

Registration Rules Okayed By Members

After thorough membership discussion, uniform registration rules were adopted for all A&G Hall at regular branch meetings the evening of November 3. The rules, through previous action, had been in effect in New York since early October.

These rules, which provide that men shall register in job groups, stem from a membership demand for registration uniformity made to the last Agents Conference.

Recommendations were first worked out by rank-and-file port committees last June. In July, a Headquarters rank-and-file committee sifted, clarified and formulated them.

The tentative new rules were then submitted to the membership for further suggestions and clarification. They were discussed at meetings and were printed in three issues of the LOG.

Under the new rules, the Deck, Engine and Stewards Departments each are divided into three groups for purposes of registration. Men may throw in for any one of the jobs listed in the group in which they are registered, provided, however, they have the necessary qualifications.

The rules are intended to protect the unrated jobs, to provide for handicapped men, to give men incentive to sail in top ratings and, above all, to eliminate the inequities resulting from varying rules in the several ports.

Exit The Phonies

The Dewey-Warren combine, hard-riding boosters of the Taft-Hartley Law, rode into oblivion this week, leaving behind their red-faced supporters—some of whom were "labor leaders." The reward expected by these piccards for "good and faithful service" to the little man with the moustache will never come. Actually, the reward would have been a wave of "investigations" into many unions by the Washington boys after the first of the year. Now these anti-labor finks' hatchets must go into cold storage.

It was a mighty tough blow to more persons than the bankers, pollsters and newspaper publishers.

EARLY VOTERS IN A&G ANNUAL ELECTION



In all Atlantic and Gulf District ports this week Seafarers were turning to the highly important task of choosing officials to serve the Union in 1949. In the port of New York, early voting was heavy, with men in photo above being among the first to cast their ballots. HAVE YOU VOTED YET?

Transportation Rule Reopened For Discussion

Because of some objections or misunderstanding of the reasons for the newly-adopted transportation rule, the entire question has been reopened for membership discussion and possible future action, with the SIU urging all members to express their views.

The transportation rule presently in effect is the result of membership action, following recommendations made by the Negotiating Committee last August.

The Negotiating Committee's proposal, which was adopted by regular membership meetings, said that members entitled to transportation money must accept it and pay off the ship, and replacements shipped from the Union Hall.

In urging a full airing of the subject, the Union especially recommends that the members voice their opinions, pro and con, through the medium of the SEAFARERS LOG, so that the widest audience possible may be reached.

The Union recommendation for broad discussion of the transportation rule is based on the view that, by giving all hands an opportunity to state their position, the issue will become much clearer, thereby making it easier for appropriate action to be taken.

The need for a fuller understanding of the transportation rule, and further membership action on it, was prompted by the objections of several members.

REASONS

Three sound reasons were offered for the new transportation rule. First, the Negotiating Committee pointed out that, since the SIU had fought so hard to win the transportation clause in its contracts, failure of crews to take the money might indicate to the companies that the clause was unimportant. Consequently, the danger existed that the operators would refuse in the future to renew this important clause, and would have strong arguments in their favor.

Second, because of the job

shortage in the maritime industry, the new transportation rule was seen as an effective aid in broadening the employment possibilities for all hands. With crews of ships affected taking the transportation money and allowing a new crew to be shipped from the Hall, the turnover in jobs would be greatly increased.

Third, the company's would be encouraged to add ships to their

runs, thus increasing the number of jobs available to Union members.

Response to the request for viewpoints thus far has brought forth a considerable number of letters, on both sides of the question. Many of them have been published in the past several weeks. All letters received will be published, insofar as space permits.

Cities Service Tankermen

Cities Service is starting a company union in a belated effort to beat off the organizing campaign of the SIU. The immediate aim, through the medium of company union petitions, is to separate the pro-SIU men from their Union shipmates. To counter this vicious move, all pro-SIU men on Cities Service ships should take the following steps:

SIGN THE PETITION FOR THE COMPANY UNION, IF ASKED TO.

STAY ABOARD THE CITIES SERVICE SHIPS AND VOTE FOR THE SIU.

Company Union Is Latest Dodge Of Cities Service

Cities Service has a new trick—a company union.

For about a month now the company has been circulating among its crews a slick bit of literature which combines a "notice" to Cities Service of the "independent" union's existence with a deceptive argument pointing to the new organization's dubious virtues. Obviously the company is acting largely from fright in making this desperate attempt to ward off the SIU.

Cities Service is expected to use the company union's membership list as a hiring reference. In other words, anybody who refuses to sign up will have a tough time staying aboard a Cities Service ship—until after

the company is brought under full SIU contract.

For this reason Seafarers sailing Cities Service vessels should sign up for the company union immediately to protect themselves against the blackball, Director of Organization Lindsey Williams announced this week.

ARTFUL

Cities Service does not admit that it is attempting to form a company union. The literature being handed out to crewmembers is unsigned.

However, the artful wording of the argument supporting the move could have come only from the company. Moreover, headquarters of the new organization is in a building in Linden, New Jersey, which is almost wholly occupied by lawyers.

The new union is called the Citco Tankermen's Association, which is pretentiously shortened to CTMA, and it purports to represent all the unlicensed personnel of the Cities Service fleet. Apparently there is no argument about certain ratings being "supervisors" under the Taft-Hartley Act.

The "notice" to the company—there are copies of the notice for each of Cities Service's 16 ships—proposes that CTMA elect an executive committee "who in turn shall select an executive secretary and treasurer duly elected by the members as a whole at a regular meeting held aboard their respective ships by unanimous vote."

What actual constitutional procedure this legal double-talk prescribes defies analysis. However, there is little doubt but what the company would manage to rig any and all elections by one trick or another.

MALARKY

The only logical explanation for Cities Service's promotion of a company union is that the company is afraid of the SIU. If that is the case, the company is too late.

Misleading statements and outright falsehoods about the SIU, which is identified as an "outside union," are evidence of the company's fear. The phony argument by which CTMA's alleged virtues are advanced abounds in malarky.

Naturally, the Union Hiring Hall comes in for heavy attack. It is implied that most men who sail tankers love them so much that they want to sail nothing else, and resent being "forced" to take jobs on dry-cargo or passenger ships under the rotary shipping system.

WHOPPER

This is, of course, nonsense. No Seafarer is forced to take the first job that comes along. The rotary system gives him first crack at a job in his rating when his shipping card comes due. If he likes tankers and wants to wait for a tanker, to do so is his privilege.

