

SEAFARERS LOG



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

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SEAFARERS CONTESTS NLRB DECISION FOR PART-CERTIFICATION IN CS FLEET

Shipmates' Testimony Helps To Win Acquittal For Youtzy

Seafarer Ralph Youtzy, on trial for manslaughter in Georgetown, British Guiana, has been acquitted, the LOG learned by cable from Georgetown this week. Youtzy, together with Robert Boutwell, faced a bum manslaughter charge in connection with the accidental death of a Georgetown launch captain last October. The captain fell from a dock after an early morning scuffle and was seen swimming for shore.

Boutwell was acquitted in a first trial held early this year, but at that time the jury could not agree on Youtzy, who was forced to endure the ordeal of a second trial. Boutwell returned to Georgetown to testify in Youtzy's behalf.

SEAFARERS TESTIFY

Also present at both trials were two loyal Seafarers, Frank Knight and Charles Robertson, witnesses to the accident last October, who could not let their Union Brothers down.

A substantial part of the expenses of the trials was offset by donations by Youtzy and Boutwell's ship, the SS T. J. Jackson, Alcoa, and by other SIU crews.

NEW YORK—In a ruling which shatters the precedent set last year in the Isthmian case, the National Labor Relations Board on May 24 certified the Seafarers International Union of North America, AFL, as the bargaining agent for the unlicensed personnel on only seven Cities Service tankers. To counteract this move, which would deprive representation to the men on the eight ships acquired since the direction of election, and to the men on the SS Lone Jack, who were prevented from voting because the vessel did not touch an American port during the entire course of the election, the Union will file a Motion For Reconsideration of the Board's decision.

The SIU will contend that the acquisition of ships after the voting

started does not affect the bargaining unit, will cite the case of the Isthmian Steamship Company, which acquired and got rid of ships after the voting started in that fleet.

When the Board rendered its decision in that case, the vessels in the fleet at the time the decision was handed down became part of the collective bargaining unit.

ONLY SEVEN

Of the eight ships that were in the CS fleet when the balloting commenced, only the Counsel Grove, French Creek, Logans Ford, Abiqua, Cantigny, Chiawa, and Paoli are included in the certification. Excluded is the Lone Jack.

Since then the company has added the Archers Hope, Fort Hoskins, Royal Oak, Saleb Maritime, Winter Hill, Bents Ford, Bradford Island, and Government Camp. The crews of these ships are also left out in the cold.

Attorney Ben Sterling, who will file the Motion in the name of the Union, has stated that the ruling violates established precedent and would injure all unions if allowed to stand.

HOUSE DIVIDED

"Take a case," he said, "in which a company hired 50 people after voting started. These people wouldn't be allowed to vote, but they would certainly be entitled to union representation if the workers who voted chose the union. The Board, and Cities Service, is trying to make a house divided out of the situation because they feel that a house divided cannot stand."

Final certification of the SIU came after months of stalling on the part of Cities Service. More than a month ago the last CS protest was overruled by the Board, and since then notification was held up by the backlog of work which has piled up on the Board as one result of the Taft-Hartley law.

The election was directed on October 20, 1947, and by November

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CHECKING THE FINANCIAL RECORD



The Auditing Committee, elected by the membership as prescribed by the SIU Constitution, prepares the Quarterly Financial Report of the A&G District. Checking the figures are (left to right) Tom Rodgers, Paul Parsons, Sam Luttrell (Chairman), Jack Turner and Charles Palmer.

MEBA Convention Rejects CIO Radio Operators

The CIO ship's radio operators, who left the American Communications Association in February, were rebuffed in their effort to affiliate with the Marine Engineers Beneficial Association when the merger was opposed by the MEBA convention in Jacksonville last week.

MEBA headquarters granted the CIO radio men a provisional charter earlier this year. But when the subject came up at the Jacksonville convention, delegates were quick to demonstrate their hostility by denouncing the CIO operators as a communist dominated "fifth column."

This was exactly what officials and members of the Radio Officers Union, AFL, had been pointing out since the merger was first proposed late last year. ROU spokesmen declared repeatedly that the move by the CIO operators was part of a plan to raid the ROU and bring all ship's

communications personnel under communist leadership.

The ROU's opposition to the merger was strongly supported by the Seafarers all along the line. Seafarer sentiment in the matter was similar to that expressed by the ROU officials themselves.

In a letter sent to the MEBA New York Agent and published in the LOG of January 2, 1948, SIU General Organizer Lindsey Williams pointed out that, if the CIO radio men were allowed to enter the MEBA, friction between the SIU and the MEBA might well result.

Brother Williams wrote that the SIU objected to the merger "for the simple reason that it would place the MEBA into direct jurisdictional conflict with an AFL union in the industry."

In April, the Boston representative of the ROU, Stephen E. Douglass, wrote to Samuel J. Hogan, MEBA president, outlining the complete history of the

CIO radio operators, stressing the heavy communist infiltration in all departments of the American Communications Association including the ACA's marine division.

Last December, Fred M. Howe, general secretary-treasurer of the Radio Officers Union, AFL, also wrote Hogan, describing the commie influence in the ACA

marine division and elsewhere on the waterfront in even greater detail than did Douglass.

Apparently the MEBA convention delegates were as alert to the danger as were the SIU and the ROU. At any rate, they successfully blocked any further moves toward a merger, and the result is that the CIO radio men are all alone.

SIU Charged With 'Unfair' Act For Respecting Longshore Line

Because an SIU crew respected a Longshoremen's picketline in Albany, N. Y. the Calmar Steamship Company has filed a charge of unfair labor practice against the Seafarers International Union through the National Labor Relations Board.

The SS Masmar left Philadelphia for Albany. The river pilot,

a member of the ILA, refused to take the ship, saying that she was unsafe. Calmar put on a non-union pilot, and when the ship tied up at Albany, the ILA threw a picketline around her.

The SIU crew refused to cross the line and demanded to be paid off under mutual consent. This, Calmar claims, constituted an "unfair practice."

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in New York, N. Y., under the Act of August 24, 1912.



We Are Proud

As evidence of what the \$10.00 Building Assessment, recently passed by the membership, is going to mean to the Seafarers International Union, we proudly submit the new Hall, which was dedicated and opened in New Orleans this week.

This new home for the Seafarers in the Crescent City is the first of many that will eventually stretch from Boston to Galveston and across the sea to San Juan. They will constitute homes away from home for SIU seamen, and will be bases from which to operate in the event of strikes.

But even more than that, they are the symbols of the growth and strength of the SIU. Starting from humble beginnings, in cold and dilapidated Branch offices along the coast, the Union has moved forward to material gains in the forms of increased wages and improved conditions, and to more comfortable quarters in every port.

Even so, the membership is not satisfied merely to rent buildings. In letters and by personal messages to the officials of the SIU, it made known its desires to own its own Halls, and to make those Halls outstanding.

So the 1948 Agents Conference went on record in favor of a \$10.00 Building Assessment. At the same time, a \$10.00 Strike Assessment and two Shipping Rules changes were proposed.

At the next regular Branch meetings, the membership okayed the propositions, and the Referendum balloting, recently completed, showed a better than ten-to-one majority for all four points.

Some of the men questioned by the LOG reporter at the New Orleans Hall during the party made the statement that the \$10.00 Strike Assessment represented the best investment they had ever made, and the \$10.00 Building Assessment was the next best.

They know very well that a large strike fund is the best guarantee against shipowner arrogance. They know also that buildings, owned and paid for, are solid insurance against the bad times that may lie ahead of all of us.

It will be even more reassuring when we have succeeded, in spite of the housing shortage, in gaining new Halls in all ports. That's what the membership wants, and that's what it voted for in the Referendum.

Present at the gala celebration in New Orleans were officials and rank-and-filers from other unions. Even a quick glance at the festivities would have shown Longshoremen, Teamsters, Carpenters, and other trade unionists participating in the affair.

It was fitting that those brother trade unionists should celebrate with the Seafarers. In every way possible the SIU has cooperated with and aided other honest unions in their legitimate pursuits. We have never been found wanting when our friends called on us for assistance.

As a consequence, during the 1946 General Strike and the Isthmian Strike, our friends rallied to help us also.

This Union is very proud of its new Hall in New Orleans. We look forward to the time when all ports will have the facilities which are now enjoyed by the men who sail out of N. O.

And we are also very proud of the fact that our many friends, in and out of the trade union movement, came to our celebration, to enjoy with us the fruits of the long and arduous struggle we have put up to better the standards of merchant seamen everywhere.



Men Now In The Marine Hospitals

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

GALVESTON MARINE HOSP.

- W. DAHLKE
- W. M. IVINS
- ARTHUR YORK BROWN
- BLACK
- JIMMIE ROBERTS
- KELLY
- A. W. CORMAN
- T. W. HOWARD
- RENE CHERLET
- J. WALSH
- JIMMIE S. COLEMAN

STATEN ISLAND HOSPITAL

- GUS A. JANAVARIS
- ANTHONY SEAY
- C. L. RITTER
- P. LOPEZ
- E. WILISCH
- J. GORDON
- P. FRANKMANIS
- E. OLSEN
- G. FINKLEA
- S. HEIDUCKI
- J. W. McNEELY
- A. JENSBY
- J. L. ROBERTS
- G. R. MITCHELL
- F. NERING
- T. J. KURKI
- P. R. WAGNER
- J. QUIJERA
- W. J. WOLFE
- J. OVERTON
- H. CHRISTENSEN

- J. PACHECO
- R. M. KYLE
- J. BLONGREN
- I. B. GRIERSON
- C. NANGLE
- W. H. RHONE
- G. VECCHIO
- H. CORDES
- P. SYRAX
- M. F. MORRISON

MOBILE HOSPITAL

- J. B. McGUFFIN
- A. C. McALPIN
- L. H. THORP
- TOBE BEAMS
- JOHN L. O'ROURKE
- THOMAS HENDRIX
- L. V. MYREX
- J. C. DANZEY
- DONALD E. POOL
- F. E. KARAS
- D. M. McDOWELL

NEW ORLEANS HOSPITAL

- R. BUNCH
- J. DENNIS
- E. J. VOREL
- E. IBARRA
- E. E. GROSS
- C. GREEN
- J. KENNAIR
- J. R. TUNNELL
- R. J. CHASE
- D. SCHOENROCK

- E. C. PHELPS
- J. HEWITT
- W. LARSEN
- L. J. GUICE
- C. KERRIGAN
- C. TAMBORELLA
- E. JUNLOP
- S. BURKE
- J. DeMARCO
- J. ODOM
- T. DAILEY
- S. LeBLANC
- A. MANG
- A. LOOPER
- C. MASON

BALTIMORE HOSPITAL

- J. J. O'NEILL
- EDWARD HANSEN
- J. G. HONRA
- T. S. JOHNSON
- PAUL R. SHUR
- C. J. CARAVONA
- C. FOWLER
- C. PETER MAENI
- MICHAEL BAAL
- M. F. COBBLER
- LEONARD SPIVEY
- W. J. ROSS
- ALFRED J. KAKOWSKI
- RALPH S. MILLER
- WILLIAM N. KENNEDY
- M. J. LUCAS
- R. N. FILLOON
- C. B. VIKEN
- G. T. FRESHWATER
- T. THONEN
- S. COPE
- B. WAITS
- P. THESDOR
- C. V PAWS
- G. B. GILLISPIE

SAN FRANCISCO HOSPITAL

- ERLING MELIE
- J. HODO
- W. WATSON
- E. H. C. POE
- JOSEPH A. RINHEED
- C. SMITH
- D. GELINAS
- E. B. ANDERSON
- R. J. WISEMAN
- A. SMITH

Mobile Shipping Holds Steady; Port Awaiting Passenger Ships

By CAL TANNER

MOBILE — Shipping in this port has maintained its steady pace although it is still a little slow. We have far too many men on the beach to permit us to say that shipping is good.

During the past week there were five payoffs, five sign-ons and four ships in transit.

The payoffs were smooth with a single exception, the Alcoa Pioneer, which was completely fouled up and now is in the process of being cleared up. The Pioneer had been down in the bauxite country which may explain her condition.

Another Alcoa, the Mooring Hitch, also came in from the Islands, however, and paid off

clean. She had a top-flight Stewards Department.

FAIR PROSPECTS

The Yaka, a Waterman, paid off in Gulfport and reshipped for Germany. The James Duncan, another Waterman, had a small overtime beef to be squared before she headed for the boneyard. A third Waterman, the Monarch of the Seas, arrived from Puerto Rico and went out again on the same run.

The prospects for the week coming up are quite fair. There are six Watermans and Alcoas due to payoff and sign right on again, and we expect to ship some replacements to the vessels due in transit.

The Mobile branch is anxiously waiting for the Alcoa passenger ships to start paying off here in July. A lot of Mobilians are figuring to homestead those vessels. After all, each one will payoff every 17 days, and will be in port a couple of days before going out again. We also expect to have a few Reefers and Stewards Department men with passenger ship experience heading this way about July 1.

WORK ASHORE

Last week the shoregang jobs we have been working on helped the membership here a bit. We shipped 130 men to the shoregang on jobs ranging from four hours to four days, and the extra dough came in mighty handy. We are working up a contract for this shoregang work, which should be ready for signatures in the near future.

The main topic of interest around here right now is the new hall in New Orleans. Some of the Brothers rode over for the opening, and every one is proud that the Seafarers are to have a building fund with which to purchase our own halls.

There are plenty of oldtimers on the beach here right now. Among them you can find M. Hynes, W. T. Hardman, C. Grevier, J. Beam, W. T. Noel, L. P. Rynes, G. Lawrence, M. Reed, J. Thornton, H. Durant, R. Brown, C. Perkins, J. Foster and L. Joyner.

Monkeyshines Cost Prankster Mucho Bananas

By WILLIAM (Curly) RENTZ

BALTIMORE—There was one thing that a certain member of the crew of the SS John Mosby, Isthmian, found out when the ship paid off—don't tamper with the cargo—especially if it's monkeys.

When the Mosby returned to the States from the Far East, the boys wanted some fun. About three o'clock in the morning this man decided that it would be a lot of fun to let loose 40 monkeys the ship had brought from India.

If it was fun it came high, for the man had to pay for the monkeys when the ship paid off here. Moreover, this kind of shenanigans is not only expensive for the man who performs, but it gives the Union a black eye. It's bad stuff all around.

With that off our chest, we can get around to the shipping situation which, we are happy to say, took a turn for the better this past week. It didn't boom or anything like that. It simply was a little better.

SIX AND SIX

Six ships paid off. Two of them including the Mosby were Isthmians, two were Robins, one was an Ore vessel and one was a Bull ship. All the payoffs were pretty fairly clean with only the monkey deal to give us any real headache.

We also signed on six ships including a tanker. But there still are too many men on the Baltimore beach. So keep away from this port unless you have enough of the old cabbage to hold you for a while.

