

# SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

VOL. X

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No. 2

## HQ Tallying Committee Begins Count

NEW YORK — The heaviest voting in SIU history ended on December 31, when balloting for Atlantic and Gulf District officials for 1948 was concluded. Practically all ports reported a great number of votes being cast.

The complete tallying of the votes started as soon as balloting ended, and the results of the election, plus a report of the Ballot Tallying Committee, will be submitted to the next membership meeting and will be carried in next week's issue of the LOG.

The members of the Committee are Red Whidden, Jimmy Stewart, Pedro Peralta, Les Ames, Sam Luttrell, Matt Fields, Paddy McCann, Paul Parsons, and Frank Smith.

Although the final results for the entire election will not be obtainable until all Branches are heard from, nevertheless, the Committee states that from incomplete reports, more votes were cast in this election than in any previous balloting for officers since the inception of the Union.

The heavy voting is a tribute to the Seafarers belief in real trade union democracy. The SIU belongs to the membership, and the members take their responsibilities seriously.

## Toward Cooperation

Another great stride toward international cooperation and good will was taken in Berlin by the Russian Army newspaper "Red Star," which reports with a straight face, that U. S. garrisons are manned by "selected cutthroats, spies and diversionists."

These not-just-average GIs, as we back home are led to believe, are reinforced by "fascist displaced persons hastily granted American citizenship."

The paper further charges that these men are guilty of rape, kidnapping and murder of German civilians. They also are not above abducting Russian officers and men for interrogation, the paper reports.

The activities of American troops in Berlin, the Red Star maintains, have the sanction of the United States administration.

## CHECKING AND DOUBLECHECKING



Counting Seafarers' votes in New York is the Headquarters Tallying Committee. Around the table from left to right are "Red" Whidden (foreground), Jimmy Stewart, Pedro Peralta, F. F. Smith (standing), Les Ames, Committee Chairman Sam Luttrell (standing), Matt Fields, Paddy McCann, Paul Parsons.

## Mines Still Peril Merchant Seamen

The shooting war ended in August, 1945, when the Japanese Government surrendered, but it would be hard to convince merchant seamen that the war is over.

Latest ship to face the still existing dangers of stray mines was an American freighter which was enroute from Hamburg to London. In a message to the home office in New York, the Skipper of the vessel wired, "Magnetic mine apparently exploded under bottom aft hull. Machinery apparently damaged. Will advise later."

No casualties were reported among the crew of fifty.

The Dutch Coast Guard at Terschelling, Frisian Island, said it had received a message from the vessel stating that the crew had been able to repair damages and immediately assigned a tug to accompany the vessel to London.

To add to the dangers of stray mines, high seas around the British Isles caused an Italian freighter to go aground on the Goodwin Sands, and a fishing trawler and a railway steamer

to run aground off the coasts of a 65-foot cannery tender, struck Norfolk and Dumbartonshire, respectively.

In another quarter of the globe nine or ten gale-buffed castaways clung to a rocky point of the Alaska peninsula awaiting rescue by a Navy tug and a Coast Guard clipper. The castaways have been stranded for almost a week after their ship,

struck a reef and broke up in the pounding surf.

It's really unnecessary to add a moral to the foregoing. While the shipowners pile up profits, the merchant seamen take the risks. Then ask for a wage increase and hear the operators plead dire poverty.

Some system, eh?

## SIU Action Brings Relief To Alien Union Members

The SIU is making successful strides in easing the problem posed for alien seamen by the current slack in shipping, Special Services Representative Joseph Volpian announced at an informal membership meeting in the New York Hall last Wednesday. More than 300 Seafarers filled the recreation room to participate in an open discussion on the alien seaman question.

Volpian pointed out that the although the problem is an important one, it is relatively slight

within the SIU, as is borne out by the figures.

While the present governmental ruling allows 25 per cent of a ship's crew to be composed of aliens, it was revealed that less than 10 per cent of the Union membership have alien status.

In announcing the Union's handling of the problem, the SIU Special Services Representative said that significant success had been registered in securing co-

## Cities Service NLRB Voting Nears Close

On January 20 the election to determine a bargaining agent for the unlicensed personnel of the Cities Service fleet will come to an end and, unless the company is successful in stalling, the Seafarers International Union will soon after be certified.

This election was to have ended on November 20, but two CS ships, the Lone Jack and the French Creek, were on the shuttle run between the coast of France and the Persian Gulf, and the voting period was extended for sixty days.

The French Creek is due in on January 19 and, according to National Labor Relations Board precedent, will be voted that day or the next.

However, from all reports, the Lone Jack will not arrive in any port in the continental limits of the United States by the time the extension period ends, and it is rumored that the company will ask for a further delay.

If this happens, the SIU will take a firm stand against such tactics. The company could very easily arrange to keep the Lone Jack in the Mediterranean for months, during which time the majority of men who voted for the Seafarers will be deprived of the representation they want and need.

The eight new ships acquired by the Cities Service company will also figure in the voting after the bargaining election is concluded. Under the Taft-Hartley law, in order to attain a union shop, the men employed on the newly purchased ships will also be polled on the question.

General Organizer Lindsey Williams is confident that the balloting to ascertain whether or not the employees want a union shop will result in an overwhelming victory for the SIU.

## NY Meeting Change

The next regular membership meeting of the New York branch will be held the evening of Tuesday, January 13. The change in nights is necessary because the meeting hall is not available Wednesday. Other branches will meet Wednesday as usual.

New York meeting will be at Roosevelt Auditorium, 100 East 17th Street at the corner of Fourth Avenue. The time, of course, is 7 P.M.

(Continued on Page 7)

# SEAFARERS LOG

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 OF NORTH AMERICA**  
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J. P. SHULER - - - - Secretary-Treasurer

### Editorial Board

J. P. SHULER                      PAUL HALL  
 JOE ALGINA

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George K. Novick, Editor



## Let's Go In '48

There is no doubt that the year 1947 will go down in Seafarers history as a year in which many forward strides were made. Besides Isthmian, which ranks with the largest carriers of dry cargo in the world, the SIU was able to sign up many more companies, both dry cargo and tanker.

It is impossible to say which company was the most important. From the standpoint of size alone there are quite a few members who will argue that the victory over Isthmian was the one that brought the most power and prestige to the Union. But the truth is that every company signed to an SIU agreement is equally important, for the small outfit of today may turn into the large company of tomorrow.

And, it should not be forgotten, each fleet offers a certain number of sure jobs for the membership.

Besides the tremendous victories in organization, the SIU can be proud of its record in assisting other unions in the prosecution of legitimate beefs. The CIO Shipyard Workers came to the Union for aid on two separate occasions, and each time white-capped Seafarers quickly took their places on Shipyard Workers' picketlines.

The United Financial Employees, pitted against the giants of Wall Street, came to the SIU for help, and with the assistance of a thousand militant seamen closed up the mighty Cotton Exchange.

Add to these the Telephone Workers, the Office Employees International Union, the Waiters and Waitresses, and the Bakery Workers, and you have a picture of the worthwhile way in which the membership of the Seafarers International Union has demonstrated the principles of trade union solidarity.

But even with the victories gained by the SIU in the way of bettered wages and conditions for the men sailing ships contracted to the Union, and even with the staunch friendships that the SIU has built up among other unions, nevertheless, this year brings with it many problems which have to be faced.

Prices, never really within the range of wages, have gone clear out of sight. The increases won by the SIU in negotiations with the operators have been eaten up by galloping inflation. The choice is to starve or to demand more money. The Union has vehemently gone on record to request a substantial wage boost to offset rising prices.

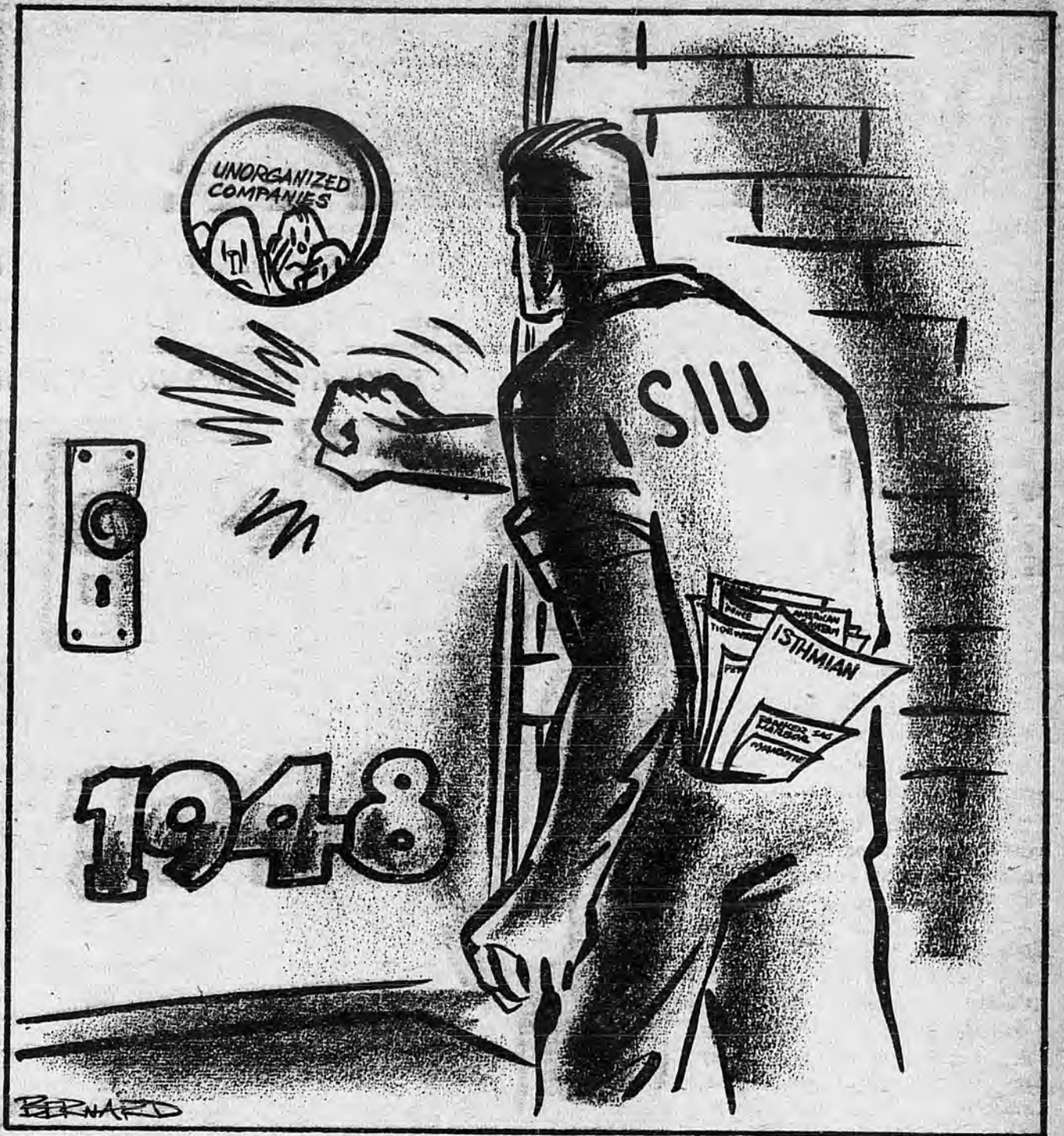
Mass unemployment is a specter hovering over the waterfront. American ships are being transferred to Panamanian or Honduran registry, or are being sold to foreign powers where they will compete with American shipping. To add to this, the humanitarian Marshall Plan, which is supported by practically all people except the communists, proposes to transfer even more ships to European countries.

To this we are unalterably opposed.

The past year has written its story in glowing colors. What lies ahead can be just as colorful, or it can be black as night. Only our own strength and determination will make the difference between victory and defeat in the many tasks which we have to tackle.

It won't be easy to keep on winning, but we can do it—and will!

# "OPEN THE DOOR, RICHARD!"



## Men Now In The Marine Hospitals

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

### NEW ORLEANS HOSPITAL

- F. E. WHEELER
- C. MCGILBERRY
- J. E. SILKOWSKI
- A. AMUNDSEN
- E. L. EDLER
- W. WILCOXSON
- S. LeBLANC
- L. CLARKE
- G. KOCJAN
- N. LAWRENSON
- J. S. CARA
- J. F. FITZPATRICK
- T. HENDRICKS
- N. R. CARTWRIGHT
- J. WARD
- N. LONGTINE
- J. E. MAGUIRE
- J. CARROLL
- J. J. O'NEILL
- L. AL HOLMES

### STATEN ISLAND HOSPITAL

- H. A. DRAKE
- W. F. CANAVAN
- J. B. DALTON
- H. WATSON
- A. DOLCE
- J. GARDNER
- E. KASNEWSKI
- J. McNEELY
- T. MUSCOVAGE

- W. KASZUBSKI
- L. GOLEMBEWSKI
- F. NERING
- J. PRATS
- W. VAUGHN
- E. LARSEN
- E. CARAVONA
- J. VATLAND
- M. J. FIELDS
- K. A. STANBERG
- M. A. McALLISTER
- J. E. HOAR
- B. H. TOLBERT
- G. T. FRESHWATER

### BUFFALO HOSPITAL

- ARTHUR LYNCH
- MICHAEL DONOVAN
- FRANK AMAGETT

### BALTIMORE HOSPITAL

- J. G. BERKENKEMPER
- R. RARDIN
- J. D. BERGERIA
- J. NUUHIWA
- F. J. RICHARDSON
- J. T. ALLAN
- W. T. ROSS
- S. BUZALEWSKI
- J. A. WHITTAKER
- C. W. PAYNE
- C. CARLSON

### 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.)

- GEORGE BURNS
- E. FREMSTAD
- E. J. BARTEMEIR
- J. H. HAYES

### BRIGHTON MARINE HOSP.

- J. LEWIS
- R. LORD
- C. CREVIER
- H. STONE
- T. BOCUS
- P. CASALINUOVO
- J. RIDDLE
- J. ANDERSON
- E. DELLAMANO
- J. SMITH
- F. O'CONNELL
- J. LEE (SUP)

### NORFOLK

- FRITZ KRAUL
- CECIL WILLIAMS
- CHARLES LORD
- JACK WOOTON
- P. ALLGEIER
- W. A. YAHL
- SAMUEL J. STEELE

### GALVESTON HOSPITAL

- J. A. SEALY
- A. J. HALL
- W. BARGONE
- J. HARRIS
- M. FOSTER, Jr.
- J. D. ROSS
- D. L. HUNTER

# Esso Company Union Afraid Of SIU Appeal



**QUESTION:** What suggestions can you make toward improving ships' payoffs.

**BUDDY CINQUEGRANA, AB:**  
Personally, I think the Patrolmen are doing a darned good job. I would suggest, though, that all hands be given a full hearing of their beefs at the payoff, regardless of who is making it. On occasion I have seen beefs of permitmen go in one ear and out the other. They should be heard same as anybody else, for they are the men who will hold books in the future. Another thing Patrolmen should insist on all men paying their dues in the port of payoff; not where they sail steady from.



**FIDEL LUKBAN, Steward:**  
As a Steward I find that sometimes the Patrolmen do not look at both sides of a dispute or beef. In the Stewards Department it is often the case that the men of the Department are in the wrong, but sometimes is not allowed to fully give his account of what took place. I'm not saying that the Steward is always right or right even half of the time—I just feel that things would be better if the Patrolmen would hear out both sides of the quarrel.



**RICHARD HEGER, FW:**  
I think the Patrolmen are doing an excellent job considering all the many details they must handle at a payoff. My only suggestion is that in the matter of assessments and receipts the Patrolmen should go over the books carefully. Recently, through an error, I paid an assessment twice. Sometimes I've noticed that it is almost impossible to read a receipt due to hurried writing. I know the Patrolmen have a lot to do, but if notations were printed there would not be any headaches later if things got fouled up.

**HAROLD WITT, Nt. Cook-Baker:**  
I think some improvement is in order on the West Coast where, at payoffs, the Patrolmen seem to give the bulk of their attention to the Deck men and almost completely ignore the Stewards and Engine Departments. We have our beefs, too, but sometimes we don't get a full hearing. That's about my only suggestion. At the payoff of the Marina this week, we got real representation with each Department getting equal attention. The Patrolmen who came out to our ship did a fine job.



The most effective ally the Esso Oil Company has in its fight to prevent the organization of the unlicensed personnel sailing its tankers is the Esso Tanker Men's Association.

For a long time this phony company "union" has conspired with the company to stop any chance the seamen have to improve their wages and conditions.

Latest in a long line of cheap tactics resorted to by the EMTA are two form letters that were sent to all Esso seamen—which were turned over to General Organizer Lindsey William by an SIU volunteer organizer whose name is being withheld, for obvious reasons.