The biggest whopper in the company propaganda is the statement "No union has as yet been certified by the National Labor

(Continued on Page 7)

SEAFARERS LOG

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

Affiliated with the American Federation of Labor

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

HAnover 2-2784

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



The Democratic Way

This week two things are giving a perfect demonstration of how the Seafarers International Union works.

Voting for the election of A&G officials commenced on Monday, November 1. Seafarers lined up before the ballot boxes in all ports to express their preference in democratic SIU style.

They had every opportunity to study the qualifications of the men who had been nominated by the membership for office. Two weeks before the voting began, the LOG ran thumb-nail biographies of the candidates based on statements submitted by the candidates themselves. In addition, the LOG ran pictures of all candidates (except two who neglected to send in the passport photographs which had been requested). No candidate received a more favorable display than any other.

The voting will continue through December 31. When it ends, the results should be as perfect an expression of A&G opinion as is humanly possible. This is democracy in practice.

The other example of SIU democracy is the current discussion, pro and con, of the Union's new rule on transportation.

This rule was voted into effect by the membership on the recommendation of the Negotiating Committee. However, since its adoption some members have concluded that the rule as it now stands should be clarified.

The rule has been brought up at regular meetings up and down the coast and for the past several weeks, has been the subject of a lively debate in the LOG.

In this issue, several letters for and against the new rule appear on page 13. It is quite possible that the entire question of transportation eventually will be re-submitted to the membership, depending on what the members themselves wish to do. At present, all motions have been tabled until the matter has been thoroughly aired in the LOG.

The LOG will continue to publish as many letters on any or all sides of the transportation issue as space permits. All members are urged to send in their views. The Union's transportation rule is the membership's own rule. It is the Union duty of anybody who has an opinion about it to speak up.

Important as the elections and the transportation rule are in themselves, they are not as important as the manner in which the SIU acts upon them.

The strength of the SIU has many sources. One of the most important—perhaps, indeed, the primary source—is the membership's constant adherence to completely democratic principles.

Whether it is a Union election, a proposal to change registration or shipping rules, or any other matter which affects the membership, everybody has the opportunity to voice his opinions.

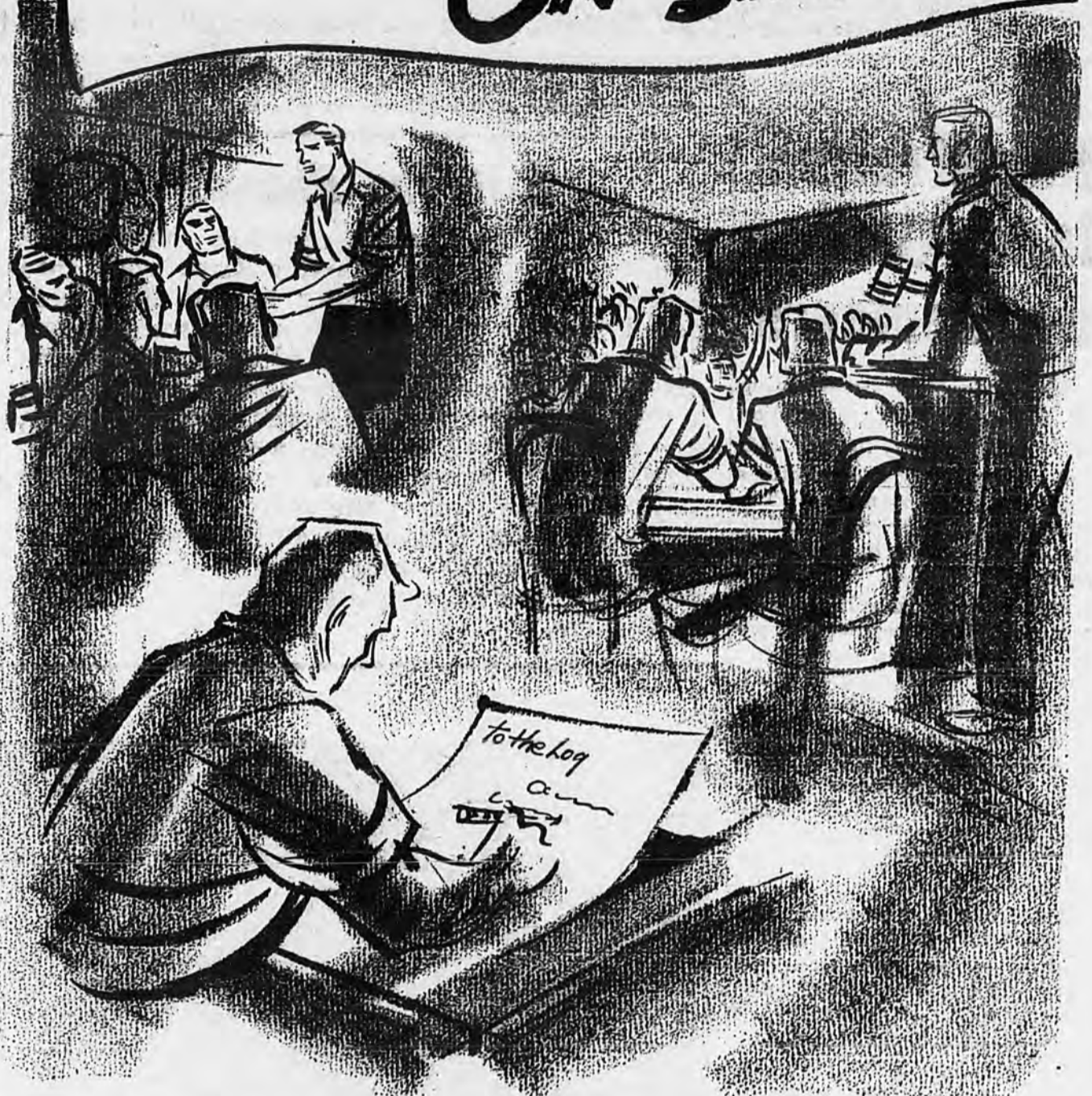
It is the SIU's thorough democracy which in the end has been responsible for the Union's ability to plow through the obstacles which beset all maritime unions.

When the SIU makes a decision, it is the membership's decision. No Union can move against its enemies with a close-knit, hard driving organization unless its policies and rules represent the will of the membership arrived at through democratic processes.

Because the SIU does things the democratic way, it can face with confidence any problem that may arise.

In short, the democratic way is the SIU way!