If you are an alien you will have an especially tough time getting a ship. The law says that only 25 percent of the crew can be aliens, and that is how it goes.

If you are an alien and throw in for a job, find out how many aliens have been sent to the ship before you take it. When you are sent back you only make things tougher for everybody, including yourself.

We had one of the Cuba Distilling Company's tankers in. She was the Carrabelle, and we hit her hard as soon as she arrived.

Things are quiet in this city these days. There is nothing much going on in labor except for routine activities.

AROUND THE PORTS

Get A Receipt

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

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

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

Port Savannah Expects Boost When Ships Join Gypsum Run

By CHARLES STARLING

SAVANNAH — Another week or two of slow shipping is promised in this port, but after that we are almost definitely assured of an upswing. Promise is that South Atlantic will have about two ships a week in here on the gypsum run.

These ships, coupled with the other regulars hitting this port, should make shipping from this port a not-too-difficult feat.

At the moment we have three ships due in for payoffs. All three are scheduled to recrew and sail right away. By keeping these

vessels away from the boneyard, we should be able to place aboard the ships men who have been sweating it out on the beach here for some time.

Here is a matter that I think the membership should take up and make an attempt to stop: When men have beefs at the payoff and the Patrolman gets them okayed to be paid after the payoff, then the least the men can do is to stay on the ship long enough to get their money.

STICK AROUND

If they don't stay aboard, this is what happens:

When a beef has been okayed to be paid, we give the record to the company's paymaster or port captain, so he can make up the time. The men who stay aboard and wait for their money will get theirs made up first.

The Brothers who rushed ashore without waiting for their dough will probably be broke in a week and then come to the Hall saying, "Do you remember that beef we had on the so-and-so? Well, what happened?"

Of course, no Patrolman can remember every beef he has handled, and so he has to look it up. It usually means he is tied up for several hours, searching the records and calling the company for another okay on the beef.

If a Patrolman gets three or four of these beefs a week, we won't be able to do much else other than retrace once-settled beefs for lax members.

Another thing, if the company does not have an office in the payoff port, then the Seafarer due money has to write to the main office and give all the details. Sometimes it takes a couple of weeks before the money comes through.

So, Brothers, if you payoff and have a beef, and it is okayed to be paid on the ship, stick around and collect your dough. It will save you money and time.

PR Longshoremers Near Merger

By SALVADOR COLLS

SAN JUAN — The meetings which have been in progress for several weeks between the ILA and UTM down here are finally bearing fruit. It looks like unity between the two groups has been achieved and will become a reality soon.

Union of these two groups will bring peace to the Puerto Rican waterfront. The end of the many disputes between these two longshore unions will insure the unloading and loading of the Island vessels without any trouble and will mean no more running to SIU ships as they hit port to tell them whether or not the ship will be worked.

The Maritime Workers Union (Union Dos Trabajadores Maritimos) is an AFL union, separate and apart from the AFL-ILA. When the two groups unite they will work under the banner of the ILA.

HOT RUMOR

What may be a boost for Seafarers on the Island is the rumor that the Puerto Rico Industrial Organization is preparing to

buy four ships. These ships, if bought, will carry Puerto Rican products to Central and South America.

While it is still a rumor, the members here are keeping their fingers crossed in hopes it materializes. The run sounds good to the boys who like the climate down in these parts.

We shipped one man out this week in a most unorthodox manner. The SS Sparmiano, American yacht on its way to Brazil through the West Indies, hit this port. The chief cook had suffered an accident and was put in the hospital here.

The yacht's Skipper asked us to furnish him with a replacement, so we sent chief cook-Steward Leonico Calderon aboard with the understanding that he will be paid \$325 a month plus plane transportation back to Puerto Rico.

It's a good deal for Brother Calderon, who will now enjoy a leisurely cruise of St. Thomas, Port Au-Prince, Port-Of-Spain and Belize, Brazil.

Loss Of 170 Hours Overtime A Tough Lesson

By KEITH ALSOP

GALVESTON—Everybody gets tired of hearing lectures on what to do and what not to do aboard ship and, too, nobody likes to hear "I told you so." But when it comes to SIU men losing cold cash, I think it's time for a heart-to-heart talk.

Last week the James Jackson, Waterman, popped up with 170 hours of disputed time for officers working on deck. The number of hours involved totalled up to quite a bundle of cabbage, and we went down to the ship to settle the beef in short order.

However, we didn't settle the beef in favor of the crew and no one collected any money in the beef. Reason: the deck men had not reported the disputed hours within 72 hours of the time the work was done, as required by the agreement.

It was a tough beef to lose, but the company was right. We signed a contract stipulating that overtime work done or claimed

must be reported to the department head within 72 hours. We publicized the fact in the SEAFARERS LOG, the delegates on most ships have hammered the fact into the heads of the crew at every opportunity, but in

On Overtime

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

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

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

spite of it all, time and money are still lost.

MAY BE LESSON

The loss of this beef will serve as a lesson to the Jackson crew. Chances are that they will get their overtime in on time from now on—here's hoping it will also serve as a lesson to other Seafarers.

Other than this beef, the Jackson paid off clean in all departments. Other ships equally as clean were the Joseph Teal, Waterman; Coyote Hills, Pacific Tankers; and Sanford B. Dole, Mar-Trade.

Thanks to the immediate sign-ons of the Jackson and Teal, shipping is out of the doldrums. We also put a few men aboard in-transit ships as replacements.

On the organizing front we contacted the Salem Maritime, Cities Service, in at Texas City. The Organizer reports the men solid for the SIU and turned over to him a good number of pledge cards.

SUGGESTION

The SEAFARERS LOG is the membership's paper; it is a medium for the expression and airing of your ideas, suggestions, beefs, etc. The LOG urges all Brothers to submit material for publication.

Occasionally, however, we receive a complaint saying that a beef we have printed is a personal one and without basis in fact.

To avoid recurrence of such situations in the LOG whenever possible, criticisms of individuals should be signed by the ship's delegates and/or as many of the crewmembers as are interested.

This would eliminate any possibility of the beefs being regarded as personal.

Philadelphia Finally Gets Week Of Good Shipping, For A Change

By LLOYD (Blackie) GARDNER

PHILADELPHIA — Shipping shipping is concerned. This certainly has been excellent this past week and the change was welcome after a lean period.

We paid off the SS Charles Nordhoff, an Alcoa ship which had only a handful of minor beefs. We squared her away without any trouble.

Equally clean was the payoff of the SS F. Marion Crawford, a Waterman vessel. The nice thing was that both the Nordhoff and the Crawford took on nearly complete new crews.

We also paid off and placed a few men aboard an SUP ship, the SS Oshkosh, which loaded coal for Japan.

Another payoff was on the SS Angelina, Bull Line. There were a few overtime beefs aboard her which we fixed up to everybody's satisfaction.

We sent a full crew to the SS Cornell, a T-3 tanker belonging to the Hilcone Steamship Company. This is an SUP company, and is an easy one to do business with if this sign-on is typical.

FREE BUS RIDE

The company sent a bus to the SIU hall here and took the entire crew to Paulsboro, New Jersey, across the Delaware river where the ship was tied up.

There is a 100 percent SIU crew aboard the SS New London, another tanker. This ship was once the property of Pacific Tankers and has been sold to



another company. We'll let the organizers report on signing the company, but our boys are making plenty of dough aboard her right now cleaning tanks and what not.

There are a lot of ships hitting here in transit with the usual run of moans and groans that generally are easy enough to square to everybody's satisfaction.

It's always a feast or a famine here in Philadelphia, so far as

Willie Maples Dies In Mobile Auto Crack-Up

Willie Elmer Maples, well-known Seafarer in the Gulf, was killed in an automobile accident outside Mobile early last week, the LOG has been informed.

No details of the accident were given in the report sent in by the Mobile Branch.

Brother Maples, who made his home in Crichton, Alabama, a suburb of Mobile, had been a member of the Seafarers International Union since July, 1946, when he joined in Boston.

Headquarters records list his next of kin as his mother, Mrs. Rebecca Maples, 356 Fredonie Street, Mobile. Brother Maples held permit number P3-6825 and sailed as OS.

At the regular branch meeting held in Mobile on May 19, the membership voted to send a floral wreath to his funeral.

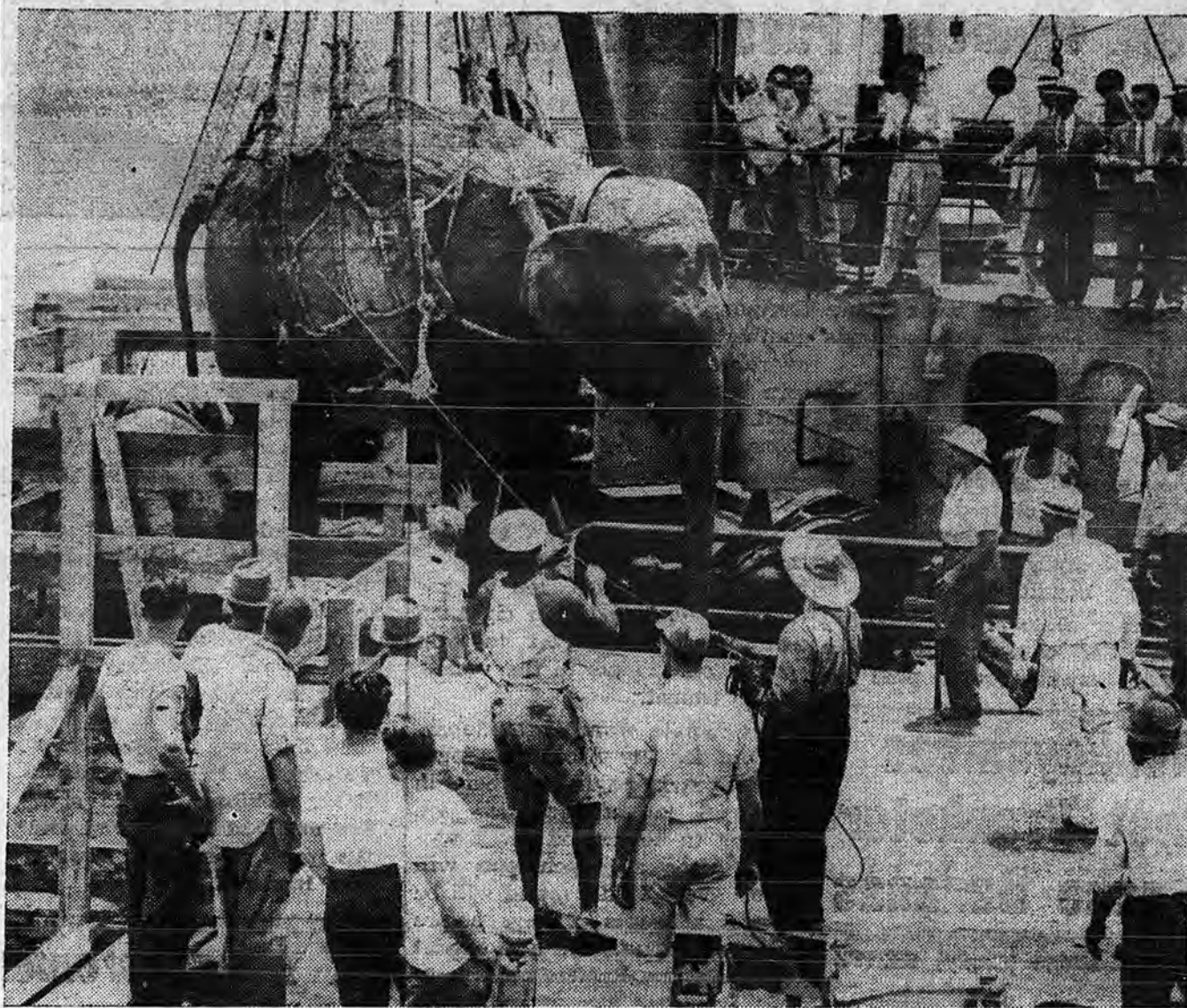
We had one performing Steward on one of the ships paying off. We pulled him off and told him to come to the Hall to get his book. So far he hasn't showed up. He can't care a lot for his Union book.

Gashounds and performers can expect damned little sympathy at the Hall or on the ships in Philadelphia. Our advice to such characters is stay away. The alert membership we have won't tolerate these foul-ups.

Send Those Minutes

Send in the minutes of your ship's meeting to the New York Hall. Only in that way can the membership act on your recommendations, and then the minutes can be printed in the LOG for the benefit of all other SIU crews.

Hold those shipboard meetings regularly, and send those minutes in as soon as possible. That's the SIU way!



That is literally just what this baby is: an elephant. This is a picture of the elephant, part of the Wilson Circus, being loaded on the SS Wild Ranger, a Waterman ship, in New Orleans. The Seafarers' crew is going to deliver this over-grown baby, and several more like him, to Puerto Rico where the Wilson Circus will show at several engagements on the island.

Change In New York Shipping Brings Abundance Of Jobs

By JOE ALGINA

NEW YORK — A shift in the wind brought an end to slow shipping in this port and there are jobs a-plenty this week, especially for rated men.

With business booming and rated men at a premium, the Port of New York resorted to its customary practice and notified all outports of the favorable shift in shipping.

This is done so that other ports having an abundance of men on the beach can ease their respective shipping problems.

Jobs were so plentiful this week that even in the hard-pressed Stewards Department men were moving out at a fairly fast clip. Unfortunately, there's no way of telling just how long this good shipping will last.

CLEAN PAYOFFS

Payoffs, too, were good in this port during the past week. All ships that paid off were squared away satisfactorily, practically all of them coming in ship-shape, except for minor beefs. Isthmian had three scows among those paying off. They were the Steel Designer, Steel Flyer and the Anniston City.

The Waterman Steamship Corporation's SS Beauregard also was in the procession of clean payoffs.

Although the SS Robin Doncaster likewise made a clean payoff, a situation on that vessel was revealed as rather high-handed. If a man contracted a venereal disease, the Old Man threatened to pay him off in a foreign country. Unless the case is a severe one, this is certainly not the intelligent way to handle the matter. Such threats only an invitation for the men to hide the affliction.

A man infected with one of the minor varieties of the disease need not be left high and dry overseas. He should be isolated,

of course, but he can at least be returned to the States.

Among this week's sign-ons in New York this week was one aboard the Robin Line's sleek, new Robin Kettering. She joins the company's vessels making the South African run and very likely will operate on a three-month schedule.

The port's humming activity has the Patrolmen mighty busy paying off, signing on and visiting ships. None is complaining, however—that's the way they like shipping to be.

REMINDER

There's a point worth mentioning as a reminder to all hands in all ports. When men payoff ships in any port where the SIU is involved in a strike, they should go up to the Hall immediately and see the grievance committee before going to another port.

This is a procedure that has been in effect for many years and it should be followed to avoid complications later. You're

protecting yourself when you follow the rules.