It is a known fact that a large percentage of Esso men are not members of the ETMA, and even those who have joined are openly critical of the brown-nosing of the Association which has robbed the unlicensed personnel of overtime which is paid under standard SIU tanker contracts.

To bolster support for the dying organization, the letter requests all Esso seamen to join the ETMA, and if already members, to try to talk others into signing up. As a clincher, the letter points out:

**SUCKERS WELCOME**

"Of course, if you don't want to protect the things that you now enjoy—if you want to invite the NMU back again, or allow the SIU to get a foothold, just forget about this letter.

"The time to do something is now. Protect what you have and help to improve upon it by building, building, building the ETMA, so that you can be absolutely sure that no one will take from you your pay or your job, and the other things which you so richly deserve."

"The other things which you so richly deserve," and which Esso seamen are asked to join the ETMA to "protect," include no overtime; no effective representation in beefs; loss of jobs for men who speak out for their rights; a state of bondage in which the ships officers and the company top brass can do practically anything they please to a seaman; and a paternalistic system in which the unlicensed seamen are treated as dogs, subject to be fired or demoted, or logged, without cause and without the right to question the employer.

In return for all these marvelous advantages, not enjoyed by any seamen who are organized into the SIU, the Standard Oil Company grants its employees vacation time during the year which is worth about half of what they would make in overtime in the same period.

**RIGHTS REVOKED**

And, of course, if a man should happen to quit his job, or become too sick to continue working, he loses all rights to vacation pay.

It all adds up to a good deal for Esso, and for the ETMA officials who draw their wages for selling out their fellow-workers, but the seamen themselves are waking up to the fact that only a strong organization like the SIU can really protect the interests of working seamen.

That's why Standard Oil and the ETMA are worried, and that's the reason for this desperate attempt to drum up membership in a phony association which has been discredited by Esso seamen.

## Non-Licensed Men Not Supervisors

By PAUL PARSONS

Many articles have been written about supervisory positions among union workers, and many definitions have been given as to where unionism ends and supervision begins.

I would like to clarify a point or two right here by saying that, as long as you belong to the union, it doesn't matter whether or not you are a supervisor. The union comes first in connection with your job.

In the SIU, much argument has been tossed around as to what ratings are in the supervisory capacity and whether or not Bosuns, Electricians and Stewards are supervisors. Here is my own belief, and I think it holds up:

No unlicensed personnel are supers because none of them is a real department head. The only possible exception is a Steward, and he is not really a department head either because he is under the Captain's jurisdiction.

There are a few company stiffs plus all company officials who would like you to believe enough malarkey about "supervisory" jobs in order to suppress or capture part of our membership.

There is this, however, that we can learn if we expect to maintain harmony on board regardless of ratings. We are all Brothers and must be treated as

such as long as we ourselves are good Brothers.

We have watched other unions and found that disregard of the rated men and foremen by the rank-and-file has resulted in confusion, dissension and loss of membership.

**HOTHEAD PRESSURE**

We may as well face the fact, regardless of the consequences, that many of our good rated men have declined to sail in those top ratings because of pressure by hotheads, sots and deadbeats.

Of the head ratings, the Stewards have been getting the hardest time with the Bosuns next in line. (At one time, of course, every day was "Down with the Steward Day," but good unionism changed that by eliminating the starvation diets and putting good Brothers in Steward's jobs.)

During the recent war, all rated men suffered because of the

many incompetents among them.

After the war, some of those incompetents were still around. These either got straightened out or were dismissed.

Now is the time for good brotherhood both ways. One thing, we don't have to call key rated men "company stiffs." (Brothers, in my estimation, being called a "company stiff" is about as bad as being called a fink or scab.)

However, a man can save for a company without being a stiff. There is a happy medium to maintain. Lest we forget it, we do not have to destroy company property and continually lambaste department heads to be union men. Too much agitation either way is equally bad.

Let us all be Brothers from the Master down. None of us is above it and, by the same reasoning, none of us is below it.

## 75 More Tankers To Go Despite Protests

WASHINGTON — Despite the recent strong protests of the Senate Small Business Committee, another 75 of the largest American tankers will be transferred to foreign flags, Senator Wherry of Nebraska, the committee's chairman, revealed. The Senator said that, in his

opinion, the transfer would weaken American defenses, intensify the acute oil shortage in the states on the Atlantic coast and sharpen opposition to the Marshall Plan.

As now designed, the Marshall Plan involved wholly unnecessary sacrifices in this country, the Senator declared.

## "Free" Enterprise

When New York was hit by a record snowstorm the day after Christmas, businessmen were away ahead of the snow shovelers in doing something about it. Despite an adequate supply of everything except fuel oil, a few hints of shortages and the rush was on.

With Mother Nature's blessing the eager beavers really cashed in. Here are a few examples:

Milk, usually 23 cents a quart went to 35 cents.

Bread, normally 15 cents, 24 cents.

Fuel oil, 14 cents a gallon rose to 25-35 cents.

Problem now facing the big boys is how to pin the blame for these prices on the unions.

The Small Business Committee recently held up the transfer of 100 tankers with a demand that they be used to relieve the oil shortage.

"The Administration protested that commitments had been made to sell them abroad, although American operators were eager to acquire them," Wherry stated.

# Report Of ITF Meeting In London

(REPORT OF JOHN HAWK, SUBSTITUTE REPRESENTATIVE FOR SIU PRESIDENT HARRY LUNDEBERG, AT INTERNATIONAL TRANSPORTWORKERS GENERAL COUNCIL MEETING HELD AT LONDON, ENGLAND, ON NOVEMBER 25, 26 and 27th, 1947.)

## Composition and Aims of ITF

The International Transportworkers Federation (ITF) was organized in the year 1896 and is composed of Free Trade Unions of Transport Workers such as Seamen, Maritime Officers, Longshoremen, Railwaymen and Teamsters of different countries affiliated on an International scale.

The aim of the ITF is to establish, promote and maintain free trade unions in all countries and to unite them in a strong and unbreakable International Federation of Unions endeavoring to effect solidarity among workers of the world, in order to support national and international action, to achieve better wages, living and working conditions.

The Seafarers International Union of North America through Harry Lundeberg in 1941 became the first Union in U.S.A. to become affiliated to the ITF.

The National Organization of the Masters, Mates and Pilots, AFL, and the Railway Labor Executives Association that is made up of twenty Railwaymen Unions, sixteen of which are AFL affiliates and four Independent, has recently become affiliated to the ITF.

The International Brotherhood of Teamsters are now considering affiliating to the ITF along with certain other AFL Unions.

Brother Harry Lundeberg is a member of the ITF General Council; I substituted for him at the meeting.

Brothers A. E. Lyon and J. Clark represented the U.S. Railway Workers Unions at the General Council Meeting.

## Agenda and Action Thereon

1. Secretariat's Report for the period May 1946 to September, 1947.
2. Financial Reports.
3. Relations with WFTU
4. Marshall Plan.
5. Election of ITF President.
6. Election of two members of the Executive Committee (in succession to Messrs. Benstead and Garcias).
7. Date and place of next ITF Congress.

The Council reviewed the work of the Secretariat, Management Committee and Executive Committee during the last twenty months. It noted with great satisfaction a substantial increase in membership.

Two member organizations from Austria and one from Greece, which were reconstructed after the liberation of these countries, have been re-instated. Seven organizations of merchant navy officers of Belgium, Finland, Great Britain, Netherlands, Norway and Sweden have joined the ITF since the dissolution of the International Mercantile Marine Officers' Association.

There have further been admitted 13 new organizations in Ceylon, Denmark, Egypt, Greece, Ireland, Jamaica, Lebanon, St. Lucia and the United States of America. The most important of these are the Association of Master, Mates and Pilots of the United States, and the Railway Labor Executives Association of the United States.

### 3 MILLION MEMBERS

The membership of the ITF stands at present at the figure of three million in over 100 organizations belonging to 35 countries and colonies.

The Council endorsed the decision of the Executive Committee to Kummernuss, the leader of the transport workers and seamen of the Hamburg area, who attended the meeting on the second day.

It instructed the Secretariat to enquire what provisions the German trade unions have made to prevent war criminals, particularly officers of U-boats, from entering their ranks. Affiliation of German trade unions catering for seafarers is to become effective only with the approval of the Seafarers' Section of the ITF.

The Council further noted with great satisfaction that Franco Spain refrained from carrying out the threat to forbid Norwegian ships entry to Spanish ports when the ITF made it clear that such action would lead to retaliation by its affiliated organizations.

With a view to assisting the trade unions of transport workers in countries in the Near and Middle East, it was decided to issue a journal in Arabic devoted to the economic and social problems of this area as well as to international trade union affairs.

A conference of transport workers unions of these countries will be held under the auspices of the ITF in 1948, probably towards the autumn.

The General Council of the International Transportworkers Federation met in London, England, the last week of November, 1947. Seafarers International Union Secretary-Treasurer John Hawk represented the Union in the absence of President Harry Lundeberg.

Prior to the war, the ITF was the largest international body of trade unions. Under continued attack from the nazis and communists during the war, the ITF nevertheless functioned as well as possible from headquarters in London, and did all in its power to keep the principles of trade union democracy alive.

The American Federation of Labor was a vital factor in the ITF's struggle. Both money and men were contributed to the organization, and the first American union to join the ITF was the SIU in 1941.

A representative of the ITF, Willy Dorchain, established headquarters here in the United States, and it is well known how Brother Dorchain helped coordinate the support from foreign unions in the SIU general strike in 1946.

The war helped the formation and growth of the communist-dominated World Federation of Trade Unions, but this organization has already lost the respect of many of its affiliates, and a number of unions are seriously considering severing all connection with the WFTU.

Membership in the ITF, however, has climbed steadily since the end of the war, and if that growth is maintained, the ITF will once again soon be the largest international federation of trade unions.

On this page appears the report of Brother Hawk.

It was further thought necessary to bring about closer cooperation between the seafarers' trade unions in Asia, and for this purpose the ITF will establish a temporary Asian Secretariat for Seafarers.

The question of the headquarters of this Secretariat is still under consideration in consultation with Asian organizations. At present the choice seems to be between Singapore and Hongkong.

### MARSHALL PLAN IMPLICATIONS

In the discussions of maritime affairs fear was expressed that the unplanned expansion of all merchant fleets might lead to over-equipment of the world with merchant ships with, as a consequence, cut-throat competition. Such a development is calculated to undermine the social progress achieved in the shipping industry during and since the war.

The ITF will, therefore, seek to secure through the Economic and Social Council of the United Nations world-wide agreement on shipping policy. The agreement must ensure that world tonnage is no bigger than required to carry world trade.

The Council considered the implications of the Marshall Plan for the trade union movement and the transport industries of the countries concerned and expressed its views in a resolution on the question.

It is planned to hold in the near future a conference of transport workers' trade unions of the countries participating in the implementation of the Marshall Plan, with a view to examining the transport aspects of the Plan and formulating rational transport policies.

The Council further declared that the ITF is prepared to cooperate with other trade union bodies seeking to contribute to the successful implementation of the Plan.

### RELATIONS WITH WFTU

In respect of the relations between the ITF and the World Federation of Trade Unions, the Council, after a brief discussion, endorsed unanimously the resolution adopted by the Executive Committee at its meeting in Washington in September last.

It was noted that the trade unions of some countries have either not resumed their relations with the ITF, or have withdrawn because the negotiations between the ITF and the WFTU have not yet led to the transformation of the ITF into a Department of the WFTU.

Particular notice was taken of the resolution by which the French Seamen's Federation declared its withdrawal from the ITF and called upon the WFTU to convene at an early date the constituent conference of its Transport Department. Should the WFTU act upon such suggestions, the Secretariat of the ITF will advise its affiliated organizations to refrain from participating in the conference.

The French Transport Workers' Federation has withdrawn from the ITF without meeting its constitutional

obligations and even without refunding money borrowed, because it was dissatisfied with the attitude of the ITF towards the WFTU. Though there was no recommendation of the Executive Committee to that effect, the Council decided not to accept the notice.

Owing to the appointment of John Benstead to the British Transport Commission and the expulsion of the French Transport Workers' Federation, two seats in the Executive Committee had become vacant.

The Council unanimously elected J. B. Figgins, General Secretary of the National Union of Railwaymen of Great Britain, and B. M. Jewell, international representative of the Railway Labor Executives Association of the United States, to fill these vacancies.

Omer Becu, President of the Belgian Transport Workers' Union, was unanimously elected President of the ITF in succession to Mr. Benstead.

It was decided that the next Congress of the ITF shall be held in one of the Scandinavian countries (probably Oslo), in July 1948.

The two resolutions on the Marshall Plan and on the relations with the WFTU read as follows:

### Resolution Re: WFTU

Having considered the question of the relations between the WFTU and the International Trade Secretariats; and

Having taken cognizance of the report presented on the subject by the Secretariat of the ITF and of the decision reached by the Executive Committee of the ITF at its meeting in Washington in September 1947, which

Deplored that the negotiations between the WFTU and IT Secretariat had so far not procured agreement on any of the main points at issue, and that the WFTU, without awaiting the outcome of the negotiations, had thought fit to adopt final regulations for the proposed International Trade Departments, and thus sought to confront the ITS with an accomplished fact; and

Recalled that the final decision with regard to the absorption of the ITS rested with those bodies themselves, and that in particular the Governing Bodies of the ITF under their terms of reference had to report back on the subject to the next Congress of the ITF;

Commends and endorses the Washington decision of the Executive Committee of the ITF and the policy and procedures followed by the ITF representatives;

Authorizes the Secretariat of the ITF to resume negotiations on the issue if approached to that effect by the WFTU; and

Instructs the Secretariat, should the WFTU proceed to convene over the head of the ITF a conference of transport workers' unions with the view of forming an International Trade Department, to recommend affiliated unions to refrain from participation in the conference.

### Resolution Re: Marshall Plan

Considering the ravages caused by the war and the sufferings endured by the peoples, and

Regretting that insufficient international agreement has been reached to repair the damage to improve production and transport, necessary for the improvement and maintenance of the standards of life,

Welcomes the renewed willingness of the United States of America to come to the aid of the countries of Europe, because of the hope it holds out of improvement in the lives of the peoples who will participate in aid, and in particular in the conditions of the working classes, which improvement again is a condition for steady social and economic development and for the assurance of the freedoms without which life in democratic countries is unthinkable; and

Whereas the Marshall Plan envisages also cooperation in the rehabilitation of European transport systems, and whereas transport workers have no small part to play in ensuring the success of the Marshall Plan,

Declares the willingness of the ITF to cooperate in the execution of that Plan; and

Whereas cooperation between the organized transport workers of America and Europe is indispensable to the most effective representation of transport workers' interests.

Welcomes the affiliations of important groups of organized American transport workers to the ITF.

Instructs the Secretariat of the ITF to call at the earliest convenient date a conference of the transport workers' unions of the countries concerned with the execution of the Marshall Plan; and

Declares the willingness of the ITF to associate itself with other trade union organizations in any co-ordination of trade union participation in the Marshall Plan.

# San Juan Keeps On Schedule During The Busy Holiday Season

By WOODY LOCKWOOD

SAN JUAN—For the first report of 1948 I'd like to wish the membership of the SIU a very prosperous and happy New Year. As far as the Union is concerned, I'm sure it will be as prosperous as 1947 and that alone is enough to make the average SIU member happy.

During the holidays just past, we kept things running in San Juan on schedule. We managed to take care of all calls for men and handle all beefs.

Speaking of replacements during the holidays, we had a rather amusing incident on the last day of the old year.

The Bull Line Liberty, Arlyn, docked at Pier 2, San Juan at 4:30. Immediately the Purser hurried to the company office to order an AB. Finding no one in the office he was hurrying back to the ship when we bumped into each other.

I got his story and immediately called the San Juan Hall. Sal Colls turned loose his bloodhounds and after a frantic search found an AB. The man was dispatched to the Arlyn to turn to at 8 A.M. when she sailed.

He hit the ship all right and turned to. The amusing thing about it all is the fact that the last man to ship out of the San Juan Hall in 1947 was an SUP Brother and, in 1948, he was the first man to turn to. The Brother's name is J. W. Dean.

New Year's Day we found ourselves needing another AB so we dispatched Homer "Red" Spurlock, our Seafaring artist.

"Red" was able to take the ship as he had just completed portraits of a local doctor and his wife. He has cleared up all



his work around here, but it won't be long before he'll be back again with brush in hand.

Oldtimer Chuck Limbrough was in for a while last week. He is deck Delegate of the Jane O, Gulf Canal Lines. Blackie Kane is on his good behavior, as are the rest of the boys on the steady runs in here.

