this port. Secretary-Treasurer's financial report and Headquarters report to the membership read and approved. Meeting adjourned at 7:55 PM, with 450 members present.

NEW ORLEANS—Chairman, Frenchy Michelet, 21184; Recording Secretary, Johnny Johnston, 53; Reading Clerk, Buck Stephens, 76.

Minutes of the Branch meetings read and approved. Secretary-Treasurer's financial report and Headquarters report to the membership accepted as read. Port Agent discussed the affairs of the Branch, which are in good shape. He said that ten ships had paid off since last meeting, but there were few calls for replacements. There were seven sign-ons and about 20 in-transit ships in port. Ten payoffs are scheduled for the coming two weeks. Grain ships, he said, are again beginning to come into this port. He announced that the coffee urn is working in the Hall, and that the Del Norte

A & G Shipping From Feb. 2 To Feb. 15

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....		(No Figures Received)				(No Figures Received)		
New York.....	87	60	96	243	31	29	38	98
Philadelphia.....		(No Figures Received)				(No Figures Received)		
Baltimore.....	94	78	64	236	91	69	61	221
Norfolk.....	27	48	36	111	3	2	—	5
Savannah.....	3	5	11	19	4	3	3	10
Tampa.....	7	9	9	25	20	19	13	52
Mobile.....	25	18	16	59	14	12	11	37
New Orleans.....	57	41	75	173	66	42	76	184
Galveston.....	49	33	14	96	27	23	19	69
West Coast.....	29	18	19	66	39	49	38	126
GRAND TOTAL.....	378	310	340	1,028	295	248	259	802

crew had donated a picture made of butterfly wings to the Branch. Director of Organization Lindsey Williams discussed the Union's organizing drive to date, and thoroughly covered the Cities Service beef. He said that strike preparations will continue until a contract has been signed on the company's 16 ships. Motion carried to give a vote of thanks to Del Norte crew for their splendid cooperation. Excuses were referred to the Dispatcher. E. F. Lytle, L. A. Beaudry and R. L. McDavitt were obligated. Under Good and Welfare there was much discussion on the Cities Service beef, cooperation in regard to the serving of coffee in the Hall and the need for keeping the Hall clean. Meeting adjourned at 8:15 PM, with 520 members present.

NORFOLK—Chairman, J. S. White, 56; Recording Secretary, James A. Wynn, 30783; Reading Clerk, Ben Rees, 95.

Minutes of meetings in other Branch ports read and approved. Port Agent discussed the state of shipping here, stating that there was no change and that immediate prospects were not bright. Communications from Brothers seeking to be excused from meeting were referred to the Dispatcher. Charges were read and approved and motion carried to refer them to a Trial Committee to be elected under New Business. Elected were T. Hill, Luther Thorne, Earl Congelton, W. LaChance, and N. C. Wroton. Secretary-Treasurer's report read and approved, as well as Headquarters report to the membership. Meeting adjourned at 7:50 PM, with 111 members present.

SAN FRANCISCO—Chairman, Jeff Morrison, 34213; Recording Secretary, P. M. Robertson, 30148; Reading Clerk, S. White, 38302.

Motions carried to accept other Branch minutes as read. Agent reported that shipping had improved a bit during the past two weeks, but that it is still far from being what he would like it to be. The prospects for the coming two weeks look better, he said, with several ships scheduled to make this a port of call. Trial and Excuse Committee was elected. Motion carried to elect the following: S. Ghale, R. Stephens, F. McGarry, J. Cothran and J. Simmon. Motion carried to accept Headquarters Reinstatement Committee's report. Under Good and Welfare, there was discussion on the Cities Service beef, and the membership indicated it was in favor of the Union throwing every re-

source into this beef to bring the company under contract. Meeting adjourned at 7:55 PM, with 38 members present.

BALTIMORE—Chairman, William Rentz, 26445; Recording Secretary, G. A. Masterson, 20297; Reading Clerk, Al Stansbury, 4683.