Before a House Labor subcommittee this week, a former Mate of the Montebello Hills made the statement that the SIU and SUP had "blacklisted" him, making it tough for him to get



employment. The situation arose as a result of his firing a crewman in Corpus Christi.

It should be pointed out to this Mate and to others like him that the days are gone when they can abuse and shove the crew around whenever they feel like it.

The Union is now the watchdog of the crew's welfare and is something that was sorely needed to put an end to the wild and indiscriminate ravings and firings of officers who thought they could play the parts of tyrants forever.

UNION JOB

And the House Labor subcommittee that heard his testimony should bear in mind that the Union is just as interested in reliable and competent crews as anyone else. It is a matter of firm policy with the Union and the membership to remove an unlicensed man from a crew if he is a foul-up.

Just as officers can no longer browbeat seamen as they did in the old days, the men sailing today will not tolerate gashounds and performers in their ranks.

They are becoming more and more responsible and conscientious in fulfilling their shipboard duties. And it is Union seamen who have brought this about.

Shipping Is Still Good In San Francisco

By STEVE CARDULLO

SAN FRANCISCO—We've had quite a rush of business on this coast with payoffs and sign-ons as far south as Wilmington.

Down in Wilmington we had a port payoff and a foreign articles sign-on for the first ship of the newly contracted U.S. Waterways Corporation. All beefs were ironed out to the satisfaction of the crew.

We had our greatest difficulty supplying the top men for the Stewards Department and were forced to call them down from San Francisco. However, we expect to have no trouble manning the rest of the ships this company plans to operate.

Incidentally, Waterways will change the name of this first

tanker from SS John H. Marion to SS Deepwater. Subsequent tankers will have other "water" names.

BRIGHT REPORT

We did a lot of other business in Wilmington, handling a payoff or two as well as covering some ships in transit. The volume of this activity down that way is reflected in this port's financial report.

The financial report is also brightened by the activity right here behind the Golden Gate. Shipping for rated men has continued to be excellent on this coast. The A&G men who have paid off in these ports in the last few weeks can vouch for that.

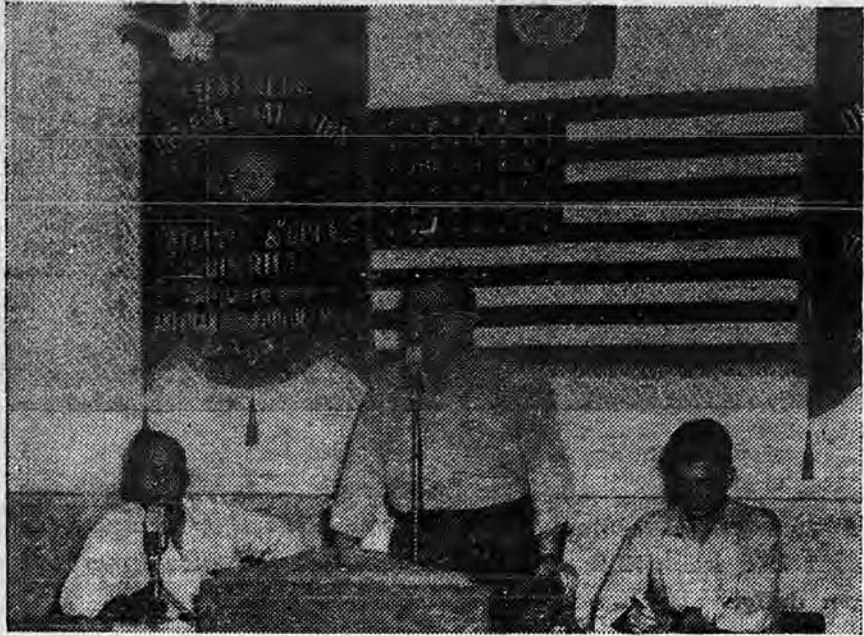
Fact is, there have been so

many A&G men out here in recent weeks that it has looked like East Coast "old home week." Certainly if you are a rated man and want to ship you will do all right on the West Coast.

We have a new company that will be crewing up some ships out here soon because of a new contract signed back east. We have SIU guards on the outfit's ships right now. There is nothing like having a vessel SIU all the way including guards and the Purser.

After we obtained a safe for the office here we promptly mislaid the combination. We had to call in the safe company to open it. We just couldn't find the sandpaper to rub down our fingertips to the required degree of sensitivity.

New Orleans Unionists Join Seafarers In Opening 'Finest Labor Hall In South'



Secretary-Treasurer Paul Hall (above) tells more than six hundred Seafarers, gathered for the regular New Orleans Branch membership meeting on May 19, that "Our Union is in the very best condition of its entire history." At Hall's left is Recorder Buck Stephens, and at the right is Warren Wyman, Reading Clerk. Hall attributed the growth of the SIU to the fact that the membership is always interested in the fight for a bigger and stronger Union.



Intoning solemnly that they will "Be faithful to the Union," the above Seafarers are obligated by the Chairman of the meeting. The Chairman's statement, "If your efforts in the future as full bookmembers are as good as the actions of the men who preceded you into the Union, the SIU will continue to grow," was approved by all hands.

NEW ORLEANS—Last week the Seafarers International Union marked an important point in its growth when a new Hall was dedicated in the port of New Orleans. The new spacious home, at 523 Bienville Street, takes the place of the inadequate quarters at 339 Chartres Street. A celebration to mark the event took place at the new Hall on May 19, after the regular Branch meeting, which adjourned at 9 P.M.

On hand to help the Seafarers celebrate were many friends including top trade union officials. Among those present were Steve Quarles, President

of the New Orleans Central Trades and Labor Council; D. O. Spears, President N. O. Metal Trades Council and Business Agent, Ship Carpenters' Local 584; Al Chittenden, President of ILA Local 1418; Manny Moore, Business Agent for the N. O. Teamsters, James Dempsey, Former President of the N. O. Trades and Labor Council and now Constable for Orleans Parish; and A. A. Denton, International Representative, Building Service Employees.

DISTINGUISHED GUESTS

Also among the distinguished guests were Reverend Thomas A. McDonough, Catholic Seamen's Bethel; Frank Ellis, attorney; E. L. Carroway, aide to New Or-

leans Mayor Morrison; Michael J. Cousins, Irish Consul; E. "Pat" Halligan, Louisiana State Department of Labor, and member of the N. O. Allied Printing Trades; and Manuel Francis, of the Louisiana State Fire Department's Office.

W. L. Donnels, or "Uncle Bill," as he is known to trade unionists in the South, acted as Master of Ceremonies, and did an outstanding job of introducing the guests. Brother Donnels is editor of The Federationist.

The new building, which cost the Union \$65,000.00, is three stories high and measures approximately 125'x80'. The first floor will not be occupied by the SIU, but will be rented out to help defray the expenses of the Branch.

The second floor will be used for dispatching members to ships and jobs in port, and the third floor has been turned into a fine recreation room, with offices for the Patrolmen and the Agent.

STRIKE KITCHEN

A feature of the second deck is the strike kitchen, which can be put into use within four hours and is large enough to feed three thousand men daily.

In addition, there is a connecting building, also owned by the SIU, measuring 60'x30', which is being renovated so that it can be readily available in case of strikes.

Secretary-Treasurer Paul Hall, addressed the membership meeting, and reported that "the state of the Union is good. While many trade unions are finding it hard even to exist, the Seafarers is moving ahead at a faster clip than ever before."

Following the meeting, the rec-



Father MacDonough, well-known to waterfront men through his connection with the New Orleans Catholic Maritime Club, helped make the opening a success by his presence. The good Father is known as a "right guy."

recreation hall was cleared for dancing. Refreshments, consisting of cold beer and hot dogs, were served on the second deck. Dancing was to the music of Tony Almerico and his orchestra.

Many bouquets of flowers were in evidence around the building; festures of good wishes from the many friends of the Seafarers in the Crescent City.

For a full picture story of the building and the party, turn the page. The next six pages of this issue are devoted to a special feature, "THE LOG ATTENDS A PARTY AT THE NEW SEAFARERS HALL."

New Orleans Is Growing As Deep Sea Port

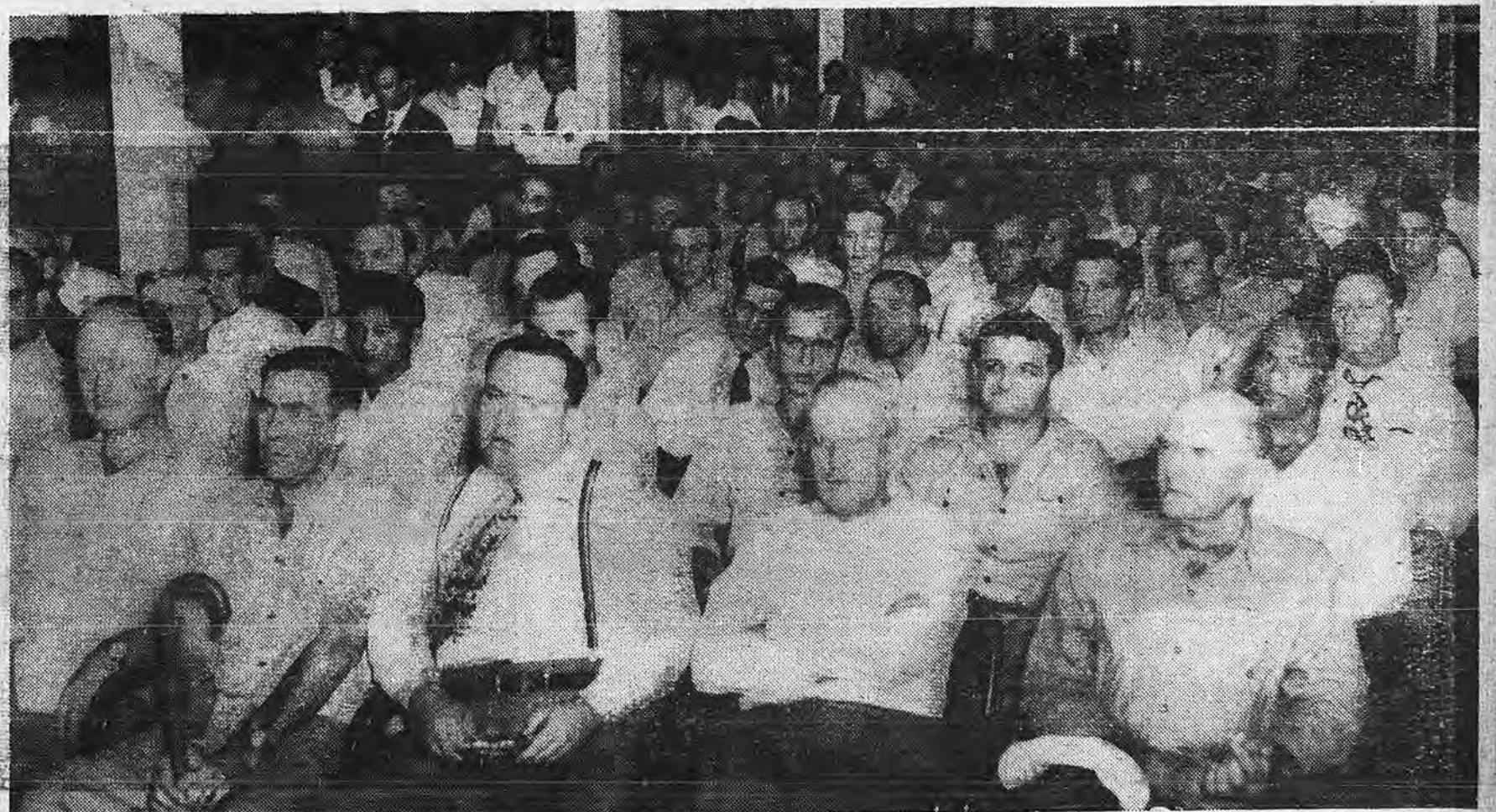
NEW ORLEANS—So great has been the growth of New Orleans as a port that the West Coast is hungrily eyeing the cargoes piled high for shipment aboard.

West Coast ports want some of those cargoes. More expressly, they want some of them back, for New Orleans in recent years has grabbed a vast amount of business that used to be done through West Coast outlets.

The main reasons for this development have been New Orleans' promotional zeal and the greater efficiency of New Orleans' waterfront.

In an undisguised effort to regain some of the lost business, Los Angeles, San Francisco, Portland and Seattle maritime interests have formed an inter-city committee which will try to obtain some of the advantages

(Continued on Page 12)

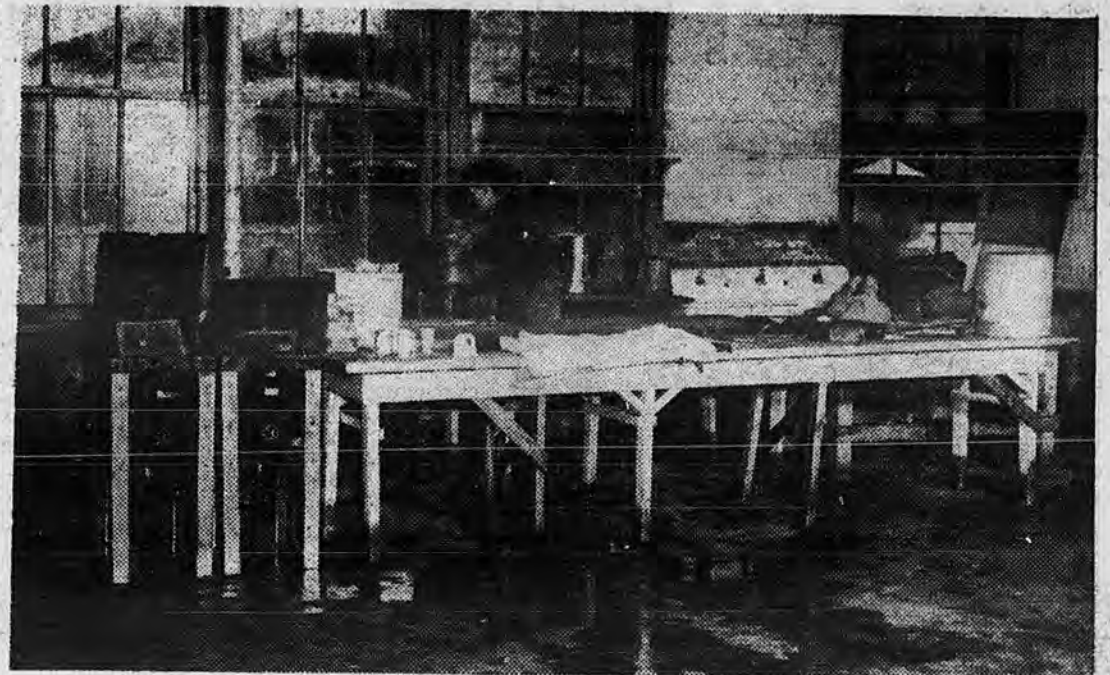


Pictured above is a partial view of the membership attending the regular meeting which was held before the celebration which marked the opening of the Seafarers new home in New

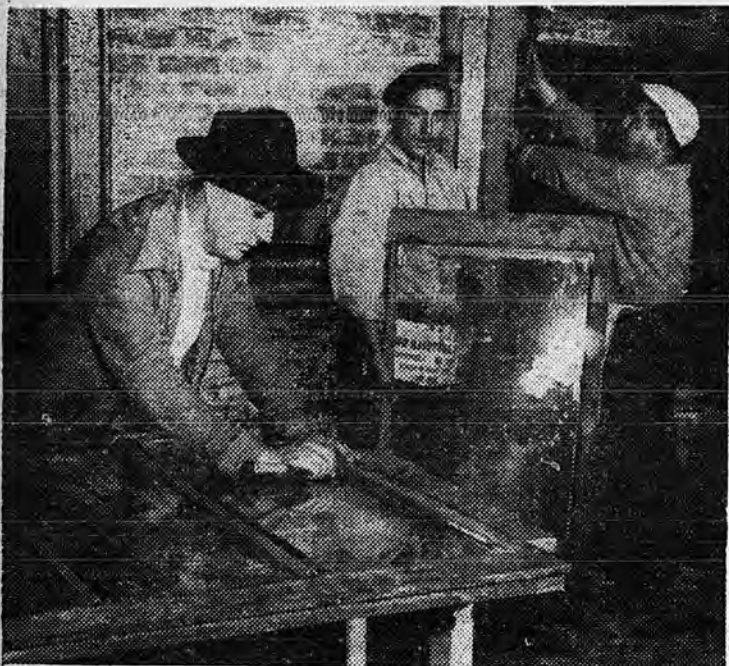
Orleans. All the affairs of the Union were handled before the men adjourned to tackle the refreshments and dancing that went with the dedication of the new Hall.



