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CG Hearing Units Return In Civies

The more things change, the more they are the same.

The notorious Coast Guard hearing units have been brought back on the scene after an unlamented absence of a year and a half.

The "kangaroo courts," as they are known, faded out when no funds were appropriated by Congress for their work and the power of ruling on cases was stripped from them. Now reorganized under the Administrative Procedure Act, the power of penalizing merchant seamen for misconduct, incompetence and negligence is in the hands of civil service merchant marine examiners.

The first four examiners to take office were appointed this week in New York, and will begin work on the four hundred back cases pending in the Third Coast Guard District.

Seafarers who may be wondering how much the change will mean as far as penalties are concerned can find the answer in the records of the men appointed.

EX-BRASS HATS

Two of the four appointed in New York are ex-Coast Guard officers, late of admiralty law firms. One of them prosecuted the Coast Guard's case against the men of the SS Helen, an SIU-contracted ship which the crew refused to sail because of unsafe working conditions.

Other than the fact that the men are civilians and come under civil service and not the Coast Guard, the procedure remains almost the same as before.

The Coast Guard will still investigate complaints aboard ships, draw up charges and prosecute the cases. Any appeal of the examiners must be made as before—to the Commandant of the Coast Guard District. To sum it up, it might be said that the only difference is that the examiners have taken off their uniforms.

KEPT GOING

During the past eighteen months the Coast Guard has continued to investigate complaints and draw up charges, all aimed to the day when the examiners would be appointed. The backlog now stands at thirteen hundred in the country.

A neat problem now faces the hearing units in locating the men for trial. The fact that seamen move around a great deal will make their job one a super-leuth would pale at.

The switch in the composition of the hearing unit has also made no change in the position of the SIU. The SIU maintains that if a seaman is charged with an infraction he should be turned over to civil authorities and tried in a civil court.

In spite of the little change in make-up, it is expected that the number of cases to go be-

fore the hearing units will be much smaller than before.

The Coast Guard's staff has been reduced considerably, and men will now only go aboard a ship upon complaint. Under the old regime the procedure was to trouble-shoot every ship that hit port.

Too, shipowners have come to rely little on the Coast Guard for the settlement of beefs. The Helen case had much to do with this. The shipowners now attempt to settle their beefs directly with the Union and have toned down the brashness of their topside men.

Don't Forget To Vote

The polls have been open for almost two weeks in the annual election for the officers who will serve the Union in 1949. So far the number of Seafarers to vote has been greater than that of any previous year.

The polls will continue to be open until the last of December, but that's no reason for holding off. A quick job may come up and then it may be too late. Step up, show your book, get the ballot and make your choice. It's your choice as to who will crew the Halls and Headquarters.

The time it takes to vote is no more than that needed to quaff a cold beer and the glow of satisfaction that results is greater than a gallon of vodka.

Coast Strike Nearing End

With all the wind knocked from their sails by the election upset, the Pacific American Ship-owners Association and the Waterfront Employers Association this week hastened from their golden towers—where they had expected to repose until a new president took over in January—to give the word that they were anxious to resume negotiations with the striking West Coast unions.

Beliefs that full-scale peace talks are in the offing were polished when Allan Haywood, representing CIO President Philip Murray, and William N. Margolis, Assistant Director of the Federal Conciliation and Mediation Service, arrived from Washington to take part in the meetings.

SEEK LONG PACTS

Indications are that all the Unions involved are also anxious to end the strike which has been in progress since September 2. The unions, reports have it, would seek long term contracts, up to four years in length, with periodic reopenings for adjustment of wage scales.

Under the formula which is expected to end the tie-up, strikes or lockouts in the future can only come about by the CIO unions if they have approval of the national CIO, and by the employers if they have the approval of the Employers Council. Both parent organizations agree to withhold support in event of contract violations.

Prior to the sudden desire of the shipowners to meet with all the unions, especially Harry Bridges' Longshoremen and the

Marine Cook and Stewards, pact had been signed with the Marine Engineers' Beneficial Association. The Engineers' membership ratified the pact in meetings of West Coast locals.

Talks had also been scheduled with the Marine Firemen, Oilers, Watertenders and Wipers union. The meetings with the MFOWW will probably precede those with the ILWU and MCS. Both the MEBA and MFOWW had tentatively agreed with the shipowners when the ILWU walked out on September 2. Thus the two unions were locked out.

Main objection to signing with any of the unions during the course of the strike by the shipowners was that they would not deal with unions that were communist-dominated.

The fact that the MEBA and MFOWW are free of communist leadership was thrown at the shipowners, as evidence that this argument was bunk. The shipowners, to quell this talk, moved then for peace talks.

General Fund Assessment

Payment of the ten-dollar General Fund assessment adopted by an 88 per cent vote of the membership in the referendum, which ended October 8, is now due.

The easiest way to meet this obligation is to pay up at the earliest opportunity. Actually, the payment of the assessment only represents the price of a few rounds of drinks.

Final due date for payment is on January 20, which is 90 days from the date of the membership meetings at which the result of the referendum was announced, in accordance with provisions of the Union Constitution.

Paying up now means you won't have to worry about making the January 20 deadline.

ILA Dockmen Walk Out As Injunction Ends

NEW YORK—Angered by the 80-day injunction which expired at midnight on Tuesday, November 9, and by those clauses of the Fair Labor Standards Act which muddled the overtime question, members of about half the ILA locals in the New York area walked off their jobs Wednesday before voting was complete on a new wage agreement.

Supporting the New York action, which involved at least 10,000 of the 25,000 longshoremen on New York's waterfront, 5,000 men left their jobs in Boston. As the LOG went to press, additional ILA locals were walking out in New Jersey and Baltimore. Possibilities were that the work stoppage eventually would extend from Portland, Maine, to Hampton Roads.

"The membership of this union is solidly together as we were in July when we started negotiations," declared Joseph P. Ryan, international president of the ILA. "We are going to carry these negotiations through until a satisfactory agreement is reached."

"FINAL" OFFER

The contract tentatively agreed upon late Tuesday night by the ILA and the stevedoring companies called for a 10-cents-an-hour increase for day work, a 15-cent boost for night and weekend work, a reduction in vacation eligibility from 1,350 to 1,250 hours, a guarantee of four hours' pay after being hired, and revised work week schedules. Wage clauses were to be retroactive to September 15.

The vote now being conducted among ILA members is the second within a week. An earlier "final" offer by the employers was voted down overwhelmingly in an election conducted by the National Labor Relations Board.

This earlier proposal called for a two-year contract with a wage review next year, the same 10 cents-an-hour increase for straight time and 15 cents for night and weekend work, a revised work week and reduced vacation eligibility. Principal shortcoming of this offer was believed to be that it lacked a retroactive wage provision.

COUNTER PROPOSAL

The Longshoremen's counter-proposal included wage retroactivity all the way to August 21, the day the old agreement ran out. The union also wanted the contract to last for only a single year, unless the employers agreed to discuss pension and

welfare funds at the time of a wage review.

The retroactivity of all wage increases seemed to be the main bone of contention, however. In the contract now being voted upon, the wage hikes would be retroactive to September 15, admittedly a compromise between the ILA and the employers.

The ILA had made preparations to strike on August 21, but an injunction issued under the provisions of the Taft-Hartley Act called the proposed strike one which would affect the nation's welfare. The walkout was stymied until now.

FULL SUPPORT

The position of the Seafarers International Union is one of watchful waiting at present. When the indications became clear that a large scale walkout was in progress, representatives of the SIU met with ILA President Ryan and pledged the full support of the Seafarers. Whatever the result, the SIU would support a legitimate beef.

SIU crews and ships at the moment are not affected to any extent by the walkout inasmuch as only a few SIU-contracted ships are at piers where longshoremen have stopped work. If the walkout does spread to all ILA ports, the Atlantic Coast from Portland, Maine to Hampton Roads, Virginia will be shut down. This coupled with the shutdown on the West Coast would leave only the Gulf Coast in operation.

Phony 'Labor' Papers Misuse Name Of SIU

It has come to the attention of the A&G Headquarters that certain "newspapers," supposedly pro-union, claim to have the backing of the SIU. In soliciting advertising from ginmill and restaurant owners, their representatives have openly stated that the SIU supports these publications and suggests that the merchants kick in with \$25 ads.

One of the most notorious of these is the Trade Union Courier, which has headquarters in New York and circulates from Maine to South Carolina.

Recently, in soliciting ads in New York, its representative has claimed to have the backing of the Union. At least one bar owner, knowing the SIU, has given money.

Actually, the Trade Union Courier, in spite of endorsements by some unions, is anti-labor. Its owner pays most of his editorial employees far below prevailing union wages. Recently in a front-page editorial the Courier endorsed Thomas Dewey for president.

Any establishments contacted by commercial newspapers of this character claiming the endorsement of the SIU are asked to contact SIU Hdqts. Offices, 51 Beaver Street, New York, New York.

SEAFARERS LOG

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

Affiliated with the American Federation of Labor

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

HAnover 2-2784

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

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Make Your 'X'

The vote is the most precious possession held by a member of a democratic organization.

But the vote is valuable only if it is used. If it is not exercised, it withers and dies. To make matters worse, all the rest of democracy's assets die with it.

It is every Seafarer's Union duty to cast a vote in the A&G elections for next year's officials. Only then can he take pride in himself as a Union man. Only then has he participated to the full in democratic action.

It is true that one man's vote does not carry an election.

However, if the man you personally prefer for a post is elected to it, you know that you helped place him there—provided you voted.

If his opponent wins despite your vote, you can bow to the will of the majority knowing that you have asserted your own choice honestly. You have demonstrated faith in your own judgment.

There are about seven weeks left in the voting period for the election of A&G officials for 1949. Don't wait until the last minute on December 31, if you possibly can help it. Vote now!

West Coast Strike

The way things were shaping up this week it looks as if the West Coast Strike will soon end.

The operators' strategy worked. Seizing upon the commie issue as a weapon, they prolonged the strike past the national elections. The only trouble was that the presidential vote didn't go the way the Pacific Waterfront Employers Association figured. Their boy, the chapie with the moustache, was dumped. The elections went labor's way with a bang, and the Taft-Hartley boys were swept out.

Whatever the exact outcome on the West Coast, the A&G District will have come through unscathed and unsullied.

Seafarers can be proud of their trade union stand throughout the strike. A&G members have not been confused at any time since the strike began.

They have recognized that the rank-and-file members of the striking unions have legitimate economic beefs. Accordingly, Seafarers have supported the strike, despite the commie issue which the employers used as a club.

When the strike ends, Seafarers can view the record with untroubled consciences.

They sailed no "hot" ships, nor did they allow West Coast ships to be re-allocated to A&G-contracted companies. In short, they acted in strict adherence to their own tradition.

The West Coast Strike actually has been another powerful demonstration of the rightness of A&G policies.

Every policy decision that the A&G District has made in the past two years has been aimed at building up its own strength, so that the Union's position at the bargaining table would be that much the more formidable.

Among the things which your Union has done along this line are the assessments you voted to increase the Building Fund, the Strike Fund and the General Fund. The shipowners recognized your Union's strength during last summer's negotiations. The end product is the two-year contract, the finest in maritime!

"They didn't vote!"



Men Now In The Marine Hospitals

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

BOSTON MARINE HOSPITAL

JOSEPH E. GALLANT
JULIUS HENSLEY
VIC MILAZZO

BALTIMORE HOSPITAL

J. SHIPLEY
J. FITZSIMMONS
A. M. ATKIEWICZ
A. MAAMEUR
C. SIMMONS
F. BECKER
R. PURCELL
T. C. HICKEY
S. C. BLOSSER
E. BROADERS
J. D. ANDERSON
E. C. LAWSON

MOBILE HOSPITAL

C. E. GLOVER
A. C. McALPIN
WILLIAM G. RICHARDSON
EUGENE LEARY
JOHN WECK
H. R. LOWMAN
A. SMITH
C. W. BARNETT
C. HAFNER
ERLINE SMITH
JERRY PETTAWAY
JAMES W. CARTER

MEMPHIS HOSPITAL

JOHN B. HEGARTY

STATEN ISLAND HOSPITAL

R. T. WRIGHT
R. E. LANSDELL
R. N. McGEE
ANDY HOURILLA
A. ACOSTA
F. J. CONNOR
R. BINIOS
P. FALEMENO
IVAN SIVIT
E. W. GETER
O. O. MILLAR
C. COLLETTI
T. A. PUKKI
C. B. SHIPMAN
A. COSTILLO
F. CARDOZA
A. NORMAN
F. SORIANO
D. D. D'ALTROY
F. SANTINO
C. H. REISS

GALVESTON HOSPITAL

NICK NIKANDER
J. GIVENS
R. HUTCHINS
L. McKRANE
C. ATHERIVE
S. ZEIRLER

NEW ORLEANS HOSP.

J. N. HULL
J. DENNIS
S. C. TAREMAN

Hospital Patients

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

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

Staten Island Hospital

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

Tuesday — 1:30 to 3:30 p.m.
(on 5th and 6th floors.)
Thursday — 1:30 to 3:30 p.m.
(on 3rd and 4th floors.)
Saturday — 1:30 to 3:30 p.m.
(on 1st and 2nd floors.)

T. RIEGO
P. L. SAHUQUE
E. DANCY
A. M. LIPARI
H. S. TUTTLE
G. M. GRAY
E. JEANFREAU
J. ZIMMER
L. F. COOK
G. O'ROURKE
J. L. GREENE
J. SMITHE
G. D. BRADY
O. HOWELL
C. W. JOHNSON
A. R. KING
V. P. SALLINGS
M. C. MURPHEY
A. WARD
E. E. WEBBER
R. GIERCZIC
K. A. PARKS
W. R. GREBE
R. A. HACKER
T. F. OLIVER
N. ROMANO
J. E. TIENSUM
S. LeBLANC
L. KAY
B. BIGGS
H. WEBBER
C. HELM

Seamen Are Drafted, Despite Assurances

On this page are published a summary of a legislative report on the draft as it affects merchant seamen by Captain William C. Ash, vice-president of the Masters, Mates and Pilots, and a set of recommendations which Ash has compiled for the benefit of seamen caught in the draft law's toils.

Captain Ash's conclusions are based on a series of conversations he had recently with high draft and defense officials in Washington. He says that the failure of Congress to exempt at least those merchant seamen, licensed and unlicensed, who sailed through the war fills him with moral indignation.

Ash expects that this winter Congress will act to exempt seamen who can show 18 months or more of wartime sailing. But he points out that this winter may be too late for many. Meanwhile, any seaman's best bet is to follow his recommendations which are as applicable to Seafarers as to MM&P members.

Seafarers desiring further information on the draft should contact Joseph Volpian, Special Services Representative, Seafarers International Union, 51 Beaver Street, New York 4, N. Y.

Last spring's prediction that the draft would bring woe to many a merchant seaman was not so black as the reality which has developed this fall, according to a legislative report by Captain William C. Ash, vice-president of the Masters, Mates and Pilots, to the MM&P membership.

MM&P members are being classified 1-A right and left, and the same thing can be said of Seafarers in many localities. So completely is the situation "snafued," Ash writes, that even graduates of federal and state nautical academies now sailing are being ordered to shoulder arms for the Army. Many of these men hold reserve commissions in the Navy.

All this has happened despite assurances given last spring by selective service officials that active seamen would be exempted even if retired seamen were not. These officials voiced this opinion confidently to Captain Ash and Duke Dushane, Washington representative of the Seafarers. At that time, wide publicity was given to the theory that active seamen would not be shoved into khaki.

WASHINGTON JOURNEY

So many cases of drafting seamen from both foc'sle and topside have come up that Captain Ash went to Washington the other day to see what could be done. What he learned is the basis of a set of recommendations he drafted for the guidance of MM&P members. The recommendations apply equally well to unlicensed men and for that reason are printed elsewhere on this page.

In Washington, Ash talked with General Hershey, Selective Service boss, Albert Kaye, chief of the Manpower Section of the Munitions Board, and John Noble, assistant to Secretary of Defense Forrestal. Both Kaye and Noble stated emphatically that the armed forces did not wish to draft merchant seamen, but that because of the wording of the draft act they had no choice.

Speaking of a matter which does not directly concern many Seafarers, Noble said that any ships' officers with reserve naval commissions could go on active duty with the Navy if they wished in order to avoid an Army hitch. However, although Captain Ash did not say so, this would seem a dubious "out" to many, notably those who neither hold nor seek commissions. Moreover, to allow the lucky man to do this would require a change in the present rules in most instances.

With Kaye, Captain Ash dis-

cussed a point which applies to licensed and unlicensed personnel alike. Draft boards, Ash observed, have been arbitrarily ordering seamen who have been drafted and have appealed the decision to stay ashore while the appeal is pending.

Insofar as a seaman is concerned, such an order is a violation of a man's constitutional rights, as Ash makes clear. If a man has a shoreside occupation, staying ashore a month or two to wait for a decision is no hardship. He can keep on working—at least until the decision is made.

The case of a seaman is a different matter, obviously. If he is arbitrarily deprived of his right to earn a living in his chosen profession while others keep working, he is being discriminated against and suffers a very real hardship as a result.