Motion carried to suspend regular order of business and go into obligations and charges. B. A. Granberg and N. Straton took the Union Oath of Obligation. The following men were elected to serve as a Trial Committee: J. Gill, J. Turner, P. J. Ryan, W. Harrell and C. O. Saunders. Minutes of other Branch meetings read and approved. Secretary-Treasurer's financial report and Headquarters report to the membership accepted as read. Motion carried to refer written excuses to the Dispatcher. Agent reported that shipping had been slow and is expected to continue that way for a while. Motion carried to accept Hospital Committee's report. Motion (by J. F. Lee) carried to make up shipping list and post near Dispatcher's counter. Meeting adjourned at 8:10 PM, with 392 members present.

PHILADELPHIA—Chairman, D. Hall, 43272; Recording Secretary, Branconi, 100848; Reading Clerk, G. H. Seeberger, 6932.

Minutes of previous meetings in all Branches read and accepted. Agent discussed the status of local shipping and mentioned the prospects for the coming two weeks. Secretary-Treasurer's financial report and Headquarters report to the membership accepted as read. Motion carried to allow Brother George Noble pay up his dues in arrears and register for shipping. Communications from members seeking to be excused from meeting were referred to the Dispatcher. Charges against a Brother for conduct unbecoming a Union member were referred to an elected Trial Committee. One minute of silence in memory of departed Union Brothers. Meeting adjourned at 7:30 PM.

NEW YORK—Chairman, S. Simmons, 219; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Robert Matthews, 154.

Motions carried to accept minutes of previous meetings in all Branches as read. Secretary-Treasurer's financial report accepted and concurred in. Port Agent was absent due to illness, and it was recommended that his report be incorporated with

Headquarters report. Headquarters report pointed out that shipping had slowed down some in New York. The report also brought the membership up to date on the Cities Service beef. Communications from members seeking to be excused from tonight's meeting referred to the Dispatcher. Motion (by V. L. Steibig) carried to try to secure

a Hall sufficient to accommodate all members at future meetings. Under Good and Welfare, there was discussion on the Teamsters' organizing drive in New York, in which the support of all SIU men on the beach was recommended; on the strike of the Mine Workers Union and the credit union idea and the possibilities for one being set up within the SIU.

GALVESTON—Chairman, Keith Alsop, 7311; Recording Secretary, R. Wilburn, 37739; Reading Clerk, J. Byrd, 34683.

Minutes of previous meetings in Galveston and other Branches read and concurred in. Secretary-Treasurer's financial report and Headquarters report to the membership approved as read. Agent discussed shipping in this area. Mason Hall, Boyd Breeden and Charles McDowell took the Union Oath of Obligation. One minute of silence in memory of departed Union Brothers. Motion carried to adjourn at 7:30 PM.

Personals



DAVID HERON

Mr. and Mrs. Wm. Riebenstein, 933 Linwood Avenue, Canton, Ohio, are anxious for you to write them.

CHARLES WINFREY, JR.

Write to your father, 818 South Chestnut Street, Bristow, Oklahoma.

WALLACE L. ASHFORD

Your father, George W. Ashford, asks that you write.

HEBEF R. GUYMAN

Contact Mrs. Shirley Wessel, Supervisor, Missing Seamen Bureau, Seamen's Church Institute, 25 South Street, New York 4, New York.

RALPH J. PENNINGTON

Get in touch with Harold Guttman, 66 Beaver Street, New York 4, N. Y.

STELIANOS T. MONDANOS

The photostats of your discharges from Isthmian vessels are being held in the LOG office. Call or write for them.

DICK BOLES

"Let me know where I can write to you: C. P. Jones, 513 East 9 Street, Greenville, North Carolina."

ROLAND BRUCE CORNELL

Get in touch with William L. Standard, 38 Park Row, New York 7, N. Y.

JOSEPH D. DODGE

Get in touch with your brother, Harris, concerning income tax.

FRANK MAZZA

Mrs. Andreshak, of Galveston, Texas, would like to hear from you.

EDWARD J. ZEBROWSKI

A registered letter is being held for you at office of Calmar SS Company, 25 Broadway, New York City.

WILLIAM MATSOUKAS

ANTONIO GONZALES
Contact Joseph P. Marcelle, Collector of Internal Revenue, Treasury Department, Internal Revenue Service, 210 Livingston Street, Brooklyn 2, New York.

JOHN McNAMARA

Get in touch with Mrs. C. J. Price, 4636 N. Lincoln Avenue, Chicago, Illinois.