The only unusual activity of the waterfront here is a strike of the ferries running between San Juan and Cantino. Rumor has it that the strike may spread to other waterfront unions.

In the hospital at the moment are Mike McCollaugh and Brother Rode, but both should be out by the time this appears in print.



# Timely Arrival Of Some Isthmian Vessels Saves San Francisco From Having Bad Week

By W. H. SIMMONS

SAN FRANCISCO—Intercoastal and foreign run Isthmians made up the bulk of shipping for a good week out here. The presence of these ships made the difference between this being a poor week and an excellent one.

In from a foreign trip was the George Chamberlain, Isthmian. She had been out five months and paid off in San Pedro in fine shape.

This was her first trip as an Isthmian ship and, therefore, had a mixed crew of SIU, SUP and NMU men.

Now she is strictly SIU-SUP. We issued a few SIU permits to men worthy of them and so filled out the complement of the ship.

On the intercoastal ships we are beginning to notice a better understanding of the Isthmian contract by the men on these ships.

Even the Isthmian officials out here are becoming a little more cooperative. One official in par-

ticular, Captain Martin, is worthy of a good word. He had done a good job in all Union problems between the company and the Union.

### OLD PROBLEM

Waterman and Calmar supplied the other ships for the week. The Andrew Jackson, Waterman, out three months, paid off clean with the exception of one beef. This, I'm sorry to say, we could do very little about.

In the Far East, and this is a general practice aboard Waterman ships, the Captain worked coolies on deck. We have fought long and hard to put a stop to this practice but little can be done. For some reason Waterman officers get a bang out of beating the sailors out of a few dollars.

If the company wanted to do something to strengthen relations with the Union, they would look into this practice and have it stopped.

It means practically nothing in wages to the company but it does breed ill feelings among the seamen. Here's hoping they will take action on this—it will mean smoother payoffs on ships coming from the Far East.

### CAUGHT SHORT

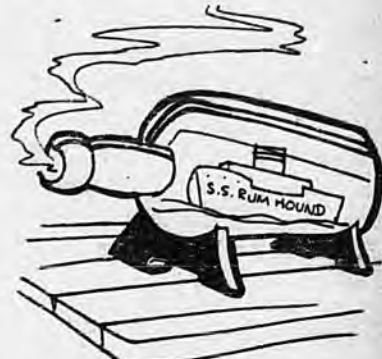
Calmar's Pennmar stopped off here in transit with a load of trouble. It stemmed from that old demon rum. She hit in here on Christmas Eve and made it impossible for us to find replacements for the gashounds.

We were caught short and had to let the performers stay aboard. It was another case of riding the bottle on the intercoastal run. Pleading with these men to stop is of no avail; we have to keep pulling them off, and every pull-off is a black eye to the Union.

Right now the Union's negotiating committee is meeting with Calmar for a new contract, but they're not getting any help

from the rumhounds on the intercoastal ships. Maybe these guys will wake up, but by then it will be too late.

Enjoying the California weather are three oldtimers: Brother



Brooks from Mobile; W. W. Boatwright from Tampa, and J. J. Coyne from Boston. These boys are not complaining about a thing—how could they?

It's a little overdue, but here's wishing all Seafarers the world over a Merry Christmas and an enjoyable New Year from the Port of San Francisco.

# Venezuelan Port Will Be Modernized

Construction work costing approximately \$12,000,000 will be started soon at La Guayra, chief seaport of Venezuela, to bring the port's annual capacity to 1,000,000 tons, it was disclosed by Alcoa SS Co.

The Venezuelan Ministry of Public Works already has let a contract for a 2,000-foot breakwater, a pier of latest design, a number of warehouses and several smaller improvements, according to reports received.

In addition, secondary work will get under way which will include dredging the main roadstead to about 35 feet and excavating a rocky zone where some of the warehouses are to be constructed.

# Baltimore Shipping Holds Up; Future Bright

By WM. (CURLY) RENTZ

BALTIMORE — Shipping has been very good here for the past two weeks, considering all the Holidays we've been having, and it should pick up some more in the near future.

However, we've had only three payoffs recently. They were: the Mae and the Edith, Bull Line; and the Steelore, Ore Line. We hope there will be more than that to report next time.

Moreover, what with the Holidays, we've had only five sign-ons: the T. Cresp, Isthmian; the Steelore, Ore Line; the G. Gillian, South Atlantic; and the Carolyn, Bull Line.

Most of the above are still in the port of Baltimore waiting for orders, for the yards to get their repairs completed and for inspection.

In addition we've had a few ships in transit, and here's hoping we have some more sign-ons.

### ISTHMIAN'S LEARNING

Naturally there have been a few beefs, as there always are. But all of them were settled in the right place—aboard ship.

It's no surprise, I guess, that we're getting most of our beefs with Isthmian. That's because of the agreement. The Isthmian Masters and Mates just aren't used to working with an agreement with the SIU. They will get used to it, though.

Things are pretty good with Isthmian, though, at that. A lot of people didn't expect any agreement at all, and they're still rubbing their eyes at the one we got.

The important thing is that we've been getting all the beefs

settled. Settled the right way, with everyone getting all the pay coming to him and with everyone happy.

There are a good many men on the beach here. They seem to have come in from every other port, and most of them are brand new faces in the Baltimore Hall.

### PIX IN PAPER

One thing that has the boys talking here is the feature the Baltimore Sunday Sun did of us. A full page of pictures it turned out to be when it was published.

There were pictures of the boys crowding around the Dispatcher's desk, of a group of men voting and some of seamen doing what we all do well—beating their gums.

Everybody had a good time when the pictures were taken.

By and large, everything is peaceful in the Port of Baltimore

and is expected to stay that way for a while. But for just how long nobody can say.

If there is a strike of any kind, the SIU will help any outfit that



has a good beef. We always help anybody who is in a fight for improvement in wages and conditions.

The boys in the hospital are doing well. They send a Happy New Year to all the members of the best Union there is.

# Keep Her Steady As She Goes

We all know that the Seafarers is tops in the maritime field, and has the best contracts and conditions. We got to be that way the hard way—and let's keep it the way it is.

Here are some of the things you can do:

1. Hold regular shipboard meetings
2. Attend the shoreside meetings, and take an active part in them. Bring up your beefs before the membership, not in a ginmill.
3. Keep those gashounds and performers under control. They are among the Union's worst enemies.
4. Do your job to the best of your ability.
5. Don't take time off unless you are authorized by the department head.
6. Study your contracts and shipping rules, and know your Union's constitution and by-laws.

# Mobile Reports Heavy Vote Cast In Elections For 1948 Officers

By CAL TANNER

MOBILE—After several weeks of good and steady shipping, activity in this port has slowed down to a mere trickle. We don't expect it to dry up, however, as a few weeks will see shipping up considerably—at least that is what we expect.

The Balloting Committee of Mobile reports that over 600 ballots were cast in the election for 1948 officials. This number is the greatest turnout we have had in a long time, and shows that the Committee was right on its toes in seeing to it that all men got to the polls.

Very few bookmen got out of the Mobile Hall without casting their ballot, thanks to the vigilance of our committee.

It usually wasn't a case of not wanting to vote—the men just forgot about it in most cases—but the Committee was right there to remind all comers that the polls were open.

In questioning the men in the Marine Hospital, we found that they really appreciated the Christmas gifts given them. One and all asked that we thank the membership for the holiday thoughtfulness.

Fresh out of the Marine Hospital is Patrolman Red Morris. He is back on the job now looking like a new man. It looks like the Marine Hospital outdid itself with Red.

If they all come out looking like him, I think I'll go in for a few days.



## Youtzy Thanks Brothers For Solidarity

Mr. Joseph Volpian  
Special Service Dept.  
Seafarers International Union  
51 Beaver Street  
New York, New York

Dear Sir:

I wish to acknowledge a check received while I was in prison for the donation from the William Cullen Bryant crew.

I also want to thank you very much for everything you and the Union have done for me and Boutwell. I cannot tell you how much I appreciate all you've done for me. I'm very proud to belong to an organization that will really back you up like the SIU will.

I would like to have you put a notice in the LOG to tell the whole membership how grateful

I am to them, and particularly the crew of the T.J. Jackson and the other crews that have donated funds for my lawyer fees.

Also remind the fellows to take a lesson from me and not get in any trouble in foreign ports. Tell them not to be "performers." It doesn't pay.

Frank Knight has arrived here in Georgetown. He got in on Christmas Eve. He has sacrificed a lot to get here for our trial. He is one of the most loyal and trustworthy persons I have ever had the pleasure of knowing. He speaks very highly of your cooperation in helping him to get down here.

Let me thank you once more for everything you have done. I hope I will be able to do it personally soon.

Sincerely yours,

Ralph W. Youtzy

## Youtzy-Boutwell Trial Set For January 13; SIU Witness Arrives

The trial of Ralph W. Youtzy and Robert E. Boutwell will commence January 13 in Georgetown, British Guiana, reports from Georgetown confirm. The two men, both good Seafarers, face a charge of manslaughter growing out of the accidental death of a launch captain in Georgetown harbor last October.

Frank Knight, a former shipmate of the two accused on the T. J. Jackson, Alcoa, and a witness to the altercation in which the launch captain lost his life by drowning, is already in Georgetown to testify for the defense. Two other Seafarer witnesses, Charles Robertson and James Carter, Jr., are due to arrive.

Youtzy and Boutwell were charged with murdering the launch captain when he fell off a pontoon moored alongside Sproston's wharf in Georgetown, but witnesses say they saw the captain swimming for shore.

The charge of murder against Youtzy was reduced to manslaughter last month, while Boutwell was originally committed on a manslaughter charge after a hearing in the first week of November.

Incensed by what they considered a bum rap, the crew of the T. J. Jackson chipped in \$553 for the defense, and in re-

cent weeks other crews have made donations upping the total contributed to above \$650.

### FREE ON BAIL

Meanwhile, Boutwell has been out on bail since early in November, and Youtzy has been out on bail since the charge against him was reduced.

Bail money for both men was put up by Augustine V. Caetano of Georgetown, who is now boarding both Youtzy and Boutwell and Frank Knight as well.

In a letter received at Union Headquarters last week, Caetano outlined the present state of the case and emphasized his interest in a successful defense. He also stressed the necessity of having all witnesses present.

In a reply to Caetano, Joseph Volpian, Headquarters Special Services Representative, thanked him for his efforts on the two Seafarers' behalf and assured him that all witnesses would arrive on time.

Also received at headquarters was a letter from Ralph Youtzy thanking the SIU crews who had come to his and Boutwell's aid and warning the membership against getting into trouble in foreign ports.

The text of Youtzy's letter is reproduced on this page, as he requested.

## Alien Problem Aired At HQ Meet

(Continued from Page 1)

operation of various shipping companies.

Some operators have already eliminated coastwise articles for the purpose of making the "loop" to coastal ports upon return from foreign voyage. Instead they are signing on foreign articles before leaving the port of payoff, thus eliminating the need for dumping off of aliens.

### HAS HELPED

"This procedure affords greater job opportunities for the alien membership, he explained.

"Under normal conditions, there would be a large surplus of jobs for aliens. That has been the situation heretofore. But since many of the alien brothers are understandably afraid to hit the beach today, the job turnover for them has been slowed down.

"This is particularly true in the larger cities," he declared.

Experience has shown that most aliens find immigration difficulties at a minimum in larger cities, whereas in the smaller ports the situation is tighter.

The reason for this was that

immigration facilities are not taxed in the smaller places and considerable attention can be devoted to the one or two cases that pop up from time to time.

An encouraging note was sounded the Special Services Representative when he said:

"The congestion is gradually dissolving due to the fact that most of our alien members have taken steps to get visas. This enables them to sail coastwise ships and frees them from the 29-day limitation for men who have no legal entry."

### MANY ELIGIBLE

Moreover, he added, many of the alien members now have five years of service aboard American vessels, making them eligible for full citizenship.

The problem can be alleviated

further, it was pointed out, if aliens who have their first papers would take coastwise jobs.

The Union has already furnished the necessary letters to a considerable number of alien seamen who are seeking visas.

These letters are prepared in three copies and attest to the applicant's wages and the fact that he can re-ship through the Union hiring hall. The letters are being provided and notarized as fast as requests for them are made.

Before going into the question and answer period of the discussion, which brought forth much practical information, Volpian reiterated the Union's plea that all alien seamen get visas so as to legalize their entry, a step which a large number have already taken.

### DISCUSSING THE PROBLEMS OF ALIEN SEAMEN



The difficulties faced by alien members of the SIU and what the Union is doing to ease them were the chief points aired at informal meeting in New York Hall last week. Picture above shows group shortly after session got under way.

## Shipping Tonnage Through Houston Up By 50 Percent

HOUSTON—Between January and October, 1947, the volume of dry cargo moving through this port increased 45.6 per cent over the same period of 1946, the Houston Maritime Association announced.

The new total was 2,123,538 tons—665,601 tons better than the comparable months of the previous year.

Included in the tonnage were more than 700,000 tons of grain, a total three times the January-October 1946 shipments of cereals. Increases of substantial proportions were also reported in flour, carbon black, lubricating oils and fertilizers.

## Post-Holiday Philadelphia Relaxes; Gashounds Quiet

By E. B. TILLEY

PHILADELPHIA — This is a quiet port following the Holidays. Both the merry-makers and shipping have subsided somewhat.

The latter is not too bad; what makes it seem poor is the fact that a lot of men are crowding into the Hall following their holidays at home.

The week's activity consisted

of four payoffs—two of them SUP ships which SUP Patrolman Charles Jacobs handled. The other two were taken care of through this Hall and both were reported as being smooth and easy.

We'd like to point out to all members, trip-carders, permits and books, that strike clearance must be stamped in your book before you can ship.

Many men are arriving here from other ports without having these stamps in their books. It causes them a lot of trouble and delays in their taking a ship—so, to be on the safe side, get those clearances before registering.

### CELEBRATING OVER

For the most part things are running smooth here. Everyone has had a bellyful of celebrating.

Even the year-long celebrants have taken time off. Maybe they have just taken a broad hint and decided to stay clear of the Philly Hall.

Anyway, we haven't seen a gashound around these parts in quite a while.

This week's report is sort of brief and lacking in news, but we hope to have something interesting or surprising next week.

## Miami To Close By January 15

MIAMI—Things here are still on the slow bell.

We get the Florida plus either the Yarmouth or the Evangeline each week, but there never are replacements on these ships. Today the Yarmouth is in and the Florida docks tomorrow.

We have managed to keep from going in the red here, but that is about the best that can be said for Miami.

In fact, when we close the port January 15, it won't be missed. It can be made easily each week from Tampa. And with the income from the current activity here added to the Tampa income, Tampa can be a thriving port.

### BETTER STAY AWAY

If you are figuring on coming here to ship out, it would be a damned good idea to change your plans. Go somewhere else. Miami has the best weather in the world, but you jolly well pay for it.

We are closing January 15 because that is the day our rent is due, and because the cost of maintaining a Hall is just too much for any benefit that comes from it.