It took hard work to get the new Hall in ship-shape condition. Starting with the filthy and dilapidated interior (above) and handicapped by a fire which further messed up things, within a few months SIU men, working under the supervision of Frenchy Michelet, made the changes and improvements which appear below.



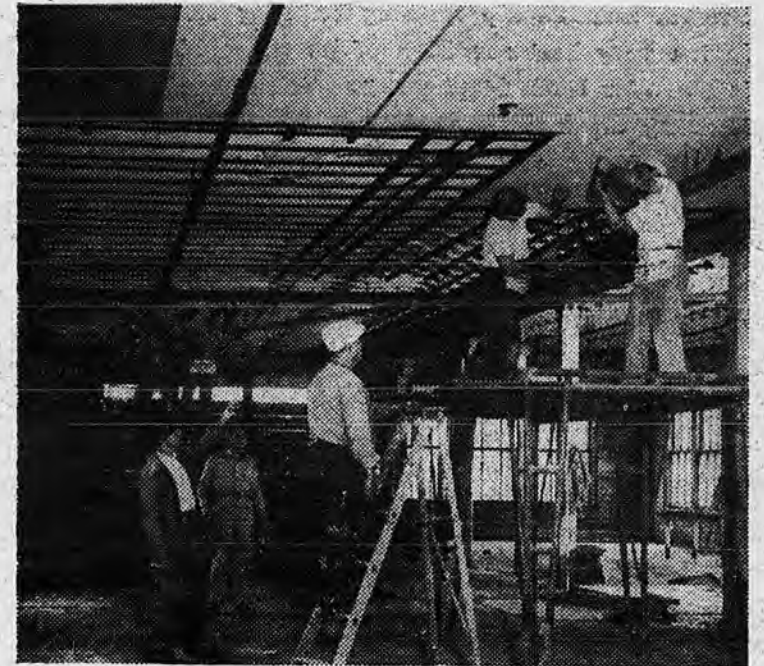
Oldtimer Louis Fusilier examines the galley and wonders whether it will ever be in good enough shape to use as a strike kitchen. This was before the work started. Now we want to publicize the news that the galley is ready for action. It can be put into use within four hours, and is large enough to feed three thousand men daily.



Here are some pictures of the work in progress. Shown above are Frenchy Michelet, applying putty to a window frame; Blackie Landry, standing by with a finished frame; and Louie O'Leary, industriously plying his hammer.



The fire damage was quickly cleared away, and then the job of renovating the Third Deck was gotten under way. Insurance paid for the damage and, with willing hands to do the work, the wrecked structure soon became first class.



The recreation room-to-be gets a face-lifting. Above, Vic Triano, Lenny Brown, Louis O'Leary, Danny Marine, and Red Lucas hang celotex on the ceiling of the Third Deck as Frenchy Michelet supervises the job.

BEFORE and AFTER



Compare this scene with the ones above before the Hall was readied for occupancy. Now all members can be accommodated at meetings, instead of only half those attending. Not another union hall in the South can compare with the Seafarers Hall in New Orleans.



Now see what the place looks like. Bright clean walls, a smooth deck, and plenty of comfortable chairs for everyone. In addition, there are recreational facilities to please all the members, and tables on which to write letters home and to the LOG.

HERE'S WHAT THEY SAY about the new hall



W. D. PURDY:

I have been in all the Seafarers Halls, and I believe this to be the nicest by far. This new home, to me, represents just what the SIU stands for in all of its affairs—Progress! The assessments we paid to make this possible were really worth it. We can be rightfully proud of the new layout, and the membership here certainly is. We look forward to new Halls in more ports soon.



TONY PISANI:

Boy! Am I glad I voted for that Building Assessment. This Hall is a beautiful thing, and I only hope that soon we will have one in every port. Our Union is really going places. If a guy doesn't think so, all he has to do is look around. We have new companies, the best contracts on the waterfront, new Halls, and the finest Union in the world. That adds up to something in my book.



JACK McCARTHY:

For over twenty-five years I've been going to sea, and I never thought I would see the day when seamen anywhere would have a Hall like this one. From rat-traps we have advanced to comfortable buildings, and from lousy wages and conditions to decent wages and conditions. The phony shipowners should realize by now that the Seafarers International Union is here to stay.



BILL FREDERICKS:

Yessir, Brother, we've come a long way since we shipped from that rat-hole on Julia Street, back in the lean and hungry days. I was around when the first books were being issued, and if somebody had told me then that we would some day own our buildings, why, I'd have told him to go get his head examined. Now look at us! Now I won't be satisfied until we have new Halls in all ports.



L. E. WESSELLS:

The Hall is the finest rig in the country. Like Bill Fredericks, I was around when the SIU wore swaddling clothes. Those were tough times, but when the going was rough we never lost our faith in the seamen's movement. We all pitched in and worked, and left the cry-baby stuff to other guys. So, in the long run, we have the wages, conditions, and Halls. What have they got?



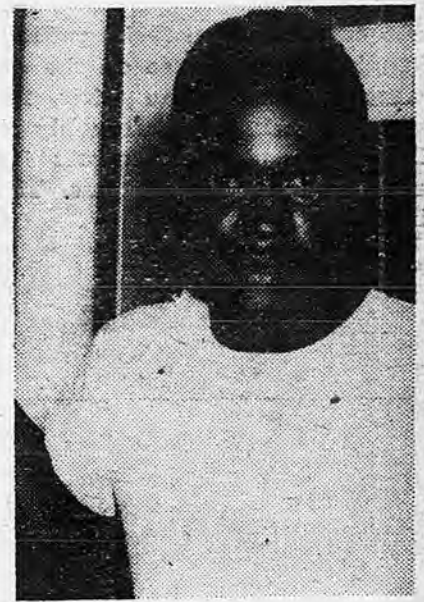
LOUIS PAYNE:

Some few guys complained about the Building Assessment while the voting was going on. Well, I'd like to see their faces today as we dedicate our new Hall. I think even they would realize that this is something for the entire membership, and will serve us in good stead for many years to come. This party tonight is a good way to start the ball rolling, with all our friends here.



MELVIN BUMGARDNER:

I guess I'm typical of the younger Seafarers members, and I think the new Hall and the party are real deals. This place is the finest Union home I have ever been in, and it is really a mark for other unions to shoot at. It gives a man a feeling of security to know that in a beef he has a nice place he can go to, and it's also good for men on the beach between ships.



ARTHUR BUCKNER:

The second best investment ever made was in passing the Building Assessment. The best one was passing the \$10.00 Strike Assessment. When I look around at this Hall, I think of the hard struggle that was made in the past by the membership, and I realize that we have all got to continue the fight that the real oldtimers started for our rights.



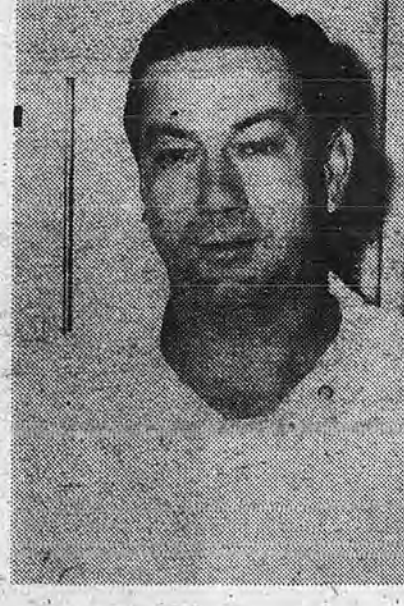
CHARLES DOWLING:

This Hall is another sign to me that we have the best administered and best run Union in the world. When I see such things I hope and pray to live long enough to see the whole waterfront SIU. The conditions and wages we have been able to achieve, in the short period of our existence, show that all seamen need a strong Union like the SIU to help them fight for their rights.



JIMMY SWANK:

You can tell by this new Hall that one of the best things our membership did was to pass the \$10.00 Building Assessment. I have been in the SIU a long time, except for four years in the Army, mostly in the ETO, and a lot of guys I met in the Army would be surprised to see just what a good Union like ours does for its membership. The next move is to get Branches.



BLACKIE BANKSTON:

When we started this Organization ten years ago, who in the hell had any idea that we would be the great outfit we are today. I've been in most of the SIU beefs, and most of the time it was a matter of getting the best hold and hanging on. Now we are strong, and other unions look to us for leadership and help. We've kept plugging while other unions asked for handouts.



JOHN McDAVITT:

This new Hall marks an important point in the development of the SIU. We must continue in the same manner. To me, it shows more than anything else what internal harmony can mean to a Union. We're stronger now than we ever were, and we are prepared for anything. Just think, this fine new Hall that we have here in New Orleans was paid for by members from Boston to Texas.

and then they all went to...

The LOG attends a party



This Seafarer and his wife, Mr. and Mrs. Lee Dunlap, sit one out, but seem to be getting quite a kick out of the jitter-bugging taking place on the dance floor. Like the others who were present at the affair, they were greatly impressed by the new Hall, and thoroughly pleased with the house warming. Brother Dunlap remembers the old Hall, and how crowded and uncomfortable it was. That's why he wants good Halls in all SIU Branches.



"Hail, hail, the gang's all here" is the theme song of these happy Seafarers and their guests as they make merry on the dance floor. Some observers said that it was the gayest party New Orleans had ever witnessed, and that goes for the famous Mardi Gras. Well, that could be a slight exaggeration; but there was no doubt that it was the finest affair ever staged by any trade union in New Orleans, or in the entire South for that matter. There wasn't a single incident to mar the festivities. It wasn't exactly a quiet party, but it certainly was orderly and well-conducted.



Moon Koons, the Seafarers' Bing Crosby, provided entertainment with his singing of "For The Pretty People." While in the middle of a dance number, Moon got the urge to give out and so he took a turn at the microphone. The crowd around Brother Koons is trying to get pointers on his singing style.



The above stag line of Seafarers and their guests are looking the pretty girls over preparatory to asking some of them to dance. The girls were all so pretty that soon this stag line was no more. Pictured here are SIU men, Longshoremens, and Teamsters, all on hand to celebrate the great event.

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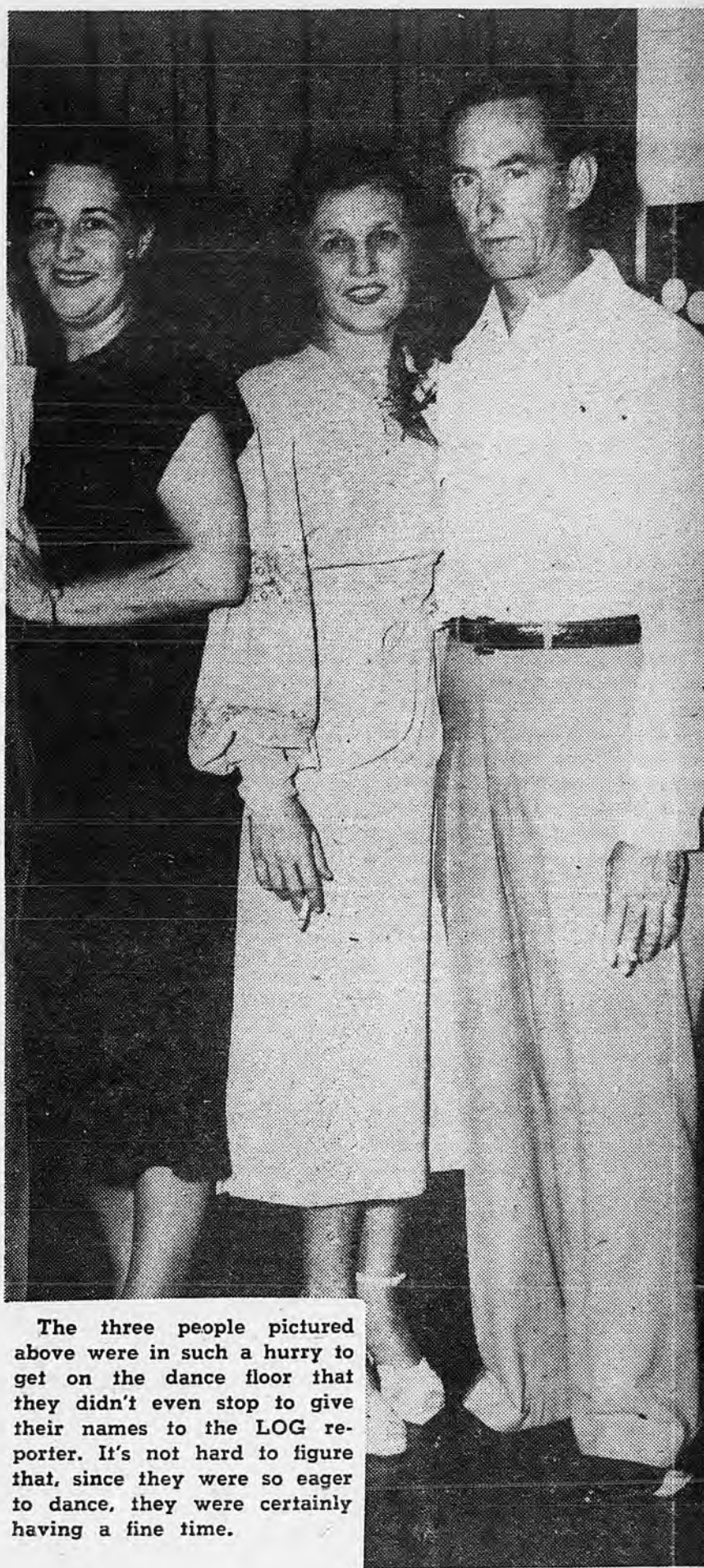
On the right, Joe and Mrs. Martello and Warren and Mrs. Wyman pose for the LOG cameraman, while answering the LOG reporter's question. When asked, "Are you all having a good time," they answered, "Are you kidding!" The ladies were on the Seafarers Wives Entertainment Committee.