ON SHIP AND ON SHORE



Men Now In The Marine Hospitals

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

BOSTON MARINE HOSPITAL

VIC MILAZZO
WALTER E. BEZANSON
THOMAS W. RITSON
JULIUS HENSLEP
JOHN J. GEAGAN
JOSEPH E. GALLANT

BALTIMORE MARINE HOS.

J. P. THRASHER
RALPH FREY
JOHN FITZSIMMONS
F. BECKER
R. PURCELL
C. SIMMONS
L. G. LINTHICUM
F. R. MILLS
E. BROADERS
P. W. STRICKLAND
T. C. HICKEY
D. E. SMITH
A. M. ATKIEWICK
E. W. GONYEA
C. C. FRITZ
E. C. LAWSON
J. BASCH

STATEN ISLAND HOSPITAL

R. T. WRIGHT
R. E. LANSDALL
R. N. MCGEE
ANDY HOURILLA
A. ACOSTA

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

MOBILE HOSPITAL

W. HAFFNER
J. E. CEPHAS
Y. McMILLAN
A. C. McALPIN
C. HLOVER
B. WECK
H. LAWRENCE
E. LEARY
R. McKAY
C. V. WARNING
F. S. CRUMPIER

GALVESTON HOSPITAL

NICK NIKANDER
J. GIVENS

Hospital Patients

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

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

NEW ORLEANS HOSP.

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

What Is Future For Diesels In Maritime?

By JOHN BUNKER

Long-debated by shipboard engineers as well as operators and designers has been the question of whether or not the American merchant marine should go in more heavily for diesel power.

The question is of particular interest to young men at sea who are looking toward the future, and wondering if specialization in diesel will advance them in their profession.

The best answer at present to any query regarding prospects for dieselization in our merchant fleet is that old French expression "comme si, comme ca"; or "maybe, yes; maybe, no."

In some branches of the merchant marine there are decided trends toward more diesel use; in others, steam power is still king, and it doesn't appear now as though diesel engines will very soon replace it.

As England, Norway, France, Holland and other European nations push the rebuilding of their war-battered merchant fleets, the emphasis is on the use of internal combustion engines in place of oil or coal-fired boilers. Except for liners and the large passenger-freighters, steam is riding a back seat in postwar European ship construction.

NOT IN AMERICA

In this country, however, the contrary is true.

Our shipyards are now working on a sizeable program of new liners and tankers, tugs and miscellaneous craft. Of these, all the large, seagoing types will be powered by high-pressure, geared steam turbines. Not a diesel among them.

These ships, when completed, will carry at least 250 engineers, all of whom, incidentally, will have to be trained in operating high pressure plants.

Inasmuch as operators have selected steam for these vessels—most of which are being built on private account for the major oil companies, and which will probably set the pace for future ship construction in the tanker field—there is not much possibility of diesels putting up serious competition for some years to come.

With the great expense required for design and investment in steam plants, vessels owners are not likely to do an about-face and experiment with diesel.

And diesel engines for most American companies amount to just about this—an experiment. Experimenting is costly. Steam plants are tried and proven. Diesels for many operators are not.

SOME EXCEPTIONS

There are interesting exception to this, however.

A few diesel freighters were built by the old Shipping Board and were run successfully in the overseas trades for many years by a succession of companies, finally ending up with the American Pioneer Line just before World War II.

They were, according to reports, good vessels. And, it must be remembered, great improvements have been made in seagoing diesels, since these ships were built shortly after World War I.

The Sun Oil Company has been successful with Diesel ships, with a fleet that includes some 8,200 hp tankers driven by internal combustion engines. The company says these ships, including one built back in 1923,

have proved reliable, efficient and economical.

Most successful operators of diesel ships are those companies, like Sun Oil, which can support a shoreside gang of trained mechanics, to service the engines when the ships arrive in port after a long voyage. This service helps to eliminate vexatious and expensive breakdowns at sea.

Anyone who has sailed down below on a diesel ship knows the peculiar traits these engines have of going haywire, just when everything seems to be operating like a charm. They are complicated masses of moving parts in comparison with the relatively simple steam system, either reciprocating or turbine.

PERSONNEL NEEDED

Getting trained diesel personnel, the Sun Oil and other diesel owners find, is a hard job. A lack of experienced operating engineers is another deterrent to more general acceptance of the diesel in the American merchant marine.

It's a "hen and the egg" proposition. Without a reservoir of skilled mechanics to draw from, shipping firms don't want to invest in diesel equipment. And without an ample supply of jobs, the steam engineer doesn't choose to invest in lengthy schooling to learn the intricacies of the internal combustion engine.

Had there been a large number of Diesel ships added to the emergency fleet of American cargo carriers during World War II, it is likely that many ex-Navy men with diesel experience would have been attracted to the merchant service, for the Navy operated a stupendous numbers of diesel vessels during the war.

It had thousands of diesel-powered landing craft alone, besides mine sweepers, tugs, escort craft and many other auxiliaries similarly powered.

The larger landing craft had plants of a size comparable to some merchant ships and voyaged all over the world, so the engineers on these vessels had no lack of practical experience.

FOREIGN FLAGS

Despite early wartime plans to dieselize a part of the Victory ship fleet, the Maritime Commission confined its installations to a few C-class freighters, all of which have found ready buyers since the war.

Many of them are now calling in American ports, mostly under the Danish flag, the Danes being smart enough shipping men to know a good thing when they see it. As soon as these diesel freighters were put on sale after the war, the Danes and others gobbled them up with gusto.

Stanley M. Lecourt, research engineer for the Mississippi Shipping Company, has recently presented a very interesting analysis of results the Delta Line has had with its fleet of CIA-type diesel cargo ships. The report may encourage other lines to think much more seriously about the advantages of internal combustion power.

When the company was awarded the right to operate ships to West Africa last year, it carefully considered the myriad vessels available in the laid-up fleets, and finally decided to buy six diesel ships.

So many of the government's small war-built fleet of diesels had already been sold to foreign

The writer of this article, John Bunker, is a retired member of the Atlantic and Gulf District who sailed SIU ships through and after the war. While still a member of the SIU, he wrote the pamphlet "The SIU At War," commemorating the heroism of SIU crews during the war years. Presently, Brother Bunker is the maritime reporter for one of America's leading newspapers, "The Christian Science Monitor," and is writing a history of the merchant seaman's contribution to the war effort.

flags, as previously mentioned, that Mississippi was able to buy only five diesels. There were no more.

These five have proved very successful according to Mr. Lecourt.