VICTOR ARTURO VALENCIA

Rafaela Martinez Valencia, 424 Francisco Street, San Francisco, California, wants you to get in touch with her.

CREW SS ABR. ROSENBERG

(May, 1946—January, 1947)
Will former shipmates of Lucien R. Elie on that voyage get in touch with him on a matter of great importance. Write to SS Alcoa Cavalier, c/o Alcoa SS Company, 1 Canal Street, New Orleans, Louisiana.

FREDERICK JOHNSON

"Dear Fred, please write to Mom, P.O. Box 308, Station A, Boston, Massachusetts."

WILLIAM PAYNE HAYMEN

Contact James J. Gourley, Court House, Paterson, New Jersey.

EDWARD VAN NIEROP

(VANNIEROP)
Get in touch with Fred J. Zeehandelaar, 95-11 — 87 Street, Ozone Park 16, Long Island, New York, concerning an inheritance from relatives in the Netherlands.

SS CAROLYN

C. P. (Slim) Thompson asks that Cherokee, the Oiler, and Tommy, the Fireman, contact him by mail or in person at the Staten Island Marine Hospital, concerning the accident of January 28, in Ciudad Trujillo.

RUFUS L. O'NEAL

Get in touch with your wife, 1403 West 41 Street, Norfolk 8, Virginia.

Photos Of, By And For Seafarers



Aboard the SS Steel Navigator, crewmembers call Bosun Andreshak (left) "Popeye the Second." Duke Fisher and Red Ransome submitted this photo taken in Bombay, India, to show why. With the Brother Andreshak, er — Popeye, is "Shorty," a shoe shine boy who conducts his business on the Bombay docks. Oh yes, Andreshak is only mugging to oblige the cameraman.

Of late there seems to have been renewed activity on the part of photography-minded Seafarers. Photos being received from SIU-contracted vessels on the high seas tell of the camera adventures of Union members in the four corners of the earth. All of the lensmen are interested in sharing their "shots" with Brothers, through the medium of the LOG.

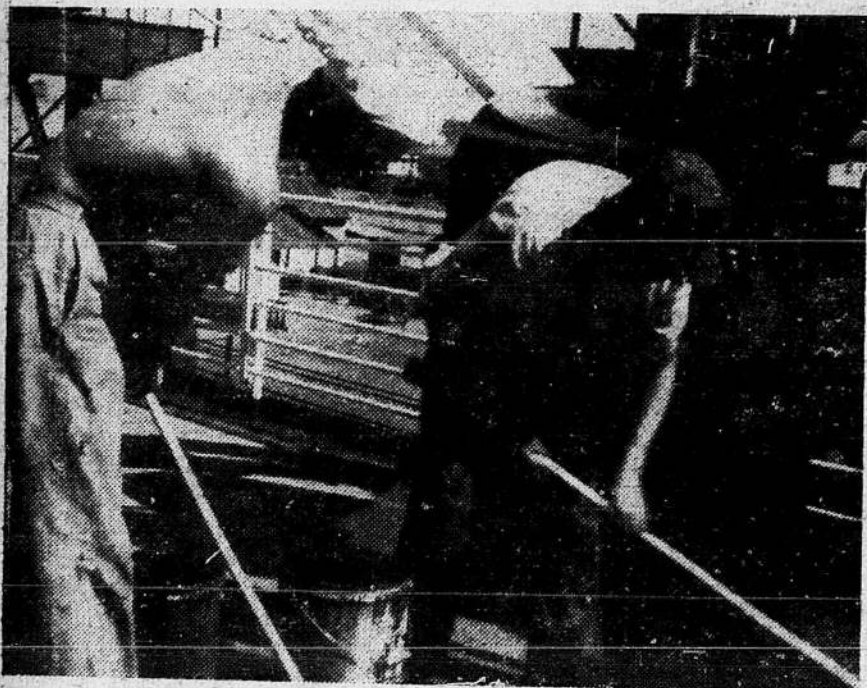
On this page are some selections from the latest batch received. The LOG asks other Brothers to send samples of their photographic handiwork. As many as possible will be printed.