at the new SEAFARERS HALL

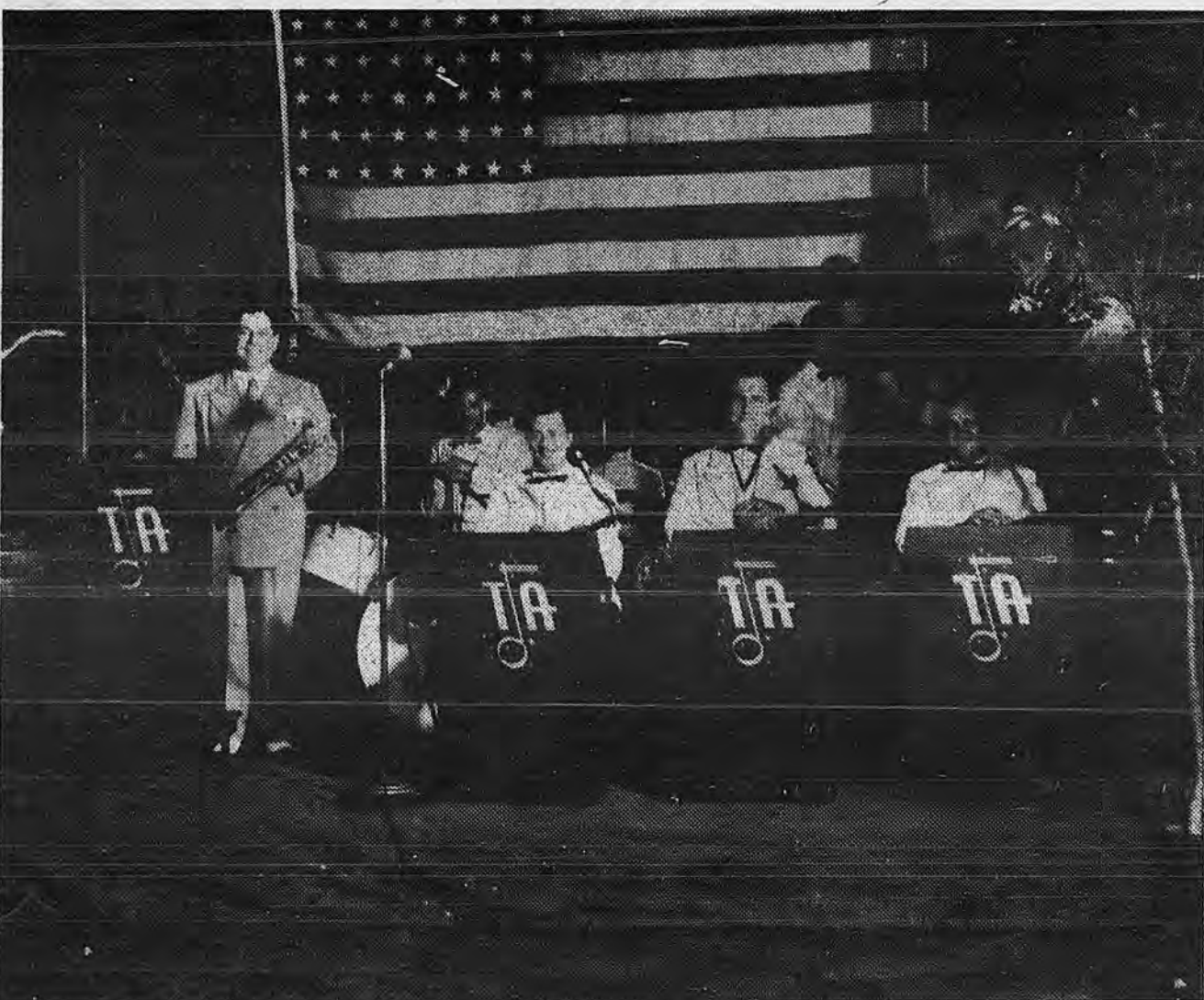


Rug cutting, without overtime being asked for or paid, was the order of the day until 1 A.M. when the party broke up. Since the dancing started at 9 P.M., it was a tired but happy band of Seafarers and guests who went home to rest up for the next day's work. Well, as they themselves stated as they left the new Hall, "It was a wonderful time, and we wouldn't have missed it for anything." From all guests the reaction was the same. They all said that the SIU has a record for doing things the right way—from militant action on the point of production to going to the aid of brother trade unionists to throwing a bang-up party. That's the kind of record that can only be won the hard way, and the Seafarers has earned its position of leadership on the American labor scene by adherence to honest trade union principles. The new Hall is another evidence of that leadership.



The three people pictured above were in such a hurry to get on the dance floor that they didn't even stop to give their names to the LOG reporter. It's not hard to figure that, since they were so eager to dance, they were certainly having a fine time.

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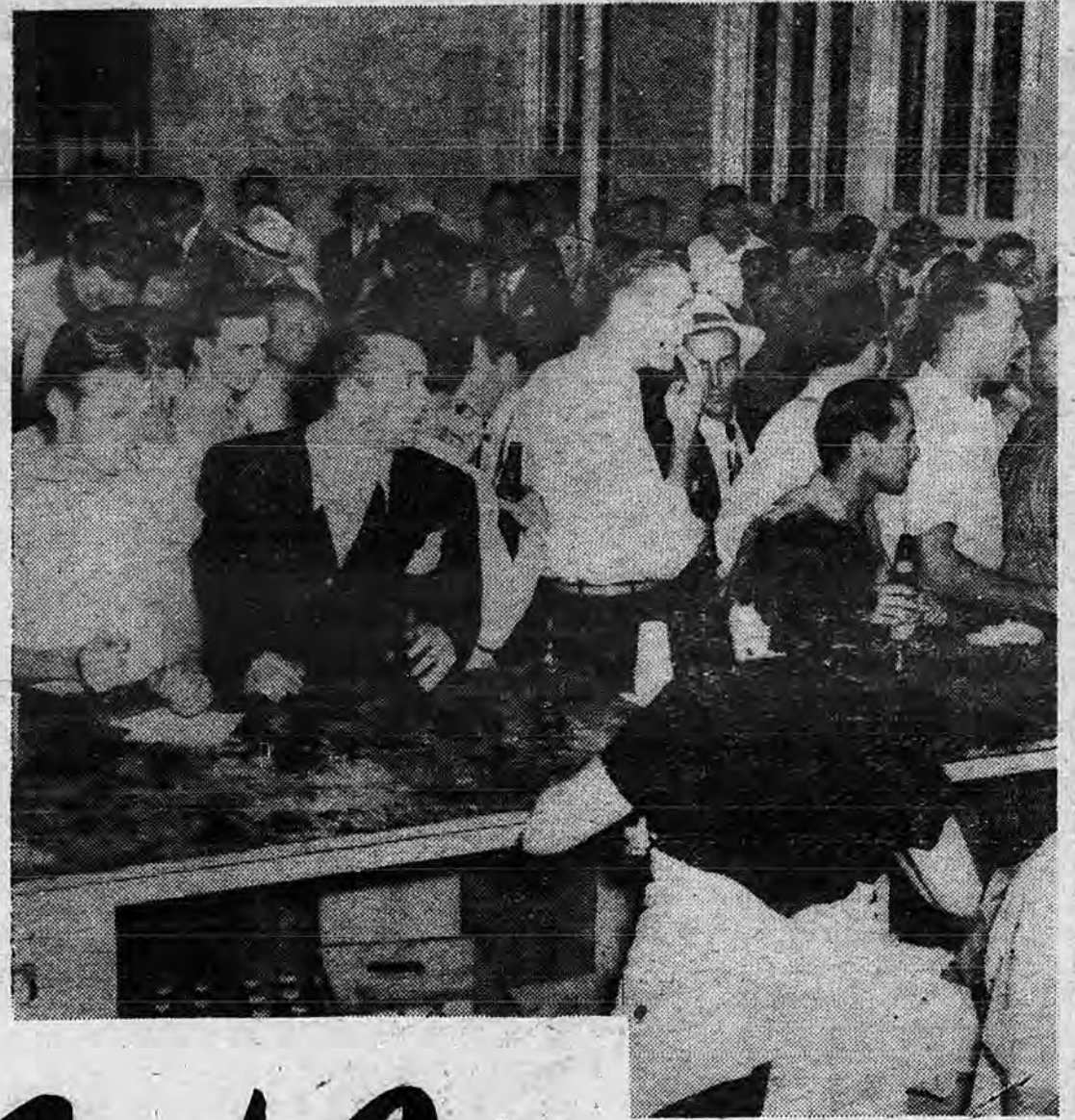


Only the best was in stock for the Seafarers and their guests on opening night, and that went for music, as well as beer and hot dogs. On the left is the group that furnished the jive. Tony Almerico and his Band are known as the best dance orchestra in N.O., as so they were there with the hot licks and the soft, dreamy stuff on May 19.

↓ ↓ ↓

Maybe the reason Blackie Clark (right) looks so sad is that he was a member of the Masters-at-Arms Committee and so couldn't drink as many cold beers as the rest of the guests. Well, even Blackie admitted that there wasn't any work for him that night. It was an SIU party with NO beefs.





TIME for a COOL ONE

Sitting it out, and with good reason, too, are (left to right) Mrs. Bill Mitchell, Bill Mitchell and Charles Kalmbach. Their idea of the party?—"A wonderful affair—we should have them more often." Perhaps they have a good idea.

"One on the house," says bartender Jean Randall, proprietress of a New Orleans rooming house, and a long-time friend of the SIU. The crew, under Jean's direction, put out more than 4,000 "cold ones."



Shown above, in the usual order are Seafarers Jack Campbell, Herman Troxclair, and Trussell Beatrous. They were stopped by the LOG photographer on their way to watch the dancing after drinking a cool beer. Were the drinks good? Just look at those happy grins.

In a quiet corner, a group of Seafarers and their girl friends take it easy between dances. They also partake of the refreshments, both liquid and solid.



Enjoying the beer in the above picture (left to right) are Herbert J. Spencer, of the local Carpenter's Union; his wife, Hazel Spencer, who is the secretary of the New Orleans SIU Branch; Phillip Monssen, N. O. SUP Agent; Fox Stovall, proprietor of a local ginmill; and Rocky Benson, a Seafarer who is waiting to ship out.

among those present

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The Longshoremen were there in full force. Left to right, ILA officials Paul Lanzetti, John Regan, and Al Chittenden. Chittenden had this to say about the Seafarers new home and the party: "This is well in keeping with the SIU's past record. They believe in doing everything first class." Pictures of other officials of other unions present also appear on this page.



Viewing the Hall and the dancing, while standing among the flowers sent by many well-wishers of the Seafarers, are Dora Stephens, Martha Bankston, Gloria Bankston, Ruth Creel, and Mrs. Maude Saunders. Mrs. Saunders has the distinction of being the wife, mother, grandmother and mother-in-law of Seafarers. That's what you call a real Seafarers family.

The Teamsters were present, also. Shown above, starting with Johnny Johnston, SIU, on the left, are Lindsey Williams, Seafarers Director of Organization; Manny Moore, Business Agent for the Teamsters in New Orleans; Earl Sheppard, SIU New Orleans Agent; Brother Creel, Seafarer; and Red Castleberry, attorney for the local Teamsters' Union.

Port New Orleans Is Far Cry From Bataan

Seafarers' enthusiasm over the spacious, well-equipped new Branch hall on Bienville Street was high this week and justifiably so. The dedication ceremonies were a significant gauge of the SIU's development, and Union members were making much of it.

New Orleanians passing the modern Union structure may have casually appraised those Seafarers entering and leaving the SIU hall as just a bunch of buoyant and carefree seamen. Nothing, unfortunately, could be further from the truth.

A goodly number of these sound, Union-wise Seafarers, who are the backbone of America's vast, far-flung maritime operations, carry permanent physical and mental scars burned deep by the horrors of World War II.

WAR HERO

One such war-scarred Seafarer is John Joseph O'Connor, who looks 35 but only recently passed 25. John is a survivor of the infamous Bataan Death March, which the civilized world will long remember as a classic example of man's inhumanity to man.

Back in May 1940, when John joined the Navy, he was a healthy young lad. His well-knit physique, built up in a brief career as a dancer, enabled him to take the rigors of sea life in stride. Then for over a year, he cruised in Far East waters aboard the destroyer Perry.

In December, 1941, John was thinking about his annual leave, due shortly — but fateful days were ahead. The Perry was about one and a half days out of Bataan when the news came that Pearl Harbor was a mass of flaming wreckage.

Orders came for the destroyer to report to the Philippines. She never made it. Jap bombers put the finishing touches on her while she was still 50 miles from Bataan. The survivors, O'Connor among them, put out in lifeboats.

For three days they bucked the Pacific waters, finally making the 50-mile-stretch to shore with all hands safe. Bataan was already a beehive of activity. All barriers and formalities between branches of service, civilian and military, were dropped. Army, Navy, Marine Corps and Merchant Seamen were as one, working feverishly to effect the island's defenses.

Because of his exceptional

and just for CONTRAST



JOHN J. O'CONNOR

Modestly and with obvious feeling, John reconstructed the events that followed this way:

The Japs came in, swaggering like superior beings. They bleated that America had lost the war and that now she would be destroyed. Within a few hours, all Americans had been herded together and the Death March started. Many were badly wounded; O'Connor with wounds in his stomach and right leg. The going was vicious and the less rugged dropped out fast. The Japs set on these—men and women—indiscriminately, shooting, bayoneting or clubbing them to death. An old priest, badly wounded and hobbling on crutches, died on the way despite Brother O'Connor's efforts to aid him.

For the last part of the way to Camp O'Donnell, the Americans were packed into trucks under inhuman conditions, with no room to move or air to breathe. Requests for the most elemental sanitary conditions were met with scorn. An average of three Americans died every day.