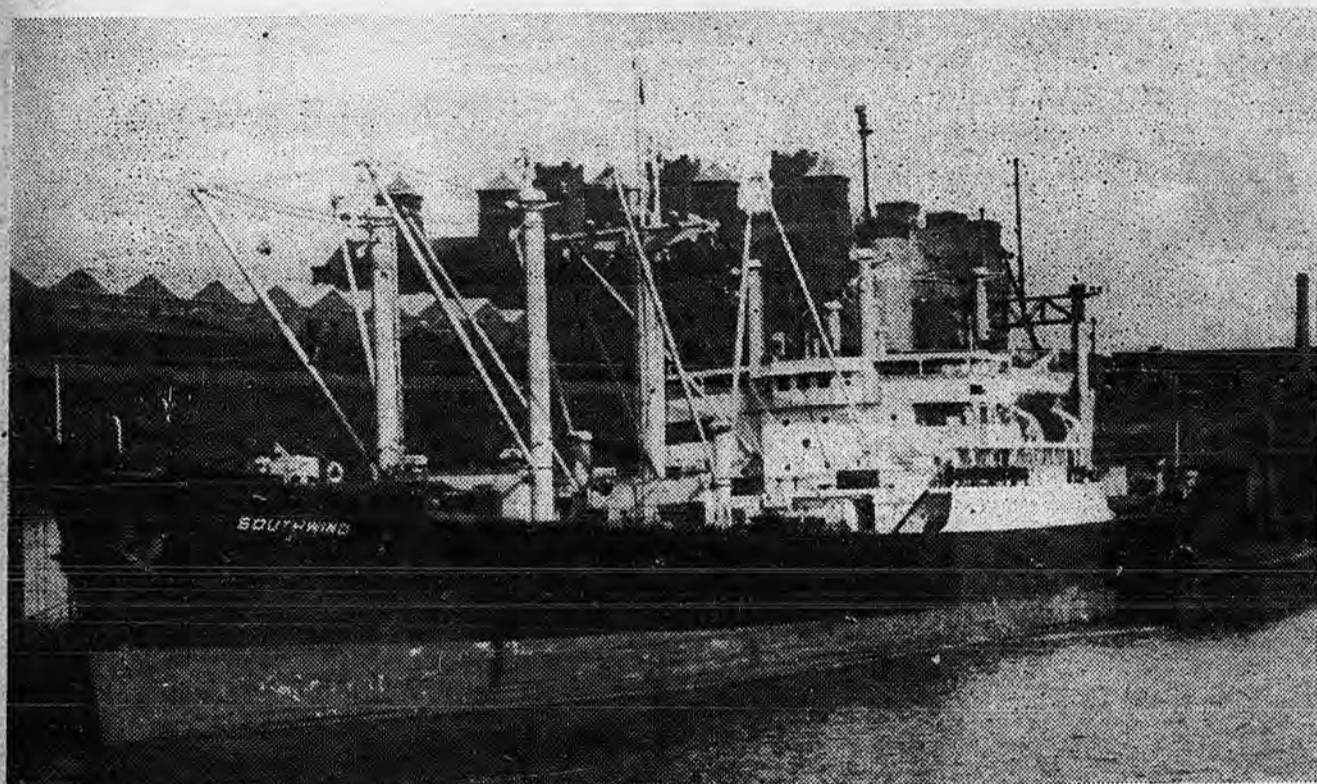
Today, when most of the country is shivering from the cold, the people here are running around in shorts. The weather is like July in New York.

However, there are surprisingly few tourists around. Seems like the cabbage is getting short and not so many can afford to come here to enjoy the climate. "She's a good ship."



# SHIPS' MINUTES AND NEWS

## SS Southwind Crew Asks Slopchest, Stores Be Certified By Seafarers



The SS Southwind lies light at Alexandra Docks in Liverpool, England. Photo was taken by E. B. (Mac) McAuley, Ship's Delegate.

Greatly disturbed by the poor quality of the ship's stores and the inferior merchandise in the slopchest, the crew of the Southwind, South Atlantic, in a shipboard meeting early in December, passed a resolution asking that the SIU take action to store ships and slopchest from a standardized list of Union-approved brands.

Related resolutions called for a careful check of ship's stores for vermin and weevils before signing on, for the Delegates to check the stores with a Patrolman and for fumigation of all storerooms of the Stewards Department.

The resolution calling for a standardized list, which was made by Jim Galloway, the Steward, was worded as follows:

### BE IT RESOLVED

"We, the undersigned, being duly qualified members of the Seafarers International Union do hereby make the following resolution:

"Whereas: SIU contracted vessels are being stored according to the whims of various Port Stewards,

"And whereas: the quality of the stores on board these ships are of inferior brands, including the low-grade, but high priced, merchandise in the slopchest of SIU ships,

"And whereas: the Union should go on record to have a standardized storing list with

standardized brands on all SIU ships,

"And whereas: we, the crewmembers of the SS Southwind do hereby instruct the necessary Union officials to meet with the steamship companies concerned and negotiate for such storing lists,

"And be it finally resolved: that subject to further membership approval, that the officials meet with these companies in the very near future."

The resolution was signed by the following men:

James Galloway, Gilbert G. Parker, George E. Taylor, Walter Tkach, S. W. Ringo, C. O. Gregory, L. Edstrom, W. G. Brudlove, R. C. Grimes, E. B. McAuley, C. M. Foster, P. K. Karvelas.

At the time of the meeting

there was no disputed overtime in either the Engine Department or the Stewards Department. However, there were a couple of beefs outstanding on the Deck.

It seems that the Chief Mate had allowed longshoremen in Amsterdam to do sailors' work. Moreover, the Mate had entered in the ship's log that the men had refused to secure the ship for sea, an allegation that the Deck Delegate, Pete Karvelas, vigorously denied.

Karvelas explained that he had told the Mate that it would be better if the men could do this work when entering the locks where there would be plenty of light. The Mate had agreed, but made the entry in the logbook anyway. Karvelas contended that working in the dark on deck constituted unsafe conditions,

### A LIGHTER MOMENT IN LONDON



Brother McAuley, now of the SS Southwind, formerly was a member of the crew of the tanker Newhall Hills, which was split in two by an explosion following a collision with a small craft in the English Channel. Here he is with some shipmates in London's Lyceum shortly after the Newhall Hills was drydocked at Tilbury. From left to right: McAuley, Jack Libby, "Major" Sutton and Mike Trani.

### RETIRING BOOKS

Members who forward their membership books to the New York Hall for retirement are urged to mark the envelope with the notation "Attention: 6th floor," in order to insure quicker handling of the matter.

Marking of the envelope in the manner advised above will save time and will result in prompt return of the book to the sender.

## Seafarer Son Of Deceased Bucyrus Crewman Grateful For Donations To Memorial

It wasn't until he paid off in New York, recently after a long trip, that Marion L. Wells learned that the crew of the Bucyrus Victory had sent his mother \$520 after his father died in Madras, India, and he is anxious to express his heartfelt gratitude.

The Bucyrus crew's act was, he thinks, a wonderful gesture of SIU solidarity. He is proud to be an SIU man as was his father before him.

Marion's father, the late Richard S. Wells, died of a heart attack on August 30 and was buried in Madras. He was Utility on the Bucyrus which is an Isthmian ship.

The Bucyrus crew, after their generous action, received a letter from Richard S. Wells' wid-

ow who reported that the gift had made it possible for her to make a down payment on a small house in Houston, Texas. Everybody aboard the Bucyrus contributed approximately 10 dollars.

Marion Wells would have been on his way to see his mother earlier had there not been a mixup on the payoff of his ship, the SS Matanzas Victory, Los Angeles Tankers.

The ship was sold out from under the crew in England. The crew flew back home, but the Captain preferred to come in a ship. As a result, the crew had to hang around New York until the Captain, who had all the records required for the payoff, showed up.

## Bill Taylor Dies In Philly; Oldtimer Held Book No. 48

An SIU oldtimer, William L. Taylor, died suddenly at his home, 4209 Boone Street, Philadelphia, on Dec. 28, according to word just received from E. B. Tilley, Acting Agent in that port city. Brother Taylor was 52 years old.

Notice of the oldtimer's death was received at the Union hall on Dec. 31. A collection for a floral wreath to be sent to the funeral was taken up on the lower deck of the branch hall and all hands responded generously, Tilley stated.

### BURIAL IN N. J.

Services for the late Seafarer were held last Friday at 7631 Ridge Avenue in nearby Roxborough. Brother Taylor was buried at the United States National Cemetery in Beverly, N. J.

His sole immediate survivor is his wife, the former Catherine Manning.

Born in Pennsylvania in 1896, Taylor joined the SIU in Philadelphia on Nov. 14, 1938. He held Book No. 48. Taylor, who sailed in the Steward Department, was in good standing at the time of his death and had been cleared for all strikes.

The passing of the popular oldtimer deeply saddened his former shipmates and friends in the Union.

## Button Gwinnett Does It Again

The Button Gwinnett carrying a cargo of coal to France has run aground en route to Cherbourg. According to an AP dispatch the South Atlantic ship is high on reefs and French tugs have put out to refloat the ship if possible.

The Gwinnett's present dilemma is her second of 1947. Early in the year she went aground off Norfolk, Va.



Wreath sent to Brother Taylor's funeral by his Philadelphia brothers.

### SUGGESTION

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

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

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

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



# SIU Ships' Minutes In Brief

**JOLIET VICTORY** (date not given)—Chairman Don Southwood; Secretary Red McStravick. Special meeting called to discuss the food. Steward explains that he has enough but of small variety. Expects to take on additional supplies in Capetown. Motion carried to buy 100 pounds of local meat. Motion carried to have delegates or delegate to check food stuffs and if possible accompany purchaser. Motion carried to write a letter to the SIU Hall concerning the failure to check slops. Steward asks crew to turn out lights in chill boxes and shut doors.



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**MARY BALL, Aug. 25**—Chairman Francis L. McQuillan; Secretary Earl T. Duncan. New Business: Motion to change the Stewards department toilet to old engine department toilet due to fact that it would be used while meals are being served. Motion carried to check laundry and adjust all valves. Education: Talk on means of generally improving the lot of seamen. Motion by John Smith to use spare messhall as recreation room. Moved by Duncan that a 25c fine be placed against anyone leaving dirty cups on the table between meal hours, money to go to the Brothers in marine hospitals.



\*\*\*  
**SEATRIN HAVANA, Nov. 23**—Chairman Fred Shaia; Secretary (not given). New Business: Suggestion by Johnson that inasmuch as the ship arrives on Thanksgiving Day and that most of the men will be wanting time off, that Thanksgiving dinner be moved to Wednesday so all can enjoy it. Motion by Rigging that beef about seamen's quarters be settled once and for all at payoff. Good and Welfare: Suggestion that soiled linen be turned in promptly so as to enable the steward to have the laundry done and an adequate supply can be on hand. One minute of silence for Brothers lost at sea.



\*\*\*  
**DEL MAR, Nov. 16**—Chairman R. Marion; Secretary E. J. Riviere. Ship's Delegate reported that several member-performers were being brought up on charges. Deck, Engine and Stewards Delegates reported all overtime okay. New Business: Motion by Dynarski that the members of crew who have violated the contract and SIU constitution by performing and being drunk shall have their membership in the SIU revoked and shall stand trial. Motion by Slater that the ship shall not sign on until all port pay and subsistence is paid. Motion by Dynarski that meeting pass a vote of censure against the delegates of voyage No. 2 for their disruptive action and failure to leave a repair list.

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**MONROE VICTORY, Oct. 2**—Chairman Charles Neal; Secretary Arthur Cairns. New Business: Brother Higginbotham accepted as ship's delegate. Motion carried to cooperate with messman by staying out of messhall. Motion carried that Stew-

ard make up a schedule for messroom and time that the messman is allowed to work. Suggestion that Captain see radio operator to have speaker in crew's mess repaired. One minute of silence for Brothers lost at sea.

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**SETON HALL VICTORY, Nov. 18**—Chairman W. Lackanee; Secretary N. Blackton. Delegates reports accepted. New Business: Motion by Blackton that crew examine all permitmen and recommend them for books if found worthy. Motion by Muse that no one payoff until all disputed overtime is settled. Repair list read to crew and additions made. Good and Welfare: Agreement that all foc'sles be swabbed and left clean for next crew.

\*\*\*  
**SEATRIN NEW ORLEANS, Nov. 14**—Chairman Adolph Capote; Secretary R. Burch. New Business: Motion by Foster that delegates make up three copies of repair list. Motion to have crew messroom painted on next trip. Good and Welfare: Crew voted Steward thanks for his 100 percent cooperation during trip.



\*\*\*  
**MOLINE VICTORY, Sept. 21**—Chairman Steve Bergeria; Secretary Richard Cummings. Delegates reported on number of books, permits and tripcards aboard. Motion by Lorier to hold meetings every other Sunday. Good and Welfare: Agreed that scuttlebutt job will be done by Tole. One minute of silence for Brothers lost at sea.

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**JOLIET VICTORY, Nov. 20**—Chairman Donald Southwood; Secretary John McStravick. New Business: Motion carried to improve Jr. Engineer's foc'sle or move. Matter to be taken up with Patrolman. Brother G. F. Shaffer elected ship's delegate. One minute of silence for Brothers lost at sea.

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**MARY BALL, Sept. 26**—Chairman Francis McQuillan; Secretary Earl T. Duncan. Delegates reported satisfaction in their departments. New Business: Agreed that each delegate would prepare a report for the boarding Patrolman. Good and Welfare: All agreed to leave their foc'sles in clean condition for the oncoming crew.

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**DANIEL S. LAMONT, Sept. 28**—Chairman Fruge; Secretary Austin. New Business: List of fines and offenses to be drawn up and posted. Money gained

from fines to be donated to Brothers in Marine Hospitals. Brother McRay elected ship's delegate. Motion carried to lock messroom while in port and give key to man on watch.

\*\*\*  
**ALCOA CLIPPER** (Date not given)—Chairman Lewis; Secretary K. L. Eckholm. New Business: Ship's Delegate Ski moved that crew purchase copy of Roberts' Rules of Order and any Union books approved by New Orleans Port Agent; cost not to exceed \$10. Good and Welfare: One minute of silence for Brothers lost at sea.

\*\*\*  
**GROVER C. HUTCHERSON, Nov. 23**—Chairman Jim Pulliam; Secretary George Hayes. New Business: Question raised about collecting wages of Deck Maintenance and Wiper as ship sailed short. Motion carried to bar pantryman from Union. Motion carried for Delegates to check with Purser the overtime and bonus due each crewmember. Education: Short lecture given by ship's delegate to tripcarders and permitmen on their duties and responsibilities.



\*\*\*  
**STEEL MAKER, Nov. 23**—Chairman Stephen Mosakowski; Secretary Arthur Brunelle. List of eighteen men desirous of joining SIU brought up. Each man cleared and okayed for joining.

\*\*\*  
**HASTINGS, Nov. 30**—Chairman H. Grimes; Secretary R. Johnson. New Business: Motion by D. Archer to have heat regulating system in each foc'sle checked and repaired. Motion by Dermody to have winches repaired before next trip. Motion by Wagner to have fresh water tank cemented. Good and Welfare: Discussion on bad potatoes. One minute of silence for Brothers lost at sea.

\*\*\*  
**BEREA VICTORY, Nov. 25**—Chairman John Prescott; Secretary Harold Rosecrans. New Business: Rosecrans elected ship's delegate. Motion carried that messroom, recreation, passageways and laundry will be kept clean and orderly. Motion carried that deck and engine departments rotate in cleaning of laundry.



\*\*\*  
**ROBERT R. MCBURNEY, Nov. 19**—Chairman Vernon Porter; Secretary Frank S. Mitchell. Delegates' reports accepted. Good and Welfare: Delegates requested to prepare repair lists of each department. Mutually agreed that Agent Ray White be notified of condition of life boats and their provisions. Agreed that life boats should be brought up to standard before next trip.

\*\*\*  
**VENORE, Oct. 5**—Chairman A. K. Mogensem; Secretary J. Murphy. Delegates reported on number of books, permits and tripcards in their departments. New Business: Delegate reported that all decks will be painted before ship reaches port. One minute of silence for Brothers lost at sea.

## SEAFARER SAM SAYS:



DON'T LET IT GET YOU DOWN, BROTHER!

IF YOU HAVE A PROBLEM CONCERNING CITIZENSHIP, UNEMPLOYMENT BENEFITS, INCOME TAX, HOSPITALIZATION, ILLNESS OR INJURY, THE COAST GUARD, OR ANY MATTER THAT REQUIRES HELP OR ADVICE GET IN TOUCH WITH THE SIU SPECIAL SERVICES DEPT. EVERY EFFORT WILL BE MADE TO SQUARE AWAY YOUR BEEFS. THAT'S OUR JOB!

## CUT and RUN

By HANK

Since the New Year just started, we'll wish the following Brothers the best of health, the best of trips and a happy New Year too. Blackie Hoffstein: Have you still got that shipmate of a dog with you from last year? Ralph "Rusty" Swillinger shuttling down the islands; Jim Matheson, who probably isn't in New York right now; Harold Nelson, long time away from New York with his mustache; Whitey Jutchess, how's all the trips? Edwin Edginton, where did you celebrate your recent birthday? Bill Brady, here in New York, who wrote a real fine article for the LOG about the poor construction of ships; Charles R. Watson, out on a trip since a few weeks ago, no doubt; Kenny Marston: How were those trips to Sweden?

John Bove: How's the real fine baking getting along? Michael Dendak, long time away from New York; Carl Lawson: How's the Bosun and where are you now? James Manning: How are the trips from down the coast? Henry "Red" Twyman: probably still with a mustache on his face; Woodrow Roland: happy cooking for the New Year; Bill Gale: long time away from his good old Florida and now in New York; Johnny Meghrian: may your 1948 trips have smoother revolutions—down below; Jimmy Reynolds: how's the spliced life and the business? Tommy "Pop" Taylor: who could be down his home port of Florida with the taxis; Woodrow Yant: a shipmate of 1942; Robert McQueen: probably out on a long trip this time; Gilbert Parker: how's your sea photography shaped up for 1948?