CONSUMPTION SAVINGS

After 14 months of operation, detailed log book data and expense records show that these ships spend less for fuel than a steam vessel on the same run despite the higher cost of diesel fuel oil over bunker fuel. The

saving was in consumption.

Mississippi found that it also saved some in crew wages on the diesels over the steamers, despite the fact that diesel engineers and oilers get premium pay. Not needed, of course, are firemen. The diesel ships also saved money on maintenance and repairs.

From a study of actual cost figures, says Mr. Lecourt, the Delta Line has found its diesel fleet to be both economical and reliable, the inference being that

it would like to have more if the Maritime Commission had not already sold all it had.

While the employment field for diesel engineers is still limited in the big-ship field, there should be plenty of job opportunities among the small ships, for construction of river towboats and harbor craft is proceeding fast. It won't be long before steam towboats on the mid-western rivers are almost a thing of the past.

When, and if, the once-big coastal trade is revived, some shipping men predict it will be with the use of specially designed, diesel-powered vessels able to compete with low-cost highway trucking. If this proves to be so, the internal combustion engine will find a wide use and provide hundreds of jobs in what has traditionally been the most important segment of the American merchant marine.

Member Exposes NMU Practices

The National Maritime Union is learning fast that people who live in glass houses shouldn't throw stones.

For years the CIO maritime outfit has been trying to conceal from its membership the untidy state of affairs in their own house by wildly charging that the SIU engaged in backdoor shipping, played up to the shipowners, and used undemocratic methods.

There were other charges just as absurd. But they were convenient sops to drop on the confused and abused NMU membership.

Now, however, as the smoke clears, the corruption and sordidness that has been rampant in the NMU for years is coming to light. And the NMU is emerging as guilty of the very practices with which it had attempted to smear the SIU.

In the face of mounting dissatisfaction with the internal situation in his union, NMU president Joe Curran advised members to state their beefs specifically.

He received a solid answer in a letter from NMUer Darwin Deen, Book No. 62660, which was published in the Pilot of October 22. A section of Deen's letter, pointing up some of the "rotten practices" in the NMU, appears in the cut below. In the rest of his letter, not reproduced here, the NMUer offers proposals for the correction of the malpractices he believes "may wreck our union."

The record shows conclusively that the SIU, which has consistently led the way on the waterfront in racking up gains for all its membership, has its house in order. It is the NMU, which is—by its membership's admission—all fouled-up.

PILOT—OCTOBER 22, 1948

Shipping Rules: A Program To Develop Job Security

Now that the elections are over and the task of putting our house in order is beginning, we must understand the basic faults that led to some of the rotten practices of the past. President Curran mentioned recently in "Passing the Word" that the membership should bring up specific cases. The practices of brown-nosing toward company officials, formation of cliques on ships, kickbacks of various kinds, individuals scheming to bypass the rotary shipping system, and the fear of a member of expressing himself on board ship are not in the nature of isolated cases. If and when these and other anti-Union practices can be proven, they are dealt with. But, by their nature, they are difficult to prove.

The presence of these "performances" does not mean that the NMU is on the rocks. Far from it, we are still the leading maritime Union and the membership has proven itself by clear thinking in the recent elections. However, if these bad practices are permitted to continue, they will increase in number and may wreck our Union. These evils prevent the development of our full resources of solid, militant, trade union participation which is potential within each member.

In order to right a wrong we must understand it fully.

1. Licking the boots of company officials exists because the companies have built up a great deal of undue power. Through the blackball system and discrimination the seaman is pressured into kowtowing.

2. Squealers have been made out of Union members by the company showing favoritism to individuals.

3. Cliques have been built up on some ships which invariably center around a company stiff. This creates a home for a few seamen, but a hell for the majority, and acts as a stopper on sincere Union activity.

4. And once a company stooge, these anti-Union elements misuse the system of rotary shipping by taking advantage of loopholes in our Shipping Rules.

5. Many brothers who hold ratings qualified by the U. S. Coast Guard are prevented from shipping in these ratings by fantastic company demands on discharges. A qualified man, who has knocked himself out on examinations is compelled to ship in a lower rating and try to get a promotion. As if this wasn't bad enough, officers have developed a bad habit of picking "fair-haired boys" so that he usually has to brown-nose to get a promotion—which leads us right back to point one.

While we recognize the right of a company to bar incapable, or unreliable performers, the reputed blacklist of 5,000 men in one company is a direct threat to the security of our Union. This means the personnel director selects the seamen, not the rotary shipping system.

All these things undermine the ability of the Union to act as a representative organization, a defender of the membership.

These practices make possible the monopoly of key jobs by elements who may not be competent, and who hold them by piece-off and kowtow. The presence of these poor Union elements prevent a forceful and unified action on beefs. They lower our working conditions.

Heavy Balloting Is Reported By A&G Branches

Voting for 1949 officials started off with a bang Monday morning, November 1, and continued to pile up high votes throughout the week.

Indication were that even a larger turnout than in 1947 could be expected, according to reports from all Branches. Balloting will continue till December 31, to choose the 33 Officials who will administer Union affairs for the next year.

Jobs on the ballot are five less than last year, in line with the Union's economy program. Sixty-one candidates are on the ballot running for these jobs (biographical sketches, pictures and a sample ballot were carried in the LOG for October 22). Members may vote for men not on the ballot by writing in the desired name in space provided.

Full bookmen in good standing can cast their ballots in any A&G Branch during all work days through November and December, upon showing their books to the Committee in charge.

It is the duty of each to exercise his privilege to vote, and to make certain he is represented by men of his choice. A heavy membership turnout will enable those elected to take office confident of the backing of their Brothers.

Va. Ferrymen Will Vote Soon

The wind-up of an intensive organizing drive among the unlicensed crewmembers of the Virginia Ferry Corporation's ships will come on November 16-18 when the men will choose between representation by the SIU and no union.

Two hundred members of the three ferries, now operating on the Little Creek-Cape Charles, Virginia run, will register their votes during the three-day period at polling places located at both ends of the ferry run.

The announcement of the election came from the NLRB trial examiner in the Norfolk district, following recognition of the SIU's petition for an election to determine a bargaining representative. The SIU will be the only union listed on the ballot.

Several years ago the SIU was active within the ferry fleet, but was curbed from bringing the men under the SIU banner when the State of Virginia took over the ships and operated them until recently.

Notice To Crews

No. SIU Crew is to pay off any ship until the crew's quarters and equipment are as clean as any Seafarer likes to find a ship when he first goes aboard. Patrolmen have been instructed that the crew's quarters must be absolutely clean before a pay-off will be allowed. Please cooperate with your officials in carrying out this membership order.