The Washington official agreed that Captain Ash did indeed have an important point. He admitted that the draft boards were acting arbitrarily, and suggested that Ash take the matter up with General Hershey.

Later, Ash saw Hershey who, he writes, displayed considerable understanding of the problem of the seaman and the draft. Hershey said that seamen could not have a complete exemption on an occupational basis unless the draft law itself were changed. However, he did agree that draft boards were acting high-handedly in taking men off ships during an appeal period, thereby depriving them of a livelihood. He said that he would inform local boards that their policy in this was highly arbitrary, Ash reports.

SPECIAL EXECUTIVE

Hershey went a long way to assist merchant seamen in any way he could within the limits of the law, Ash says. He even went to the length of giving Ash the name of an executive officer who would be directed to handle all merchant marine cases coming to Washington's attention.

Ash also reports that a great deal of public attention has recently been focused on the seaman's draft status as a result of the MM&P's protests. The SIU has also raised its voice against the manifest injustice of drafting merchant seamen. Ash writes that he plans to compile a list of cases for publication.

The MM&P official also reports that he is carrying the battle for draft exemption direct to the White House as well as to AFL headquarters in Washington. President William Green of the AFL has promised to help.

Recommendations To Draft Eligibles

1. Immediately establish the fact that we are not opposed to Selective Service. We feel that the benefit to future generations of our country will be inestimable as a result of physical and educational advantages given trainees that they would never have had otherwise, i.e., correcting eye deficiencies and poor teeth, inoculations against communicable diseases, etc. We are only opposed to a small section of the Selective Service Act as it affects merchant seamen.

2. A selectee should appeal his 1-A classification immediately. This appeal MUST be in writing. He will then be scheduled for a hearing before his Local Draft Board. It is most important to remember that no selectee can be drafted while an appeal is pending. If the Local Board after a hearing insists on retaining the 1-A classification, he must then immediately file an appeal with the State Appeal Board for further reconsideration.

3. It is very important to remember that no Local Board has the right to deprive you of your constitutional rights and deprive you of earning a livelihood while an appeal is pending. If an appellant happens to be working in an office, factory or a store, etc., he keeps right on working while his appeal is pending. The merchant seaman is entitled to the same rights and he should forthwith inform his Draft Board as to what ship and what company he works for and the Draft Board has no legal right to stop him from sailing while an appeal is pending.

4. Because of the way the Selective Service Law is written, the merchant seaman is not entitled to deferment because of one or two yardsticks that are used for measuring this. First he must be in an industry which is essential to the national health and safety and secondly he must be irreplaceable or very difficult to replace within that industry, which would qualify in the first case, but in these days of our very depleted merchant fleet we cannot qualify in the second case because there are so many men on the beach. Therefore do not use occupation as a basis for deferment.

There is presently contemplated a change in the law either by an act of Congress or Executive Order by the President, wherein all men who have had eighteen months of qualified war service, that is sailing during the war, will be draft exempt. We believe this will be ultimately achieved but it is no good at present.

5. The best basis for an appeal is from the act itself and I quote from Title No. 1, Section No. 1—(C) of the act which states, "that it shall be consistent with the maintenance of an effective national economy." How can it be consistent with our national economy to train men to be soldiers when taxpayers have spent millions of dollars to train them for the Merchant Marine. Individual cases will prove that practically all of our seafaring men today, both licensed and unlicensed, between the ages of twenty-one and twenty-six who have had war service were trained either at union or govern-

mental expense. Some came out of the SUP training ships but the vast majority came out of the U. S. Maritime Training Schools. Other have taken speciality courses in the same schools and many of these have gone to advanced training as officer candidates, also paid for by the government. This can not be considered too strongly. It is an important point which appears in our favor. Although the armed services cannot interfere in the administration of Selective Service because it is a strictly civilian function they do not want to see men who have been specially trained for the merchant marine inducted into their service. The Navy has openly notified all merchant marine men, both licensed and unlicensed, that they can obtain naval ranks or ratings if they so desire. This is in spite of the fact that they do not at present have sufficient appropriations or billets to conveniently do this but they do not want to see our Merchant Navy dissipated and most certainly do not want to see our merchant seamen inducted into the Army.

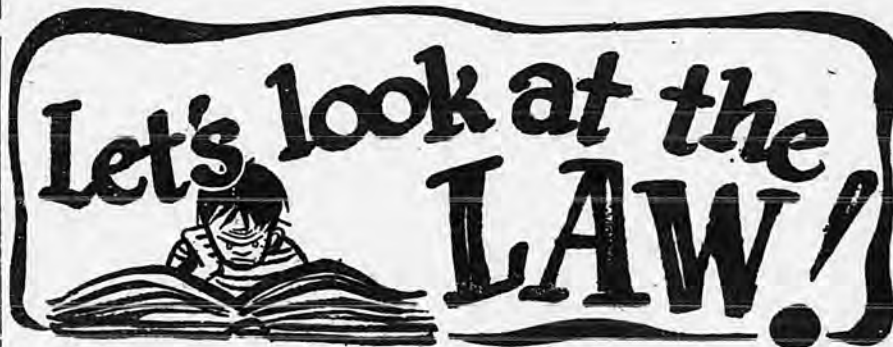
6. I also quote from Section 1-E of Title No. 1, "fullest possible utilization of Nation's technological, scientific and other critical manpower resources." Marine seamen who have special skills definitely come within that category and should claim exemption on this basis.

7. In all cases a selectee should obtain a letter from his company and his union to present at the time of such appeal on his original classification 1-A to help

substantiate his request for deferment remembering your company can say you are in an essential industry and a valuable employee of theirs without mentioning you are irreplaceable which would not be an honest statement at this time.

8. Finally remembering that we are working against time that it will take to get a change in the law, the only thing that the merchant seaman can do is appeal and keep appealing until he has exhausted every legal resource. This, however, I cannot emphasize too strongly. It does not mean that any tricks or chicanery or evasive methods or failure to comply with the law should be used. The merchant seaman must keep his Draft Board informed as to his whereabouts at all times. He must keep in continuous contact with them. If he feels that his Board has misinterpreted the law or failed in giving him the proper consideration he should go to his union for assistance and not do anything untoward or anything that would reflect discredit on merchant seamen.

We would not be in this position today if the very small percentage of "stinkers" did not, during the last war, ride across the country, up and down the coast in box cars, or make standby jobs, only to avoid service. It is fortunate they were a very small minority or the merchant marine would not have made the record it has, but nevertheless it is because of them that the law did not contain provisions of outright deferment of merchant seamen.



By JOSEPH VOLPIAN
Special Services Representative

Men who become seamen in a special code developed for the United States, unlike those of European nations, usually are adults before they take to the sea. The greater part of their life has been lived under the laws and customs of shoreside society.

Unless they have occasion to run into the rules of the sea they rarely become aware of the difference between laws governing seamen and those governing shoreside workers.

There is a difference, though. On one very important matter the difference is great—that of maintenance and cure of injured seamen.

The life of a seaman is recognized as being more hazardous and more unstable than that of the shoreside worker. The work he does is dangerous; the ports visited unfamiliar; the authority over him often tyrannical.

When he is on a ship at sea he cannot take his pay and quit, if he feels the vessel is unseaworthy or the master incompetent.

Early in maritime history these matters were realized and

in a special code developed for the maintenance and cure of seamen injured while aboard ship.

One of the earliest recorded provisions was the laws of Oleron.

Because of the archaic language, it makes interesting reading. Here's an excerpt:

"If any of the mariners hired by the master of any vessel, go out of the ship without his leave, and get themselves drunk, and thereby there happens contempt to their master, debates, or fighting and quarreling among themselves, whereby some happen to be wounded: in this case the master shall not be obliged to get them cured, or in any thing to provide for them, but may turn them and their accomplices out of the ship; but if by the master's orders and commands any of the ship's company be in the service of the ship, and thereby happen to be wounded or otherwise hurt, in that case they shall be cured and provided for at the cost and charges of the said ship."

In other words, the master
(Continued on Page 15)

Books To Seafarers — Courtesy AMMLA

When ship's delegate Wiley Carter of the SS Steel Maker, lying at Bush Terminal, Brooklyn, telephoned the American Merchant Marine Library Association at 45 Broadway, Manhattan, to ask that a new library be sent to the big Isthmian C-3 the other day, he was taking advantage of a free service which brightens the long hours at sea for any American crew that wants it.

Carter's request came in just as a couple of LOG reporters, were nosing around AMMLA to find out how the Association worked. It was a lucky break. The two reporters hopped aboard AMMLA's panel truck and helped deliver the books. The boys on the Maker were glad to get them.

AMMLA was founded 27 years ago by Alice S. Howard as a public spirited gesture toward merchant seamen. It is supported by private contributions of books and money, plus the slight income from the lending libraries maintained in a number of ports. During the War, the government carried part of the nut.

NO CHARGE

The ship's libraries are absolutely free. All that any crew has to do is what the Maker's delegate did—ask for one.

The standard ship's library contain 26 volumes of fiction, 13 volumes of non-fiction, an assortment of 30 paper covered books and a Bible. Generally a bundle or two of magazines are added. AMMLA makes every effort to see that the magazines are reasonably up to date.

The Association rejects some of the books that are contributed on the grounds that they simply are not interesting enough to send to an intelligent American crew. Seamen's interests range into every field, AMMLA has found. In addition, the librarians have discovered that many seamen go in for heavy reading in science, history and such profound novels as those of Tolstoy and Dostoyevsky. Others take lighter stuff.

SHORE SERVICE

AMMLA's lending service is not free, since it costs a seaman a dollar a year to get it. But the dollar is a nominal sum, and the service costs far more than the seamen's dollars add up to.

Members of the lending library can borrow books in any of the 10 ports in which AMMLA has lending facilities. A seaman can take up to three nautical technical books, and up to five volumes of fiction or non-fiction for the duration of the voyage. The Association prides itself that it has helped many a man sit successfully for his ticket.

COAST-TO-COAST

The most elaborate lay-out and biggest library is maintained in New York, where AMMLA has its national headquarters. Second biggest rig is in San Francisco. But the Association tries to give first-rate service everywhere.

In making up ships' libraries and stocking the lending shelves, AMMLA's staff-workers lean heavily on the suggestions seamen themselves make in person or by letter. If you want a special book, whether it's Kant's "Critique of Pure Reason" or the latest tough-guy mystery by Raymond Chandler, ask for it. AMMLA will do its best.

On page 15 of this issue appear the addresses and telephone numbers of all the branches of The American Merchant Marine Library Association. If one of the crew cannot go in person, a phone call will insure a pleasant, entertaining trip.



Roy Hobbs, MM, carries a box of AMMLA books aboard the SS Steel Maker. The man with the books is a familiar sight to Seafarers, and his burden is an omen of pleasant hours during the voyage.



Three AMMLA employees (above) are ready to load the "library" consigned to the Steel Maker on the association's truck for delivery to the ship. In AMMLA's reading room (below) at 45 Broadway in New York, a seaman consults Mrs. Carmel Pisani, one of the librarians.



Enjoying AMMLA's contribution to the Steel Maker are (left to right) Wiley Carter, DM, who requested the reading matter; Lloyd Linthicum, Chips; Wilford McIntyre, MM; Roy Hobbs, MM; Mont McNabb, AB, and Bill Wharton, OS.



Cities Service Sure To Fatten Boston Shipping

By ERNEST B. TILLEY

BOSTON—A week ago we had a nice fat payoff to write about, but this week there is no shipping news to report. There's not a ship in the port.

What's worse, we don't see anything coming over the horizon, at least not for a payoff or sign-on. We just hope there'll be one some sweet day.

About all we have to do is try to keep Seafarers going after those Cities Service jobs. And that is a lot of work in itself.

One port that is going to profit from the Cities Service contract when it finally comes is Boston. A lot of those tankers come in here, enough to give us a steady flow of shipping.

TAKE HEED

We certainly hope all hands will heed the notice in last week's LOG. If you are on a Cities Service ship and are "invited" to join the company's own phony new union, go ahead and join. You'll be doing the SIU a favor. What the company is trying to do is compile a blacklist, so don't give them the chance.

The way to counter this phony move that Cities Service is trying is to stay aboard the ships. Stay aboard even if you have to join the company union.

If you are on a Cities Service ship which hits Boston or anywhere near Boston, be sure you call the Boston Hall. We'll cover you if we have to fight our way through fog, rain, snow and fire to do it.

TALK UP!

The transportation rule is wide open for discussion these days. Don't fail to send your own view of the transportation question to the LOG. If this matter comes up to a vote, be sure you have had your say and know all the angles on it.

At this time it looks as if all hands on the Boston beach have voted in the election of A&G District officials for 1949. Nevertheless, our ballot box is open every day. If you haven't voted when you hit Boston, hurry up and do it.

AROUND THE PORTS

Shipping Takes Slight Dive In San Juan

By SAL COLLS

SAN JUAN — Shipping has been kind of like a tropical squall here for the past week, pouring down like hell for a while—which had us combing the beach for men—and then, all of a sudden, stopping, with hardly a drop falling towards the end of the week.

As this report is being sent in, there has just been a trickle of jobs for the ships, and most of them calling for rated men. We have sent men to the Beatrice, Emilia, Morning Light, Dorothy, and the Carolyn, but just a handful.

The good old dependable shoregang has saved us. There has been plenty of work for deck men, and one or two good hold-cleaning jobs.

SHIPPING RULES

Incidentally, we can send a little news through the LOG, that the membership accepted unanimously a uniform set of shipping rules for the San Juan shoregang at the last meeting.

We are sending Headquarters a couple of copies as soon as they are ready. Bob Matthews has been working on a new shoregang contract with Bull Line, which we are all looking forward to for use with our new shoregang shipping rules.

Brothers Morgan, Lockwood, Fisher, Bonet, and Thompson were on the committee to draw up the rules, and I think they did a neat job. It's something we've needed badly down here for a long time.

NEAT JOB

But, before I forget, we did have a little excitement round the Hall about the middle of the week. A couple of our beach-combing Brothers brought in some information concerning a rusty little tramp ex-Navy barge that was running between San

Juan and the Virgin Islands. She carried a crew of 12 or 15 men, and the boys thought she was red and ripe and ready for organizing. I gave them my blessings and some pledge cards and off they went.

EAGER

They had made contact previously with several members of the crew, and the crew were eager for unionism — as what working man isn't today! Anyway, the boys made a stab at it—and then they hit the stump.

It was found that she was under Hondurian registry with a long time contract. Which wouldn't have stopped us altogether, but the fact that no member of the crew had seaman's papers did!

And so it goes. The voting for '49 A&G officials is going on at a steady clip. Some of the Brothers are dropping in at the Hall during their dinner hour on the ships

to cast their ballots. It seems they can't wait until they get back to the States and their own home port, the urge being too great, and the excitement, too.

Of course, it's swell with us. The more, the merrier, we say!

Wilmington Hall

Second of the SIU Atlantic & Gulf District Halls to be opened on the West Coast is the new Hall now in operation in Wilmington, California.

The new Hall, located at 227½ Avalon Boulevard, will operate under the supervision of the San Francisco Branch, but will maintain its own shipping board and will be run as a regular Atlantic & Gulf District Hall.

Mobile Expecting Better Days

By CAL TANNER

MOBILE — Shipping has been slow for the past week with 65 bookmen and three permits shipped. There were three payoffs and three sign-ons including one with continuous articles.

Those paying off were the Desoto, Waterman, which came off a short coastwise run and went into the shipyard for strapping. Afterwards she is scheduled to go back on the European run. Oldtimers on her were Phillip Reyes, Hugh Hallman, John Thomason, and Roland Stanley.

The Fairport, also Waterman, paid off in good shape from a foreign run. And the Morning Light came in from her Puerto Rico run and paid off with minor beefs.

Sign-ons were the Hastings for Hamburg, the Fairport for Ham-

burg and Bremen, and the Morning Light on continuous articles to Puerto Rico.

Ships in transit were the Alcoa Pioneer from New Orleans with oldtimers Sloppy Creel and Joe Hand aboard; the Kenyon Victory — Isthmian — in good shape; and the Liberty tanker, Mostank, which took a few replacements.

OUTLOOK FAIR

Shipping for the next week looks fair with both major companies having C ships due in for payoffs and crews. Alcoa has one due in transit and a passenger ship, and Waterman has four ships under repair in the shipyard which will be coming out soon. So with these and the ships in transit there should be a fair week.

The following Brothers in the hospital are receiving their benefits: C. E. Glover, A. C. McAlpin, Williams G. Richardson, Eugene Leary, John Weck, H. R. Loman, A. Smith, C. W. Barnett, C. Hafner, Erlene Smith, Jerry Pettaway, and James W. Carter. Pictures and interviews of patients in the Marine Hospital and some of the staff were taken, which will appear as a feature in the LOG. Thanks are due Dr. Porter and the entire staff of the Hospital for their 100 percent cooperation.

Voting is now going on briskly for officials who will serve the Union during the coming year. Practically everyone eligible to vote has done so already. Around 300 votes have been cast, which indicates that this year's ballot from Mobile will be one of the largest ever cast.

Some of the oldtimers on the beach include W. Saxon, J. Moore, N. Breedin, H. Douglas, J. Sprengel, J. Robertson, William Sloomn, K. W. Nickerson, A. Nelson, E. Evans, J. Foster, and M. Martin.