John Bananas: who could be down in home, sweet, home New Orleans; Gene Moon: long time no see or hear. What's new, Gene? Jimmy McCullough: Either out on a long voyage or home in Brooklyn for the past holidays; James Hand: How's the Deck Engineer and the trips? Harold Witt who recently asked us to warn SIU brothers how dangerous it is going ashore in Pusan, Korea; Yens Nielsen, who may be here smoking his pipe with his long time oldtimer of a shipmate, Brother Hansen... Remember, Brothers: Some of your shipmates may be in hospitals somewhere in the States. Look at the list on Page 2 of this LOG. If you recognize a shipmate's name, write a doggone letter and cheer him up, indeed.

Brother John Weiss of Logan, Ohio, just let us know he'll appreciate receiving the LOG to his home every week since he claims the LOG is his only link to his shipmates. Not to forget the important union activities too, Brother Weiss, which is vital to every SIU sailor whether ashore or afloat... Brother Red Whitten just came into New York from a trip ending in Frisco with Brother Bill Story amongst other shipmates.

Brother Leon "Chink" White recently grabbed a ship for the Far East... While waiting to throw in for the Yarmouth when she comes in, Brother Joe Pilutis and his mustache came up last week and confessed the happy nautical SIU fact that Brother George Semko, one of our oldtimers, was married last week, January 5th. Congratulations, and a smooth voyage to you, George

Good News Item: Last week the Waterman Steamship Company announced that it had purchased nine C-2 vessels—thus increasing their privately-owned fleet to 53 vessels in addition to operating 67 chartered vessels. Eight of the ships are in West Coast ports and one in an East Coast port. Well, Brothers, more ships—more jobs... A post-card from Red Braunstein says: "We're down in New Orleans, loading for Puerto Rico. I plan to stay on her awhile. She's a good ship."

# THE MEMBERSHIP SPEAKS



## Seafarer Urges Tightening Of Rating Qualifications

To the Editor:

It is my belief that there are many men—too many, in fact—who are sailing in ratings for which they do not have the qualifications. And it is a situation which applies equally in all departments.

When a man ships out for a rating and is not fully competent to handle all the duties of the job, he is placing an extra burden on his shipmates, because someone else most surely will have to do the job. He is also damaging the prestige of his Union, whose reputation rests on the individual abilities of its membership.

Since this is a matter which affects all of us Seafarers I think that steps should be taken by the membership to protect the reputation of the organization and their own jobs.

### OUTLINES PLAN

I should like to suggest a possible remedy for this situation which the membership can think about, discuss and alter as they see fit. Here it is in outline form:

1. In each port, committees composed of five full book members from each department, should be set up. Each man serving in his respective department's committee, should have been sailing in his department for at least five years.
2. These committees should draw up a list of requirements, for the various ratings in their departments.
3. These committees in all branches should then send their list of requirements to headquarters where another committee of ten men would consolidate the various lists and set up a standard set of requirements for every rating.
4. The final lists would then be sent to every port.
5. When a man in any port applies for a job in a particular rating, he could be held responsible for answering satisfactorily the questions and requirements for his his rating. When he does establish his ability to hold down the job, it should be stamped in his book that he is qualified for his rating. This would be in addition to the endorsement carried on his seaman's papers.

### MANY VIEWS

I realize that there are many who might disagree with this proposal. But there are also many who do agree, with it. I offer the above suggests just for discussion. Other brothers will

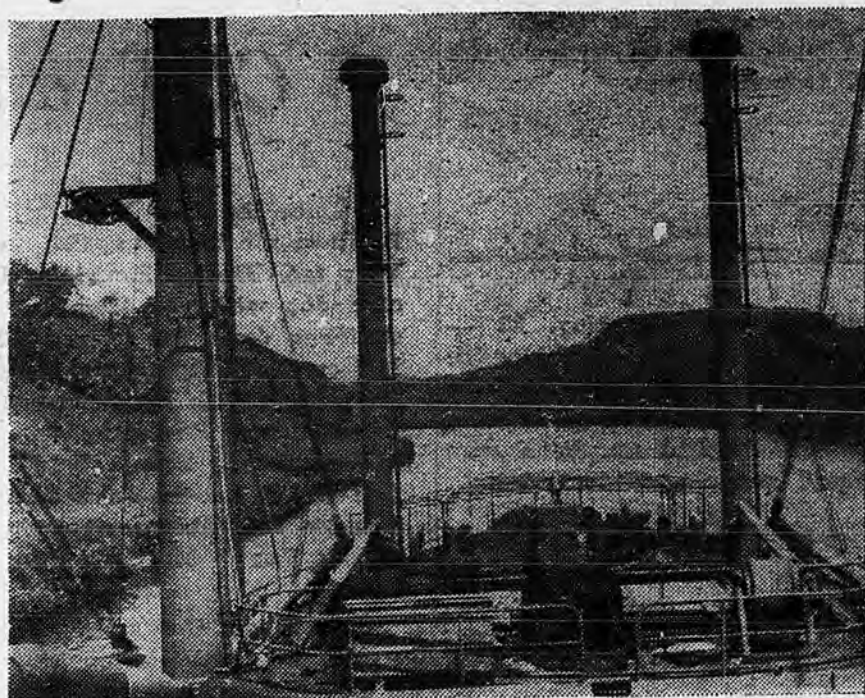
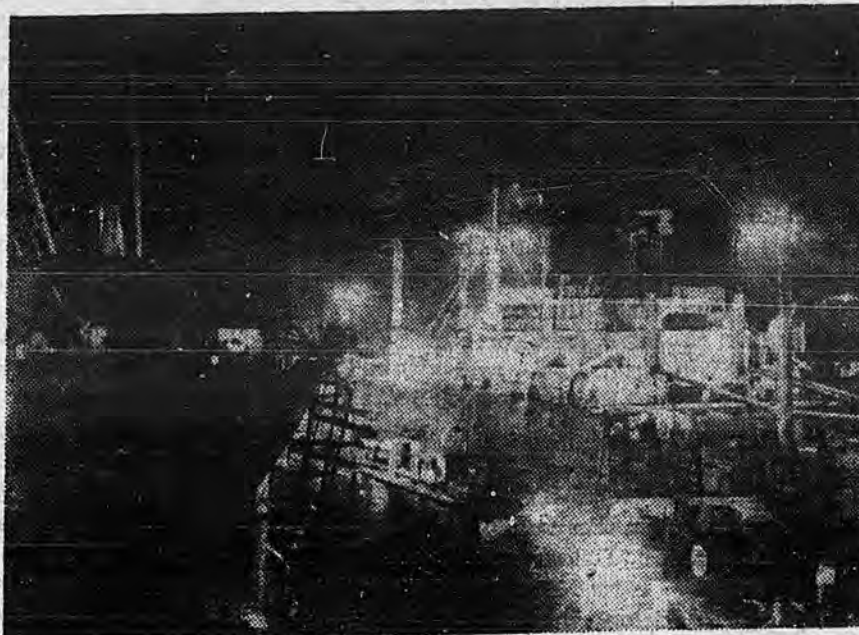
probably have other ideas on the subject.

We're all interested in our Union. We want to better ourselves by strengthening the SIU wherever possible. How about discussing both sides of this question?

I. W. Margavy

(Ed. Note: Okay brothers, what do you think about Margavy's proposal? How about writing down your views and sending them into the Seafarers Log. There ought to be some healthy discussion on this.)

## SS STEEL NAVIGATOR GETS AROUND



The Isthmian ship takes the spotlight in photo above as shipyard workers in Maryland Drydocks work through the night making the vessel ship-shape for the rugged duty that lies ahead.

At left is a view of the Panama Canal as the Steel Navigator makes her way back to the Atlantic side after a Persian Gulf run.

Both pictures were taken by Seafarer Glen Vinson during a voyage aboard the Isthmian scow. Vinson is an inveterate shutterbug who never misses an opportunity to record a good shipboard scene.

## Log-A-Rhythms

### The Weary Wiper

By

PETE GRONSKY  
DON CASTEEL  
ED BLOOM

To the Editor:

Reading the LOG of Dec. 19 we noticed a poem submitted by a crewmember of the Del Sol giving his version of the "Woes Of A Wiper." We three Wipers aboard the Steel Architect offer up our version of "The Weary Wiper."

Oh listen all you sailors,  
And take a tip from me:  
Don't ever be a Wiper  
When you ship out to sea.

The Wiper gets the dirty work—  
The Oilers they aren't fools—  
The Firemen sit on their cans;  
They say they are not mules.

One day down in the engine room  
The First gave me a job;  
I cleaned out the garbage  
And started in to swab.



I swabbed all through the room,  
It shined just like a dime,  
Just then an oil line busted  
And flowed as free as wine.

The oil ran through the engine room—  
It was an awful mess—  
I knew I'd have to clean it up  
And that was not a guess.

After cleaning up the slop,  
I thought I'd take my time  
But the First couldn't see it  
And handed me this line:

"Your home is in the bilges,  
Your bed is in the grease,  
Your meals come from the garbage can,  
Your work shall never cease."

Oh, I am just a weary Wiper,  
And things are very tough;  
Everyone tries to boss me,  
But I am hard to bluff.

I am always black and dirty,  
My clothes are never clean,  
I'm just a crummy Wiper  
Wherever I am seen.

This is all I have to say, boys,  
So take this tip from me:  
Go get a higher rating  
When you put out to sea.

## West Coast Payoff Rule Gives Him Callouses

To the Editor:

I'm beginning to get callouses on my posterior from riding trains from the West Coast back to the East so, before I make the railroads rich and acquire for myself a case of "railroad fatigue", I think something should be done about the cause of my misery.

I'm referring to the rule of the West Coast which requires all crews hitting the West Coast to accept their transportation money and pay off.

When a ship takes a crew on the East Coast, makes a trip and pays off on the West Coast, the entire crew is forced to take transportation money and pile off whether they wish to or not.

Sometimes these ships are coming east anyway but that makes no difference, we still have to pile off.

It seems somewhat discriminatory in light of the fact that when a ship takes a crew on the West Coast and hits the East Coast, the men at the payoff can take their transportation money and still remain aboard the ship—that's the Atlantic and Gulf District rule.

### ALL WORKING TOGETHER

SIU and SUP men are sailing the same ships in almost every port on the three coasts. On the West Coast, SUP men are in the majority so, naturally, any



WILLIAM J. JONES

ship paying off there is crewed almost entirely by SUP men.

That's okay with me as we are all in the same organization and all members of a common organization, but the SUP men when they hit the East Coast get the benefit of the A&G ruling which allows them to stay aboard the ship. A&G men hitting the West Coast have to pile off and take that long trainride back East.

On my last ship, the Ponce DeLeon, Waterman, we signed on in Baltimore, went to the Far East and paid off in Frisco. At the payoff the entire crew was given transportation money to Baltimore and made to pile off.

The DeLeon then took on al-

most an entire crew of SUP men and sailed for the East Coast (We met her here after our rattling ride cross-country.)

When she got there the SUP men were paid off with transportation money to the West Coast but most of them stayed aboard as they are allowed to do here. Since then they have made several trips around the East Coast and to the Islands without a single man being forced to pile off.

### SUGGESTS CHANGE

I am not suggesting that we adopt the West Coast rule and force these men off these ships; instead, I feel that West Coast should adopt the East and Gulf Coasts rule and allow the men to stay aboard if they so desire.

This is one organization and we are all SIU members banded together for one common purpose; to better the lot of seamen. This practice by the West Coast, I feel, is working a hardship on one section of the membership and should be rectified.

I have a very good reason for wanting this: I'm back aboard the Ponce DeLeon here in New York and we're due to hit the West Coast again—my poor callouses.

William J. Jones

(Ed. Note: How do you feel about Brother Jones' suggestion? Air your sentiments in a letter to the LOG.)



# Cook Raps Disrupter In Ship's Ranks

To the Editor:

Before a Night Cook and Baker was put aboard our ships the 2nd Cook had to make all pastries in addition to cooking vegetables. Under this set-up the Chief Cook only had to cook the meat and prepare soups.

The Chief Cook's job is still the same, the 2nd Cook has been relieved of cooking pastries now that a Night Cook and Baker is included in the ships' crews.

On my last ship I found that for some reason the Chief Cook felt that the Night Cook and Baker had a snap job and was not entitled to the same pay as Chief Cook.

I guess he felt that the qualifications for sailing Night Cook were less than those necessary to sail Chief Cook. I can't change a man's feelings about this, but I feel the volume of work and ability to make all types of pastries is worthy of pay along with that of the highest cook in the Stewards Department.

The ship was the Alcoa Polaris, carrying twelve passengers. From the amount of pastry I was called upon to prepare, one would be led to believe the ship was the Queen Elizabeth.

## BIG BAKING ORDER

One day, and it was a typical day, I prepared mince and apple pies, plain muffins, raisin muffins, buckwheat cakes, cornmeal cakes, a layer cake and hot rolls.

The next day I baked cream puffs, apple pie, corn bread, cornmeal hot cakes, hot rolls, plain and raisin muffins and cinnamon buns.

A single man working on a ship cannot be expected to prepare much more than this in a single day, but the Chief Cook seemed to feel that this was a snap of the first order.

It would be different if he were the owner of the ship and the money was coming out of his pocket, but even then a man cannot be expected to do much more work in a day.

An SIU crew is expected to work together as a unit for the common good of all. Bickering and jealousy has no place within the crew. I went aboard the ship to do my job. The Union fought for and won equal pay for the Chief Cook and Night Cook and in doing so must have had excellent reasons for doing so.

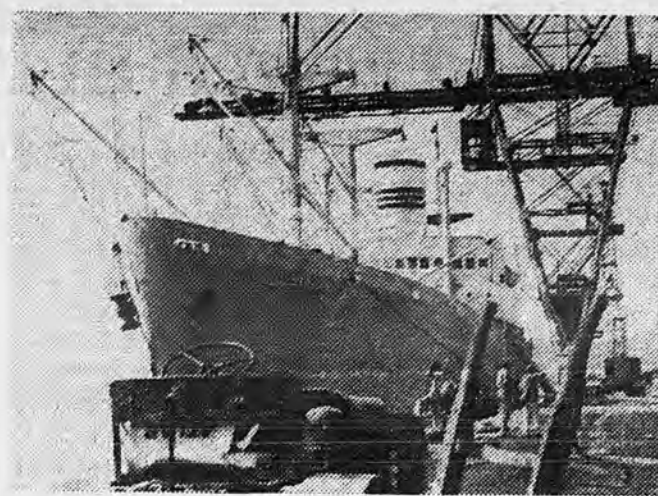
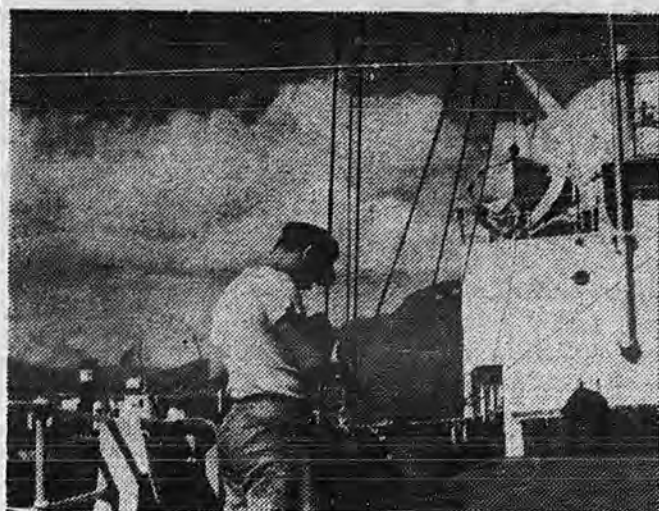
Why a fellow union brother will take it upon himself to disagree and battle this provision I don't understand. The high wages we enjoy were gained the hard way and it seems almost unbelievable that a fellow SIU member would take it upon himself to try tearing down what we have gained.

Let's stop this internal sniping and continue our fight for better wages and conditions for all.

H. Donovan  
Night Cook and Baker  
Alcoa Polaris



# SCENES ALONG THE BAUXITE TRAIL



There were camera enthusiasts aplenty aboard the SS Alcoa Polaris on her recent bauxite run. In photo left, Brother Oswald Eisle, Oiler is focusing his camera for a shipboard shot, while the vessel lies at Port of Spain, Trinidad. Dockside view of the Polaris in photo right was taken by Bert Svennsson.



Here's some of the crew enjoying some shipboard camaraderie over bottles of pop in crew's mess. Around the table, from left to right, are Brothers Campbell, B. Svennsson, Rudolph Matura, Bob Larsen, Arne Larsen, Larry Stengel and Sougee Suall.

# Cites Conflicting Views On Marshall Plan's Effect

To the Editor:

Although I am only a tripcarder in the SIU I take pride in my belonging to this fine organization even though I am in the Army now and cannot ship.