At Camp O'Donnell, where he was kept for two weeks, Brother O'Connor met Moe Solomon, a Navy Chief Bosun's Mate and an expert deepsea diver, whom he describes as a real

guy, tough but fair. The Japs ordered Moe to dive for American money in a sunken ship, but up to the time John left the "cesspool," Moe hadn't produced anything. Nor did he seem to be interested in hauling up any cash for the Japs.

The ranks of the Americans were reduced rapidly at O'Donnell, where men contracted dysentery and died like flies, John



recalls. He was hopeful when he left for Bilibid Prison in Manila, 90 miles away.

But Bilibid was a living Hell, according to O'Connor. On the

sparse diet of rice, barley and seaweed, his weight shot down from 187 to 79 pounds and he was barely able to navigate.

But that wasn't all. He beefed a couple of times to the Japs about the treatment. Once he was tied to a post for 48 hours and beaten regularly with canes. His right hand is still deformed from his second try at beefing. The Japs twisted all the fingers until they broke.

With his fellow prisoners, O'Connor was forced to watch the execution of three Americans who attempted to escape. These unfortunates were tied up, while Japs bayoneted them to death. John remained in Bilibid 30 days, then was sent to Java by ship. Nearly half the prisoners died and many others went mad for the lack of water.

Allied Forces liberated Java in August, 1945, and O'Connor was sent to Pearl Harbor, thence to Frisco and finally to the Naval Hospital in Bethesda, where he spent a year convalescing.

He was discharged from the Navy in 1946. He has never fully recovered from his nerve-shattering experiences, however.

But he craved the sea life and in January 1947 he joined the SIU, which attracted him because he considers it a first-rate organization and sound example of straight trade unionism.

"The SIU produces for its membership," he asserts. "It has won them the best conditions and wages and it settles their beefs. Seafarers really have good representation."

O'Connor, who intends to continue going to sea for a living,



says he "is extremely proud to be a member of the SIU."

And it's pretty well agreed that the SIU is damned proud that John O'Connor — and the many more serious-minded and courageous Americans like him — carry membership books in the SIU.

CHECK ONE <input type="checkbox"/> BEDSIDE, WHEEL CHAIR, OR STRETCHER <input type="checkbox"/> BED PATIENT <input checked="" type="checkbox"/> AMBULATORY	LAST NAME—FIRST NAME—MIDDLE INITIAL O'Connor John J REQUESTED BY DR. M. W. ANDAS	REGISTER NO. 2145211 WARD NO. 115 DATE 4/14/48 DATE OF PREVIOUS X-RAY 6/48 ST. ALBANS, N.Y.
PART TO BE EXAMINED Right Leg & Chest	PERTINENT HISTORY AND PROVISIONAL DIAGNOSIS THIS MAN IS A VETERAN OF THE BATAAN DEATH MARCH INTERNERED FOR 35 YRS BY JAPS. MAJOR B. PERI-BERI SEAR SHOWS POSITIVE FINDINGS SHRAPNEL SCARS IN LOWER PT. of RT. LEG & AT SECT. of ABDOMINAL AREA CHEST & LUNG PLETS. SHOW	FILM NO. 1247598
MEG.	ABOVE NAMED MAN ADMITTED TO V.A. HOSP. ON 4/14/48 DISCH. 5/10/48 PLEASANT RECOMMENDED	DR. J. R. ... M.D. SURGERY
FORM 10-2614h-2	X-RAY REPORT	DATE

Here's what the Army medics have to say about the wounds suffered by Brother O'Connor at the hands of the Japs.



speed and his youth (he was then 19), Brother O'Connor acted as a messenger between the various communications points. But the cards were stacked against Bataan's heroic defenders.

SAD DAY

All Americans remember April 9, 1942, when the staunch band on Bataan were overwhelmed.

New Orleans Is Growing As A Deep-Sea Port

(Continued from Page 5)

New Orleans now enjoys. Just how they will go about it is not yet clear.

In March, two representatives of the California State Harbor Commissioners visited New Orleans to find out what made it click. They were received most cordially by New Orleans officials, who were confident that this port could survive any amount of friendly competition.

SERVES WEST

They were confident because they knew the natural advantages possessed by New Orleans, and knew what they had done to use them properly.

As one New Orleans spokesman put it, "It is difficult to see

how these ports can keep up with the pace set by New Orleans unless they change the geography of America."

He added that the West Coast could not divert the Mississippi River through the Rocky Mountains.

What the West Coast investigators found was that the port of New Orleans solicits and gets business in 24 states including a number that once shipped through West Coast ports. Among these latter are New Mexico, Colorado, Wyoming and Montana.

They also discovered that New Orleans now successfully competes with the West Coast in shipments across the Pacific to

the Philippines, Japan, the Straits Settlements, the Netherlands East Indies and elsewhere.

The net result of New Orleans' growth as a port is that the West Coast ports have lost 20 percent of their normally expected tonnage to New Orleans.

Perhaps the most important fact about New Orleans is that careful statistical studies have revealed that it is the most efficient port in the nation.

LOW COSTS

The handling cost of cargo per measurement ton is \$1.05 in New Orleans which is far below West Coast levels. In Los Angeles, the cost is \$1.43; in San Francisco, \$1.49; in Portland, \$1.50; in Seattle, \$1.21.

Incidentally, the New Orleans cost per measurement ton is even further below the cost in Boston, New York, Philadelphia and Baltimore.

Much of New Orleans' advantage is due to the low cost of bringing cargoes down the Mississippi by barge and to lower freight rates in general.

Part and parcel of the recent development of New Orleans have been the growth of the Seafarers International Union. The shipping rate in New Orleans is normally second only to the rate in New York. The final evidence of the importance of the Seafarers to the New Orleans maritime picture is the new New Orleans Hall.

Digested Minutes Of SIU Ship Meetings

SEATRAN, NEW YORK, Feb. 2—Chairman Cassidy; Secretary Tennant. Disputed overtime on deck being discussed with Mate, delegate reported. Cassidy elected Ship's Delegate by acclamation. Voted cooperation in keeping messhall clean. Longshoremen in New York and New Orleans to be invited to messhall for coffee when working ship. Officers welcome to see movies in messhall. Cost of movies to be shared. Minute of silence for departed Brothers.



JOHN LAFARGE, Jan. 4—Chairman Ray Oats; Secretary B. J. McNally. Delegates reported no beefs. Education: Men with tripcards given pointers in regards to being good union men and shipmates. Good and Welfare: All hands joined in lively discussion of various shipboard topics. Ship reported feeding like Waldorf-Astoria. Crew salutes Chief Cook Ike, D. A. Kaziukewics and Baker J. Koziol.

STEEL RECORDER, Mar. 3—Chairman H. Cap; Secretary E. DeBourbon. Delegates elected: Joseph Simmons; Ship's Delegate; Chris Wallender, Deck; Mike W. Mayoski; Engine; and Victor Miynek, Stewards. New Business: Unsafe working conditions to be reported at next meeting and a list made up to be turned in to department heads. Motion carried that meeting time be posted 8 hours in advance. Education: Union literature passed out and read by all hands. Questions answered to the satisfaction of all. Good and Welfare: Report on unnecessary noise in crew mess.

SALVADOR BRAU, April 2—Chairman Russell Brinn; Secretary J. B. Babb. Delegates reported everything okay. Old Business: Motion carried to bar E. Spear from sailing in capacity of Steward for one year. Good and Welfare: Several minor repairs mentioned to be brought to attention of department heads. One minute of silence for brothers lost at sea. New Business: Motion carried that any member causing undue disturbances on ship while in port will stand trial by membership. Good and Welfare: Discussion regarding cooperation in galley.



STEPHEN LEACOCK, Mar. 28—Chairman Jack Glover; Secretary Windy Walsh. Motion carried to go on record as in favor of voluntary fund to aid distressed SIU men in need of legal assistance. Motion carried to accept nothing but union made goods for the forthcoming voyage. Motion carried to pass hat for brothers in Fort Stanton Hospital.

STEEL EXECUTIVE, Mar. 21—Chairman Oscar Payne; Secretary A. Mitchell. Delegates Tony Adomaitis, Albert Jensen and Oscar Payne reported all okay. Education: Talk by Oscar Payne on education, followed by R. Gomez, Steward, who asked that messhall be kept cleaner. Motions carried that steward's delegate obtain some educational literature and new pamphlets while in Honolulu. One minute of silence for brothers lost at sea.

JOHN WANAMAKER, Mar. 23—Chairman L. A. Marsh; Secretary Charles Mazur. Ship's Delegate Robert Patterson reported speaking to Captain on beefs regarding juices, cots and leftover food; Deck Delegate Robert Patterson reported no disputed overtime; Engine Delegate L. A. Marsh reported beefs regarding overtime sent to N. Y. office for clarification. Good and Welfare: Suggestion that recreation room and mess room be kept cleaner. Crew complained that Steward refused to cooperate with men and insists on quoting company policy whenever asked a small favor.

SOUTHSTAR, April 2—Chairman Alexander Jones; Secretary Donald Vinge. Delegates reported no beefs. New Business: Motion carried to enforce fumigating of the entire vessel due to several cases of scabies. Motion carried that steward and second cook check provisions and report to delegates. Crew not to sign on until delegates give approval of stores. Good and Welfare: Suggestion that meeting hour be posted by noon on day of meeting. Suggestion that delegate ask Captain reason for confiscating foc'sle chairs.



BEREA VICTORY, Mar. 24—Chairman C. Wright; Secretary H. Rosecrans. New Business: Committee of one to evaluate souvenirs. Deck delegate requested to see Captain about some form of compensation for loss of time due to setting clocks back. Voted to consult patrolman about difference in exchange rate of franc offered by company agent in Marsailles and that offered by the American Express and Paris Bourse. Delegates advised to see patrolman before payoff and endeavor to clarify overtime, wages and other problems. Advice headquarters to investigate Raymond M. Hill.

GOVERNOR BIBB, Mar. 28—Chairman John S. Hauser; Secretary Alfred W. Forbes. Delegates reported no beefs or disputed overtime. New Business: Motion carried that a notice be posted for the new crew informing them to be sure to check the slopchest before sailing. Motion carried to get ship's radio if possible. Good and Welfare: Suggestion made that all fines administered at the previous meeting be scratched and in place all members of crew donate to the hospital fund.



MARION CRAWFORD, April 14—Chairman Pappadakis; Secretary J. E. Whitt. Delegates' reports accepted. New Business: Motion by Hemby that crew hold only two meetings on the return trip home unless something warrants a special meeting. Good and Welfare: Suggestion by Hemby that there be no more arguments below and all arguments go through the proper channels for settlement. One minute of silence for brothers lost at sea.

SEAFARERS SAY



THE WINNING NUMBER IS...
WHEN YOU WRITE TO HEADQUARTERS - FOR ANY REASON - TO RETIRE YOUR BOOK, OR TO PAY YOUR DUES, OR TO ASK FOR INFORMATION - ALWAYS GIVE YOUR BOOK OR PERMIT NUMBER. THIS WILL AVOID CONFUSION AND FACILITATE THE HANDLING OF YOUR PROBLEM.

CUT and RUN

By HANK

Most of the ports are having tough shipping. Many brothers are learning that it pays to take it easy on spending their dough while they're out on a trip so they can have more dough to stretch while on the beach. More important than that, they have learned to pay their assessments and their dues months ahead, too... One brother informed us that foreign ships were loading coal cargoes down in Norfolk while plenty of American ships were getting laid up. This ERP plan seems to be hitting many ports, with unfair unemployment to the merchant seamen. Who knows when or how there'll be better days ahead?... Here are some oldtimers who may still be in town: C. McIlhant, Steward A. Lomas, O. Guerra, Chief Cook C. Wolf, Chief Cook A. Garcia (Gulfer), A. Partner, W. Thornton, S. Integra, S. Becar, H. J. Lamy, J. Kelley, R. D. Sullivan, F. Vargas, J. Baillie, M. Gomino, S. Carr, Bosun S. W. Lesley, F. Lillie, T. Simonds, P. Cardona, J. Napoleonis and D. Parsons.

We're informed that Steward D. Gardner is aboard the Noah Webster, shuttling between Cuba and Germany—which is one of those rare trips, indeed. Brother Gardner sends his best regards to all in New York and says that the trip is rolling along perfectly. Except, he adds, for just one Seafarer who hasn't been keeping the ship running SIU style. We believe that this man will realize, and soon enough, that one man or several men cannot jeopardize the agreement, foul up their shipmates and a good trip and cast a black mark against the SIU. SIU wages and conditions, are the best in the industry. Any Seafarer who tries—seriously or jokingly—to steer a different, careless course than what is expected of him—in his job or in practicing good unionism aboard ship and in all SIU halls—is definitely and ignorantly creating a danger to his union brothers, his own union and towards the valuable union book or permit he carries.

The following brothers will be receiving the LOG weekly—John Barnhart of New York, Floyd McCormick of Mississippi, Joe Nueberger of Minnesota, Henry Marhenke of California, Frank Walaska of New Jersey, L. B. Moore of Alabama, William Mauck of Virginia, Edward Hill of Texas, Clarence Wilson of Louisiana, Henry Sandridge of Virginia, John Thornton of Alabama, William Roma of Connecticut, Francis Indihar of Kansas, Robert Fletcher of Washington, Gordon Peck of Washington, A. Maybery of Texas, Harold Ittner of Georgia, Edward Esteve of Louisiana, Noel Dawson of California, E. A. Bishop of Massachusetts, Fred Goff of Rhode Island, Arthur Hayston of Massachusetts, Leonard Maready of North Carolina, James Johnson of Georgia, Johnnie Keefe of Florida, Ogden Fields of New York, Jason Gibbs of Arkansas, Kenneth James of Georgia, Billy Scott of Texas, Arnold Knudsen of California, Norwood Gaskill of North Carolina and Ted Wester of California.

One of the many important things to every SIU brother is his union newspaper, which is published every week. He should have it sent home so that his folks can read it, understand the union, etc. And in this way, when he comes home he can read up on all the important union developments which happened as well as other information—while he was out in the world on various trips.



MOLINE VICTORY, (date not given)—Chairman Joe Novosel; Secretary Steve Berginia. Delegates reported everything in order. New Business: Motion by G. Green to elect Steve Berginia as Ship's Delegate. Motion carried. Good and Welfare: Beef on drinking fountain in crew quarters. Fountain cannot be repaired so will be replaced in South Africa.

AZALEA CITY, Mar. 23—Chairman Pierce; Secretary Martin; Reading Clerk Peters. Delegates reported on number of books and permits in their departments. New Business: Motion made and carried to draw up resolution regarding Captain and Chief Mate's disrespectful attitude toward the crew and Union. Motion carried that entire crew put in for subsistence for days when water was unavailable. Motion carried that hospital and slopchest supplies be checked by new crew. One minute of silence for brothers lost at sea.