HERE'S WHAT I THINK...



QUESTION: A shipowner recently made several proposals for "building up" the merchant marine. Included was a suggestion that seamen be encouraged to join the Naval Reserve. What do you think of this proposition?

EDWARD SAUL, FWT:

The whole thing has a fishy smell to me. Anytime a shipowner comes up with a plan which he says is for our benefit, I think we'd better be on our guard. The shipowners would probably like to see us under military discipline, while they are free to conduct their business as usual. They'd have an iron hand over us and would darn sure be able to eliminate overtime. It looks to me like this is a plan to break down the organized labor movement in the maritime industry. And, naturally, I don't like it. I'm not used to shipowners looking out for my interest.



GUSTAVE R. BREITWEG, OS:

I have three years in the Army and I don't feel like being dragged into something like that again. With three years in the SIU behind me, I find I like things just the way they are. The Union has a lot of vets, many of them Navy men, and I don't think any of them wish to put themselves under the command of the Navy again. Navy officers, the spit and polish of military command, and the general harsh discipline would be no easy way to live. This suggestion, should it be taken up, coupled with the Taft-Hartley Act, would most certainly put an end to maritime Unions.



HILDING PALMQUIST, AB:

That Navy business, I don't like it. The Navy has a funny style of doing things to my way of thinking. There's too much "Yes, sir" and "No, sir" in the Navy. They herd you around like a bunch of kids. I saw them doing it during the war. They tell you how to do everything including what you know already. There's a right way to do everything and a Navy way, I found out. And any Navy stuff would be bad for the Union. I'd rather have things the way they are with the Union Hiring Hall, Union Patrolmen, Union Delegates, Union rules and no Navy.

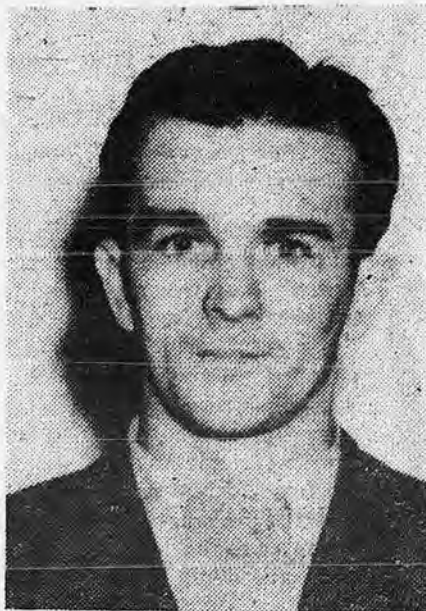
ANGELES Z. DEHEZA, St.:

I think the whole idea is a lot of hooey. It sounds like a little trap to take the bread out of our mouths. If we fell for it, the next thing that would happen is that they'd be taking away all our gains that we've fought so hard to win during the past several years. Once that happened it would be the end of freedom for the seamen. You can be darn sure the shipowner is not thinking about our welfare when he suggests that we join the naval reserve. I prefer to have the merchant marine remain completely in a civilian status. We'd be mighty sorry if we fell for this scheme.



EMIL PASZEK, Oiler:

I don't think this would be a good plan. That is my opinion after 20 years of sailing on Polish, Swedish, Norwegian and American vessels. The men who go to sea in the merchant marine do so because they are interested in it as a civilian occupation. If they didn't, they would probably have enlisted in the Navy or Coast Guard. If the shipowners plan was adopted it would change seafaring from a civilian job to a military affair. Then all the freedom that the civilian worker now has would disappear. No seaman would want that to happen.



WILLIAM MAUCK, OS:

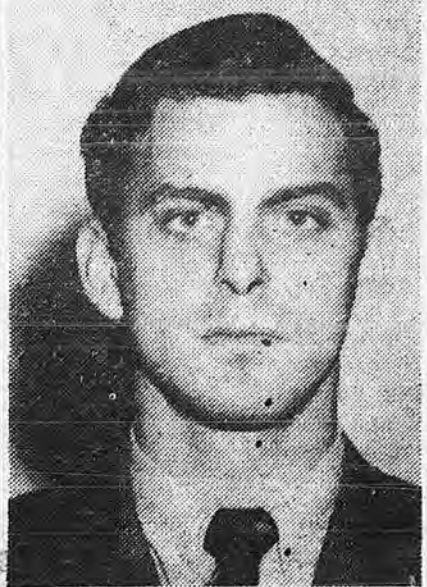
I have already put in my stint in the government military service. I have an honorable discharge from the U.S. Marine Corps, having served from 1943 to 1945. That shipowner's idea might sound good to some guys, but there might be plenty behind it that would mean no good for seamen. Once the guys were in the naval reserve, things would probably be different. And if they worked out like they did in the Marine Corps, I don't think the plan would have any advantage for seamen. The men would be getting the short end of the stick all the time—and you'd have to like it, too.

D. GIANGIORDANO, AB:

I believe we should let it go as it is, for in the first place although they start out with a request, they will end up by it being required. I don't believe in the Navy running things, because as has been proved in the past, whenever they are in charge they ignore the interests and rights of labor. I've sailed with a lot of ex-Navy men, and they are not up to par with merchant men. Even those who have sailed as Mate on merchant ships for fifteen years usually can't steer in an emergency. If we ever had to go on strike the Navy would move right in on us and break the strike.

JAMES L. MEEKS, FWT:

I disapprove of the idea altogether. They've always claimed that we were civilians and we have been treated as such throughout and after the war, especially insofar as war benefits and compensations were concerned. I don't see why we should now be encouraged to join any military reserve organization. Since we are in a civilian-managed industry, classed as civilian workers, I want to be free to come and go as I wish—the same as any shore-side civilian worker is free to do. I lost three ships as a civilian seaman in the war. I don't want to go into the Navy now.



AROUND THE PORTS

Job Boom Has San Juan Combing Beach

By SAL COLLS

SAN JUAN — The shipping picture in the port of San Juan right at this moment, I am happy to state, is excellent. If any more jobs are called in, I don't know where we'll get the men.

We've combined the beach and bars for the bookmen, and we've had to collect the permits from the permitmen, and issued orders for them to hang around the Hall, and be ready to take a ship at a minute's notice.

I don't know what's getting into the boys. They're paying off ships in San Juan, Ponce, Mayaguez, Fajardo, Guanica, almost every point on the island that boasts of a port, open or closed.