Shipping Climbs A Few Notches In New York

By JOE ALGINA

NEW YORK—A notch up from "fair" to a qualified "good" is the state of shipping in this port. The week's sign-ons called for enough men to please the most finicky of rated men in the deck and engine departments. Stewards, on the other hand, haven't had it too well this week.

This week's payoffs included the following: Chrysanthy Star, Intercontinental Steamship Company; Trinity, Carfas; Arlyn, Jean, Suzanne, Bull; Heyward, Ingersoll, Topa Topa, Canton Victory, Waterman; Steel Voyager, Steel Advocate and Steel Vendor, Isthmian.

Sign-ons, which numbered one more than the payoffs, were the Alcoa Polaris, Alcoa; Steel Maker, Steel Architect, Steel Advocate, Steel Voyager, Isthmian; Longview Victory, Teel and Alawai, Waterman; Morgantown Victory and Marine Arrow, Robin; Chrysanthy Star, Intercontinental; Julesburg, Terminal Tankers.

There were no major beefs on any of the incoming and outgoing ships. The Steel Vendor, if any were to be chosen, was about the cleanest ship in and about this port in a long time.

Other than the status of shipping given above, the week's lowdown is pretty much a list of short items—so bear with me, Brothers.

THEY'RE BACK

The Coast Guard hearing units are back again. Though not so dictatorial as before, they're still not to our liking. If you are sent for by a hearing unit, first check with the SIU hall.

We're still waiting for something definite on Bernstein's application for two passenger ships. No news to this moment. We're passing the word along to the Brothers who have been following the ups and downs in this case.

The possibility of the West Coast strike winding up soon has us looking forward to the resumption of intercoastal shipping. These being primarily Waterman ships, they'll mean a lot to us in jobs.

Motion pictures are still being shown every Saturday on the 3rd deck here. The films usually are a couple of years old, but they're full-length sound jobs and still pack a wallop worthy of seeing on a dull Saturday afternoon.

Seafarers who are being drafted or expect the call soon are reminded to retire their books. If they can't appear in person, they should mail the book into Headquarters, inclosing a return address.

Membership Rules

Membership rules require every man entering the Union Halls to show his Union Book, Pro-Book, permit or whitecard to the doorman. This is for the membership's protection. Don't waste the Doorman's — or your own—time by arguing this point. Observe the rules you make.

All Must Follow Union Rules And Policies

By PAUL GONSORCHIK

Last week I wrote about Shipping Rule Number Three, regarding hospital cases — but there are many other rules laid down by the membership, which it is your duty to know about and to carry out.

It's a very poor excuse to come in and say, "I didn't know about that!" For, besides our educational meetings, regular meetings, and the LOG, there are many educational pamphlets available at the Hall and put aboard the ships that will keep you informed if you will read them.

But the real offender is the man who says, "I'm an oldtimer," or "I helped to organize this Union."

If you are, you should know better than to ask for special privilege in this organization, or to expect your officials to violate membership rulings.

Then there is another thing! As a union man you may be asked suddenly to do several hours of picket duty here or there in the interest of the SIU.

Quite possibly it may be of a voluntary nature and not directly connected with a ship strike. But you or your organization will never get anywhere sitting on your cans and saying, "That ain't my beef!"

Let those who say that stop a minute and analyze themselves to see if they are union men or a mere semblance of one.

Any fight that is a legitimate union battle is all unions' battle and we are all fighting for the betterment of conditions and wages. After all if it wasn't for the work done by your fathers twenty-five years ago in fighting to organize unions in all fields, where would labor be today? Labor has always had to fight

for conditions and it will continue to have to do so.

But when the call comes for help, watch some of the members whom you had thought good Union men when you shipped with them, try to angle themselves out of picket duty when they are needed.

Probably they are waiting for some soft job in the Union — as if there were any soft jobs! So when you are called out to do any duty, just put it down to good unionism and do it.

Finally, as an SIU member, don't forget that elections for new officials is now on. Be sure you know for whom you cast your vote. The majority of these officials are known to all members. Others are not. Inquire about them and find out if they are the kind of men who follow SIU policy and abide by the rules.

Baltimore Shipping Down Again As Ships Head For Other Ports

By WILLIAM (Curly) RENTZ

BALTIMORE—The good shipping we reported a week ago proved short lived. During the past seven days the shipping rate slipped back down, way down.

We didn't expect the slump. In fact, we expected things to stay at the good pace of the week before. What seems to have happened is that ships that were supposed to come into Baltimore simply turned up in other ports.

As a result, we have plenty of men on the beach with more coming in all the time. Where they come from we don't know. They must have read that shipping was good.

Payoffs on contracted ships totaled four. There were two Ores, one Bull and one South Atlantic. In addition there were two unorganized tankers, one of them belonging to you-know-who. Both were in good shape.

Those unorganized tankers are coming along. It takes time to bring these things through. Re-

member Isthmian? Stay on these tankers and we'll bring them in the way we did the ships with the buff funnels.

STILL HOPEFUL

We had four sign-ons, distributed the same way as the pay-offs—two Ores, a Bull and a South Atlantic. That was all and we sure hope things pick up in the week to come.

There was only one serious beef during the past week. This one concerned the Steward aboard the Bull Line's SS Marina.

The trouble with this Steward was that he seemed unable to run his department. How he ever obtained his papers we don't know. He still has his papers, but we don't think he'll sail Steward again.

The man just did not seem to know anything about storing the ship or putting out meals. In fact, the crew said the meals were "plain hell."

Naturally the boys wanted the Steward put off, and put off he was.

One thing still holding shipping down in this port is the West Coast Beef. If the strike out there should end, we might get some intercoastals to help us sweep the beach here.

The Ore Line ships are in good shape now. Bookmen are manning them these days which helps because everybody knows what he's doing both as a seaman and a Union man.

GOOD GRUB, GOOD SHIP

It sure looks good to see those ships crewed up solid again. They should stay that way. Most of the beefs from the Ore ships concern grub. If the Cooks would just regulate their work a little better, the ships wouldn't have to run out of food as some of them have been known to do.

There is one sure way to keep a crew pretty well satisfied and that is to feed the boys well.

There is no way we can express our gratitude to the Doctors and Nurses at the Marine Hospital for the way they have been treating sick Seafarers. We in the Port of Baltimore thank them from the bottom of our hearts.

It is swell to walk into a Marine Hospital like the one in Baltimore and get the reception you get here. The Doctors and Nurses go out of their way to do the right thing by you. Their aim is to fix you up and send you back sailing.

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.

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VERNON A. HOUSEWRIGHT, LAFAYETTE, IND.
FIRST VICE-PRESIDENT
G. A. BACKETT, PITTSBURG, KAS
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IN APPRECIATION OF SEAFARERS' AID

SECRETARY-TREASURER
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OFFICE OF
INTERNATIONAL SECRETARY-TREASURER
LEVERING BUILDING

November 8, 1948

Mr. Paul Hall, Secy.-Treas.
Atlantic and Gulf Districts
Seafarers International Union of N. A.
51 Beaver Street
New York, New York

Dear Brother Hall:

On behalf of the RETAIL CLERKS INTERNATIONAL ASSOCIATION, AFL, I take this opportunity to thank you and all the members of the Seafarers Union for the valuable assistance you are giving us in our battle to organize the New York department stores under the AFL banner.

I donot hesitate to say that if the ever-ready willingness and unstinting support which you give to sister unions were a general practice in the labor movement, the entire labor movement would go forward much faster. Our increasing success in driving the communists out of the retail industry and giving the retail store employees the benefit of bona fide and militant AFL unionism will owe a considerable share to your friendly interest.

We hope that you will not hesitate to call on our union for any assistance that may be within our power to render your organization wherever and whenever it may be needed.

With cordial regards and fraternal greetings, I am

Fraternally yours,

Samuel J. Meyers
Samuel J. Meyers
International Vice-president
RETAIL CLERKS INTERNATIONAL ASSOCIATION

OEU:153

1440 Broadway -- Room 1564
New York 18, New York

In line with the general Union policy of aiding bonafide trade unions involved in economic issues, the SIU gave aid recently to the Retail Clerks Union in its drive to organize the workers of New York department stores. The facilities of the Union were put at the disposal of the AFL clerks.

The aid given the Clerks Union by the SIU is just one more in a long string of assists marked up during the past years. Bonafide unions embroiled in legitimate beefs have come to know that the SIU is sincere in its desire to aid individual unions, thus bolstering the labor movement in general.

The Patrolmen say:

By LOUIS GOFFIN

Looking back to 1938 when the SIU was formed, Union affairs on the waterfront were a bit demoralized. The AF of LSU, the NMU and remnants of the old ISU, plus two or three other would-be Unions were in the field; and seamen at that time had the choice of joining one or another.

The compact few who were members of the AF of LSU became the nucleus of the new, fighting SIU, which started on a very small scale at the end of October, 1938.

The Union grew and grew until now, on its tenth birthday, it has become the dominant Union in the maritime field. At the present time, the finest contracts and the best seamen are in the SIU.

HARD WORK

However, all of this did not come about merely for the asking. A lot of hard work went into the building up of the Union. When we started we were small and, with the exception of a few officials and organizers,

we had to combat inexperience in the labor field. Things moved along slowly and it wasn't until 1944 that we began to speed up.

True, we had gone through tough times in the ever-increasing battle against the shipowners, the commies and other misfits who did their best to break us down. The record shows that they failed miserably to do this.

So, from 1944 the Union, reinforced by new blood, started to

the SIU can justly feel proud of its record. Today on our tenth anniversary, we are a united organization, with a strong membership, financially stable, and possessing the best agreements in the maritime field.

Congratulations are in order for everyone who had a part in the building of this District. We are proud to be members. It is now a great honor to be able to say, "I'm an SIU man!"

Therefore, on this our tenth anniversary, we, the members of the SIU, can feel proud of our Negotiating Committee which, through its determination to give the membership nothing but the best, has signed the finest agreements in Maritime.

We can all feel proud of ourselves, in that we kept our faith with each other. And if we stick together, as we have in the past, the next ten years will bring further advances. Then, when we celebrate our twentieth anniversary, we can look back and feel just as proud of our Union as we now feel on our tenth.



Two In Transit Only Activity For Galveston

By KEITH ALSOP

GALVESTON—With no pay-offs or sign-ons this week we had to be content with two ships in transit, the Governor Kilby and the Seatrain Havana. Shipping being in the doldrums, we gave these two ships extra special care, but it really wasn't necessary—both were in good shape with no beefs aboard.

Other than courting to these ships, our only other port activity was to concentrate ourselves with work in the unorganized field here.

It's a long, slow process, but by banging away at these outfits we swell our contracted fleet—the only way we can grow stronger and continue to bring more jobs to the membership.

In case a shipmate of yours may be beached down here this week, here are a few of the old-timers around: Sam Pearson, from the Peach State; A. S. Ellis and Preacher Perry, both of whom recently returned from a fishing trip to Florida.

They say the reason they are here is because they've wasted away to practically nothing and want a Far East run to bring the pounds back.

OTHERS ON BEACH

Other men here are Fred Hethcoat, E. O. Moon, Stew Monast, W. Humphry, William F. Barht, M. L. Olvera and R. L. Meadows, Jr.

A suggestion has been made here that seems to be a good one so we're passing it along to Headquarters: The point is that the SIU make up stationery kits to be given to the Seafarers in the marine hospital. The kits would bear the name of the SIU.

It is felt that all members of the Union are proud of their organization, and would appreciate using stationery bearing the SIU letterhead.

I think it is a good idea; the boys in the marine hospitals will, I hope, agree with me.

Minutes Of A&G Branch Meetings In Brief

SAN FRANCISCO—Chairman, A. Michelet, 21184; Recording Secretary, R. W. Pohle, 46826; Reading Clerk, W. J. Brown, 94.

Motion carried to table that part of Philadelphia Branch minutes dealing with the transportation ruling until such time as the membership has time to kick it around. Motion on the Savannah New Business to refer the issuing of books to the volunteer organizers. New Business of all other Branches accepted. The Secretary - Treasurer's financial report and report to the membership were accepted. Communications accepted. Agent's report accepted. Motion under New Business to table action on transportation clause until the membership was fully informed through their meetings and the LOG. Carried. One minute of silence for departed Brothers. Topics of general interest were discussed under Good and Welfare. Meeting adjourned with 38 members present at 8:45.

TAMPA — Meeting called to order at 7:00 P. M., but as there was only a few bookmen present no regular meeting was held. However it was decided to hold



discussion on problems facing the Seafarers. The main topic brought up was the shipping rules. Several oldtimers brought out the advantages in having men accept their transportation when it is due and paying off the ship. For one thing it improves shipping and gives the men on the beach a chance to get out. A case in point was the payoff of the Governor Kilby last week. If it had not been for the transportation ruling there would only have been a handful of jobs on this ship, but as it turned out 25 men on the beach went out on her, and some of the men who paid off registered and reshipped on her. The new registration rules came up for comment too. There were a few fellows that always want egg in their beer, but they just wanted something to beef about. A man shipping as day man does this because he wants to, and a man shipping on watch also does this for the same reason. Shipping is good enough that men wanting to ship as either day man or on watch can do so in a few days in Tampa. In fact, some of those who criticized group registration were in the Hall a few days ago when Mobile had to be called for both day men and watch men. Any way you look at it group registration works out okay—especially for men that are unable to get AB tickets because of physical handicaps. The financial report was made. Thirty-nine men were reported registered, and 48 shipped.

BOSTON—Chairman, H. Cashman, 40363; Recording Secretary, E. Dakin, 180; Reading Clerk, L. N. Johnson, 108.

New Business of Branches was read and accepted. The Agent's verbal report and the Patrolman's report were accepted. The Dispatcher reported 110 registered and 34 shipped. The Headquarters report to the membership, and the Secretary-Treasurer's financial reports for weeks ending October 16 and 23

A & G Shipping From Oct. 19 To Nov. 1

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	34	35	41	110	13	11	10	34
New York.....	189	170	183	542	186	150	165	501
Philadelphia.....	46	47	30	123	51	45	37	133
Baltimore.....	119	90	63	272	106	93	67	266
Norfolk.....	20	15	23	58	16	14	13	43
Savannah.....	15	11	10	36	6	5	8	19
Tampa.....	19	11	9	39	17	15	16	48
Mobile.....	74	71	59	204	72	67	53	192
New Orleans.....	110	111	126	347	135	123	158	416
Galveston.....	78	45	56	179	31	11	15	57
San Juan.....	27	17	11	55	21	13	9	43
San Francisco.....								
No Shipping Due To Strike								
GRAND TOTAL.....	731	623	611	1,965	654	547	551	1,752

were accepted. The resolution submitted by Headquarters October 29, and the letter from the Secretary-Treasurer on the Negotiating Committee's report were accepted. Motion carried to accept the new registration rules. The Ballot Committee, composed of J. S. Rubery, J. S. O'Byrne, and J. E. Kniess, reported 40 men voted and that ballot numbers 78 to 300 were on hand. Accepted. The membership stood one minute in silence for departed Brothers. Under Good and Welfare several members spoke on the new registration rules. Meeting adjourned at 8:25 P. M. with 85 members present.

NEW ORLEANS — Chairman, Leroy Clarke, 23062; Recording Secretary, Herman Troxclair, 6743; Reading Clerk, Johnny Johnston, 53.

The New Orleans previous minutes, the New Orleans financial report and the Secretary-Treasurer's financial reports were accepted. New Business of Philadelphia were referred to Headquarters. All other Branches' New Business were accepted. Agent Sheppard reported that the business of the port was in good order, but that sign-ons had fallen off with only 5 sign-ons. However, 21 ships stopped in and were contacted in transit. The SS Charles Nordhoff, Alcoa, went into the boneyard. The SS Del Monte, Mississippi, is in drydock undergoing conversion to carry reefer cargo. Smith and Johnson's SS James Gillis is undergoing repairs with future status undetermined. Both ships will take full crews when ready to go. Ten payoffs are scheduled for the next two weeks with three of them Alcoas which are headed for the boneyard. Voting for 1949 officials is under way and a large vote is indicated for the Port. Report accepted. Patrolmen's reports accepted. The Dispatcher reported 347 registered, and 416 shipped including lay-up, towboat, and standby jobs. Ship's minutes were sent to the LOG. Communications from the Secretary-Treasurer on the transportation clause and on the New Registration Rules were accepted. Headquarters resolution on the March of Dimes concurred in, and the Secretary-Treasurer's report to the membership was accepted. Committee's report accepted to allow Dalton H. Morgan, Robert C. Niebling, Bernard Grazis, and Delbert H. Dean to become re-active. The Balloting Committee's report was accepted. Twenty-two men were Obligated. Motion carried unanimously under New Business that the new reg-

istration rules be accepted. Under Good and Welfare all hands were urged to cast their vote in the election for 1949 officials. The transportation clause came in for a good deal of discussion, with the consensus of opinion being that all should accept their transportation and get off the ship, regardless of length of trip. One minute's silence for departed Brothers. Motion carried to adjourn at 9:15 P. M. with 370 members present.

MOBILE—Chairman, C. Kimball, 52; Recording Secretary, J. Carroll, 14; Reading Clerk, H. J. Fischer, 59.