BETHORE, April 20—Chairman C. W. Fowler; Secretary A. P. Curry. Delegates reported no beefs in their departments. New Business: Motion made and carried that the Deck and Engine Delegates request the Captain to buy fresh vegetables in Panama Canal Zone. Good and Welfare: Various repairs to be attended to be brought to attention of delegates.

ZACHARY TAYLOR, Feb. 24—Chairman George Midgett; Secretary Frank Aubussol. Delegates Herbert Sarchel, Raymond Scott and Samuel Green reported on number of books and permits in their departments.

THE MEMBERSHIP SPEAKS



Coyote Hills Has 'World's Greatest Sea-Going Lover'

Ed. Note: The following letter from the crew of the SS Coyote Hills is a ringing challenge to the membership. It was sent in with an explanatory note by Brother R. E. White, who was Engine Delegate on the ship.)

To the Editor:

Aboard the SS Coyote Hills, we have a sailor for whom we wish to claim the title "World's Greatest Sea-Going Lover."

Basis for the claim is the fact that the ship was held up for two hours in Piraeus, Greece, while one of his love affairs was straightened out.

This boy is a tall, fair-haired (what there is of it) lad from the corn belt. Let's call him Erik, although that is not his real name.

What happened was this. While we were in Piraeus, a young lady became so smitten of Erik's charms that she gave him a ring. Get this straight. She gave him a ring!

'TIS EVER THUS

Erik, however, true to the tradition of all sea-going lovers, soon switched his own affections to another lady, quite forgetting that the first fair lass might want the ring back.

Everything went smoothly enough until sailing time. Just as we were about to pull out, there appeared upon the horizon,



you guessed it, the young lovely who had been cast aside.

The trouble was that the lady was not alone. With her was a boatload of Greek gendarmes.

SKIPPER SURPRISED

The Captain certainly was surprised to see so much law suddenly swarming aboard his ship. Perhaps he was more surprised than pleased. At any rate, he had quite a time finding out what the complaint was and even more of a time squaring it away.

The local charmer and the local cops were very irritated and flatly refused to let the ship sail until the matter was settled.

The Captain finally squared everything to everybody's satisfaction, but it took him a full two hours, and the ship sailed behind schedule.

Therefore, we the crew of the SS Coyote Hills wish to uphold Brother "Erik" in his claim to the title "World's Greatest Sea-Going Lover."

So come all ye Casanovas, Young Lochinvars, Don Juans, Benvenuto Cellinis, Bluebeards and vagabond lovers. We defy you to take this championship away from our boy.

The Crew
SS Coyote Hills
Indian Ocean

Mundo Men Ask Pitch On Jr. Engineers

To the Editor:

It was brought to the attention of the undersigned brother members during a shipboard meeting aboard the SS Del Mundo that since all unlicensed Junior Engineers are classified as watch standers while at sea and in port it seems all SIU-contracted companies have ceased carrying them.

We realize the necessity of these jobs, especially to the rated men in the Engine Department. During negotiations we would like the committee to see if it can secure these jobs again for our brothers.

GIVE REASON

We are lead to believe that the reason for the elimination of unlicensed Junior Engineers on various SIU contracted ships was due to the fact that when three Junior Engineers are carried they must be classified as watch standers while at sea and in port.

If the above-mentioned reason is the main cause for the elimination of these ratings we feel that in the future the negotiating committee should bear this fact in mind and act accordingly.

In the event we are wrong in taking this attitude we would appreciate an explanation printed in the LOG, explaining to us why so many ships suddenly ceased the practice of carrying them.

At this point, we wish to take this opportunity to express our appreciation to all members of the negotiating committee for the fine job they have done in the past.

Signed by 33 crewmen
SS Del Mundo

(Ed. Note: What the Del Mundo men have pointed out was partially the reason for the situation. The SIU quickly recognized the problem and corrected it. At the last negotiations, the negotiating committee had the working rules changed so that Junior Engineers could be put on either day work or donkey watches in port. Moreover, the Union is continually trying to effect increases in the manning scales in every negotiating session—not only for Junior Engineers but in all ratings.)

Do It Now

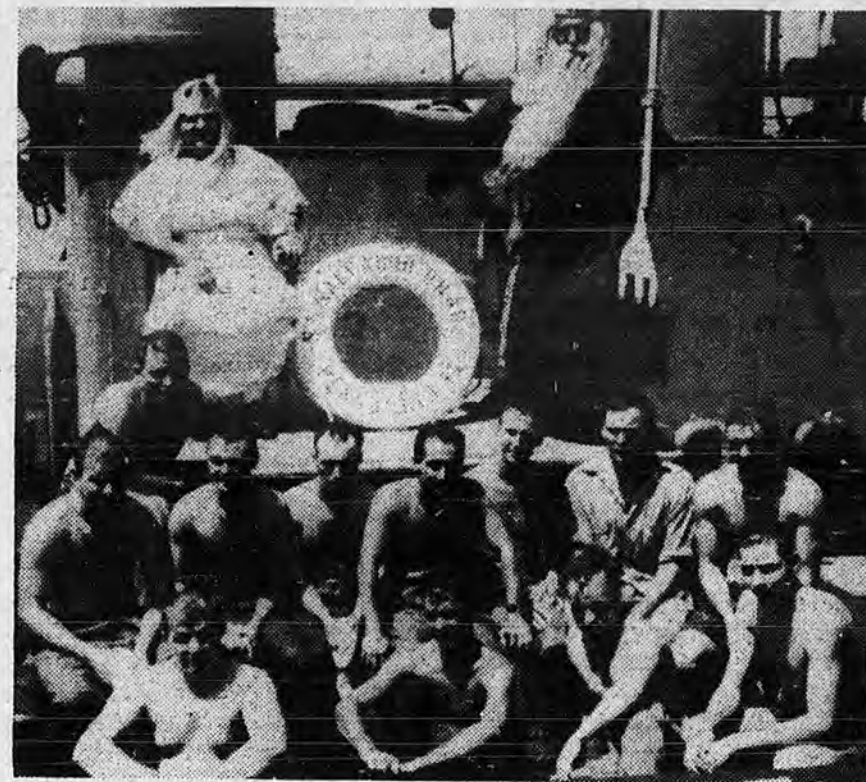
By an overwhelming vote on the Referendum Ballot, the membership of the Seafarers International Union, A&G District, went on record to protect itself in the hard days to come by building up a strike fund and by providing shoreside operating bases.

That means a \$10.00 Strike Assessment and a \$10.00 Building Assessment. Already many members have paid these sums.

The operators will move without warning. It is our duty to be prepared.

Pay the assessments immediately. It is our insurance for the future growth and strength of the Union.

AFTER THE 'BRAU-BEATING'



No longer the abused, uninitiated Pollywogs, these crewmembers of the SS Salvador Brau are now stout-hearted, seasoned Shellbacks (photo above). They've just been officially made "Old Salts of the Order of Neptune" by the King himself, better known as Bosun Salvatore Volpi. Ceremonies took place as Brau made its way to B.A. Later she headed for Cork, Ireland, then back to New Orleans where she paid off last week. Shellback gives Pollywog the business (photo left) as King Neptune (Brother Volpi, again) and his buxom queen (Brother Dennis) look on with approval.



Log - A - Rhythm

Ol' Wind And Filthy

By ROBERT A. MUNSELL

My story is about a man,
Who'd like to have his name
Amongst our many leaders,
Printed in the Hall of Fame.

He's Captain of a vessel,
That makes an intercoastal run,
The crew that sails this thing
Will really have some fun.

Ol' Wind and Filthy
The gang has named this wreck,
You see, he stands and spits
While shouting on the deck.

His mates, they try to be okay,
But their stuck with in-between:
Ol' Wind and Filthy
Is just full of stinking schemes.

Posted in the wheelhouse,
Near the twirling spokes,
A printed sheet of instructions,
It's actually full of jokes.

No Ordinary's allowed to steer,
Ol' Windy's rules run,
"I'm master of this ship, by God,
You're nothing but a bum."

"Stand by, man, get on the bridge,"
He roars weekdays at dusk,
You see his rules flaily state,
It's absolutely a must.

Ol' Windy shows no leniency,
Toward one man or the other,
He'd stand and talk and drool at you,
While he logged his own blood brother.

"Sailors use the outside ladders,"
—His rules go on to say—

"Going to and from any other way
Disturbs my rest each day."

"ABs shall steer for two hours,"
God, how long it does seem,
Ol' Windy standing next to you,
With grinning face abeam.

For the fire and boat drills,
No warning do you get,
The whistle cries out in the rain,
And you get cold and wet.

On Saturdays and Sundays,
You hear his well-known shriek,
"Stand by, man, get on the bridge,
I'll have your pay this week."

But Windy isn't really bad,
He's just a sadist bloke,
He gives you twenty minutes
For your coffee and your smoke.

The Mate comes running to the bridge,
And says, "My aching back,"
"That rotten, filthy Windy,
"Is spitting in his sack."

You're working hard from bell to bell,
Just sweating on the deck,
And Windy stands around nearby,
A-howling down your neck.

This skipper never gets ashore,
I'll tell you why right here,
He knows the gang is waiting,
Boozing up with lots of-beer.

Now boys, you think my yarn a lie,
So I'll say this to you,
Just make a trip with Windy
And find each word is true.

NOTICE

Gear being held for Ernest Mettsas and Gus Liakos by the Customs will be sold at auction on July 15, unless claimed. Contact U.S. Customs Seizure, Room 311 Appraiser's Stores, 201 Varick Street, New York, N. Y.

PERSONALS

ISAAC VAN DER HOVEN
Please contact Mr. J. J. Zarza, 271 Washington Street, Brooklyn, N. Y., or call MAin 4-1000. Important.

ROBERT MYERS

Your mother, Mrs. Jean Cantoni, would like you to get in touch with her. Her address: 199 Bay 17th Street, Brooklyn, N. Y.

JOSEPH SCHUMSKY

Your wife asks that you get in touch with her at once. Very important.

FRANCIS A. FAVREAU

Get in touch with Frank Kelly, Catholic Maritime Club, 485 West 22nd Street, New York City.

RICHARD S. BAKER

Your wife wishes you to get in touch with her.

EMERY D. CROWELL

Your wife has arrived from England and wishes you to get in touch with her immediately at Mrs. Sarah Crowell, Apt. 1-E, 134 West 66th St., New York City. Phone number is ENdicott 2-9140.

SIU HALLS

SIU, A&G District

BALTIMORE14 North Gay St.
William Rentz, Agent Calvert 4530
BOSTON276 State St.
Walter Siekmann, Agent Bowdoin 4455
GALVESTON308 1/2-23rd St.
Keith Alsop, Agent Phone 2-8448
MOBILE1 South Lawrence St.
Cal Tanner, Agent Phone 2-1754
NEW ORLEANS523 Bienville St.
E. Sheppard, Agent Magnolia 6112 6113
NEW YORK51 Beaver St.
Joe Algina, Agent Hanover 2-2784
NORFOLK127-129 Bank St.
Ben Rees, Agent Phone 4 1083
PHILADELPHIA614-16 N. 13th St.
Lloyd Gardner, Agent Poplar 5-1217
SAN FRANCISCO105 Market St.
Steve Cardullo, Agent Douglas 2-5475
SAN JUAN, P.R.252 Ponce de Leon
Sal Colls, Agent San Juan 2-5996
SAVANNAH220 East Bay St.
Charles Starling, Agent Phone 3-1728
TAMPA1809-1811 N. Franklin St.
Claude Simmons, Agent Phone M-1323
HEADQUARTERS .51 Beaver St., N.Y.C.
Hanover 2-2784
SECRETARY-TREASURER
Paul Hall
DIRECTOR OF ORGANIZATION
Lindsey Williams
ASSIST. SECRETARY-TREASURERS
Robert Matthews J. P. Shuler
Joseph Volpian

SUP

HONOLULU16 Merchant St.
Phone 58777
PORTLAND111 W. Burnside St.
Beacon 4336
RICHMOND, Calif.257 5th St.
Phone 2599
SAN FRANCISCO59 Clay St.
Douglas 25475
SEATTLE86 Seneca St.
Main 0290
WILMINGTON440 Avalon Blvd.
Terminal 4-3131
Gt. Lakes District
BUFFALO10 Exchange St.
Cleveland 7391
CHICAGO, Ill.3261 East 92nd St.
Phone: Essex 2410
CLEVELAND2602 Carroll St.
Main 0147
DETROIT1038 Third St.
Cadillac 6857
DULUTH531 W. Michigan St.
Melrose 4110
TOLEDO615 Summit St.
Garfield 2112

WALTER PETROWSKI

Get in touch with Paul C. Catthens, attorney-at-law, 11 Broadway, New York City. This is in regard to case of Clifton Coates. THIS IS URGENT!

~ ~ ~

Checks for the following men have been held for over a year in the 4th Floor baggage room, New York Hall, 51 Beaver Street. They can be picked up in person or, if an address is forwarded, the check will be sent out by mail. If not claimed within a reasonable period they will be returned to the companies.

Felix Brincat (Pacific Tankers); Adam Llewellyn (Waterman); Lester Hodges (Overlakes Freight Corp.); Johannes Hals (Pacific Tankers); J. F. Keen (Pacific Greyhound Lines); Peter Venizalos (South Atlantic); Charles N. Harding (American Pacific); Robert A. Statham (South Atlantic); Don. Dalligan (South Atlantic); Charles W. Cotton (Delta Line.)

CHARLEY FOSTER

Get in touch with Gerard Rault, attorney, American Bank Building, New Orleans, Louisiana. This is urgent. Your statement is needed in the case of Charles Spencer who was on the Seatrain New Orleans when you were Ship's Delegate in November 1947.

Venetian Holiday



These pigeons evidently recognize a good feeder when they see one. They had a royal time when Otto Preussler (Uncle Otto), Steward aboard the Felix Grundy, gave chow call in Piazza San Marco, during visit to Venice.

"Venice is a place to have a good time," Otto writes. "Young and old, we sure had a great time during our long stay here."

The Grundy is bound for its home port in Savannah and is scheduled to arrive around June 14.

Multiple Job Registration Has Advantages, He Feels

To the Editor:

In reading the April 30 issue of the LOG, I enjoyed the splendid news of the various progressive activities of the Seafarers International Union and its members, and of the other AFL affiliates, notably the UFE.

I noticed in that issue where our good friend Joe Algina in his New York shipping report, proposes a change in the shipping rules, wherein a member of the Black Gang should not be allowed to register as "all ratings." Instead, it is proposed, he should pick one rating, regardless of how many endorsements he has, and register and ship in that capacity.

Let us not impede the progress being made by the Union and membership by inserting into the shipping rules any changes that will have definite demoralizing effect in the Engine Department that might ultimately result from any such change.

EFFICIENT CREWS

It has always been, and always will be, the policy of the SIU to man its contracted ships with efficient and capable members.