I receive the LOG regularly (a few weeks late due to the slow mails) and read it from cover to cover.

In the issue of Sept. 19 I noticed in the "Cut and Run" column an item which read: "In the days to come there will be plenty of shipping when the Marshall Plan to help European countries with food, materials, etc., gets rolling along. The Merchant Marine will be busier than ever if Congress allows the American cargoes to be carried first and mostly in American bottoms."

## NOT SO ROSY

That was good to hear and read, but later I read the following in Time magazine of Nov. 10: "The prospects for freight are equally good. British lines expect to carry the largest single slice of U. S. relief shipments under the Marshall Plan. (Only 5 percent of the total is expected to go in U. S. bottoms.)"

That doesn't look too good to the shipping industry at all. After all it is our money, so it should be our ships.

When I get my LOGS they are read by quite a few old members over here. Reading the LOG makes me impatient to get

back to sea and it won't be long before I'll be returning home to the sea where men are men.

T/5 Elmer Florian  
Kunsan, Korea

## LOG On Tap In Shanghai Bar

To the Editor:

After making Shanghai on our first shuttle-run from Guam, I took a gander around town for the main points of interest to Seafarers. It didn't take me long to find a solid spot: the Diamond Bar, operated by two SUP Brothers.

I find this place has as much or more to offer than any similar spot in Shanghai.

The USS in Shanghai, I understand, is receiving the LOG, but there are a lot of Brothers who do not care to patronize that outfit.

So after contacting several ships' crews, we were all very much in favor of having the SEAFARERS LOG sent to the Diamond Bar, 2 Yuen Chan Road, Shanghai, China.

D. D. Story

(Ed. Note: The LOG is now sharing the setting in the Diamond Bar).

## Check It - But Good

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

# Lauds Crew, Extends Season's Best To Brothers

To the Editor:

I'd like to sound off with a few words of praise in this holiday season for the crew of the SS Midway Hills, Pacific Tankers. We are now on our way to Pearl Harbor and expect to arrive about the 6th of January.

We have a darned good crew aboard and it is a pleasure to sail with men like these. There is not one performer or gas-hound in the crew. Everyone is in harmony with everyone else—that's what makes a happy ship.

## STEWARDS TOPS

I also have high praise for Sylvester Zygarowski, our Chief Steward. We think he is the best Steward in the Union. He sure knows how to put out the chow and his cooks are tops in making it a delight to eat.

We held our first shipboard meeting last Sunday. It was a good meeting with almost everyone participating. Tops on the agenda was the extension of best wishes for the New Year to all our Brothers in the SIU. Best of luck to the SEAFARERS LOG, the SIU and SUP.

Antonio Carrano  
SS Midway Hills

## Send Those Minutes

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

# New Orleans Wins Praise For Courtesy

To the Editor:

I am writing to tell how much I appreciate the courteous helpfulness of the Dispatcher and one of the Patrolmen attached to your New Orleans office. I'm sorry I neglected to ask their names.

About 10 days ago I received a Christmas card from my son a member of your Union, mailed in New Orleans the day before. I knew that he was on a ship that had sailed from Philadelphia or New York and was bound for Honolulu. My son had neglected to give me the name of the ship, or even the rating he was sailing under—so I really had no way of locating him.

I was anxious to see since he had been in Sweden since last June and had married a girl there.

## LOG READER

I have always read the LOG and so I knew that one of the Patrolmen would know the names of all ships in port that were bound for Honolulu. I asked the Long distance operator to get me the New Orleans office of the Union.

When the Dispatcher answered the phone, I told him my story and he transferred the call to one of the Patrolmen. The Patrolman told me that the Hawaiian Farmer was the only ship bound for Honolulu that had been in port, but that she had sailed that morning. This was disappointing news, but it saved me a trip to New Orleans as I had planned going there to see my son.

## HIS SHIP

I had just received a letter from my son, mailed from the Canal Zone, telling me he is on the Hawaiian Farmer and expects to be in Honolulu on January 1.

I thought it would be nice if you could print my letter in the LOG so your members would know how important it always is to put out the name of the ship, rating, etc., so that any one desiring to locate them could do so.

Also to let your members realize what a good impression it makes when they try to be helpful and particularly to express my appreciation to those men in the New Orleans office for being so patient in listening to my story and doing all they could to help me.

Mrs. Lois Hilton  
Natchez, Miss.

## LOCAL BOY MAKES GOOD



A Seafarer from the SS Steel Chemist, Isthmian ship, shows natives a thing or two with one of their local playthings in Bombay, India. Sorry, the name of the charmer wasn't sent along with the photo.

# Brother Tells Of Poor Treatment, Run-around He Received In Europe

To the Editor:

On Sept. 24, 1947, I was sent to the company doctor in Antwerp, Belgium, for I had very bad pains in the back of my neck. After fluoroscopic examination I was told by the company doctor I had bronchitis and spots on my lungs and that I would have to go to a hospital.

When the Captain came on board I showed him the certificate but he said that I could not go to the hospital. I got the Ship's Delegate and took him to see the doctor. The delegate read the working agreement to him pointing out that in Section 11, full medical attention as required by law shall be given to all unlicensed personnel and, except where such is assumed by the U. S. Consul or the Public Health Service, medical attention shall be furnished by the company at its expense.

### DIDN'T CARE

The Captain didn't care what it said in the agreement. I couldn't go to the hospital, he said. Both he and the dock clerk, acting for the company, refused to let me see the American Consul. This request was also denied to a Brother Cooper, who was ill with appendicitis.

My doctor's certificate was left on the ship, in care of the ship's delegate. I found out when I tried to get it that the Engine Delegate had given it to the Captain. If I learn his name I will put him up on charges.

There was a good crew on board the ship. Some of them took mine and Brother Cooper's gear ashore and we went to the Consul's office. He told us he knew all about us and he didn't see why the Captain didn't let us go to the hospital or let us come to see him.

After the Consul talked to the company doctor for about 20 minutes, in came the Captain and the would-be company agent yelling like hell. The Consul told the Captain he had to pay us off, which he did. We then went to the hospital where I stayed from Sept. 25 until Oct. 9, 1947. Reason I was discharged was that the company agent told the doctor to get us out, as that was the company rule.

### TROUBLE STARTS

I went to the company agent to get a place to sleep. Now here is where the trouble started. I was told I would have to stay at the USS on what the agent said was the company's orders. When I refused he called up the Consul and put me on the phone. I was mad and told him the USS was a fink joint and I would not stop there. I told him what I thought of the outfit and their record during the war and asked what happened to the money they collected all through the war, when seamen had to pay for anything they got.

I stayed in a hotel for two days, calling the agent every day to find out when I was going back to the states. I went with the agent to the hospital to get Cooper out who had been operated on for appendicitis. His incision was not closed and I understand he should have stayed on for a few more weeks, but it didn't make any difference to the agent—he was going by the company's orders.

We went on the SS Slocum. After the agent had a talk with him I met the Captain. After three days on the ship, the Captain and the agent and the Steward took me and Cooper to see the company doctor, to get some pills.

I asked the agent to take us back to the ship but he refused. We had no money. We told this to the Consul and he was going to give us four francs. We told him we were not bums and left his office—without money.

### BAD PAINS

The next night I had very bad pains in the stomach. The Mate in charge sent me back to the hospital. After staying there all night and getting stuff to kill the pains, I asked in the morning to be sent back to the ship. I was put back in bed. The next morning the phony dock clerk came in and asked me for my passport; I refused.

He returned next day with the Consul and the latter told the doctor to spare no expense and they didn't. I let them go right ahead. After five days, the



Consul sent a young kid and the chief fink from the USS to see me. They told me they had a plane to take me home. All the time I was in the hospital—over three weeks—I had nothing to eat. I was getting pretty thin. They took x-rays and they found I had an infected liver, a very sick gallbladder and hardening of the arteries.

The reason they wanted to send me home was that this USS fink had a young kid studying to be an artist, whose mother was very sick back in the states, and that's why they were sending me home. I refused. If the Consul had come up with the kid and told me his mother was sick I would have gone because the hospital was not a fit place to be in. If I knew what I was going to go through I would have gone under any circumstances.

From this time on I was nothing but a pin cushion for all the needles I had stuck in me. I went into the hospital at 155 pounds and dropped to 122. The good doctor wanted to cut me open in this condition. I was too weak and told the doctor that was about all I could stand and that I wanted to go to another hospital. He consented.

I didn't see the doctor the next day, so I left the hospital to see if I could get on the Hunter. I couldn't as I was SIU. I stayed in the USS because I had no other place to go. I tried to get on the USS Moczowski, but I was told no. I then met the crew of the SS Southwind who were real Union brothers. They took pictures of me which should be in the LOG soon.

In my four days at the USS I suffered plenty. I asked for a

doctor and they told me the law said you couldn't get a doctor outside of the hospital. After the Union crew got after them I got a doctor. They told me I was going back on the America. So this fink told me he had some pills, which he said would stop my pains. He said they would make me float. I didn't know what he meant but found out. I was put back in the hospital where my bags were searched by the sisters who said the Consul and USS said I was a "dope fiend."

### SOME HELP

I proved to the doctor I was not. His name is Dr. Bruno Fierene. He sure helped me while I was under his care. Now the Consul came up to see me with an American doctor to examine me. I asked for my own doctor. The wife of the chief fink also did all she could to hurt me while I was in the hospital.

My doctor visited me to say that I was to be discharged to which I was agreeable. Conditions of the discharge were that I was to be transported by ambulance to ship and kept under medical attention until the ship arrived in America. This was done to suit the Consul. This is the way it worked out:

I was taken in an ambulance to the Marine Marlin and put in a room aboard ship. The doctor had me handcuffed, although I was in a weakened condition. When we got to Southampton, England, I was sent to an institution. After two days there on a meagre diet I was put aboard the America. I asked the doctor who took me out why he had handcuffed me and he replied that he was afraid I would jump over the side.

The doctors on the America treated me fine. Food was good. I don't know how to thank them. On reaching New York, I was met by a company stiff and the Coast Guard, which has been persecuting seamen all along rather than attending to their own business.

### STILL TROUBLE

The company stiff took me over to Ellis Island. Here is what they wanted me to do: sign a paper saying that I would stay there 90 days and let them do as they wanted and give them 15 days notice before I get discharged. I was to be locked up in a room.

After some trouble I got a pass to get off the island. I went to the company, got a few dollars and a letter and was told to go to the Staten Island Marine Hospital, where I am writing this true story of what happened to me, in the hope that my Union will see that it doesn't happen to another brother. Even if I am stopped from going to sea I will always carry my good old SIU bok.

I have two letters from Anthony O'Brien, a member of the Irish Seamen's Union, who was in the hospital with me in Antwerp. He attests to the treatment I got while there from the nurses. He also testifies to the fact that the USS manager and another man (the artist) attempted to get me to take the plane back to the states. He says the "whole thing was a ruse to get the artist home, not Mr. Fields."

Matt Fields

## PRETTIFYING UP THE GATEWAY CITY



From the No. 3 hatch, Seafarer Karl Arntzen captures a sharp picture of the Gateway City's house and stack. Up on the stack two crewmembers touch up the Waterman "W." At left, in the bosun's chair, is Harold Pieren. Man on the stage is unidentified.



Far from his usual habitat, the Engine Room, crewmember Karl Arntzen poses at the emergency stern wheel. The wheel is not unknown to him, however, as he has sailed as OS on previous trips.



With pursed lips George Miltner, Wiper, faces the camera while Dutch DeGraw, Wiper, applies the old bear-hug. All pictures were submitted to the LOG by Karl Arntzen.

## Queens Victory Men Yearn For Copy Of Working Rules

To the Editor:

Here we are in the Persian Gulf writing our second report of meetings held on this ship. It now looks like conditions on this ship will be no better until the working rules are drawn up by the Union—we have beefs in all three departments.

I wish you could let us know if we have reached an agreement as to working rules with the Isthmian Company. If so, would you let us know as soon as possible? (Ed. Note: Working rules with Isthmian have been

agreed to and in almost every respect coincide with those of the Waterman Agreement.)

### LONG TRIP AHEAD

After we leave here we are going to Bahrein Island and from there to Koilthottam, India, via Quilon. If everything goes all right we will arrive in Philly about the 15th of February. We are giving this advance notice so a Patrolman can be there waiting for us as we have plenty of beefs for him to straighten out.

No matter how hard we try aboard this ship, there is no solution to our difficulties without working rules.

Everyone on board is in the best of health and wishing they could have been in the States for the Christmas Holidays. Well, this is all for this time. A Merry Christmas and Successful New Year to all from the crew of the Queens Victory.

Anthony J. Tanksi  
Ship's Delegate  
Queens Victory

## LOG Reader Sends Good Wishes To Fields

To Mr. Matt Fields:

I saw your picture in the SEAFARERS LOG and read how badly you had been treated. I have a son who has been a merchant seaman for six years. I am always thinking of him when he is away, so it made me feel sorry when I read of your plight.

I hope you will soon get well and that everyone will be kind to you in the hospital.

I wish you a Merry Christmas and a Happy New Year!

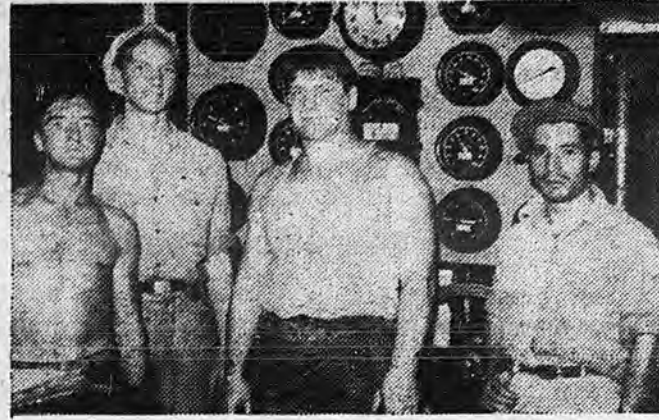
Mr. Mary Fordon  
Philadelphia



# To Africa And Back With The Joliet Victory



The pictures on this page were taken by Seafarer Donald Southwood on a voyage aboard the SS Joliet Victory, Robin Lines, to South and East Africa. The shot above is of the vessel at anchor in the harbor of Beira, P.E.A. Brother Southwood states that there was a good gang aboard the Joliet Victory, and these pictures will give the boys a chance to revive old memories of some happy days.



The 8 to 12 watch below decks takes time off to pose for a picture. They are, left to right, Dan Blake, Jr., Third Assistant; Red Snyder, Oiler; Al Aava, Jr., Engineer; and C. Fernandez, Fireman. There always is plenty to do on a ship, but these men knocked off for a short time to have their picture taken for the LOG.



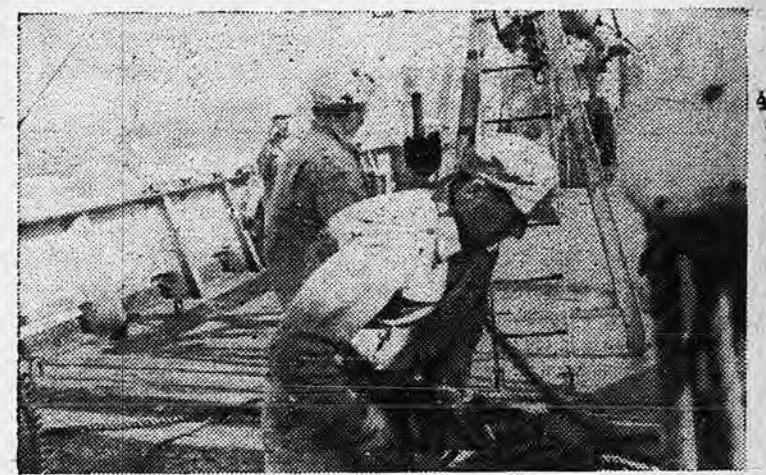
The 12 to 4 Engine watch observes "coffee time." Pouring is Third Assistant Joe Villa. Oiler Charles Deroba, Fireman Albert Jones, and Jr. Engineer Don Southwood anxiously await their turns. A picture of the 4 to 8 watch was also sent in, but the heads of the men were unaccountably cut off.