Mobile previous minutes, special meeting minutes, and educational minutes were accepted. Minutes of Savannah were non-concurred with and referred to Director of Organization. The minutes of other Branches having New Business were accepted. Agent Cal Tanner reported that the Morning Light, Hurricane, Iberville, D. Lowndale, Warrior, Maiden Creek, Wild Ranger, Monarch of The Sea, Alcoa Cavalier, Alcoa Runner, J. W. Cullen, and Alcoa Pilgrim were due in the port between now and the 20th of November; and the Radketch—Radocean tanker—was in port and the crewing of this ship was indefinite. The architect's plans for the renovation of the Union's building at Dauphin and Lawrence Streets have been sent



to the Secretary-Treasurer in New York to be acted upon by a Headquarters Committee. As soon as these plans are approved work will go ahead to complete the new Hall, which the Agent opinioned would be among the finest belonging to the SIU. The Agent worked with Brother Matthews, Assistant Secretary-Treasurer, and New Orleans Agent Bull Sheppard, in New Orleans to straighten out negotiations with Alcoa on their Passenger Ships. The results was that all wages and retroactive pay have been brought up to the uniform passenger ship scale. He asked the membership to take an active part in voting for the 1949 officials, as it is the duty of every book man to cast his vote and thereby show who he would like to have represent him for the coming year. Agent's report accepted. Motion carried under New Business to give the waitresses who are on strike our support. Motion carried to concur with the resolution from New

York and to leave it to Headquarters to make a donation to the March of Dimes. Communications from Headquarters on transportation, the story and pictures of the Marine Hospital, and the registration rules were accepted. The Secretary-Treasurer's financial report was accepted. The Patrolman's Reports, the Dispatcher's report and the Balloting Committee's report were accepted. One minute of silence for departed Brothers. Meeting adjourned at 8:20 with 350 members present.

GALVESTON—Chairman, Jeff Morrison, 34213; Recording Secretary, Keith Alsop, 7311; Reading Clerk, R. Wilburn, 37739.

Galveston minutes, financial report, educational minutes, and special meeting minutes read and accepted. Minutes of all Branches having New Business read and accepted. The Agent reported that due to the Cuba Victory laying up and the Governor Kilby being transferred to another Port for the payoff before arriving in the Texas area, shipping has been slow for the last two weeks. The Governor Miller will payoff the last of the week, and other Waterman ships are due to hit Port, but where they will payoff is not certain yet. Seventy-four have been cast in the first two days of voting, and the Agent urged all to vote as soon as possible. Report accepted. After discussion, a motion carried to accept the communication from the Secretary-Treasurer asking that the transportation ruling be aired through the medium of the LOG and through discussion in the meetings before final action is taken. The Resolution to support the March of Dimes was accepted. The Headquarters' Report was accepted. Motion carried to concur with the new registration rules. The Balloting Committee's report, the Headquarters financial report, and the Patrolman's report were accepted. The Dispatcher reported 179 registered, and 57 shipped. Motion carried under New Business to allow a man more than one voyage whether transportation is involved or not. Motion to have the Negotiating Committee endeavor to get all inside painting done by the sailors and not by the shipyard. Carried. One minute of silence observed for departed Brothers. Three members Obligated. Meeting adjourned at 8:20 P. M. with 160 members present.

GALVESTON EDUCATIONAL MEETING, Oct. 26 — Chairman, Jeff Morrison; Record Secretary, R. Wilburn.

Meeting was recessed for fifteen minutes to give members an opportunity to submit written requests for topics of discussion, after which time the sailing board time, the new registration system, and charges were put on the agenda. Discussion brought out the various circumstances in which the changing of the sailingboard time would involve overtime. It was pointed out that performing and the failure of crewmembers to observe their part of the agreement often loses overtime for the rest of their shipmates, and it was recommended that such cases be disciplined. The new registration rules were outlined and discussion revealed that the meeting was of the opinion that they were of benefit to all. Chairman Morrison outlined the correct procedure in bringing charges, pointing out that one man could bring charges, but that those who do so must be present at the trial or he would be subject



to a fine himself. General discussion followed in which it was recommended that the establishment of a welfare fund should be the next step taken toward improving the Union.

GALVESTON EDUCATIONAL MEETING, Nov. 2 — Chairman Keith Alsop; Recording Secretary, R. Wilburn.

Written topics for discussion were submitted by those present. The relationship between the unions of the AFL was discussed, and it was pointed out that while each union has complete autonomy, all are joined together by trades councils locally, and departments nationally, for mutual aid and cooperation; though these councils and departments have a purely advisory status. Discussion then took up the duties of men in each of the ship's departments, and there was lively discussion centering principally on the duties of the Steward's Department. The general election was then discussed and Brother Alsop pointed out to the members that we are one of the few unions that is run by and for the rank and file; and that now, with the general election under way, it is the duty of each member to cast his ballot and to give considerable thought to whom he choose to represent him for the coming year.

NORFOLK — Chairman Woslunk, 48570; Recording Secretary, Kennedy, 43464; Reading Clerk, Jones, 41772.

Minutes of other Branches having New Business were read and accepted. There was general discussion on the Secretary-Treasurer's communication on the transportation ruling. The new registration rules were accepted. The Agent reported that a committee was lining up a camera to take the pictures of the Marine Hospital to go with a story for the LOG. The Resolution from Headquarters was accepted. The Agent's report and the Patrolman's report on activities in the Port were accepted. The Dispatcher reported 58 men registered, and 43 shipped. There was no New Business. General discussion followed under Good and Welfare. One minute of sil-

(Continued on Page 15)



SHIPS' MINUTES AND NEWS

You Sailed The Seven Seas? Okay! Name Them, Brother

A stickler of a question popped up in the LOG office this week when Brother Agripino Dipasupil wrote in asking the names of the "seven seas."

Admitting that he didn't know them, he wrote: "Lots of brothers in a gay mood talk about having 'sailed the Seven Seas.' I have asked a number of brothers what these are, but no one that I talked to seemed to be sure of the answer."

"Wouldn't it be a good idea to print those 'Seven Seas' in the LOG for the information of the seagoing membership?"

Well, being a little hard put for an answer, the LOG staff decided to ask some of the boys fresh in from the ships. Brother Timothy B. Moriarty, who happened to be on the fifth deck, listed the Black, Caspian, Red, Yellow, Dead, Baltic, Adriatic, and North Seas, and then gave up with the conclusion that there were a lot more than seven when you started to count them.

T. Viken, a long-time Isthmian Bosun, named the seven Oceans: North and South Pacific, North and South Atlantic, Arctic, Antarctic, and Indian Ocean. P. L. Macklin agreed.

LEMME THINK

Paul Gonsorchik, who after all must have dispatched more men to the seven seas than anyone else in the SIU, opinioned they were the seven major seas—not counting the oceans.

Next we hit that repository of odd facts and general information, "Cut and Run" Hank, who looked up from his mailing machine to say, "Well it's kind of hard to figure out, but I think it means the whole world—especially all the ports and by-ways off the beaten track."

Apparently Hank's answer was as close as any. The American College Dictionary says, "Seven seas—The navigable waters of the world." The World Almanac and the Information Please Almanac list some eighteen oceans

and seas but do not refer specifically to the seven seas. The information desk of the New York Public Library was unable to find anything definite on it.

FROM MYTHOLOGY

However, the information desk of the New York Daily News found a reference in old Brahmanic lore in which the seven seas were referred to as the waters dividing and bounding the seven land masses. Of course the world was not well explored in those days so that has little meaning. In modern usage it appears to mean the seven oceans.

All we can say is, you name them and they're yours!

Returns From Rest



Charles Colletti, Jr. Engineer, whose latest ship was the Bucyrus Victory, is back in New York looking for another ship after spending a short vacation with his mother and nephew, Baby Billy, in Chicago. Brother Colletti has been a member of the SIU since 1943.

Anti-Union Topsiders Find Crew's Spirit Unbreakable

Not many of the old-line anti-union Isthmian ships are left after more than a year under an SIU contract, but according to a recent report to the LOG by Scotty Aubusson, the SS Montgomery City is one of them.

Captain William McAdam, a notorious character who has been known to strike men under his command, set the temper of this ship's recent voyage to the Far East with the general outlook of "to hell with the Union," Aubusson said.

The Skipper stated plainly that he did not like unions, and that he and the Chief Engineer would do all they could to give the crew a bad time. In this vein he started the trip off by telling the Bosun that he was not going to recognize his overtime.

The officers gave the Captain full support in this program,

acting as stool-pigeons on the crew. The Chief Mate rode the Bosun and the gang. With all overtime cut to the bone, there was still 100 hours of disputed overtime—most of which was collected at the payoff.

Throughout the trip a multitude of phony logs was prepared. For instance, the Firemen divided up the cleaning of burners—as is customary—so that each cleaned three on watch. The Chief Engineer and the First Assistant peeked in while one Fireman was cleaning his three (after having been told merely to "clean his burners"). As soon as he had completed these three, he was logged for disobeying a lawful order in that he did not clean all of them.

NO SMOKING

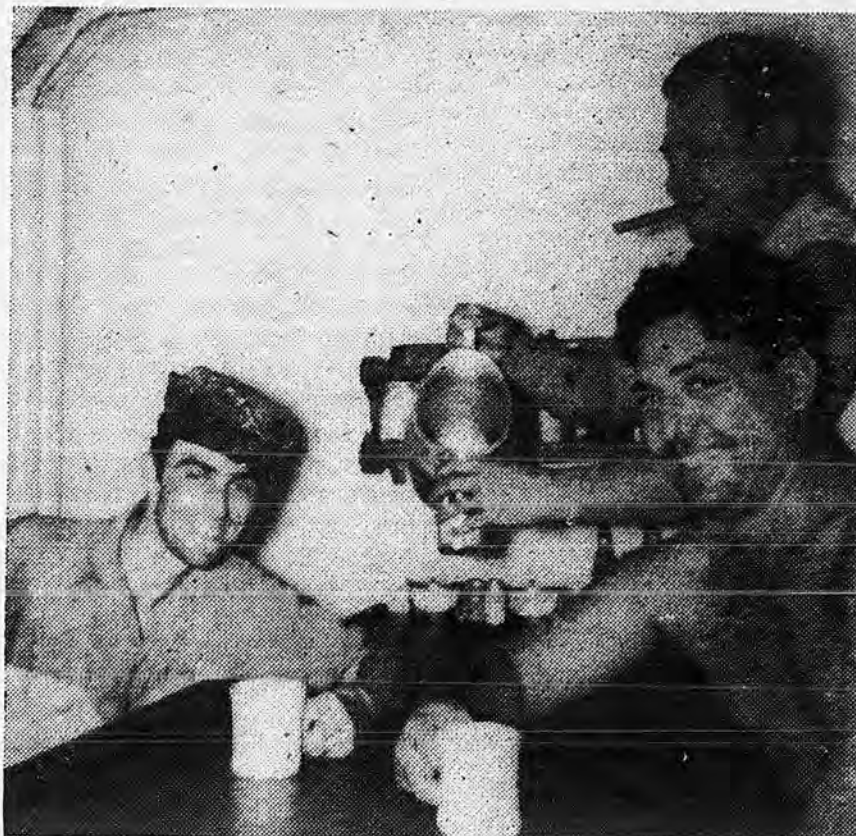
The Chief Mate ran around deck puffing a massive pipe and logging men for smoking on deck! The Captain threatened the Cooks with logs several times because the eggs were not done to suit him.

Although the Stewards Department had mostly old Isthmian men, the men were learning unionism fast, and were satisfactory to the rest of the crew.

Three ports in India were visited: Bombay, Calcutta and Colombo. Prices were described by Aubusson as terrific. A shot of whiskey cost four rupees—about a dollar and thirty cents. The Indians, except retail houses and beggars, were very tough on foreigners. There seemed to be considerable communist infiltration in their thinking.

In spite of the many difficulties presented the crew, the bosun, a young fellow named Pete Blum, proved to be "a damned good Union man who knew his job and kept peace in the crew," Scotty concluded.

Lownsdale Men Knuckle Down Performers



Three stalwarts of the crew of the Daniel H. Lownsdale, Waterman coastwise ship, pause in their work for a bit of coffee. No names were enclosed with the pictures submitted to the LOG by W. J. Barnes.

A fine example of membership action to curb performers was the special meeting called by the Department Delegates November 2 on the SS Daniel H. Lownsdale to deal with disruptors aboard. The keynote to the meeting was struck by F. J. Gillette, Ship's Delegate, who served as Recording Secretary when he said:

"Nothing, I think, could be better than the educational meetings in our Union Halls and on the ships to acquaint the membership with the duties and responsibilities of a Union Member, and with the importance of curbing performing and actions detrimental to the membership and the standing of the Union. The more education we have in Union matters the more we will stand to gain in conditions, and the better we can maintain what we already have."

With that the gavel sounded and the crew got down to business. The meeting was held at 8:30 A. M., after leaving Miami, and was attended by all hands. Sam Vatis presided as Chairman. The meeting commenced with the ship's delegate giving a review of past and present performing. The crew was then asked if they did not think it was time to call a halt to all of this.

Several members took part in discussion which resulted in the decision that examples would have to be made of those guilty. The first offender, totally in competent in his work, was fined \$15 with the understanding that he leave the ship.

Two other men held guilty of lesser offenses were fined \$5.

The crew went on record as being all out in favor of eliminating performing, and decided that heavy fines would be exacted against those who broke the ship's rule. The crew endorsed the principal of a clean ship. The action of the meeting was signed by the Delegates and all full-book members present.

Gagsters Wanted

A newly added feature to the pages of the SEAFARERS LOG is the comic strip "Seafare." LOG cartoonist Eddy Smith is the man responsible for most of the humorous shipboard incidents depicted to date, with a few assists from Jim Lowney, but Brother Smith is willing to forsake his monopoly on what takes place in the panels.

Any Seafarers nursing ideas which might prove interesting and humorous to the membership can bring them to life in the LOG by submitting their ideas to Eddy Smith, SEAFARERS LOG, 51 Beaver Street, New York, N. Y.

You don't have to be a cartoonist, or even a reasonable facsimile. Just jot down the idea in sequence and send it along. Then watch the LOG for the results.

Digested Minutes Of SIU Ship Meetings

FELTORE, Sept. 12—Chairman William Fields; Recording Secretary Jesse D. Baugher. A few hours were reported disputed in the Deck Department. Under New Business, motions were made to check the ice boxes and storerooms before leaving port, to ask the Captain in "post the slopchest price list, and for the Ship's Delegate to get copies of the Ore line agreement. C. L. Omohundro was elected Ship's Delegate. Engine Delegate, Bill Thompson spoke briefly on the Taft-Hartley Law pointing out that it was intended to break the Hiring Hall and the Union. He then discussed the shortage in dishes, and the need for new mattresses, and asked the Steward to inform the crew when the company turned



WILLIAM SEATON, Sept. 5—Chairman Burnstine; Recording Secretary P. S. Parker. The Delegates reported all members in good standing. Under New Business there was a motion by W. Grant and seconded by James Cox that Delegates draw up a repair list. Motion by A. Holmes and seconded by John Messick to elect a Ship's

Delegate. W. Grant elected by acclamation. There was general discussion under Good and Welfare. One minute of silence in memory of departed Brothers.

MAIDEN CREEK, Sept. 13—Chairman Frank Van Dusen; Recording Secretary H. Vickery. Minutes of Sept. 5 were read and accepted. Delegate's reports were made and accepted. Under New Business motion carried that the repair list be accepted after corrections and additions. Motion that the slopchest be checked for prices, sizes, and quality for the benefit of the oncoming crew, and that the old cigarettes be replaced with fresh ones. Motion that sheets of correct size for mattresses be or-

(Continued on Page 9)

Minutes Of A&G Branch Meetings In Brief

(Continued from Page 8)

dered. The Deck Department recommended that any overtime collected for the Mate working on deck be turned over to the Day man. Vote of thanks given the Cooks.

CAPE MOHICAN, Sept. 5—Chairman Tuczowski; Recording Secretary Robinson. The Deck Delegate reported minor beefs, and stated that low men would get more overtime. The Engine Delegate and Stewards Delegate, Brother Tresnick, reported no beefs, members in good standing. Brother Tuczowski was elected Ship's Delegate under New Business. Motions carried to paint out the laundry and fix the washing machine. Under Good and Welfare the Ship's Delegate was asked to check the laundry for cleanliness every day, the watch was asked to leave the messroom clean at night; and the 8-12 OS was instructed as to his sanitary duties. One minute of silence for departed Brothers.



NEW LONDON, Sept. 9—Chairman W. Lawton; Recording Secretary Edward Vilbert. Previous minutes were accepted. It was reported that the letter referring to misconduct of Cooks had not yet been sent, and that the Pumpman's beef had been settled. The Delegates reported on standing of membership. Motion carried under New Business that the Ship's Delegate ask the Captain to write a letter for each man registering for the draft. Motion to have the Ship's Delegate send a radiogram to the Hall to request an organizer to come aboard in Jersey. Under Good and Welfare there was discussion of the failure of milk and bread to be brought aboard in Texas. Chairman Lawton spoke on the \$10 General Fund Assessment. Minute of silence for lost Brothers.