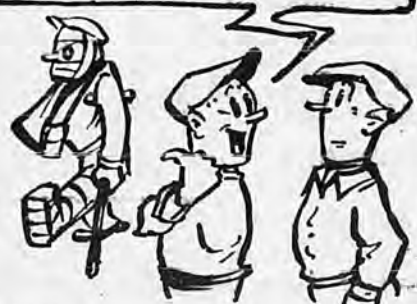
It can't be spring fever—not in November! Maybe it's the call of the tropics, the call of sunshine and rum and pretty sun-browned girls. Anyway, whatever it is, it's had us in the Hall jumping to keep the ships crewed up.

GETTING THE SHAKES

The three grandfolds of the Bull Line fleet, the Monroe, the Dorothy and the Emilia have been in Juan this past week. Old as they are and hot as they are it makes them a bit of a problem to keep crewed up. One ordinary seaman, whom we shipped to the Emilia, rode her round the island to the next port, then gave his notice and piled off.

He told us at the Hall he just couldn't stand the vibration. He said if he made a trip on her, he'd end up with the St. Vitus Dance! Even Tony Veira, our

HE SAID "EMILIA" WAS A HOT ONE, AND HIS WIFE DUMPED HIM



Patrolman and an engine man himself, admits that, when a replacement is called in for the Engine Department on any of the three he can feel the blast of heat from the Engine Room right through the telephone.

SNOWED UNDER

At this point, I'm going to stick in a few words on union patriotism. The last couple of weeks we've been snowed under with calls for jobs on half a dozen or more ships, as I've said before.

We've collected the permits. We've said to the permitmen: you're going to take this scow, and you're going to take that one, etc. And then suddenly, we found ourselves out of permits, and still with ships crying for men.

Now, what I want to say is this: there is nothing in the Constitution of the Seafarer's International Union that states a full bookmember can be made to take a ship. And I for one am

glad. None of us like strangleholds round our necks, especially Union seamen.

But when there are jobs to be filled, and when there are no permitmen to send to them, and when there are full-bookmen with the ratings for the necessary jobs, and when these same full-bookmen are on the beach, drinking and dancing and making merry, or Rosie, or Carmen, and make no effort to come to the Hall and take a job to help out—well, Brothers, I suppose I had better stop right here before I blow my top and start using some fine old full-bodied language.

TANKER ARRIVES

Last Thursday, October 28, a T-2 tanker wallowed in and tied up at the Army docks across the bay. No one paid much attention to her, until two SIU men showed up at the Hall with hospital slips off her. We found out she was a tanker in the process of being organized.

She was just going to be in port for a few hours, was going to take three months' stores, and then head out again for Aruba

and the Argentine. Anyway, to make a long story short, we located the necessary replacements, an AB and an OS and dispatched them to Ponce and a long, long cruise.

Ships calling at the port of San Juan in the last ten days have been the Dorothy, Emilia, Monroe, Suzanne, Rosario, and the Arlyn—all Bull Line Scows. We also had the Waterman Morning Light and Monarch of the Sea.

We've shipped thirty-five men to those ships—with the majority of jobs going to the Engine Department. From the looks of things shipping will be tops on the island until Christmas.

Men have been flying down from the Atlantic ports—mostly permitmen, and we've been able to get them out in a day or two.

There's been plenty of Bull Line shoregang, too. The boys on the beach have been drawing up a set of shipping rules for shoregang jobs, patterned after the official A&G rules. They expect to bring them up at the next general meeting for action to be taken by the membership.

Busy Week And Hopeful Future Heartening To Tampa Seafarers

TAMPA—A full crew sent to the Governor Kilby and replacements to several others made for good shipping here this week. The ships replacements went to the Bessemer Victory, Winslow Homer, John Lawrence and the Daniel Lowndale, all Waterman; and to the Mae of Bull Line.

On the Alcoa Ranger, in for a payoff, there was not a single disturbance on the ship; no drunks, no performers and all in order for the boarding Patrolman. The few hours of disputed overtime were quickly settled.

The only thing resembling a beef was the desire of several men to make another trip after having accepted transportation. All hands, however, paid off and several were able to ship back aboard.

So far this week we have had the Canton Victory for Waterman. Tomorrow the Winslow Homer comes back in, and later this week we will have another Waterman in for a payoff. This points to a coming week of good shipping.

P&O's Florida is now in Jacksonville for overhauling; following that she will go on a three-trips-a-week schedule. While this ship is in drydock a pay raise is expected to be negotiated.

FEW OLDSTERS

P&O hasn't come into line with the rest of the contracts yet, but this should come into line within a few days, as no great difficulty is expected in hammering out a new agreement.

Oldtimers have been scarce around the Hall as of late. They never seem to come around until they want a ship—then they're

gone with the wind. At present the "oldster roster" reads: Joe Wread, Nevin Ellis, Morse Ellsworth, Al Driver and Uncle Otto Pruessler. These men have just paid off a ship and are taking a rest.

Also found at moments here are several members of the Florida's Stewards Department, all waiting for her to return to Miami. Three of these boys are J. W. McCranie, George Burns and Mario Reyes.

Voting on the officials for 1949 isn't going too fast right now due to the good shipping, however, we hope to set an all-time record for the port come December 31.

Galveston Expects Fair Shipping To Hold

By KEITH ALSOP

GALVESTON — The favorable shipping conditions for rated men in this port during the past month swerved downward last week, but should bounce right back up again. Prospects for these men for the coming two weeks are fair.

One payoff and one sign-on marked the week's activity, with the SS Irvin Cobb of South Atlantic the scene of both events. She came into, and left from, Port Arthur.

FOUR IN TRANSIT

She brought in a beef that was the result of a misunderstanding about the tank tops. This was due to the fact that all but a few of the men weren't familiar with the contract.

Several of our contracted ships called in transit during the past

Port Baltimore Shipping Good, Should Remain So For Few Weeks

By WM. (Curly) RENTZ

BALTIMORE—On the basis of scheduled arrivals for this port, shipping should be very good for the next two weeks at least. If it is as good as it was during the past week, when we had eight payoffs and eight sign-ons, there'll be no complaints from this quarter.

So far six ships are due to arrive, and they will keep us busy with the payoffs and sign-ons. Two of the ships are under the transportation rule and that means new crews. The arrivals will be Waterman, Isthmian and Bull Line ships for the most part.