This group shot would indicate that most of the lads aboard the Jeff Davis, Waterman, travel around together when they hit a foreign port. The scene is a seamen's club in Yokohama, Japan, where the fellows took advantage of the opportunity to wet their whistles and relax a bit.



Guys who have sailed with Walter Newberg say he rates with the best as a Steward. Here he is with a pet during a recent voyage aboard a Bull Lines ship. Brother Newberg is temporarily engaged in shoreside food-dispensing. He's now in charge of the restaurant in the grog shop located on street level of the New York Hall at 51 Beaver Street.



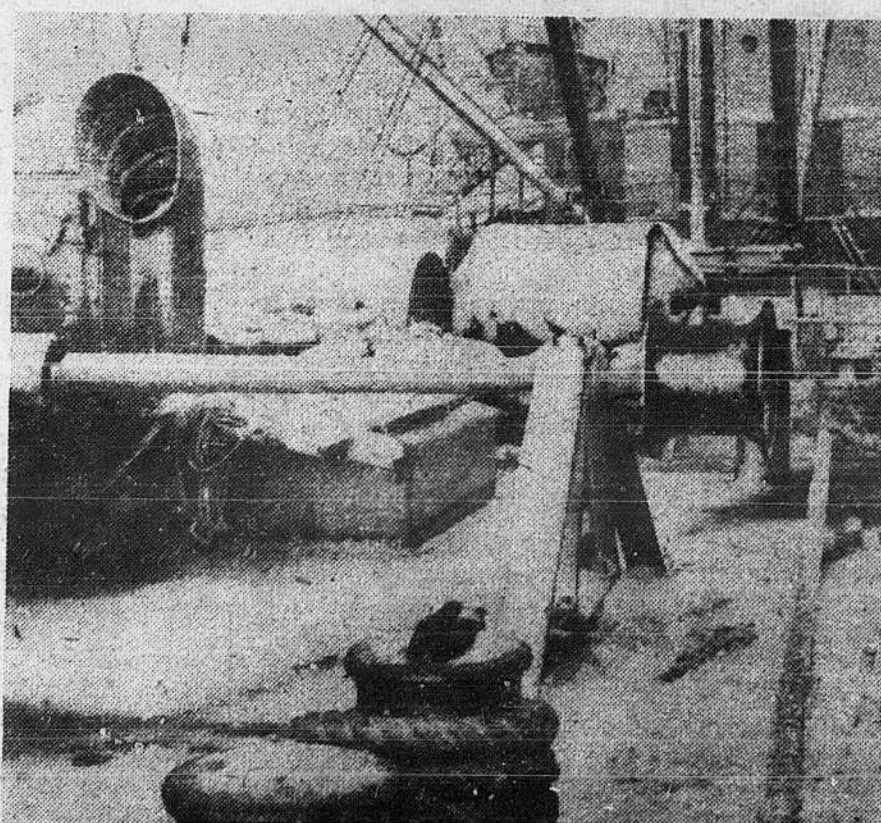
LEFT — Back on the Steel Navigator, we find Thomas Heaton (left) and John Robinson earning their wages. The vessel was loaded down with cameramen, who "shot" just about everything in sight. During a day's outing of six of the crew at the beach in Vizapatagam, India, alone the lensmen ran off some 40 to 50 photos.



RIGHT — Brother L. Nicholas submitted this reminder of a "quiet fiesta in Hanapepe, Kauai, T. H.," enjoyed while he was a crewmember aboard the SS La Salle. Left to right, standing — H. A. Wheat, 2nd Eng.; L. Nicholas, Steward; J. H. Dawson, AB; J. C. Long, Night Cook & Baker. Kneeling — J. R. Arnold, Jr. Eng., and C. L. Ussery, Radio Operator.



They have him by the tail now, but this 350-pound shark didn't give up without a struggle. Just ask Frank Pasquale, who nabbed him with a meat hook, a piece of beef and a heaving line.



Red Fisher has thawed out a bit since he took this photo from the poop deck of the SS Colabee up in Baie Comeau, Canada, recently.



Small but good eating, are these 10-pound flounders caught by Frank Gardner when he was Steward on the Loyola Victory. Frank pulled in 46 others like those he's holding. He fried them as snacks for shipmates.