STEEL DIRECTOR, Sept. 19—Chairman William E. Logan; Recording Secretary James R. Murran. The Engine Delegate recommended that action be taken against crewmembers guilty of actions unbecoming a Union Brother. Motion carried under New Business that PO Messman put in 12 hours for the Third Mate painting his room. Motion that anyone drunk at payoff be fined \$50. Motion that Patrolman be asked to speak to Chief Mate about the medical attention given unlicensed men. Under Good and Welfare there was discussion on the feeding of extra persons in the crew messroom in foreign ports, and on the repair list. One minute of silence for Brothers lost at sea.

SANTORE, Sept. 26—Chairman George Rose; Recording Secretary Paul Lawrence. Delegates reported on the standing of members in their departments. Accepted. Under New Business motion carried to recommend Bosun Cornelius Moll for a full book. Five bookmen agreed to sign his recommendation. Under Good and Welfare it was arranged for the Deck Department



to clean the lounge, the Engine Department to take care of the laundry, and the Stewards Department to take care of the pantry. The Sanitary man in the Engine Department was asked to keep quarters clean, and the Steward volunteered to furnish cleaning gear. One minute of silence for lost Brothers.

ROBIN TRENT, Sept. 26—Chairman George Allen; Recording Secretary George Leide-mann. Old business included reading of previous minutes, and report by Stewards Department Delegate on minor beef that would be turned over to Patrolman. Under New Business motion by Curt Nelson and seconded by Bosun J. Sensor to check stores that are condemned. Motion by Ira Myers to have innerspring mattresses put aboard for entire crew. Seconded by F. Townsend. Carried. Motion by Steward, seconded by G. Allen, to move Cooks to second deck. Motion lost. Discussion under Good and Welfare included repair list, cleaning foc'sles before leaving ship and issuance of linen. One minute of silence for Brothers lost at sea.



MS PONCE, Sept. 24—Chairman G. Switzer; Recording Secretary H. T. Nelson. The Deck Delegate reported a beef pending upon arrival. Motion under New Business that the Union be informed that the Deck Delegate, J. Henault, has carried out his responsibilities to the satisfaction of the crew, and that the trouble with the Captain is the result of a personal grudge. Motion by Hernandez that if the Captain tries to hard-time the Delegate, the articles be terminated in Ponce and suitable action taken. Under Education, Brother Sullivan asked that copies of new agreements be put on board, and that bulletin board and rack for Union literature be placed aboard. The repair list was discussed, under Good and Welfare. One minute of silence for lost Brothers.

AFOUNDRIA, Oct. 6—Chairman Edward Szarythe; Recording Secretary R. Lauger. No beefs were reported by the Delegates. Motion under New Business that all overtime be squared away with the Delegates, and that no one go to the department heads to argue their overtime as that is a Delegate's job. Carried. Motion by the Electrician, seconded

by E. Szarythe that a standard brand of syrup, such as Karo, be carried next trip. The meeting went into Good and Welfare where the Deck Delegate, Augie Zazzaro, suggested that all laundry be hung in the laundry room to dry. Guidry and Coratty asked that it be hung outside of the recreation room. The Steward's Delegate, Rafael Padilla asked that the crew cooperate in keeping the crew's messroom clean. One minute of silence for Brothers lost at sea.

THOMAS CREAP, Oct. 10—Chairman Cauey; Recording Secretary Kuhn. Brother Wagner was elected Ship's Delegate. Motion under New Business that the New York Public Health Department be asked to make a rat survey of the ship. Motion carried to have the medicine and slopchest checked by the Delegates and Patrolman upon arrival. General discussion followed under Good and Welfare. One minute of silence for lost Brothers.



JEAN LAFITTE, Sept. 26—Chairman Smith; Recording Secretary Roy Gilmore. Brother Charles Busch elected Ship's Delegate. Under Old Business the previous minutes were read and accepted. The Ship's Delegate was instructed to take up the matter of an adequate supply of cigarettes with the Captain. The Delegates reported on the standing of the members. Under New Business, motion carried to have the domestic tanks cleaned and cemented and lines cleaned. Under Good and Welfare, Brother Busch stated that he had taken up the matter of candy in the slopchest with the Port Captain, and found that the shortage was due to hot weather. It was decided that if the Deck Department didn't find time to paint the Stewards Department quarters the non-food handlers in the Stewards Department would do it. One minute of silence for departed Brothers.

GOVERNOR GRAVES, Oct. 3—Chairman Frank Albore; Recording Secretary L. Nicholas. Previous minutes and Delegates' reports accepted. Motion carried under New Business that a joint repair list be drawn up by Departmental Delegates. Motion that no one pay off till all beefs are settled and the ship cleared by the Patrolman. Under Good and Welfare it was suggested that the library be changed, and that everyone stay sober at the payoff. One minute of silence in respect for departed Brothers.

JOHN B. WATERMAN, Sept. 9—Chairman L. McInnes; Recording Secretary Charles Peters. The Deck and Engine Delegates reported considerable disputed overtime. There was no New Business. Under Good and Welfare the repair list was checked. Under discussion it was asked that more ice cream be served, and that canned ham and a better brand of coffee be made available for night lunch. It was suggested that an adequate supply of DDT be put on board. One minute of silence for departed Brothers.

SEAFARER SAM SAYS



WHAT DO YOU SAY, PAL?

THE NEW TRANSPORTATION RULE IS UP FOR RE-EXAMINATION BY THE MEMBERSHIP. A FEW WEEKS AGO YOU WERE ASKED YOUR OPINION OF THE PROPOSED UNIFORM REGISTRATION RULES, SINCE ADOPTED BY ALL BRANCHES, IN ORDER TO GET THE MEMBERSHIP'S SUGGESTIONS AND RECOMMENDATIONS BEFORE THE MATTER WAS SUBMITTED TO COASTWIDE VOTE. NOW, THE TRANSPORTATION QUESTION IS BEING SUBMITTED FOR YOUR OPINION. IF YOU HAVE SOMETHING TO SAY, SEND IT IN. WHAT YOU THINK WILL HAVE AN EFFECT ON THE FINAL DISPOSITION OF THE PROBLEM.

CUT and RUN

By HANK

Good shipping is still hitting our town. Regular company ships, the new tankers and the many organizing jobs which the membership have quickly taken have been coming through with the goods. When the West Coast strike is settled soon there'll be many SIU ships moving again out there—with, we hope, enough SIU men available for every one of them. Meanwhile, the East Coast AFL longshoremen strike, we feel, won't last longer than two weeks. (Hope we won't have to take the rope—like Roper—on this.)

Brother John Campbell just sailed in from a trip... According to their letter dated October 24, Brothers Paul Gay, Vasco Baucom and Thomas Freeland are on the beach in Port Said, Egypt, receiving hospitalization, and appreciating the fact that they had a few September-dated LOGS to read... From Galveston, Texas, Seafarer Thomas Walker, who says he's following in his father's footsteps, has requested to receive the weekly LOG so his father, a pro-union man and a sailor way back before the 1904 Baltimore fire, can read of the seafaring life as it is today.

Last week Brothers Steve Carr and Joe Clurman were plenty happy that so many labor-hating Taft-Hartleyites received their much-deserved unemployment papers—thanks to the votes of the members in labor unions... Here are some of the oldtimers who may still be in town: A. Williams, A. Costa, W. Philip, Nathan Robertson, J. Naylor, E. Steele, D. Jessup, Charles Patraiker, L. W. Ball, A. Dudde, C. Burns, T. Toohy, E. Robinson, Fredrick Miller, T. Gilham, R. E. Jackson, M. Sterne, Guy Whitehurst, C. Jurewicz and George Brazil.

Here are a few more new sea novels. The Restless Voyage by Stanley Porteus, published by Prentice Hall, \$2.75... Mysteries and Adventures Along the Atlantic Coast by Edward Snow; Dodd, Mead Co., \$4.00... On November 15 the Barnes Company will publish A Treasury of Sea Stories compiled by Gordon Aymar, illustrated by Rockwell Kent, containing fictional and factual nautical stories... The following brothers will be receiving the weekly LOG free of cost to their homes: John Lunn of Pennsylvania, Barney Swearingen of Florida, James Ray of North Carolina, John Dixon of California, Edward Carton of Florida, Harold Bullock of Pennsylvania.

News Item, Washington—Gonorrhea can now be prevented by taking a single pill of penicillin within a few hours after exposure. Dr. Harry Eagle of the National Institutes of Health, U.S. Public Health Service, reported... Commenting on this we'll say that shipboard medicine chests should be furnished with these pills in great quantity. We believe, however, it may take years and lots of red tape before this newly-developed treatment can be made available to freighter medicine chests. We may be wrong. Steps may have been taken, or will be taken, to provide the ships of our merchant marine with such penicillin pills.

THE MEMBERSHIP SPEAKS



Crew, Like Fillylieu Bird, Only Knows Where It's Been

To the Editor:

After reading in the LOG of Red's story of the "Mission to the Far East," we find we have just about the same conditions aboard this scow, the SS Michael, as prevailed aboard Red's Mission San Fernando.

From the beginning of this trip we have had the same old mystery as to where we were going, where we were at. It sure has fouled up the messroom navigators. As to asking any of the Mates for any of this information, a guy might just as well duck his head in a bucket of salt water. You'd get the same satisfaction.

However, our main beef at the present time is all this mystery about our mailing addresses. About ninety percent of us are married men and have families or girl friends that we would like to hear from occasionally.

We are leaving Rotterdam today, according to the sailing board, and are bound for the great unknown. The Delegates were instructed by the crew to find out from the Captain, if possible, a definite mailing address. After they had stated their business to him, he simply leaned back and laughed dis-

dainfully. That is all they got out of him.

Now our main purpose in writing this letter is to find out if something can be done to remedy this situation.

HANG OVER BEEFS

This ship is a Carras tanker with offices in New York. Although we, the Deck and Engine Delegates, joined the ship in Galveston, she is from New York and had quite a few beefs on her from the previous trip to Montreal. The Galveston Patrolman told us that this company was still under the process of being organized.

Things are getting out of control because of the Captain's policy of causing dissension among the crew, his failure to extend the common courtesy of giving us a mailing address, and his cynical and oppressive attitude.

We fear that if this trip lasts much longer, morale will be broken down altogether. Of course we are hoping for a short trip and a signed agreement with this company.

Our ship's meetings are being held regularly in addition to educational meetings. We have tried to work out and rectify our problems through the medium of these meetings; but under the circumstances there is not much more that we can do, and not much chance to settle things through the department heads.

Right now we are having quite a few beefs that will have to wait until we get back to the states.

C. L. Davie
C. J. Quinot
J. R. Gordon

(Ed. Note: A contract has been signed with this company.)

LIKED MEDICAL AID RECEIVED IN BALTIMORE

To the Editor:

I was in the Marine Hospital in Baltimore, Maryland for two months. I would like to tell the membership through the medium of the LOG of the excellent treatment I received.

There was never a time that the nurses hesitated to come when I called. Everything possible was done to hasten my recovery. When a man is sick and needs help, it means everything to feel that the doctors and nurses take an interest in him instead of in how much money he has—as might possibly be the case in a private hospital.

I appreciate the opportunity of telling of the good treatment I received.

Clyde Baumgardner, Sr.

Jack Of All Trades



Jerry DeMeo, recently of the SS Evangeline, is a handy man to have around in a pinch. During a trip aboard the Evangeline, Brother DeMeo pinch-hitted as telephone operator during an emergency. On the articles he was listed as AB. He's handy in the Engine Room, too.

Noonday 'Sun' Not Bright — He's Port Engineer's Son

To the Editor:

"Heyday" is everyday aboard the SS Noonday!

Upon coming aboard the Noonday in Orange, Texas, the gang began asking for the usual information about how this is, and how that is. They were quickly informed that this was this, and that was that.

And this is what was what: Beware of the Mate, for he is a very dangerous fellow. He will come into a room and beat hell out of the gang if they don't walk a chalk line. And please remember that a fair-eyed Oiler and a couple of other boys will tell the Chief Engineer everything that goes on among the crew.

If you feel like talking about the way things are run, remember that the Chief Engineer happens to be the Port Engineer's son. He is a slave driver from

the Captain Bligh days of long ago. The only way that you can make another trip on the Noonday is to get on the good side of the Oiler on the 4 to 8—then he will give his permission.

But should you be a good Union man and a true Seafarer, you are put on the list as expendable. This Oiler has been on the Noonday for three years, and he thought he could run things till the eagle-eyed boys from Galveston arrived and hell began to pop.

WANTED PAY

The first to get fired was "Cornbread" the Chief Electrician. He was eagle-eyed and not blue-eyed. The Chief did not like him because he wouldn't work for nothing. Next to be fired was the Delegate, because he took care of Union beefs in proper fashion. Then came Charlie and Bill, the Wipers, who crossed the blue-eyed Oiler.

The only boys that were able to make another trip were the blue-eyed boys. The Chief made the remark that any man who bothered Brother Sanchez was bothering him, and that he had fired more than one crew for trying to pull him off the ship. Of course to lose him would be to lose his source of information.

So beware of Marcine Langley, Chief Engineer of the SS Noonday. He will drive hell out of you unless you have blue eyes.

Cornbread MacCormack
Bill Quinn

Garment Local Prexy Thanks SIU

To the Editor:

I am taking the time to write and thank you sincerely for the solidarity your Union and its membership are showing in helping my International union in its time of need.

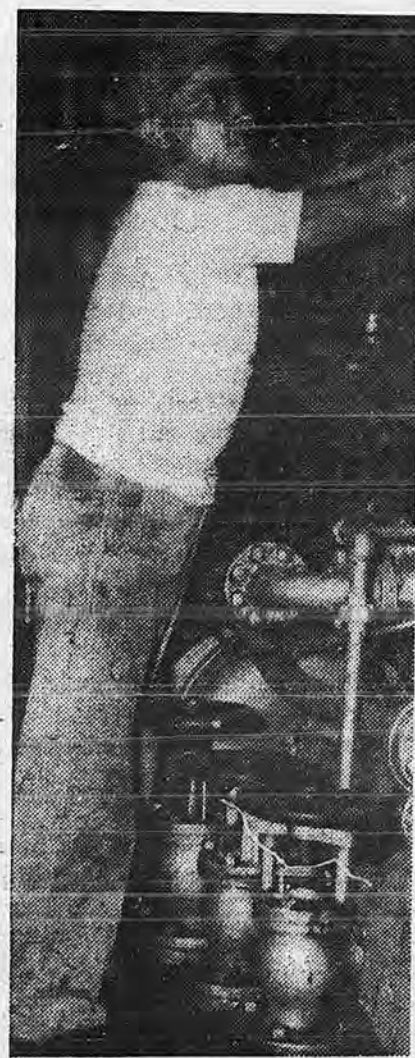
My International has a proud record of assisting others and I know that all officials of the AFL and other branches of our great Labor movement have a similar record.

I am an ardent reader of the SEAFARERS LOG and, by this knowledge of your official publication, I feel a kinship with your Union. Therefore it makes me feel good inside to hear about your answering an appeal for help. Thanks again.

This letter is being written with the approval of my Local's entire membership.

Martin Rose, President
Local 396, ILGWU
Oswego, N. Y.

THREE MEN, THREE DEPARTMENTS ON THE SEATRAN HAVANA



Representing three departments on the Seatrain Havana are Glen Vinson, OS, tightening a brake on a freight car; J. Johnson, FWT, knob-twirling in the engine room; and J. Hutchins, Steward, just posing on the Seatrain pier in Edgewater, N. J. Pics sent in by Brother Vinson.

Requests Data To Rebut Anti-Labor Dogma On Campus

To the Editor:

After having spent five years as an officer in the Merchant Marine, I was enraged to hear the anti-union propaganda being spread over the college campus of the University of Massachusetts against maritime labor.

I am now a senior at the University, and have chosen the maritime Hiring Hall system as a topic for a lengthy editorial aimed at nullifying the one-sided views expressed by a majority of the faculty. Since I have not been sailing recently, I have lost many contacts with the industry and former shipmates. Thus I am writing you for some of your publications and any statistical data that I can use in such an editorial.

One of the seamen's unions' most serious enemies today is a mis-informed public. I hope, by clearly displaying our side of the picture, to enlighten this public concerning pre-union treatment of seamen, and to contrast this with their status at the present time. I intend especially to emphasize the non-partisan policies of the Hiring Hall.

Any help you can give me would be deeply appreciated.

Robert Norwood

(Ed. Note: Union educational literature and copies of the LOG are being sent to Mr. Norwood with our best wishes.)

FOR THE ATLANTA FROM THE ATLANTIC



While the Isthmian ship Atlanta City was "flying down to Rio" recently a trolling line brought forth the fine porpoise specimen being displayed by the crew. All agrin over their catch, the men are, kneeling — Tony Aligara, Utility; Pat Cain, OS; Jesus Fernandez, 2nd Cook. Back row — Sam Cessna, AB; Jim Hicks, FWT; Red Baron, AB; William Mellow, Deck Eng.; L. Armentano, OS; L. Piker, Jr. Eng.; W. Brewer, Chief Cook.