The past week's payoffs were the SS Kenyon Victory and Steel Director, Isthmian; Mae and Edith, Bull; Bethore, Mangore, Cubore and Oremar, Ore.

Signing on were the Cubore, Bethore, Steel Director, Oremar, Kenyon Victory, Mae, Edith and Helen.

ONE LEMON

All payoffs were okay, except the one on the Kenyon Victory, whose crew had signed on on the West Coast. They were practically all permits, and their conduct was anything but up to our Union standards.

Their actions gave topside, which was getting wind of everything that was going on, plenty of opportunity to ask what the hell kind of union crewmen they were.

It's a good thing for several of the crew that they were not members of the A&G District or they sure as hell would have had charges pressed against them.

As you can see from the list of ships above, quite a few Ore line ships have been paying off and signing on. We are getting all bookmen for these jobs. The men have been taking to them like hotcakes.

SPURT COMING

At one time it was rather difficult to crew these ships and we're glad to note the change in the men's attitudes. These vessels are damned good setups for men wanting to make a short run. They're back in port every 28 days. So, if anybody wants to ship out fast on one of these scows, let him come on down to Baltimore.

When the West Coast strike is settled, we look for a spurt in activity in this port within 10

days. Several Calmar, Isthmian, and Waterman intercoastals that come in here are now tied up.

We have Isthmian's Steel Marker crewing up here this week. She was towed down here to a shipyard from Boston. She is all set to go out on the company's Far East run, although she may be changed to the pineapple service, on which Isthmian already has about nine ships.

There seems to be divided opinion on the subject of the transportation rule. It seems that the men who are backing the rule are offering pretty strong arguments in its favor. They say that it is fair to everybody, and provides more equal shipping opportunities in face of the shortage of jobs.

And, although it occasionally may be tough on a couple of guys, this same rule will later work out to their advantage.

SPEEDS JOBS

It may hurt some guys at a particular moment, but in the long run, they will find that it gives everybody a chance to ship out much sooner. Because of the general shipping picture the proper way to look at this rule is from the angle of the general welfare.

If it is a good rule for the membership as a whole, it is good for each and every member. You may not like it at one particular time, but later when you've been on the beach awhile and you get a chance to ship out because of it, you'll be darned glad the rule is in effect.

No Hot Water?

When your ship has been out of hot water for over twelve hours make sure that this fact is recorded in the Engine log book. It will save a lot of trouble when your ship hits port later.

If you are in port when the boilers give up the ghost, notify the Hall immediately and a Patrolman will handle the matter with the company. Don't wait until the ship is half way across the ocean before you send word; let out a yell before your ship leaves port and the matter will be settled at once.

police, saying that the men had been "making remarks" to passing women.

We lodged a strong protest with the Chief of Police and Mayor. We pointed out that there are others besides the Union members standing around the Hall, and that if they were "loitering" then the same thing is going on in many other public places through the city.

The men were released, no one was fined, and the Chief and the Mayor were very courteous in handling our beef.

The list of men in the Marine Hospital includes these Seafarers: Nick Nikander, J. Givens, R. Hutchins, L. McKrane, C. Atherive and Szeirler.

Outside of the fact that the weather here in Galveston is very nice, there's nothing else to report at the moment.

week. They were the Seatrain Texas, the Jean LaFitte and the Claiborne, both of Waterman, and the tanker New London.

Only the Claiborne had a beef, and that was a minor one. Straightening it out was just a matter of giving the men the score on the contract.

On the beach at the present time are several oldtimers, including Stew Monast, Walter Brightwell, Curley Darley and Sam Perason.

PROTEST TO MAYOR

One day last week, 14 men—not all of them members of the Union—were picked up by the police for "loitering" in front of the Hall. It seems that our next door neighbor, who runs a furniture store, doesn't like the idea of the men standing in front of the Hall and has been calling the

No Change In Mobile Shipping; Talks With Alcoa Progressing

By CAL TANNER

MOBILE — No change this week in the shipping picture—things are still moving slowly.

Four payoffs and four sign-ons were the extent of this port's business. The sign-ons included two vessels that came in here on continuous articles. All payoffs and sign-ons were transacted in good shape.

In the payoff section were the Claiborne, Azalea City, Monarch of the Sea, all Waterman, and the Clipper, one of Alcoa's crack passenger wagons. Of these, the Azalea City went into the yards for extensive repairs.

ON THE WAY

Ships taking off from this port this week were the Governor Brandon, headed for Japan and Korea; the Claiborne, bound for Germany, Belgium, Holland and France; the Clipper, going out on her usual Island run, and the Monarch of the Sea, which will call at Puerto Rican ports. The latter two are on continuous articles.

Other activity in this port stemmed from the visits of three contracted vessels on in transit calls. The Alcoa Pioneer was over from New Orleans, and came in in good shape. Down from the East Coast was the John Laurence, while the Del Aires was in after a run from the Texas coast.

Our hospital list for this week reveals the following to be in the Mobile marine hospital: W. Haffner, J. E. Cephas, Y. McMillan, A. C. McAlpin, C. Hlover, B. Weck, H. Lawrence, E. Leary, R. McKay, C. V. Warning, and F. S. Crumpler.

Others on the beach, but ready and able to ship out, include

Brothers E. M. Cullinan, J. Gleason, J. H. Dinkins, F. Saucier, A. A. Rankin, William Marshall, D. Jones, N. Ayler, A. Glassner, W. Manley and Jack Avery.

IMPROVEMENTS

In the very near future, we will be starting renovations on our building. While these improvements are being made we will be short on space. Therefore, we urge all hands having baggage in the Mobile Hall to pick it up right away. The lack of space will only be a temporary condition.

Ultimately the work will result in greater accommodations for all hands. Men having gear here will be doing their Brothers a favor by speeding up the process if they will call for baggage immediately.

Discussion between your Union and the Alcoa Steamship Company on a passenger-ship agreement are under way. Representing the SIU at the sessions are Assistant Secretary-Treasurer Robert Matthews, New Orleans Port Agent Bull Sheppard and your Mobile Agent.

A full report on contract discussions will be made through the Secretary-Treasurer's office and will appear in a future issue of the SEAFARERS LOG.

PATROLMAN SAYS: SWELL CREW



The pride of a proud ship is the Stewards Department of the SS Canton Victory which will be running coastwise for Waterman from now on. Back row (left to right): Viera, MM; Osborne, MM; Labrosse, MM; Sacher, Utility, and Dacey, MM. Front row: Rummel, Chief Cook; Meshover, Third Cook; Muller, Steward; Suttler, Utility; Rueda, NCB.