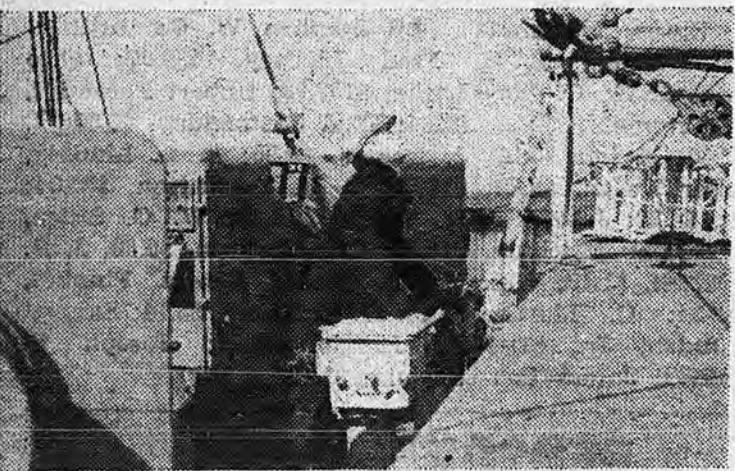
The cargo gear goes up, and responsible for this job are, left to right, Vid Philipis, AB; Blacky Crowell, OS; and Manuel Perez, AB. Shipboard work keeps seamen busy, but a competent crew, like the one on the Joliet Victory, makes the whole job easier.



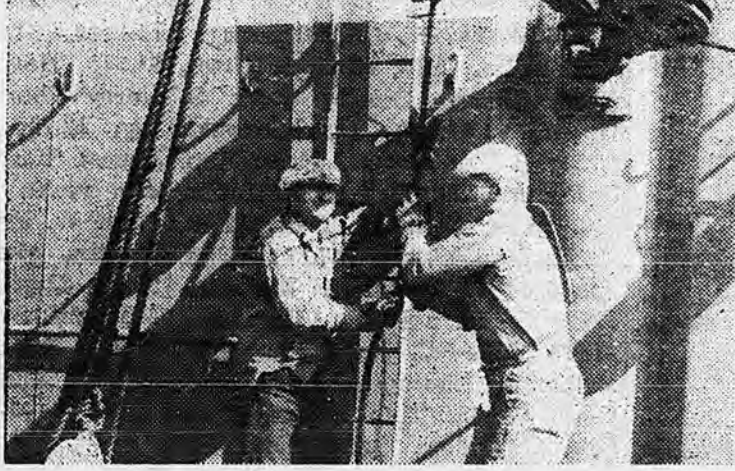
Red Bean, BR, does his daily dozen on the punching bag. Most of the gang took their turns on the bag and it took quite a beating during the four-month trip. Punching the bag was good exercise and a fine way to let off steam during the long Africa-and-return voyage.



Some other members of the Deck Department snapped at their work. According to Seafarer Don Southwood, this crew pitched in with a vim and made the ship a typical SIU home away from home. L. to R., Red McStravich, AB; Al Birt, OS; and Joe Stackovich, AB.



Bosun Mickey Byrnes showing the Deck Gang how it's done on a good SIU ship.



Al Birt, OS, and Red McStravich, AB, hard at work handling a line.



Two more members of the Deck Gang, unidentified at work straightening gear.



This is a scene in one of the native villages near Beira. Left to right in front of the kraal are Charlie Deroba, Oiler; a native boy; Don Southwood, Jr., Engineer; and Blackie Crowell, OS. For some of the crew it was the first visit to Africa and they made sure to take in all the interesting sights while they were there.



Henry Halfastern, the Joliet Victory's mascot, was a favorite of all crewmembers. Henry shared the duties of mascot with another dog named Seaboats, whose picture was not sent in.



Another scene in Beira, where the men of the Joliet Victory went ashore to examine the local customs. This family posed in front of its hut, readily cooperated with the photographer to produce this picture of a native family in its own surroundings. Members of the crew report that they were well treated by the inhabitants.

# Stewardess Does More Than Carry Book

By JOHNNY JOHNSTON

NEW ORLEANS—The other day during one of our quiet moments here in the Port of New Orleans, I was hanging around the Dispatcher's Desk listening to some of the members talking about their last trips.

At a point in the conversation one of the Brothers asked: "Are the Stewardesses on the passenger ships active members or do they just carry a book so they can ship?"

Well, I wasn't in on the discussion, so I didn't intervene, but I think I can answer the Brother's question to his satisfaction.

To one of our Stewardesses, the only one I have knowledge of at the moment, the SIU means more than carrying a book—it is, as to most members, a way of life.

Mrs. Edna T. Johannsson, Book no. 48308, Stewardess on the SS Del Norte, is a real active Seafarer who takes part in all Union affairs with the same energy as the most militant male member.

## USED DIRECT ACTION

She started sailing seventeen years ago on United Fruit ships. There was no union to protect the seamen and see that they received decent working and living conditions.

The procedure then was to form committees to call upon the Captain and company officials for improving conditions.

Mrs. Johannsson was one of these committee members.

During the war, while the companies were still operating passenger service to the Islands and South America, Mrs. Johannsson was a Stewardess on the SS Sixola when it was torpedoed in the South Atlantic. She was one of the last to leave the ship.

## PRESENCE OF MIND

At the time the ship was struck, one of the crewmembers, now an SIU man, was taking a shower. He ran out of the room and hit the boat deck without even slowing down to pick up a towel. To keep the man from freezing to death, Mrs. Johannsson wrapped him in a blanket and held him in her arms throughout the cold night.

When the companies quit carrying passengers, she, like most Stewardesses, joined the Army Transport Service where she served throughout the war. By the war's end she had received all of the Merchant Marine combat medals.

Incidentally, as far as it is known around here, she is the only woman holding a lifeboat ticket in the American Merchant Marine.

After gaining her release from the ATS to sail passenger ships again, she shipped from the New Orleans SIU Hall aboard the Del Norte. She has been aboard the Del Norte since then, and on the last trip was elected Stewards Department Delegate.

From first hand experience, as I paid off the ship, I can say she did an excellent job. She had competently handled all the routine duties of her department, and at the payoff had all books and permits ready for the Patrolman.

After discharging her duties, she sat at the table with the Patrolman and took up a collection for one of the crewmembers who had fallen down the elevator shaft.

At a meeting of the crew she had been elected to see that the Brother was well taken care of and she was intent upon carrying out the crew's wish.

When the crew asked her if she was going to be Delegate on the next trip, she laughed and said, "It is a pretty hard job. Sometimes I can't get around to see the boys during their time off, so I usually try to see them while working or at the meetings."

"There are 46 men in the Stewards Department which makes the Delegate's job a big one, but if the Department elects me, I will try to do all I can."

## FIGHTING RECORD

Her words to the crew, coupled with her excellent record of fighting for her fellow crewmen during the past seventeen years, should convince the most skeptical of men that Edna Johannsson is doing much more than carrying a book.

She, and her sister Stewardesses, I'm sure, are just as proud to be members of the SIU as any of us and the record speaks for itself.



## BOSTON

E. Matthews, \$5.00.

## NEW YORK

### INDIVIDUAL DONATIONS

Crew of SS Seatrains Havana, \$1.00; L. Carrasquillo, \$5.00; Wm. M. Bowman, \$1.00; Joseph Peter Wise, \$3.00; M. A. Roche, \$4.00; H. E. Williams, \$1.00; H. W. Clemens, \$2.00; M. N. Kalsimbris, \$5.00; L. Turi, \$3.00; A. J. Amodio, \$3.00; T. Andrews, \$10.00; T. H. Carbarns, \$1.00; F. Barry, \$1.00; H. Ehmson, \$3.00; R. V. Sawin, \$1.00; John Weiss, \$2.00; A. Tuur, \$1.00; F. Harvey, \$5.00; H. Engelder, \$1.00; J. P. Doyle, \$2.00; C. J. Wille, \$5.00; Ken You Kong, \$10.00.

### SS CAVALIER

M. Connolly, \$2.00; W. A. Hazen, \$2.00; F. A. Olson, \$2.00; R. Stern, \$2.00; C. P. Parker, \$5.00; W. E. Bowman, \$2.00; D. L. McKeen, \$2.00; David Allan, \$5.00; J. J. Geltz, \$2.00; G. S. Hern, \$3.00; H. J. Pancost, \$6.00; E. L. Dover, \$3.00; R. Dudley, \$2.00.

### SS JEAN

G. W. Ehmsen, \$1.00; J. J. Mullican, \$1.00; A. Gonzales, \$1.00; R. Barrientos, \$1.00.

### SS MARINA

F. Miller, \$1.00; J. Salad, \$1.00; V. Torres, \$1.00; R. Campbell, \$1.00.

### SS SOUTH STAR

C. P. Bush, \$1.00.

### SS SEATRAN TEXAS

W. E. Pepper, \$5.00; C. Cahill, \$10.00; C. W. Johnson, \$1.00.

### SS DIAMOND HITCH

H. C. Sanabria, \$5.00; W. Przyłomski, \$1.00; A. Calloto, \$5.00; J. Diorio, \$3.00.

### SS FT. MATANZAS

F. Kelly, \$1.00; E. Meyer, \$2.00; J. King, \$1.00; G. E. Luckey, \$1.00; B. G. Ferrell, \$3.00; A. Roberts, \$2.00; W. Zaleski, \$1.00; Thomas Brennan, \$3.00.

### SS GADSDEN

B. Hansen, \$5.00; A. R. Swiszcowski, \$5.00; N. Sepe, \$2.00; P. Gonzales, \$5.00; W. Rupnik, \$5.00; J. E. Rivers, \$5.00; J. Rodriguez, \$5.00; J. Stopowski, \$2.00; E. Mathiesen, \$5.00; J. rykczynski, \$5.00; R. Davies, \$4.00; C. K. Neumann, \$2.00.

### SS ROSARIO

J. L. Marrero, \$1.00.

### SS MONTEBELLO HILLS

John Doyle, \$3.00.

### SS STEEL ADVOCATE

Donald Cowell, \$2.00; R. F. Black, \$3.00; James Murphy, \$5.00; Robert Roy-Ranges, \$5.00; Adrian C. Donnelly, \$5.00; Russell P. Howard, \$5.00; J. C. Szczepanski, \$3.00; Budd N. Hull, \$5.00; Samuel Brunson, \$5.00; Edward F. Flakorski, \$5.00; Ramon O. Antoine, \$5.00; Cesere Bisjak, \$5.00; Guillermo Q. Nuttal, \$5.00; Eugene J. Goralski, \$5.00; John J. Shive, \$5.00; J. Kazmierski, \$5.00.

## SS BIENVILLE

G. O'Rourke, \$2.00; R. Yantz, \$1.00.

## SS WACOSTA

F. J. Devlin, \$5.00; A. Fase, \$1.00; P. F. Rasmussen, \$1.00; O. P. Smith, \$2.00; E. Cromwell, \$1.00; J. McKenna, \$2.00; D. Calarin, \$1.00; V. Vecchio, \$1.00; K. Kristensen, \$1.00.

## SS HILTON

E. Badual, \$1.00; J. Masongsong, \$1.00; P. SanMiguel, \$1.00; G. Adamisin, \$1.00; S. C. Segre, \$2.00; E. Contoral, \$1.00; C. W. Bryant, \$1.00.

## SS HOOD RIVER

A. Aawa, \$1.00; L. Kuypers, \$1.00; J. E. Hanks, \$3.00.

## ISTHMIAN STRIKE DONATIONS

John F. Zahl, \$5.00; C. H. Green, \$20.00; I. Gwartney, \$20.00; W. Gustavson, \$20.00; W. Ford, \$20.00; M. H. McGlauffin, \$25.00; Ivy Robertson, \$25.00; G. V. Hall, \$20.00; A. Espino, \$5.00.

## SS MOORING HITCH

P. R. Smith, \$5.00.

## SS STEEL ADVOCATE

C. J. Clarke, \$10.00; Donald Cowell, \$10.00.

## Keep It Clean!

It is the proud boast of the Seafarers International Union that an SIU ship is a clean ship. Let's keep it that way. Although most of the crews leave a ship in excellent condition, it has come to the attention of the membership that a few crews have violated this rule. So they have gone on record to have all quarters inspected by the Patrolman before the payoff, and if the conditions are unsatisfactory, he has the right to hold up the payoff until everything is spic and span.

Remember that the Patrolman can only have repairs made if he knows what has to be done. Cooperate by making up a repair list before the ship docks. Give one copy to the Skipper, and one to the Patrolman. Then you'll see some action.

# Unclaimed And Retroactive Wages

## American Liberty Steamship Corporation

75 West Street, New York, New York

### SS Halton R. Carey

Angus MacIntyre, \$27.59; John Morris, \$24.69; Thomas J. Walker, \$5.12; J. V. Erlacher, \$20.22; Wm. H. Nunn, \$4.20; H. A. Phipps, \$3.26; Harley Mollison, \$3.26; Paul Goncalves, \$3.73; Wm. R. Greaves, \$3.73; Malcolm Getchell, \$4.66; Wilmer Fisher, \$4.20; J. Debose, \$4.20; Leo F. Bette, \$3.73; Leonard Armantano, \$3.73; H. F. Kirk, \$1.19; Walter Kirkland, .26; Francis Lambert, .80; John H. Lancelot, \$1.60.

### SS Walter M. Christiansen

R. Nulle, \$3.18; F. N. Sullivan, \$3.58; George Smith, \$2.54; S. Unger, \$1.37; A. Pawlukowski, \$5.51; Burton Owen, \$4.99; Wm. F. Flynn, \$2.39; Delmar H. Hutchins, \$5.39; John C. Hall, \$1.73; T. K. Henricksen, \$47.59; R. M. Jones, \$47.59; James Martinez, \$29.00; Bernaldo Villanueva, \$1.80; Sidney C. Turkeville, \$3.24; Robert W. Thompson, \$3.24; H. J. Paul, \$80.35; Tom Hale, \$12.65; Geo. C. Palem, \$4.97; Harry R. Paul, \$3.68; Frank J. Regan, \$3.80; Joseph Stuntebeck, \$1.37; J. R. Beatty, \$1.54; John W. Baush, Sr., \$1.98; M. Hook, \$3.20; W. Smith, \$3.20; Harold E. Delahurty, \$9.60; Leonard Hummell, \$32.00; Thomas J. Baier, \$15.40; John A. Madden, \$15.40; C. L. Shartzler, \$1.46; W. Smith, \$5.19; Mike McCullagh, \$1.19; R. High, \$1.66; Wm. P. Gorman, \$10.26; Carmels Figueroa, \$1.56; Alfredo Morales, \$4.66; Raymond L. Harris, \$11.20; Stanley Heideicki, \$1.40; Wayne H. Cliff, \$11.20; Barthold Christiansen, \$3.26; Charles Maseley, \$16.55; Martin Walsh, \$21.99; Leonard T. Cannon, \$2.94; William Tatham, \$3.73; Roy W. Weaver, \$1.60.

### MV Coastal Competitor

R. Kurtli, \$10.41; Martin Hagerty, \$17.07; Russell Boyette, \$3.73; Roger Roemhild, \$20.83; E. E. Weaver, \$1.46; H. Mulholland, \$5.66; Eustace Fay, \$2.88.

### SS George G. Crawford

E. N. Mitcher, \$9.75; G. H. Stackhouse, \$33.76; J. Delgado, \$33.32; W. Deluca, \$13.04; Troup, \$2.81; James S. Judge, \$13.42; Anthony Fusco, \$1.37; D. Shuler,

\$20.52; J. Sealock, \$2.00; Ronald

Purcell, \$24.96; J. Hubbell, \$23.16; C. Wiles, \$23.16; J. Martin, Jr., \$23.16; N. Helms, \$23.16; E. Behrends, \$18.52; Ralph Strickland, \$8.91; W. Trolle, \$2.34; Joseph Farrow, \$3.73; James L. Gavin, \$2.34; Charles Jaynor, \$3.26; Rufus Phillips, \$3.73; Charles Convertino, \$2.34; Daniel Convertino, \$2.34; Thomas Wood- en, \$2.79; Louis Yarborough, \$5.14; Wm. Yonmans, \$19.14; John F. Williams, \$1.40; Frederick Rauser, \$1.40; Rufus Williams, \$1.87; Howard Weston, \$2.79; Harry Thompson, \$2.34; C. Storey, \$2.79; A. Tannanki, \$2.34; Ernest Sims, \$2.80; Maroin Skinner, \$1.40; Walter Smith, \$2.79; John W. Pruitt, \$4.20; Joseph J. Martin, \$1.40; Ernest Mitchum, \$2.34; Charles Mizell, \$1.40; Wm. Mockenfuss, \$2.34; C. Martin, \$2.34; Frank Judah, Jr., \$1.40; Robert Kline, \$2.79; James Las-

siter, \$11.66; Maroin Gordon, \$13.54; D. Greenhill, \$4.66; George Finklea, \$6.05; Tom Doyle, \$2.34; Milton Eison, \$9.33; James Davis, \$6.06; Theodore Conner, \$2.34; Lundy Cason, \$2.79; John Blizzard, \$3.25; Randolph Browder, \$5.13; Wm. Axgon, \$2.79; Clarence Barrineau, \$2.34; Tennyson Ashe, \$6.06; Mustafa Wakkey, \$26.66; Clarence Akers, \$2.34; Julian P. Whitley, \$5.99; Robert Woods, \$1.99; Harold Weathers, \$2.67.