The privilege of obtaining endorsements is open to all Engine Department men with initiative and the necessary experience. So why penalize the men who have the endorsements and are capable of performing the various duties required in the engine room?

As a counter-proposal, I offer that a member must have six or more endorsements, excluding a Wiper's, in order to register in "all rating." Or, as a pre-requisite to registering as "all ratings" you could require any number

of specific endorsements, or combine the two.

Would not this change I have mentioned tend to inspire the members to obtain additional endorsements in order to register in the "all ratings" classification? This, in turn, would ease the shortage of rated men the various halls are continually asking for through the LOG.

UNION BASIS

The first basic principle of our Union is the Union hiring hall, with shipping based on the rotary system, which the membership stands ready at all times to protect by hitting the bricks. The hiring hall and rotary system, which have proved so very successful and effective in the past would be impaired if the proposal offered by our good brother were put into effect.

Here is an example that could be an every day occurrence under the proposed change:

A member with endorsements as Junior Engineer, Deck Engineer, Oiler, Fireman, and Water-tender is registered as Deck Engineer and has been on the beach two or three weeks. He goes broke (as does happen to seamen) and he decides to take an Oiler's or Fireman's job. He is a qualified man by virtue of his endorsements. And he is broke.

Is this man to be made to sleep on the park bench and go hungry, while the job goes to some other member registered as Oiler and FWT, with a shipping card much lower than his?

When this happens, who will want the unpleasant duty of explaining Paragraphs three and ten of the preamble to our Constitution and Sections two and twenty-two of the Shipping rules to this man.

William H. Harrell

SS Florida Runs Smoothly; Crew Hails SIU Successes

To the Editor:

At the last Deck meeting aboard the SS Florida, it was pointed out that we got eight out of the nine things we asked for. Only thing we did not get was a shelf to help out the messmen, but we will keep working on it. (They got it.—Ed.)

As we are going into drydock soon, we will have an airconditioning system first on the repair list. Meanwhile the Deck Delegate is instructed to see the Port Captain about getting the fan in the motor reversed to bring in air.

AGAINST TRANSFERS

We also held discussion on the practice of giving away our ships to foreign countries. We need them ourselves. A country's greatness depends largely on its merchant marine. History shows that all wars are won or lost by sea transportation. Also the giving away of our ships makes trained seamen quit the sea and in time of war we are short of good seamen.

There are a few things about the ship I would like to point out. Shipping is fairly good for the SS Florida, in spite of rumors to the contrary. Over 90 per cent on deck are full book members. Many of our men are real oldtimers, with very low book numbers.

The Deck Department has been getting excellent cooperation from the Engine Delegate, Spedie Atwell, a very good Union man. Also from Stewards Delegate Major Costello, who has a habit of getting things done.

SIU REPRESENTATION

About every week we see the representative from the Tampa Hall, who helps us iron things out and brings us the latest Union news.

I am glad to say we always get our SEAFARERS LOGS on time and with the Union aid our pay-offs come off well, with no trouble at all.

We are all cheered to see our organizing drive meeting with such success and new companies

being added. We know the boys in Headquarters are on the ball. The boys here would like to see some of this letter in the LOG.

Lawrence McCullough
Deck Delegate
SS Florida

Member Says Union Wins Stun Rivals

To the Editor:

This is to let you know that I have been receiving the SEAFARERS LOG every week. I want to thank you for making available this fine source of material, as there are a few seamen around who are anxious to learn about a good Union.

They have told me of the faults of their unions, and the way they get kicked around when presenting their beefs to dispatchers and patrolmen.

I have told them of the conditions aboard SIU ships when they are in port, at sea and at all times. I have pointed out that an SIU ship is a clean ship and always will be. I have also told them of the way the SIU won, over all the other unions, the highest scales in wages in maritime history.

They thought that I was handing them a line. But when I showed them the LOG they just stood with open mouths.

They said they never got anything like that out of their unions.

Then when the issue of March 12 came—well that was it. They just couldn't get over the new wage scales and the victory the SIU had won.

Maybe this is a bad place for an SIU member. But I just couldn't help telling other seamen of the victory which the Seafarers International Union has won after they told me of the way they were being pushed around. I just couldn't help but feel sorry for the way they are treated.

John J. Davey
San Francisco

Notice To All SIU Members

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

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

PLEASE PRINT INFORMATION

To the Editor:

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

Name

Street Address

City State

Signed

Book No.

Minutes Of A&G Branch Meetings In Brief

BALTIMORE—Chairman William Rentz, 26445; Recording Secretary Ben Lawson, 894; Reading Clerk Al Stansbury, 4683.

Regular order of business suspended to allow members to be obligated. Minutes of all branch meetings accepted with exception of last motion in New Orleans' proceedings. Trial committee's report of charges and findings against two men read. Reports of the Agent and Patrolmen read and accepted. A special committee delivered its report on the findings of the 1946 Strike Clearance Committee. Motion carried to accept recommendation for filing of report. Motion carried to have coffee available in the Hall. Following a minute's silence in memory of departed Brothers, a general discussion was opened under Good and Welfare. There were 405 members in attendance.

NORFOLK—Chairman M. Burnstine, 2257; Recording Secretary Ben Rees, 95; Reading Clerk Earl Congleton, 4696.

Following reading of financial reports, minutes of other Branch meetings were read and accepted. In the Agent's and Patrolman's report, it was pointed out that shipping in this port is now at an all-time low. All incoming ships have been diverted to other ports. This situation is attributed to political maneuvering in Washington and in shipping circles over export coal licenses, ERP allocations and shipments. Also responsible is a shuffling move by the operators to get the government to change the bareboat set-up back to the cost-plus basis used during the war. As a direct result, it was stated, all bareboat ships in port, and those hitting port, have been turned back to the Maritime Commission and sent up the river to the boneyard or given to foreign countries. In the latter instance, they are loaded with American cargoes and sailed immediately. Shipping is expected to continue tough in this port until picture in Washington clears up. Present at the meeting were 285 members.

NEW ORLEANS—Chairman Lindsey Williams, 21550; Recording Secretary Buck Stephens, 76; Reading Clerk Warren Wyman, 200.

Telegrams were read congratulating this branch on the dedication of the new Hall,

India Plans Enlarged Fleet

The government of India expects to have a merchant fleet of 2,000,000 tons sailing the world's oceans by 1955, according to reports from New Delhi, India's capital.

India already has about 300,000 tons of shipping, twice the amount she had before the war. And it should come as no great surprise to Seafarers that the greater part of the increase consists of war-built Victories and Libertys acquired from the United States.

Several SIU crews delivered ships to India last year, and more might have gone had further sales of Maritime Commission vessels not been blocked by Congress this past winter.

NOT CLEAR

Whether Indian ships will compete heavily with American ships by frequent runs to the United

A&G Shipping From May 4 To May 18

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston	(No Figures Available)							
New York	195	244	206	645	185	232	161	578
Philadelphia	89	54	59	202	50	32	24	106
Baltimore	249	84	97	430	168	119	87	374
Norfolk	140	86	59	285	29	31	12	72
Savannah	58	41	24	123	68	41	38	147
Tampa	26	36	20	82	6	8	6	20
Mobile	84	98	91	273	37	108	105	250
New Orleans	202	163	145	510	157	131	147	435
Galveston	97	73	50	220	63	54	45	162
San Juan	14	5	6	25	15	4	7	26
Grand Total	1,154	884	767	2,795	778	761	632	2,170

NOTE: A&G men shipping on the West Coast are not included in this report.

which opened officially at tonight's meeting. Financial reports and minutes of previous Branch meetings read and accepted, except for non-concurrence with Mobile proceedings. Port Agent Sheppard spoke on role of New Orleans in growth of SIU. He stated that by Monday the new Hall will be able to fully conduct the business of the port on a normal basis. Dedication ceremonies took place at nine o'clock, with representatives of other AFL unions speaking. "Uncle Bill" Donnels, AFL Organizer in this area, was master of ceremonies. All hands were asked to cooperate in making success of the celebration, which was to follow the regular meeting. Agent announced that all Branch affairs are in good order, with fifteen payoffs and nine sign-ons in past two weeks. Indications are that shipping will hold its own and possibly improve, he added. No beefs are pending in this port. Under new business, membership unanimously accepted report by the Secretary-Treasurer on finances, progress and general condition of the Union. Several Brothers took the deck under Good and Welfare to speak on the new Hall, the progress of the SIU and the coming negotiations. There were 620 members at the meeting.

TAMPA—Not enough members present for regular meeting. Agent called special meeting to elect an auditing committee. M. Ellsworth, D. B. Carpenter and J. F. Land elected. Later they reported everything in order. Agent reported shipping still slow. Same number of ships in-

cluding those in transit, but turnover rate is down as more men are staying on ships. The SS Florida will be back in service on May 28. Two ships loading, a third expected.

MOBILE—Chairman J. Morrison, 34213; Recording Secretary James Carroll, 14; Reading Clerk H. J. Fischer, 59.

Minutes of all ports read and accepted. Agent's report heard and accepted. Agent revealed that Alcoa would be making Mobile company headquarters and 90 percent of Alcoa ships, including passenger liners, would pay off in Mobile. Agent also announced that Waterman planned to get nine new ships which would crew up in Mobile. Agent said that once all the money for the Marshall Plan was appropriated there should be a lot of ships added to SIU companies. Patrolmen's and Dispatcher's reports accepted. Voted to send floral wreath to funeral of Brother Maples, killed in an accident. Voted to pressure for a 40-hour week in maritime laws. All charges to be referred to committee, trial committee to be elected the following day. Nine men obligated.

SAN JUAN—Chairman S. Colls, 21085; Recording Secretary W. Fontan, 100842; Reading Clerk J. Santiago, 22354.

Minutes of all branches accepted for filing. Agent's report heard and accepted. Agent announced that he was continuing his efforts to get ILA and UTM together. Lots of progress reported in this matter. Shipping quite fair despite fact that there were no actual payoffs or sign-ons. Most ships take enough replacements to keep shipping at fair level. Agent and Patrolman reported number of minor beefs settled. One man changed from AB to Deck Maintenance on Monarch of the Seas. Man held higher rating and change was made properly through the Hall. One man obligated. Carried motion that only Union members be allowed near Dispatcher's desk when shoregang jobs are called. Special meeting called following day to hear and consider Negotiating Committee's report on Calmar and Ore contracts. Voted to accept.

PHILADELPHIA—Chairman L. A. Gardner, 3697; Recording Secretary Bill Luth, 896; Reading Clerk Ray Oates, 25128.

Minutes of all branches except Baltimore accepted. Voted non-concurrence with Baltimore on bringing clearance committee up on charges. Agent's report heard and accepted. Agent reported

shipping had picked up considerably, although plenty of men in all ratings were still registered. Hard to forecast shipping for immediate future. Several good payoffs and sign-ons. Standby jobs helped during slow period, Agent said. Accepted Negotiating Committee's report on Calmar and Ore. Decided to elect committee with Agent as chairman to iron out shipping procedures. Patrolman's report accepted, Secretary's Treasurer's report accepted. Four men obligated. Voted to file minutes of SS Governor Bibbs until ship pays off. Minute of silence for Brothers lost at sea.

GALVESTON—Chairman W. Brightwell, 7279; Recording Secretary Keith Alsop, 7311; Reading Clerk J. Byrd, 34683.

Motion carried to accept all minutes of other Branches except Mobile, and to hold over to new business the minutes of Puerto Rico. Agent's, Patrolman's and Dispatcher's reports accepted. Motion carried to accept and to extend a vote of thanks to the negotiating committee for work done on Calmar and Ore contracts. Following men obligated: V. Beverly, W. F. Hutter, A. Manuel, D. Dalao, D. R. Hightower. New business: Motion by Townsend, 31580, that S. Colls, San Juan Agent, take care of SIU business in preference to other meetings. Amendment: That the Secretary-Treasurer investigate the reason for no meeting in San Juan last week, as there is another official on the payroll who can handle the job in Colls' absence. Motion, as amended, carried.

SAVANNAH—Chairman C. Starling, 6920; Recording Secretary A. L. Fricks, 60; Reading Clerk E. B. McAuley, 26081.

Minutes of other Branch meetings accepted, except for New Orleans and New York. Voted to non-concur with that part of New Orleans minutes concerning painting by all departments. Discussion on that part of New York minutes where Joe Algina moved that men in key ratings not be removed from ship in other ports for not having three discharges available. Feeling of members present was that motion was good but should apply to all ports, for no port will ship a rated man unless he can show that he holds the rating. Accepted rest of New York minutes. Agent reported paying off three ships in Charleston, two of which went to the boneyard. Also reported progress toward obtaining a new Hall at 2 Abercorn Street. Motion carried to accept negotiating committee's

report on Calmar and Ore Steamship companies' contracts. Motion by R. Carter, 167, that Agent send a wreath to funeral of late Brother Phil Acres, who died in Seattle, May 10.

BOSTON—Chairman H. Cashman, 40363; Recording Secretary E. Dakin, 180; Reading Clerk S. Mancino, 31208.

Minutes of previous meetings in other branches read and accepted, with exception of motion carried to non-concur with Mobile report. Election of trial committee to hear charges of disorderly conduct in Union Hall made against member. Posting of financial reports. Agent and Patrolman reports read and accepted. Committee elected to pass on requests of members wishing to be excused from attendance. Motion carried to have shipping hours revert to two calls a day when shipping is slow. Trial committee announced results of hearing. One minute of silence in memory of departed brother.

NEW YORK—Chairman J. P. Shuler, 101; Recording Secretary F. Stewart, 4935; Reading Clerk J. Parker, 27692.

Minutes of previous meetings in other Branches read and accepted. Motion presented to have men register for one job only. Under discussion it was pointed out that men registering for all ratings have advantage over members with only two or three endorsements. The motion was seen as a means of enabling a man to ship out faster now that there are no more shipboard promotion or transfers. Several men spoke in favor of the motion. The motion carried. Another motion carried calling for the previous motion to go into effect immediately, with the provision that men who have already registered in all ratings be allowed to retain that status for two weeks. Motion carried to notify people in charge of auditorium to install additional microphones. Many topics of Union concern were discussed under Good and Welfare. One minute of silence was observed in memory of departed Brothers. There were 1,247 members present.

SIU Contests NLRB Ruling On CS Case

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ber 7 of that year 6 vessels were polled. The seventh vessel was balloted on January 29, 1948, and the eighth never did vote, although the Union recommended that the crew of the Lone Jack be voted by mail ballots.

WALL IS BREACHED

Gaining the victory which has been won in Cities Service thus far is a feather in the cap of the SIU. For many years the company has maintained an anti-union attitude, and fired out-of-hand any man who evidenced any pro-union sentiment.

The anti-labor wall in CS has been breached, and no matter what happens now, it is only a matter of time before the entire fleet will be organized under the banner of the Seafarers.