Log-A-Rhythms

The Life For Me

By BILL GILSTRAP

Love there's been and lust enough and bitterness and lying;
Hard roads and stony ways I think it was he trod.
But all there is to hear now is the low waves sighing,
And the whispering winds that makes the sea-grass nod.

Perhaps she knew enough of hate to need the thought of dying;
She swam alone at twilight out beyond the breakers rim.

Her dirge is the fluted driftings of a seagull's crying,
The gurgling tidepools tone her funeral hymn.

Yes, joy there's been and flaming scorn and loneliness and trying;

Now she drifts in coral gardens, dreamless and deep.
Her chalice, the moving water-weeds, the ebb tides plying;

The searing grief's forgotten and all that's left is sleep.

The Summary

By FRANK BOYNE

Sing hi! sing ho! for the briney deep.
You can keep your cattle and keep your sheep;
Yes, keep your farms with their rustic charms;
The life for me is in Neptune's arms.
It's the deep blue sea for me.

Out on the sea where the breeze is fair,
Where the tang of salt permeates the air,
And the gulls fly high in the azure sky,
Where the ocean swells go rolling by.
This is the life for me.

With the scintillating stars at night,
God's patterns ever shining bright,
The silvern dust of the milky way,
And the soft moonlight on the waters play.
God's work for all to see.

Out here you know there's a God above;
In the rays of the sun is the warmth of his love,
How oft have I stood as the night turned to dawn,
And watched overawed as a new day was born.
Out here on the sea.

You can talk of nostalgia for your home and hearth,
Whilst I travel on to the ends of the earth;
To the north, to the south, to the east and the west,
With the gentle heave of old Neptune's breast.
I'll feel forever free.

Practical Jokes Of Allen Officers Find Cool Audience Among Crew

To the Editor:

There was never a dull moment aboard the Isthmian ship, William H. Allen. It was a hectic and hilarious trip from the time we signed on her in March till we paid off in the Gulf on September 17.

We left a drydock in Baltimore for Tampa and the Gulf to load. In Houston we had our first serious trouble. Four of the Deck Department were jumped by a bunch of jerks who worked them over with lengths of chain. As a result W. Edwards, AB, and Robert French had to be hospitalized. Edwards had six or eight stitches taken in his head, and French had to check in the Galveston Marine Hospital with a broken jaw. The other two boys only suffered a few bruises

I want to warn our Brothers who pull into the city docks in Houston to watch themselves at night, as seamen have been having trouble here for quite a long time.

One of the ABs did not make the ship in New Orleans, and as a result we sailed all the way to Bombay shorthanded. Although we could have picked up a man in Alexandria, the Captain stated that he had no intention of doing so.

RUSSIAN ROULETTE

The Skipper seemed to be a pretty good guy up till the time we left the States, then we really got a rude awakening. He delighted in shooting at sea gulls. His wife was on board all the way down the coast, and on one occasion he came up on the bridge with his .38.

Putting a shell in the chamber he took a shot at what he called a sea hawk, then leaving the shell in the chamber he started to spin it. Suddenly he put the gun against his temple and pulled the trigger. He scared the hell out of his wife all right for she thought it was loaded. Later on when I thought of the incident I wished it had been.

We were required to steer from the flying bridge in all kinds of weather. The only overhead protection we had all the way to Bombay was a torn-up canvas, although it rained nearly all the time.

A TORRENT

It rained so hard one night that Edwards had to stand in front of the gyro repeater in order that Davies, who was on the wheel, could see it. We could not move down below as the Captain had taken the wheel off to prevent the Mates from doing just that in foul weather.

Going through the Dead Sea it was blistering hot. I had my cot on number three hatch. Someone threw ice cold water on me from the bridge. Looking up I saw the Captain, Chief Mate and Purser looking down and laughing. Since the Purser was the practical joker aboard, I thought he had done it, so I cussed him out. The Old Man yelled down, "Look out, boy! We have a log book on this ship!"

This statement was followed with more water being thrown on me. As I was perspiring freely in the heat, and the water was like ice, it sure woke me up. As my linen was soaked by this time, I tore it off the cot and went to the Steward and demanded dry linen. The Steward gave it to me and went to the Captain and blew his top about the moronic sense of humor of the so-called officers and gentlemen aboard ship. Later I found out that the Skipper was the one who had thrown the water.

JAMMED UP

The Purser got himself in quite a jam in Bombay when he attempted to peddle 4 guns and 415 rounds of ammunition. The man he contacted to do business with happened to be a cop, and the local papers made quite a story out of it. They stated that over 200 men posing as tally clerks and stevedores in the raid netted four pistols with 415 rounds of ammunition, one rifle with 150 shells (this was the Skipper's), and one other weapon (which, so help me, was the Steward's air-rifle), and a quantity of cosmetics.

According to the stories in the papers it looked as though they were going to put the Purser against a wall and see how much lead they could pump into him. The trial came up the 25th of June when we were at sea. Upon arrival in Calcutta we found that he had received a four-month sentence.

He got out in three months though. I saw him later in Baltimore. He had no words of love for his fellow officers for whom he had taken the rap, as several of them had been in on the deal. They knocked the Purser while he was in the clink and even drank his beer.

Jerry Lonski



W. W. Bunker, Fireman on the Isthmian ship William H. Allen, shows off his eight foot playmate. Shot was by Jerry Lonski, the only one who was brave enough to venture near. Ship was in Calcutta at the time.

Reports Jean As 'One Swell Ship'

To the Editor:

This is the score, boys: On my tropical run to San Juan, Puerto Rico I met some of the boys on the beach. My desire was to join them and say hello to the gals. But when I registered at the Hall I saw the SS Jean on the board calling for two ABs.

JUST MARRIED, WANTS BRIDE TO READ LOG

To the Editor:

My folks have been receiving the LOG regularly and enjoy it very much. They save all the issues for me till I get home. Just recently, however, I've gotten married; so I wish you would have the LOG sent to my new address in Pontiac, Michigan.

I truly wish you could meet my wife, for she is a very fine person. I know she'll enjoy reading the LOG. Well, I hope to be on the coast shipping out soon.

Dwaine Lassen
(Ed. Note: The LOG is being sent to your new address as you request.)

The 9:00 o'clock call came and no one took the jobs. Red Michael told me, "Here's the job for you!" As he always does, he twisted my arm, and I took the job. One of my buddies, Eliseo Santiago, who came off a Waterman ship with me, told be he would go with me and so he did.

My first meal on the ship was really a joy. The Chef told me not to be scared to eat, and so I dug in. His grub has so much flavor that if one is in a hurry he will bite his fingers! If you fellows want to get fat for the holidays and pick up some change for your pockets, join the SS Jean.

The boys elected me Deck Delegate. I had a chat with the Mate and he is a swell guy to get along with if you use a fair approach. The Old Man gives us all the cigarettes and money we want.

She has a fine crew in all Departments. Right now the Mate has offered to cooperate in having the ship made ship-shape. Join the SS Jean. You can't go wrong.

Ivon Vante
Deck Delegate

Seafarer Attending School Finds Faculty Needs Union

To the Editor:

Well, I got myself an oar, threw it over my shoulder, and headed inland. As I was traveling through the fair little town of Moccasin Bend a local yokel asked me what it was. Driving the blade of the oar down into the ground I grasped his hand and said, "Howdy, neighbor! This is the place I've been looking for."

Getting away from the sea I am here in Chattanooga going to school. Yep! I decided to take up my GI Bill of Rights, as I used to be in the Navy. You might say I am getting my book learning so I can be a big-shot someday. But that is not the reason for this letter.

Here in the southern blue ridges, where the air is almost as fresh as a sea breeze, I miss my SEAFARERS LOG and the news about all the good guys that I once sailed with. Maybe if I had my LOG I could go down to the Tennessee River, which is close by, and feel a little bit at home once again. Besides I need the LOG to support the many arguments that I have here in school.

The school teachers are predominantly anti-union. Instead of admitting that they are grossly underpaid for their services—for reasons that I attribute to sheer ignorance—they cling to the idea that they're just the forgotten cream of aristocracy. All they need is a damn good democratic Union to represent them.

NO ORGANIZER

Don't get me wrong though. I'm not up here trying to organize the teachers of the State of Tennessee. But topics on labor and management crop up very often in a classroom.

Just a little incident that happened here last week will serve as an example. With the approaching national election, we are holding a dummy election here on November 2 to see who would be chosen for President. One of the teachers made a talk about our wonderful democracy, its rights, its benefits, and how high the standard of living is here compared to that of other governments.

Yet a couple of days ago in

RETIRED SIU MAN LIVING ON PRAIRIE WANTS THE LOG

To the Editor:

I am a retired Seafarer as of a few months back, and am now living on the prairie in Canada. I never hear any news about the seafarers I once knew; nor am I able to keep track of Union activities.

Therefore I would like to have you send the LOG to me here. I will appreciate it very much as it is the only medium through which I can hope to keep track of what is going on.

Glen Seeley
Manitoba, Canada

(Ed. Note: The LOG is on its way to the prairie.)



one of our club meetings she was damning organized labor to the point that even Joe Stalin would have given her a nod. I don't mind telling you that I let her have it with both barrels. I am expecting to be labeled a communist any day now.

Speaking of the coming election, I know each and every member is awaiting the outcome. But what ever it may be, I know the SIU will hold a true course.

During my career at sea I served nearly three years in the Navy and two-and-a-half in the Merchant Marine. During nearly eighteen months of that time I was a member of the Union. The SIU taught me more of the benefits of a democracy than all the history books written since Plato.

AS A MAN

In closing I will say that I met the best that America has to offer in the SIU. There you are accepted upon the basis of what you are as a man, and not how thick your pocketbook is or what side of the tracks you come from.

Now I am turning from the sea to seek an education. I believe it is rightly mine, and that it should be available in a like manner to all of you.

I would like to know if it is still possible to obtain all of the SEAFARERS LOGS in book form. If so please let me know as soon as possible.

Keep a sharp look-out, a true course and steady as she goes!
Jim McGuffin

(Ed. Note: If you will send your address we will put you on the mailing list for the LOG. As to back issues: Bound volumes back through 1946 are now available at \$2.50 each. They are bound six months to the volume, which makes five volumes in all, and can be obtained by writing the LOG office, 51 Beaver Street, New York 4, N. Y.)

Asks Relief For Cramped San Juan Hall

To the Editor:

Being a newcomer to the Port of San Juan, Puerto Rico I feel that other members who have never been to this Port are unaware of conditions at this Hall. It is no longer than the Dispatcher's office in New York.

I want to call your attention to this matter as I feel that other members probably don't know about it unless they've been down here. Shipping is certainly good enough to warrant something better.

As it is, there is no privacy for the pie-cards at all, no place to read without someone walking on your feet, no place to write a letter; in fact, it is impossible to relax in the Hall at all, as the chairs are all worn out. And, of course, there is not sufficient room to hold meetings.

As I sit at the Agent's desk writing this, my chair is jammed against the toilet door.

Everyone is doing the best he can with what he has, but I can tell you we have damn little to do with! I hope you will publish this letter in the LOG.

Aubry Thurman

The Glad Hand



Whether it's a soft shoe dance or the beginning of a glad hand routine, nobody knows. Anyhow, it gave Charlie Ferret, Assistant Electrician on the Alcoa Patriot, a reason for having his picture taken. Shot was by Harry Thompson, Fireman on the ship.

SEAFARER IN ARMY ASKS SHIPMATES TO DROP A LINE

To the Editor:

I haven't been receiving the LOG for quite sometime, so perhaps you did not get my change of address.

As you know I'm in the army. I volunteered in June because I didn't have very much hope that the merchant seamen would be deferred, and I joined in order to get it over with.

Since being in the army I have gone quite a long way. I will attend OCS (Officers Candidate School) about the first of 1949. Please ask any of my old shipmates who may read this to write me and let me know how everything is going out on the deep blue sea.

My present address is, Leaders Course, 23rd Arm'd Engineers Bn., 3rd Arm'd Division, Fort Knox, Kentucky.

Alvin L. McDowell

Reports SS Beachcomber 'Launched' From Texas Bar

To the Editor:

One night last week, while enjoying a quiet beer in the Texas Bar, one of the young beauties sidled up to me and whispered in my ear that she was going to Washington to see President Truman and ask him to build a special ship for the San Juan Beachcombers. According to her specifications it would be some ship!

Well, I looked around and there were sixteen beachcombers in the bar, and each deck rating was present with a couple of members of the Stewards Department as well. All were enjoying a heave ahead, and I heard that most of them paid cash.

"Red" Morgan was there and Walter Larson, Joe Henault, Tommy Chambers, Bill Thompson, Johnny Dean, and T. Kato, to mention but a few.

The boys are on the move again. "Whitie" Anderson just shipped out on the Monarch of the Seas, and Thompson on the Dorothy. Spurlock has almost shipped "Red" Morgan on the Suzanne. He's been talking to Morgan for an hour now—even offered to buy his pots and pans. Pat Dunphy looked the board over in the Hall and seeing no jobs sat bravely down to rest.

Tony (Chico) Gonzalez paid off the Jean and shipped on the Rosario as Bosun. His Brother, Pablo, is Bosun on the Bull Line ship Kathryn. I saw Sal Colls, the Agent, pass—and I mean pass—the skid row yesterday. He didn't even see the boys! Red Spurlock, after his day's work is done at the Hall, hies it home to his shack in Catano. Tony Viera, the San Juan Patrolman, is usually hoofing it up and down the waterfront covering the ships. You can bet the membership gets real SIU representation.

tation. Victor Bonet, Third Cook off the Ponce, just flew in from Florida where he was in the hospital in Miami.

A few of the Brothers have been flying down to San Juan to get a ship. They say shipping's slower than slow in the big Atlantic ports. Shipping has been good all right down here; and from the look of things should be that way until Christmas at least.

Bill Barrett met his Brother, Bob, the other night in one of the ginmills. Bob piled off the



ship he was on, and now both brothers live at the Sanchez Hotel in Puerta de Tierra.

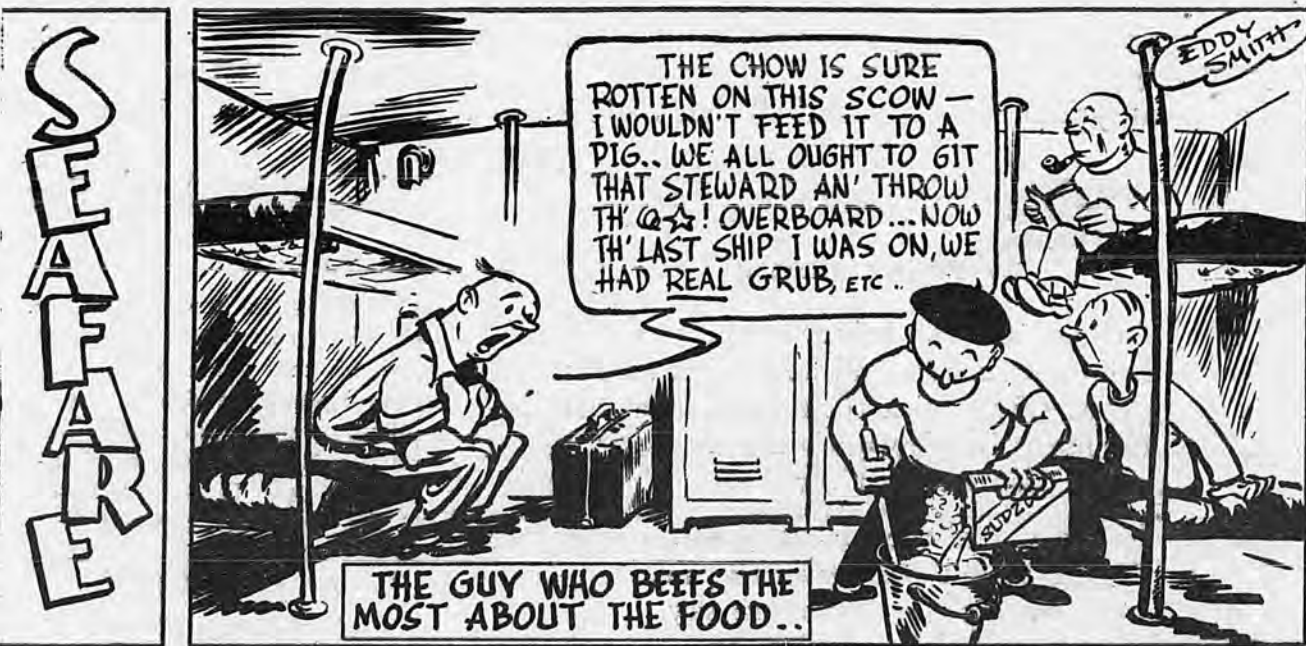
Special note: Brother Spurlock failed in his attempts to ship Brother Morgan, so Morgan can still be found in his usual haunts.

Where oh where is the pretty motor vessel Ponce? It was rumored that she would be in San Juan about November 1. Now she has strayed off again, and nobody seems to know when she'll get back to sunny Puerto Rico.

It looks like Sal Colls was right. I'll have a long wait if I stick it out for the Ponce to get back. Oh well, that's life!

Keep her steady between the anchors.

Woody Lockwood



Membership Comments On Transportation Rule

Says Principles Should Guide Stand On Rule

To the Editor:

Several branches report that their shipping picture is definitely being benefited by the operation of the transportation ruling. They indicate that the job-turnover is speeded up a good deal. Anybody interested in job security must be pretty tickled to hear that.