### SS Stephen W. Gambrill

Fred Lindsey, \$30.57; Otto Laske, \$157.78; Hubert Paeshuys, \$1.84; Elud Castonguay, \$3.55; J. Rogers, \$9.98; F. L. Lindsey, \$17.56; T. R. Terrington, \$21.34; H. Tatlin, \$10.32; W. C. Stilea, \$10.32; Carl Jackson, \$5.60; J. B. Marris, \$2.34; Robert Plunket, \$2.79; D. E. Steele, \$5.14; Samuel A. Harris, \$6.79; Joseph S. Fryonx, \$1.19.

## PERSONALS

### WALTER H. STOVALL

Get in touch with J. Gray, c/o SIU Hall, Cleveland, Ohio. He was your shipmate on the SS Petrole when you were Bosun.

### RALSTON A. STUART

Your parents would like to hear from you. Mr. and Mrs. L. R. Stuart, St. Francis, Kan.

### CHARLES W. KERSHAW

Your friend John A. Kevicki wants you to write him at 826 South Wabash Ave., Chicago, Ill.

### JOSEPH F. S. BARRON

Get in touch with your sister, Colleen Barron Worthy, Attalla, Ala.

### KENNETH WEISNER

Communicate with your mother, Mrs. G. Weisner, National Hotel, Sturgeon Bay, Wis.

### FRANK RAKAS

Contact your mother, Mrs. Mary Rakas, 245 Glover St., Brownsville, Pa.

### FRANK W. VAN LEW

Get in touch with Victor W. Sease, 6700 St. Estaban, Tujunga, Calif.

### J. S. WILLIAMS

Please contact the American Merchant Marine Staff Officers' Association, 41 Sutter Street or 564 Market Street, San Francisco 4, Calif.

### ARMANDO DEFERNO

The case aboard the SS Thomas Cresap has been settled in your favor. If you report to the Shipping Commissioner at Baltimore you can pick up an order on the company for the money due you.

### AL WHEELER

Get in touch with Ray Bergeron, 41 Silver Street, Middletown, Connecticut, care of Mrs. Francis Lefebvre.

### TRINIDAD GEORGE

Get in touch with Tom Jasko, 439 Henry Street, South Amboy, N. J.

# Unclaimed Wages

## Mississippi Steamship Company

501 HIBERNIA BLDG., NEW ORLEANS, LA.

The following is a list of unclaimed wages and Federal Old Age Benefit over-deductions now being paid by the Mississippi Steamship Company covering the period up to December 31, 1946.

Men due money should call or write the company office, 501 Hibernia Bldg., New Orleans, La. All claims should be addressed to Mr. Ellerbusch and include full name, Social Security number, Z number, rating, date and place of birth and the address to which the money is to be sent.

Held, Camille E.	4.32
Helem, M.	12.14
Helgoe, Willard L.	5.14
Helvin, Hamilton S.	2.82
Hemstead, William	12.27
Hemund, Rudolph L.	4.66
Henault, Haymond A.	7.15
Hendershot, James L.	3.56
Henderson, F. W.	5.32
Henderson, Gordon B.	3.38
Henderson, Kirkham	1.40
Henderson, Leland B.	11.02
Henderson, Raymond J.	.46
Henderson, William Jr.	28.00
Hendren, Henry H.	1.91
Hendrick, Frank J.	4.73
Hendrick, R.	.27
Hendricks, Benjamin L.	7.20
Hendricks, C. R.	3.17
Hendricks, Otis	9.81
Hendricks, Raymond D.	16.81
Hendricks, Thomas F.	16.14
Hendrix, Donald	28.39
Heneten, Charles J.	5.94
Heniken, Edward A.	5.03
Henkelman, Jacobus H.	2.56
Hennebery, Patrick	9.90
Hennessey, James J.	4.46
Henricks, John	98.75
Henry, Charles	.74
Henry, Hayden F.	9.15
Henson, Fred L.	1.42
Hentchel, Cecil A.	18.53
Herbert, Joseph N.	38.16
Herbert, Leonard D.	4.21
Herbert, Vincent A.	3.92
Herce, Mario	.74
Hergenrader, Theodore	15.89
Herhansen, Otto T.	12.01
Herman, Lawerance D.	37.33
Hermann, J. C.	.89
Hernandez, E.	2.37
Hernandez, Edward J.	3.81
Hernandez, Guam	1.78
Hernandez, Ignacio	61.92
Hernandez, Percy	19.08
Hernandez, Rudolf J.	7.00
Hernandez, S.	9.71
Herndon, Charles F.	89.97
Herring, Bobby M.	127.34
Herring, Reginald F.	5.65
Herrmann, Robert	.89
Herzig, Henry G.	3.26
Herzold, Henry J.	9.98
Hesketh, William A.	2.23
Hess, Benedict I. V.	3.13
Hess, Charles T.	20.53
Hess, Clarence A.	17.26

Hess, Kerman E.	3.73
Hesselrode, Homer A.	1.00
Hestines, Gaile	2.84
Hestness, Eli V.	5.69
Hetherington, William	18.48
Hewi, Clarence L. Jr.	2.75
Hewitt, Robert R.	2.23
Hey, George	.74
Heyan, J. J.	11.59
Hibbitts, Francis L.	7.42
Hickey, Daniel Patrick	23.24
Hickey, Donald A.	4.78
Hickey, William R.	4.81
Hickman, W.	.32
Hickman, Oneal	5.07
Hickman, Thomas E.	2.23
Hicks, Burrell	7.08
Hicks, Carl	15.48
Hicks, Charles Thomas	2.16
Hicks, Delbert C.	7.90
Hicks, Graham E.	.42
Hicks, Homer L.	1.16
Hicks, Raymond Jr.	.80
Hicks, M.	1.42
Hicks, William H. Jr.	29.58
Hiemann, Edward	10.74
Higgingothan, Uric	5.35
Higginbotham, Rolet D.	2.95
Higgins, John M.	1.19
Higgins, Joseph J.	2.63
Higgs, Charles Vernet	6.29
Highsmith, Julius C.	4.32
Hightomar, Delma	44.87
Highto, Jimmy A.	1.98
Hilszek, Stanley	114.59
Hilburn, Joseph	.51
Hildreth, G. H.	.33
Hill, Allan	49.85
Hill, Charles C.	1.37
Hill, C. E.	.46
Hill, Dale H.	13.53
Hill, Edwin C.	6.15
Hill, Edwin W.	5.09
Hill, Edward	8.01
Hill, Fred Tiney	8.51
Hill, Gerald C.	11.71
Hill, Henry	10.23
Hill, John J.	1.48
Hill, J. W.	.79
Hill, Marvin J.	53.84
Hill, Raymond W.	2.81
Hill, William J.	14.55
Hillard, Donald C.	.69
Hillary, James E.	9.52
Hillary, William S.	20.07
Hilliard, Horace E.	.46
Hilliard, Johnnie Robert	3.96
Hillman, R.	7.76
Hills, Forrest A., Jr.	7.12
Hilton, Don L.	1.93
Hilton, Jack T.	7.35
Hilton, Joseph S.	11.58
Hindle, Herbert C.	12.74
Hinds, Alfred M.	11.88
Hines, James I.	46.91
Hinton, D., Jr.	.72
Hintze, Robert	10.80
Hipa, Lani J. N.	4.33
Hippach, Frank C.	88.25
Hippard, J. S.	3.74
Hirdstra, K.	9.56
Hirsch, Abe M.	22.40
Hirschkowitz, M.	2.47
Hirshfeld, Richard S.	14.93
Hitchcock, Martin J.	25.46
Hitchcock, William R.	7.47
Hitchcock, Willis W.	98.75
Hitton, L. D.	3.36
Hmelar, Joseph	.69
Hobbs, Wayne	1.14
Hobby, Roscoe Roland	5.74
Hock, Jolen W.	52.78
Hock, Raymond James	8.86
Hodge, Clarence	3.55
Hodge, M. H.	5.51
Hodges, Gaines D.	6.80
Hodges, Robert L.	5.77
Hodgkiss, Robert C.	4.20
Hodiman, F.	.53
Hoehn, C. W.	10.72
Hoehner, Charles F.	4.47
Hoet, Louis M.	.12
Hoff, Glen R.	.69
Hofpland, Edward J.	8.26
Hoffman, August Jr.	2.32
Hoffman, Bertrand S.	1.45
Hoffman, Boland A.	11.67
Hoffman, Charles R.	2.79
Hoffman, Eugene C.	13.54
Hoffman, George	24.84
Hoffman, Ross B.	25.99
Hofman, Jr.	12.42
Hogan, Edward E.	5.45
Hogan, S. J.	2.00
Hoggins, Willits	2.23
Hoitela, Carl E.	1.78
Hokamon, C. O.	3.51
Hokamp, Alex Sr.	1.87
Hokanson, Carl	3.48
Hokanson, V.	2.59
Hoke, James T. Jr.	.45
Holahan, Robert P.	14.93
Hoscomb, R. E.	1.65
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Holland, F. P.	4.13
Holland, Frank E.	1.14
Holland, J. P.	.52
Holland, Jack D.	.94
Holland, Melvin C.	.94
Holland, Ralph A.	5.60
Holland, R. L.	24.27
Hollen, James C.	1.54
Hollinger, Joseph W.	5.76
Hollingshorst, C.	.39
Hollingsworth, Harold	3.98
Hollomen, R.	.46
Holloway, Walter L.	60.00
Holman, Jackson W.	1.13
Holme, James R.	56.40
Holmstrom, John	4.71
Holovich, E.	.22
Holsinger, Jack	4.98
Holste, Henry	13.88
Holstead, Sam J.	.74
Holstrom, Richard	2.16
Holt, Allen K.	11.20
Holzman, Raymond	1.38
Home, Donald W.	18.38
Hones, John Paul	.79
Hood, William H. Jr.	10.63
Hoodlet, John Wesley	3.08
Hooks, William A.	4.78
Hooper, Alfred F.	1155.21
Hooper, Tom	16.84
Hoots, Wesley D.	22.40
Hoover, W. E.	1.88
Hopkins, Chas.	4.09
Hopkins, Jack Watson	28.00
Hopson, Wm. T.	.45
Hormon, Earl D.	32.66
Horn, Leonel E.	12.64
Horodecky, Robert	16.38
Horoshin, J.	2.97
Horsfall, Willard T.	8.86
Horth, Roger J.	5.40
Horton, Don C.	40.00
Horton, Guy	.89
Horvath, Louis J.	.89
Hoschs, Earl	4.34
Hoskins, F. M. H.	9.95
Hossler, Richard	4.14
Hoth, Lester F.	2.48
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Houston, George Jr.	12.77
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Howard, Dewey H.	7.13
Howard, H.	26.38

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Hughes, Wallace G.	.49
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Hull, Geo. C.	11.71
Hull, John N.	.71
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Hunter, Cecil H.	12.83
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Hunter, John T.	17.36
Hunter, Leo	.01
Hunter, Wilbert T.	1.04
Hunter, William	1.48
Hunter, William	9.33
Huot, Harry N.	5.51
Hupe, Fritz	10.88
Huppert, George F.	4.94
Hurdle, Joseph	2.36
Hurlbut, E. V.	61.87
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Hurum, Elmer C.	11.24
Huss, Philip L.	2.23
Hustead, Bobby	13.54
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Hutcherson, Howard C.	9.40
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Hutchins, H. R.	33.19
Hutchinson, Stanley J.	1.97
Hutchinson, Tyre Bray	.78
Hutton, Dewitt T.	1.04
Hutter, Robert G.	9.85
Hutto, Alvin C.	21.16
Hutton, Lloyd D.	10.74
Hyatt, Richard M.	.79
Hyatt, Thurmon	8.41
Hyde, Arthur A.	11.59
Hylander, George W.	1.98
Hyman, Jack	1.39
Hyman, Lester McDonald	6.05
Icay, C. A.	4.22
Ievin, Peter J.	58.01
Igo, William C.	4.67
Ikerd, Donald J.	46.08
Iim, Carl August	.51
Imboden, Scott A., Jr.	5.46
Immer, Arthur	1.50
Infante, Antonio	5.10
Ingebretson, Andreas	.60
Inglehart, Harry N.	2.23
Inghis, Cecil B.	60.00
Ingram, Robert E.	2.24
Ingvarsson, Gunnlaugar	95.86
Inscho, Floyd W.	.69
Inscoe, Russell E.	5.66
Inwood, L. H.	.81
Iovin, Peter J.	9.97
Irland, Thomas E.	10.74
Irwin, Roy R.	3.61
Isaacson, H. R.	52.01
Isham, Robert B.	6.06
Isnor, Gilbert C.	6.12
Ittner, Harold D.	1.92
Iverson, Richard A.	.30

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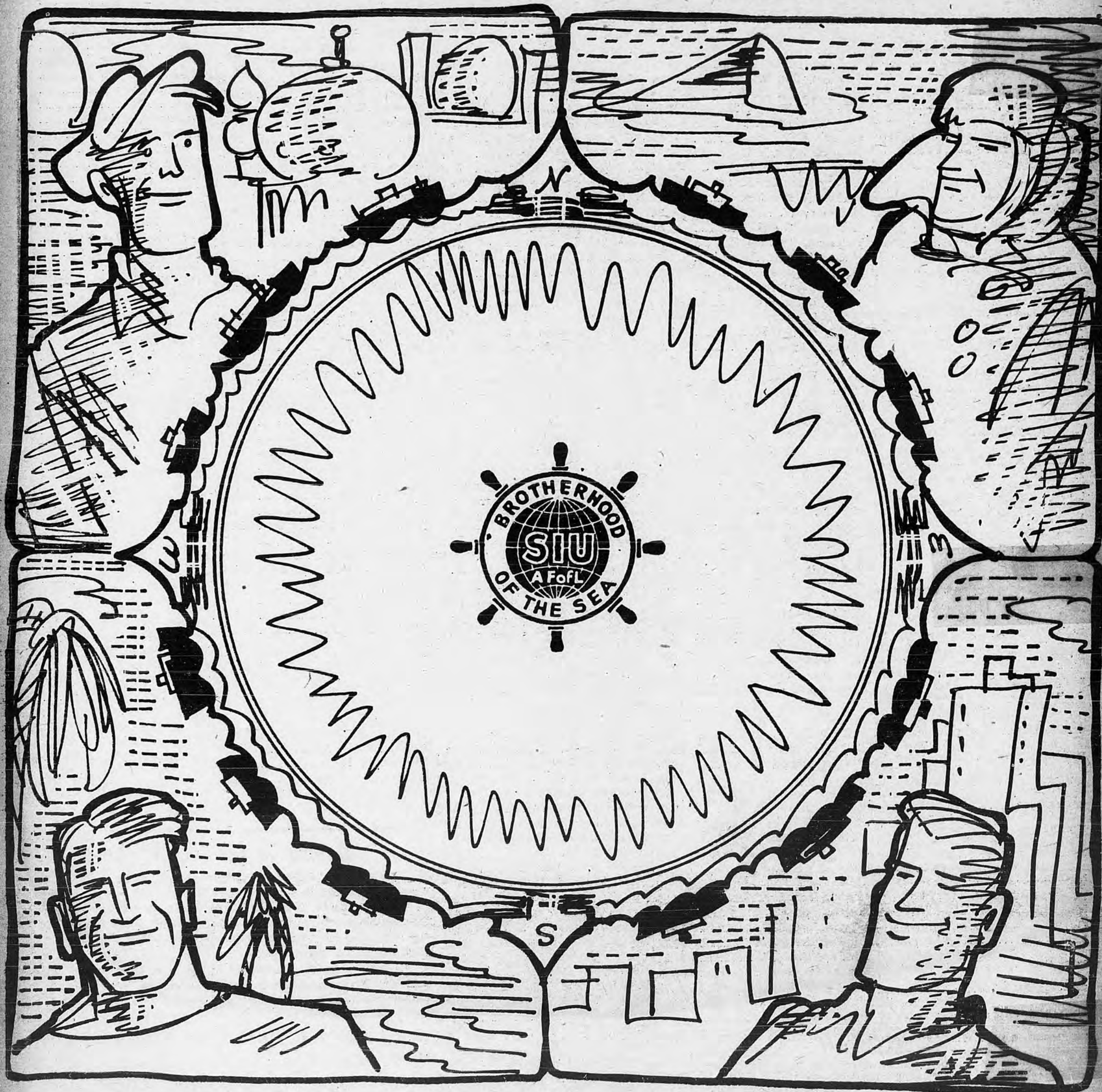
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