Of course, I realize that it is sometimes a real hardship for men to get off a ship before they have a stake made. But it is damn sure a hardship to be stuck on the beach with no jobs turning over and no money at all in your pockets.

So it looks like it all boils down to this: No matter what we finally decide to do there's going to be hardship for somebody. A choice has to be made.

In that case let's forget about the hardship for the time being and decide on principle. The obvious principle at stake seems to be this: As a result of years of negotiating and Union action we have a transportation clause in our agreements which acknowledges the responsibility of the company to get a man back to the area in which he shipped.

STIFFEN FIGHT

If many members refuse their transportation money when it is offered to them, they will go on record as indicating that the transportation clause is not really needed, and will make it difficult in future negotiations to retain the clause at all.

That would please the companies very much and beat the membership out of a lot of money in the long run.

It looks to me like we had better keep our transportation ruling as it is, take our money and re-register.

Gene Nowokunski

Alcoa Partner Crew Feels Rule Hurts Family Men

To the Editor:

We, the crew members of the SS Alcoa Partner, wish to go on record that we do not agree with the transportation rule whereby a man has to get off his ship and take his transportation money.

We feel that a man is entitled to stay on his job as long as he is satisfactory and does his work. Not many seamen stay on a ship for a long period of time, but there is quite a large number of seamen who have responsibilities, such as large families, who can not afford to change ships often.

Suppose a man ships out of the Gulf for a six-weeks trip and then pays off in New York, or an Atlantic Port. He hasn't made enough money in six weeks to even pay his debts incurred while he was on the beach waiting for that job!

Therefore, we wish to go on record as opposed to the new amendment to the present transportation rider.

Signed by
32 members of the
SS Alcoa Partner

HAPPY WITH THE WHOLE WORLD



Chico Erazo of the LaSalle, Waterman, seems to be at peace with the entire world as he takes it easy while his ship was in Manila recently. Picture was taken by Ludovico Agulto, the "Manila Watch," who sent it to the LOG. Brother Agulto stated that he tried to reach Chico with the picture but the ship sailed early. It's in the LOG office if Brother Erazo wants to pick it up.

Trinity Crewmen Ask Referendum

To the Editor:

After reading the LOG of October 8, we, the undersigned bookmembers, wish to protest the transportation ruling accepted by shoreside meetings which provides that a man coming in on a ship which pays off in an area other than the area of signing on must pay off and accept his transportation money.

This was taken up at our ship-board meeting. The crew was unanimously against it. We feel that this matter should be put on a ballot and voted on up and down the coast for 60 days by the entire membership.

We feel that this practically cancels the vacation clause in our contract and that it lessens our job security.

We would like to see other ships write in and express their views on the matter.

Bookmembers of SS Trinity:

J. W. McCaslin, Jack E. Kelly, James McFarlane, Wm. J. McLaughlin, Michael E. Buckley, Julian A. Tito, D. E. Prile, W. H. Lewis, E. Rydon, P. S. Shauger, Stanton Marshall, Albert F. Vefis, Kasimir Puchalski, William Corey, William Rees.

Robin Kettering Men Set African Sun In Veldt Tilt

To the Editor:

On the second voyage of this converted Navy Transport, the Robin Kettering, talent for the big leagues was uncovered while lying at anchor in the port of Dar-Es-Salaam. The African Sun of Farrell Lines sent our crew a challenge to a softball game. We readily accepted and proceeded to the field of battle. Of course all hands had been training rigorously on beer and bagels in these South and East African ports.

We galloped on to the field and proceeded to warm up until the time came to do battle. Already the African Sun had a list of conquests worthy of pride and confidence (including the Robin Mowbray, African Star, and a Canadian ship, all taken on in Durban. We were sceptical of the outcome, but we were determined to give them a battle that would make them work.

With Bobbie Packert winging them in from the mound to Scotty Scott, we had the following men in other positions: first base — Art Monceau, second — Eddie Kroskie, shortstop — John-

nie Scialpi, third — Del Benedict, shortfielder — A. D. Brown, right field — Frank Kuvakas, center — Joe Orlando (Second Assistant, who can really play ball, and helped us out to a fine victory), left field — Joe Stackowicz. Our substitutes to relieve the first of the early-winded were Hank Wirth Speedy Brownlee, and Al (Pills) Weber.

YER OUT!

A very fine job of umpiring was turned in by Bob Humphries, who gave a fair decision on all plays of fast action.

The heavy lumber work of Monceau, Stackowicz, Scialpi, Kuvakas, and Benedict put men on and around the diamond to come up with an 11-8 victory over the African Sun.

Everyone enjoyed the game including the local residents, who watched from the sidelines. Good sportsmanship was shown by both sides, following the tilt, all went for a refreshing swim in the ocean made enjoyable by a cold brew after a hot day on the diamond.

Del Benedict

Asks Time Limit Amendment To Help Men On Short Runs

To the Editor:

Being a permitman I've long ago found out that my opinion counts very little when it comes to a discussion of Union activities. And when it comes to shaping Union policies, I count as nothing, lacking the chance to vote.

But I do like to get my say in once in a while, and I fall back on the LOG when it comes to doing this.

A great deal of pro and con comment has been heard lately about the new rule whereby a man receiving transportation money must pile off of the ship, whether he is a bookman or a permitman.

I find a number of good things to say for this. Chief among these is the fact that it will create a greater shipping turnover, and in these times that we've all been putting up with in the last few months, that means a lot.

There are those who will argue that in the interest of job security, which is what a union stands for, men should be allowed to remain on the vessel. When there are only so many jobs, with men waiting to take them, then I think that it furnishes greater security to get some of those jobs passed around among all of us.

ASKS TIME LIMIT

But the rule lacks something that would make it much better, and help every man affected by it. I think that there should be a definite time limit that a man can be allowed to stay on the ship before he must get off if he receives transportation money. Let us say sixty days.

A sixty day time limit will cover him if he is on a Victory or C-ship running to Europe, for he can then make two trips instead of one. This of course means that the ship might sign on in New York and then pay off in Mobile or New Orleans.

Some will argue that the ruling tends to nullify the vacation-clause in our contracts. Having been on ten ships since becoming a permitman in the SIU, I've yet to run onto a single man on any of those ships who said that he'd been on for a year or was planning to stay on for a year in order that he might collect his vacation pay.

Of course there are some men who have homesteaded ships for a year or more. But those men are to be found on the vessels that have a steady run to an exceptionally good port, such as Antwerp, Rotterdam and Bremen. I notice that the ships on such a run usually pay off in New York on the return voyage and then sign coastwise articles if they are scheduled to run along the coast and down to the Gulf to load.

A good many men that I've talked to are in favor of the new ruling, and those men haven't been just permitmen interested in shipping turnover. Bookmen have expressed the same favor for the rule.

With modification, particularly in regard to a minimum time limit, the rule can be a very good one for the membership as a whole.

V. D. Hall

Since the Union rule calling for men to take transportation money and pile off after a trip ending in a port other than the payoff port went into effect, many opinions pro and con have been expressed in the LOG and at membership meetings.

On this page is a sampling of membership opinions. Arguments for and against the rule are given almost equal space. Brothers having points to add on the subject are urged to write to the SEAFARERS LOG.

Pleased By Rule And Way Handled In Log, Meetings

To the Editor:

I have noticed in the LOG recently much agreement with the present rule on Transportation. The membership seems to favor the idea that when a man has any kind of money coming to him from the shipowners—and specifically when they are entitled to transportation money—that they had better take it. That sounds pretty sound to me.

What's a ship more or less between Seafarers? There'll always be another one—and if we keep the Transportation Ruling there will be more of them more often! But if you do give anything away, give it to a Union Brother; don't give it to the operator!

But aside from that, there is one thing that this debate over the Transportation Rule has highlighted, and which I imagine a lot of people who read the LOG besides the membership—including the operators—must have noticed, and that is the truly democratic process by which the Seafarers arrive at a decision on Union policy.

BY MEMBERSHIP

This Union is run for the membership by the membership. Most any organization, no matter how dictatorial, can be said to be run for the membership—with the exception, perhaps, of some commie outfits which are run for Joe Stalin. But there are not many that are run by the membership as the Seafarers is.

On controversial question, equal space is given opposing opinions in the Union's paper. Things are certainly not railroaded through the meetings. In fact, in this case they are discussed in the LOG, as well as in the regular meetings, thereby giving as large a number of members as possible a chance to acquaint themselves with the question before any action was taken on it.

Personally, I think we ought to take our money, protect our contract, and speed up shipping by retaining the present ruling. But whatever happens I'll be damned well satisfied to go along with what I know will be the wishes of the majority when action is taken.

Walter Gardner



Goodbye To The Eden



By CAPT. R. J. PETERSON

To voice his discontent with the ship, the sailor would sing the chantey:

"Oh, the times are hard, and the wages low!"

Then the rest of the crew would join in the chorus:

"Leave her, Johnny! Leave her!"

But SS Eden was all right. She carried coal from Tyne to London and the crew, paid by the week, provisioned themselves and sometimes, going ashore to buy their stores, returned aboard with a bottle of rum and roaring in chorus:

"Sixteen men on dead man's chest!"

"Yo-ho-ho! And a bottle of rum!"

It was too good to last. The freight went down and the Eden laid up; the jolly good crew paid off, and scattered to the four winds.

SS Eden lay, for two years, chained to a buoy near the muddy banks of Tyne, swinging to the tides, tugging at the chain that, grinding in the hawser pipe, sent up a low groan. Too costly to be scrapped, she was abandoned, disowned, left to rot and rust—so it seemed.

NEW OWNER

But, there came one day a crowd of workmen with tools and went to work on the Eden like eager beavers, getting the ship ready for sea. In two weeks, all fixed up and painted, she was ready for business, and hoisted on her gaff the flag of the new owner.

The crew, young fellows all, who signed on at half of the prevailing wages in port, came from the meanest crimp in town. A hard-up lot, they joined the Eden, each carrying a tin cup, a plate, a spoon, and a mattress filled with shavings.

That was all they owned besides the clothes on their back, threadbare; and their shoes, down on the heels.

They owed, of course, the crimp one month's pay in advance; they had stayed in the boarding house two weeks and had lived on weak tea, bread, and on soup made of fish-heads.

The Bosun, a long-armed shell-back with hooked fingers, went for his men and put them to work in a hurry; he had bought his job from the office, had paid for it a certain sum of money, and was afraid to be fired and lose his savings.

Then the Second Engineer came to turn his men to. He looked as though he had just crawled out of the bilges. He wiped his face with a bit of waste, entered the firemen's foc'sle, looked his men over, then drove them to work. He, too, had bought his job.

The SS Eden carried but two Engineers and two Mates and they, all, including the Steward and the Master, had bought their berths from the office and lived in fear of losing their jobs, losing their money.

MASTER'S CABIN

Aft, in a spacious cabin with a large skylight, lived the Master like a lord. He enjoyed all the comforts of a home—a large saloon, old fashioned fireplace, mantelpiece, mirrors, varnished oak panels, fancy carvings, seats



with cushions, large table, easy chairs.

Amidship berthed the officers in bare rooms with barren atmosphere, and slept in bunks with the mattress as flat as pancake.

Forward, the foc'sle was a damp and dark hole that smelled like a cave on muddy foreshore at low tide.

Here, under low ceiling, the men groped their way about, their heads bent, like men in hiding. They slept in bunks that resembled pauper's coffins. Narrow was their place, and here they lived, took their meager meals or sat in dog-watches or moved about, deprived of daylight.

Prisoners of the sea, that's what they were, these underdogs; but they were men indispensable, men who knew toil and sweat, who could fire and keep steam, or man the lifeboat, and weather the gale!

COVERED WITH COAL

The S.S. Eden went under the coal chute at night like a thief; on top of the tip, a rough man, who swore at every second word, pulled the lever and there was a roar and rattle as a black stream rushed down the chute like a torrent to fill the holds to the combings and over.

Sunrise found the ship's decks covered under a pile of coal. She lay over, with an off-shore list, low in water as if sinking at the pier. The open bridge, painted white the day before, resembled now a charred house gutted by fire. The Eden was not a pleasant sight.

The greasy Cook, a young man with pasty face, gave a smile, showing his rotten and yellow teeth. "De stores kom yust nu!" He shouted.

Sailors and firemen, looking like chimney sweeps, took aboard some sacks of potatoes, a barrel of salt horse, a keg of salt herrings, some hard tack, and a case marked in fat letters "fishballs in kraft."

"It'll give us the strength of Samson!" someone shouted, pointing at the case. "Fishballs! One ball a man and one potato!"

There was a laughter. But it was a cruel joke.

BREAKDOWN

The next morning, the Eden went to sea. She waddled from headland to headland, hugging the coast, afraid of big seas. Sometimes, mostly at night, the engines would break down; and for hours she would wallow helplessly in the trough of the seas like a log; while, in the engine room, the steam kept hissing angrily like a large serpent.

The Engineers worked frantic-

ally to stop the escaping steam and yelled for assistance from the Mates who, in their turn, yelled for the Bosun.

He yelled for the sailors to get the handy billy and go down in the engine to lash the steam cylinder with wire.

"But we have no wire!" yelled the sailors.

"Then use rope!" yelled the bosun.

"But we have no rope, either!" yelled the sailors.

Cries of rage rent the air in darkness. The Eden was a madhouse in distress. She rolled with rails awash and the forward bell, that was cracked, struck with broken, throaty sound at each roll, as if someone were choked. It was a relief when the engines began to chug-chug and she forged ahead, leaving a wake behind.

BELL TO BELL

Life on the Eden at sea, went on from bell to bell. It went on in driving rain, in cold weather, snow and sleet—without pity, for poor Jack had to justify his presence aboard by long hours of work and short sleep, and had to risk his limb and life for a pay of a peon, to keep

him in the foc'sle until he is no longer wanted.

The old tramp was not a seaworthy ship. The rusty boiler leaked and it took the life out of the stoker to keep up the steam. The watch over, he went forward, tottering about weakly, with glazed eyes, a man in a daze, ready to drop.

Ill equipped, the lifeboats were rotten and leaked, gone beyond repair. The man at the wheel, exposed to the weather on the unsheltered bridge, held on to the big wheel for his life lest he be thrown over on his head.

She steered by hand and the gear with its drum and chain were worn to the last and loose. On cross seas, the big wheel kicked like a mule. The relieved Helmsman came off the bridge holding on to the rail with strength exhausted in his arms—the hands stiff, cramped, lifeless.

The SS Eden waddled along, run on the shoe string, engaged in cut-throat competition, the curse of the sea. Selfish and greedy, she undercut the rates and denied to honest men the right to earn a decent living by the sea.

Up and down the English

channel, in and out of the North Sea and the Baltic, she went from place to place, crawling in and out of the big ports like a bedbug, her belly full—making money for the rogues who had changed her flag and port of registry to disguise their true character.

At the end of six months of busy runs that gave no rest to the crew, she came down from Archangel with timber, listing so badly that the high deckload sloped more than the roof of a house.

Day by day, she listed worse. We reached Bristol at last, our port of destination. It was summer and the season was over, and it was almost over for SS Eden, too. She entered the dock gates. The forward tug gave a sharp, short pull, on the wrong side; she struck a stone and almost capsized. We felt the shock.

From a crowd on dockside, people pointed fingers at us. A photographer rushed out from the crowd and took pictures of us as we were climbing up the high side of the deckload. We heard a dock loafer laugh and say: "Look at them sailors, going up the high slope like bloom-in' baboons!"

That night we tied up the ship, across the dock near the timber wharf; then all hands went ashore to sleep. It felt good to have a peaceful rest, to lay and relax and sleep in a soft bed, first time in more than six months. The Eden was no garden with a bed of roses.

The next morning we came down to the docks and found the SS Eden lying on her side, near the muddy bank, like a dead fish.

The Captain and officers let out a howl of rage in chorus.

It made the rest of us chuckle with delight.

BOOKS IN REVIEW

SEA CHASE, by Andrew Geer; Harper & Brothers, 274 pages, \$3.00.

This is a first-rate adventure story of war on the sea until you get toward the end where the author just puts together too many implausibilities in his effort to make things work out to a moral climax. Obviously, Mr. Geer has one eye on Hollywood and the other on the flag.

Just before the war breaks out in September 1939, a rusty German tramp slips out of Sydney, Australia. She is short of fuel and stores, but her Master, Captain Ehrlich, is an indomitable seaman as well as a cold-blooded monster. He is determined to reach Valparaiso, Chile, where he can get supplies, and then run the British blockade into a German port.

After a fantastic layover at a forgotten Pacific island to take on wood for fuel, the SS Ergenstrasse limps to Valparaiso. And she almost makes Germany, but the British get the ship and the murderous Master off Norway. In a way, you're sorry, for you can't help admiring the old man, murderous brute that he is.

There's a woman in the story who undoubtedly will be played

by Marlene Dietrich if "Sea Chase" makes the movies.

Seamen who read this yarn probably will forgive the author a few technical errors if, indeed, they notice them. Things move that fast.

MAN IN THE MODERN WORLD, by Julian Huxley. Penguin Mentor Books, 191 pages, 35 cents.

This collection of 13 essays by an eminent biologist, who is Director General of the United Nations Educational and Security Council, is highly informative in portions and downright controversial in others.

Outstanding is the "Uniqueness of Man," which briefly but very readably traces human evolution. In spite of the great respect Huxley will command from his readers, many will undoubtedly take issue with him on his theory of eugenics. Few of us are ready to give any group—even if they be well-intentioned biologists—the authority to plan the world's population.

Huxley, nonetheless, is interesting in whatever he put his pen to. His vast fund of knowledge, which he ably presents in the lingo of the laymen, makes

this collection highly recommended reading for all hands.

A HOUSE IN THE UPLANDS, by Erskine Caldwell. Penguin Signet Books, 144 pages, 25 cents.

Those who read Caldwell alone for his lively action, bizarre characters, and low-down belly laughs—and such readers include the most of us—will be pleased to find a strong, violent story that grips the attention and carries one straight through to the end. In this respect it's a good deal like a "Western" or a pulp mystery, and as such is good reading.

However, those who have found in Caldwell vital characterization, proceeding swiftly toward a tragic climax (which, in being made to appear inevitable, packs social implication), as in such stories as "Candy Man Beechum," will find little of that here.

The corners are sharp, the characters are labelled, and the action is forced. There is a decadent aristocrat who sleeps with the colored maid, a weak wife, cringing near-slaves, and a gun-fightin' finish. Anyway, it's diverting and those who start it will probably finish it before laying it down.

Let's Look At The Law!

(Continued from Page 3)

was obligated to the seaman if his injuries occurred in his work aboard the ship. Injured gas-hounds, however, were chased off the ship.

Since the days of laws such as this, hundreds of decisions have been made and precedents established which bear on specific cases under unusual circumstances. In the overall sense, however, the rule is still as it was hundreds of years ago.

In the United States, in addition to the responsibility of the shipowner to furnish maintenance and cure, marine hospitals are provided the seamen.

These do not relieve the shipowner from his responsibility, but rather are available so the seaman will be sure of having care, should the shipowner fail to give it and in the rarer cases to which the shipowner's obligation does not extend.

The whole matter of maintenance and cure is summarized in the United States Code, Title 46—Shipping, which reads:

SIU HALLS

SIU, A&G District

BALTIMORE 14 North Gay St.
William Rentz, Agent Mulberry 4540
BOSTON 276 State St.
E. B. Tilley, Agent Richmond 2-0140
Dispatcher Richmond 2-0141
GALVESTON 308 1/2—23rd St.
Keith Alsop, Agent Phone 2-8448
MOBILE 1 South Lawrence St.
Cal Tanner, Agent Phone 2-1754
NEW ORLEANS 523 Bienville St.
E. Sheppard, Agent Magnolia 6112-6113
NEW YORK 51 Beaver St.
Joe Algina, Agent HANOVER 2-2784
NORFOLK 127-129 Bank St.
Ben Rees, Agent Phone 4-1083
PHILADELPHIA 614-16 No. 13th St.
Lloyd Gardner, Agent Poplar 5-1217
SAN FRANCISCO 85 Third St.
Steve Cardullo, Agent Douglas 2-5475
SAN JUAN, P.R. 252 Ponce de Leon
Sal Colls, Agent San Juan 2-5996
SAVANNAH 220 East Bay St.
Charles Starling, Agent Phone 3-1728
TAMPA 1809-1811 N. Franklin St.
R. H. Hall, Agent Phone M-1323
WILMINGTON, Calif.,
227 1/2 Avalon Boulevard
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

HONOLULU 16 Merchant St.
Phone 5-8777
PORTLAND 111 W. Burnside St.
Beacon 4336
RICHMOND, Calif. 257 5th St.
Phone 2599
SAN FRANCISCO 59 Clay St.
Douglas 2-8363
SEATTLE 88 Seneca St.
Main 0290
WILMINGTON 440 Avalon Blvd.
Terminal 4-3131

Gt. Lakes District

BUFFALO 10 Exchange St.
Cleveland 7391
CHICAGO, Ill. 3261 East 92nd St.
Phone: Essex 2410
CLEVELAND 2602 Carroll St.
Main 0147
DETROIT 1038 Third St.
Cadillac 6857
DULUTH 531 W. Michigan St.
Melrose 4110
TOLEDO 615 Summit St.
Garfield 2112

Canadian District

MONTREAL 1227 Philips Square
Plateau 6700—Marquette 5909
PORT ARTHUR 83 Cumberland St.
PORT COLBORNE 103 Durham St.
Phone: 5591
TORONTO 111A Jarvis Street
Elgin 5719
VICTORIA, B.C. 602 Boughton St.
Empire 4531
VANCOUVER 565 Hamilton St.
Pacific 7824

"From the earliest times maritime nations have recognized that unique hazards, emphasized by unusual tenure and control, attend the work of seamen. The physical risks created by natural elements and the limitations of human adaptability to work at sea enlarge the narrower and more strictly occupational hazards of sailing and operating vessels.

"The restrictions which accompany living aboard ship for long periods at a time combine with the constant shuttling between unfamiliar ports to deprive the seaman of the comforts and opportunities for leisure, essential for living and working, that accompany most land occupations.

"Furthermore, the seaman's unusual subjection to authority adds the weight of what would be involuntary servitude for others to these extraordinary hazards and limitations of ship life.

"Accordingly, with the combined object of encouraging marine commerce and assuming the well-being of seamen, maritime nations uniformly have imposed broad responsibilities for their health and safety upon the owners of ships. In this country these notions were reflected early, and have since been expanded, in legislation designed to secure the comfort and health of seamen aboard ship, hospitalization at home and care abroad."

To bring the whole matter down to a dollars and cents basis, it had been the practice of companies until recently to pay a man on maintenance and cure \$3.50 a day—an amount set by the courts in hundreds of cases.

The SIU, however, realizing that this was not sufficient for existence today, worked out a letter supplement with our contracted operators wherein they pay men injured aboard their ships \$6.00 a day.

NOTICE!

LAWRENCE GIGLIO NICHOLAS FAZIO

Contact Attorney Ben Sterling, 42 Broadway, New York, concerning the settlement of your case.

LARS M. HOLMSTEDT, AB WILLIAM D. MOORE, AB MARCELINO SANTIAGO, OS

Please get in touch with Attorney Ben Sterling, regarding illness on board the SS Henry Villard.

DANNY KENNEDY BILL YETMAN

Your gear is in Waterman's main office in Mobile, according to Tuohy.

SS CHARLES L. McNARY

Will any of the crewmembers who were employed aboard the SS Charles L. McNary on or about October 26, 1946, and witnessed an accident where Thomas Carroll Perry was injured aboard said vessel and from which injuries he subsequently died, please communicate with Ben Sterling, 42 Broadway, New York 4, N. Y.

Men who witnessed the accident which befell Jesse R. Matthews aboard the William T. Barry while the ship was in Gibraltar in March 1948 are asked to contact Ben Sterling, 42 Broadway, New York 4, N. Y.

Minutes Of A&G Branch Meetings In Brief

(Continued from Page 7)

ence for departed Brothers. Meeting adjourned with 215 men present.

§ § §

SAVANNAH — Chairman, C. Starling, 6920; Recording Secretary, J. Sellers; Reading Clerk, J. Chassereau, 34797.

The New Business for Philadelphia was non-concurred with. All other New Business of Branches were accepted. The Secretary-Treasurer's weekly financial report was accepted. The Agent reported shipping very slow with plenty of men registered in all departments but no jobs to offer at the present time. A payoff is expected for next week which may help some. Heavy voting has been going on in the election of officials for 1949. Report accepted. The Dispatcher reported 36 registered and 19 shipped. No New Business. In the general discussion under Good and Welfare, several Brothers spoke on the transportation rule. One minute of silence for departed Brothers. Meeting adjourned at 8:30 P. M. with 45 members present.

§ § §

BALTIMORE — Chairman, Al Stansbury, 4683; Recording Secretary, Red Clough, 3765; Reading Clerk, Dolan Stone, 1996.

The regular order of business was suspended while seven members were obligated. A trial committee was elected. The Baltimore minutes, the Baltimore financial reports, and the Secretary-Treasurer's financial reports were accepted. The action in Philadelphia New Business on the transportation clause was non-concurred, with and the rest was accepted. The Savannah New Business on the issuing of books to permitmen was non-concurred with. The New Business of other Branches was accepted. The communications from Headquarters were referred to New Business. The resolution

from Headquarters to support the March of Dimes was accepted unanimously. The Agent's report and the Patrolmen's reports were accepted. The Dispatcher reported 272 registered, and 266 shipped. Motion carried unanimously under New Business that all men entitled to transportation shall take their money and get off the ship. Motion carried to non-concur with new registration rules. One minute of silence for departed Brothers. Meeting adjourned at 8:00 P. M. with 488 members present.

§ § §

SAN JUAN — Chairman, S. Colls, 20185; Recording Secretary, H. Spurlock, 11101; Reading Clerk, G. Litchfield, 44798.

The New Business of all Branches was accepted. Motion that all permitmen be excused from the meeting to make room for bookmen—carried. The Agent



reported that shipping was almost too good to be true for a port-of-call, and that he expected this to continue till after the first of the year. He asked men to stick around the Hall and take the jobs, as it was a disgrace for ships to sail short-handed while men with the required ratings were on the beach. Action was taken on the communication from Headquarters asking for a story and pictures covering the Marine Hospital, and a committee headed by the Agent was appointed to take care of this. The new registration rules were accepted. The communication from Headquarters on transportation was discussed, and a motion carried to table action till the subject had been fully discussed by the membership in all Ports and through the medium of the LOG. The Patrolman's report was accepted. The Dispatcher reported 55 registered, and 43 shipped. The shoregang shipping rules for the Port of San Juan which had been posted in the Hall were accepted unanimously. One minute of silence was observed in memory of departed Brothers.

Meeting adjourned at 8:35 P. M. with 92 members present.

§ § §

PHILADELPHIA — Chairman, D. C. Hall, 43372; Recording Secretary, Ray Oates, 25128; Reading Clerk, William Daniels, 23861.

That part of the Savannah New Business asking for issuing of books referred to the Director of Organization, and the rest accepted. Other Branch minutes accepted. Special minutes of Branches posted. The Agent reported that out of five payoffs, four were tankers recently brought into the SIU by the Organizers. The membership was asked to take these jobs promptly. Accepted. All communications from the Secretary-Treasurer were accepted. The resolution to support the March of Dimes was accepted. Motion carried under New Business to accept the new transportation rules. The Secretary-Treasurer's financial reports and report to the membership were accepted. The Patrolman's report was accepted. The Dispatcher reported 123 registered, and 133 shipped. Six men were Obligated. There was general discussion under Good and Welfare. One minute's silence for Brothers lost at sea. Meeting adjourned at 8:15 P. M. with 100 members present.

§ § §

NEW YORK—Chairman, Lindsey Williams, 21550; Recording Secretary, Freddy Stewart, 4935; Reading Clerk, Jack Parker, 27693.

Minutes of previous meeting accepted. Motion to non-concur with that part of Savannah New Business authorizing issuance of books, and to refer the matter to the Organizers. The rest of the minutes were accepted. The resolution to support the March of Dimes was accepted. The Secretary-Treasurer's report to the membership and his financial report were accepted. The Agent's report was accepted. The Patrolmen's reports were accepted. The Dispatcher reported 542 registered and 501 shipped. There was no New Business. There was general discussion under Good and Welfare. The transportation clause was discussed pro and con. One minute of silence for departed Brothers. Meeting adjourned at 8:20 P. M. with 1600 members present.

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.....

The Seafarers And The Election Results

By CHARLES HAYMOND

Last November 2, little Harry Truman put the boots to Tom Dewey and his Big Business supporters, in the biggest upset since Corbett took John L. Sullivan.

He didn't do it alone, of course, because behind him—outraged by the passage of the Taft-Hartley Act, by the open union-busting by the large corporations with the tacit approval of the Republican Congress, by the rising cost of living and the do-nothing policy on housing—was the overwhelming majority of the American labor movement. And the job was done the hard way—against the opposition of the Republican moneybags, the reactionary Dixiecrats, and the commie-controlled Wallace movement.

Two years ago, the republicans and their big business allies really went to town to do a job on labor. Full page ads were placed throughout the country by the National Association of Manufacturers, the various Cham-



bers of Commerce and the large corporations, "exposing" the trade unions. The GOP whipped the hell out of the democrats by capturing control of both the House and the Senate.

We all know what happened then: The republicans, aided by reactionary Democrats, passed the NAM-written Taft-Hartley Law over Truman's veto. Price controls were smashed, rent controls were eased and the housing program was scuttled.

LABOR SUFFERED

Prices rose almost beyond the reach of the average worker, and a very definite anti-labor campaign was begun. The west coast ship-owners moved against maritime labor, using the T-H law as a phony excuse to smash those unions. New York, although a "liberal" democratic city, caught the fever and sent out its cops to beat up pickets on the Financial Workers picketline. Congressman Hartley announced his intention of "investigating" the ILGWU's organizing drive against the gangsters in the garment industry.

The Hiring Hall was declared illegal—the Seafarers beat that one through its economic power, but how the Boys would have liked to smash the SIU, because of the help it had always given other unions, and because its militancy was putting new life into other unions!

During this period, of course, the Seafarers came out in good shape. Through our economic strength, its careful preparation and streamlined organization, we made great gains in wages and conditions and led the way for the other maritime unions. We were, however, prepared for stormy weather ahead. That is why we insisted upon a 2-year contract with our operators, and controlled admissions into our organization. That is why we built up our strike fund and increased our general fund. We were ready for anything and felt confident of maintaining our conditions and winning new gains the way we always had—at the point of production.

Meanwhile, other unions, not as well prepared as the SIU, either in morale or organiza-

On this page is published the view of one Seafarer in regard to the recent national elections. The opinions expressed are those of Brother Charles Haymond and do not represent the position of the SIU.

tionally, proceeded to take their fight into the political arena. Some few, wanting to get in with what they thought would be the winning team, backed Dewey and the republicans—hoping, no doubt, to get the drippings from the beer keg when the real anti-labor drive began.

TIDE IS TURNED

The overwhelming majority of labor, however, supported Truman and the Democrats. During the states primaries, they went to work and dumped a number of reactionary Democratic politicians and got pro-labor men to run in their place. During the election campaign, the unions—AFL, CIO and Independent—were practically the entire Democratic machine. Truman was deserted by the southern Demo-



crats, the commie wing of the party—who supported Wallace—and by many of his top advisers who sat on their backsides, waiting for Dewey to be elected. Nobody thought Truman would win — nobody but Truman and the American workers.

As far as the Seafarers were concerned, we took no sides officially in this campaign, whatever our personal, unprintable opinions of Tom Dewey. The SIU has always been anti-political, depending on its economic power to gain advances for its members. This attitude stems mainly in the experiences we have had with the commies on the waterfront, who used trade unionism to supplement their political philosophy. Any time the interests of the seamen conflicted with the interests of the communist party, the seamen were dumped. The commies' frequent change of line, their acting as Russian nationals to the detriment of the American workingman, disgusted the seamen and tended to make them shy away from all political parties and activities.

PACKS POWER

However, other unions have long been political, but in a way much different from the commies. Outfits like the ILGWU, for example, have been an important factor in local, state and national elections for many years. But their approach is truly different. There is no doubt but that the ILGWU is strictly for the workers and is not a stooge for either a foreign power or the bosses. It uses political action to support its economic power to gain conditions for its members and for labor as a whole.

What does this election mean to the Seafarers and to organized labor? For one thing, so overwhelming was labor's part in Truman's victory,

that the unions will probably get a good part of, though probably not all of their demands. The Taft-Hartley Law will probably be amend-



ed, and possibly repealed outright. There may be some form of price control, and strengthening of rent controls. The outlook for low-cost housing is brighter. For us, the threat against the Union Hiring Hall will be removed, and the NAM-planned offensive will probably fall flat on its face—for the time being, at least.

How long this condition will last, no one can say, politicians being politicians. It would surprise no one, if some of the newly elected "friends of labor" move themselves to the other side of the fence. They've done it before. But, nevertheless, this election was a definite victory for the labor movement. The union-busters were dumped, but good—for the time being. But one thing is sure, labor is definitely in the political picture, for good or for bad.

TIME WILL TELL

The next several months will show whether labor has gained anything from its political activities, whether the promises and pledges of politicians mean anything; whether political action can be used by labor without sacrificing its use of economic power.

The next few months should be carefully watched by all Seafarers. We have never been freeloaders—we have always paid our own way, and more. More so than most organizations, we have proved that we consider our-



selves a very active part of the labor movement — by our financial and organizational support of all legitimate trade unions.

If the Seafarers gains from this political victory of the trade unions—a victory in which we took no part—and if it is shown that this type of activity is really beneficial, and that labor does not get rooked—perhaps we may have to re-evaluate our non-political position.

The one thing that has kept the Seafarers strong and dynamic is that we were always ready to learn from our own experiences and from those of other outfits. Our main job is to protect the seaman and continually improve his conditions. And if it can be done by using a strength we have never used before—well, perhaps we should use it. It is worth thinking about.