NEW YORK — Anybody who saw Waterman's SS Canton Victory when she paid off at the end of a trip to Europe and back saw a honey of a vessel.

In the first place, she was spotless from the engine room up. You could have eaten your dinner off the floor plates of the engine room if you'd been of a mind to. The ship was that clean.

She carried a crack crew in all departments, except for two

foul-ups who were thrown off in this port. Only two other men got off, so you can see that everybody liked the thought of staying on her.

Incidentally, the Canton Victory will be the first ship on Waterman's new service from New York to Miami and Tampa. This means that this service, operated by Waterman's subsidiary Pan Atlantic, will be off to a good start.

James Sheehan

Shipping Surge Ends Stalemate In New Orleans

By EARL (Bull) SHEPPARD

NEW ORLEANS—Shipping hit what appeared to be a low ebb during the past two weeks; in fact, we had only one payoff last week. This week, however, looks a great deal brighter with several scheduled payoffs coming up.

After being becalmed for more than a week we can look forward to brisk sailing for at least the next month.

The latest SIU recreational device—and it came in very handy during the slow spell of shipping—is a movie projector. The machine, along with a good deal of film and equipment, was generously donated to the Hall by members, mostly from the passenger ships. All of the Brothers here on the beach extend their thanks for this most appreciated gift.

The Educational Meetings, which were inaugurated several weeks ago, have been well attended by oldtimers and newcomers alike. A lot of good ideas came out of the meetings and more and better ideas are expected as the meetings get into full swing.

BIGGER, BETTER

We are looking forward to bigger and better meetings and, from all indications we are going to get them.

Several oldtimers have tied up in town and are giving the shipping board a calculated going-over every day, looking for the one berth they want.

One is Brother Charles Tannehill, in search of a B.A.-bound ship. Jimmie Crescitelli is here after serving as Steward on a scow that came in from the Mediterranean recently. Another, is Pete Dravis, known to some of his friends as Pete the Greek, came in on a Waterman ship from Tokyo.

All men, the regulars, shorttimers, and now-and-thens, are in full approval of the weather. It's wonderful.

New York Shipping Shows No Great Change

By JOE ALGINA

NEW YORK — Nothing has taken place during the past week to change the shipping picture in this port—it is still moving along at a fair pace. It's not fast enough to suit us, but at the same time the tempo is enough to move some of the members off the beach.

While the sign-ons were but three—the Marine Runner, Rob-

in; the Nuttall, Alcoa, and the Seatrader, Mar-Trade Corporation—these ships took almost complete crews.

The Seatrader, from lay-up, took men in all ratings. Coupled with ships in transit calling for men, we did not do too badly in the shipping column.

Maybe shipping will be better next week, as the payoffs were of greater number than the week's sign-ons. They were the Alcoa Polaris, Nuttall, Alcoa; Seatrains New Jersey and Havana; Mostank, Federal Motorships; Julesburg, Terminal Tankers, Inc.; Hilton, Kathryn, and Evelyn, Bull; Steel Architect and Steel Seafarer, Isthmian; Teal and Afoundria, Waterman; and Robin Mowbray, Robin.

Two of the ships mentioned, the Mostank and Julesburg, are ours thanks to the work of the Organizing Department. Right now they are doing us a lot of good.

OKAY ON DECK

On one of the tankers there was a beef caused by the Mate being on deck. This would have been a sound beef had the ship been a dry cargo job, but on tankers this is perfectly legitimate. Many of the crew were not experienced tankermen and did not know that a Mate is supposed to be on deck while the ship is loading, unloading, and while cleaning tanks.

This, however, is the only time he should be around. At sea while doing routine soogeeing, painting, scraping, and so on, the crew has a beef if the Mate is continually breathing down their necks.

This is beginning to sound like a tanker column, but there is one more matter to get across before signing off—and that is the importance of getting down to a tanker pronto when the job is taken off the board.

Boston Has Payoff And Sign-On, Thanks To Transportation Rule

By E. B. TILLEY

BOSTON — At long last, the Port of Boston has a payoff to report—thanks to the transportation rule now in effect. Consequently, we were able to ship out a full crew with one swoop.

This great event is the subject of considerable talk and enthusiasm up here in the Beantown. Oldtimers on the beach recollect that the men who went aboard the ship for the sign-on were the first full crew to be shipped out of this port in two years.

The ship which enjoys this distinction is the SS Noonday, a Waterman job, which is the first to go on the "spud run" that we have been waiting so patiently to see get started.

Rumors are that there will be two or three more ships put on this run for the winter and, believe me, we sure can use them up this way.

The Noonday paid off in good shape. There were no overtime beefs, no delay of any in the payoff. However, there were a few personal beefs on board, but I think they were taken care of by the ones involved.

The sign-on procedure was smooth and the Noonday has

sailed for Searsport, Maine, to load potatoes.

Another payoff in this port took place aboard our good ship SS Yarmouth, of the Eastern Steamship Lines, which is being laid up for the winter months. She was escorted last week by tugs from her berth at Central Wharf to the yards of the General Ship and Engine Works, in East Boston where she will remain until spring.

DON'T HURRY!

It appears we had better repeat a bit of advice we passed along in these columns some time ago. Don't come to Boston unless you are well-heeled and have plenty of heavy gear.

And while we're at it, don't forget that the Port of Boston is going all-out to make Cities Service an SIU company. We keenly understand what such a development will mean to the Union and to this port.

Now that voting is under way, I would like to urge all hands to cast their ballots. You can vote in any Hall of the SIU six days a week. Don't fail to vote and then come around after election and wonder "how did so and so get into office."

From The Sixth Deck

By EDDIE BENDER

There are many Seafarers who will soon be called into the armed forces. Regardless of whether you enlist to beat the draft, or whether you are drafted, it is a sound policy to retire your book. In that way, no matter how long you are away, you will be in good standing with the Union.

You can always reactivate your book upon release from the armed services. All that you have to do is produce your retiring card, your service discharge, and enough money to pay for the current month's dues, when requesting your reactivation—plus any assessments that might have accrued while you were in retirement.

It is simple to retire your book. You can do this in person, or through the mail by sending in your book to Headquarters with a request to put it in retirement.

Your book will always be accepted for retirement as long as you are paid up in your dues through the current month, along with all assessments and any fines, if any have been imposed on you for infraction of rules. Of

course, you need to check on your strike clearances, too. With all of these things in order, you will be issued your retiring card.

Such retirement is only for bookmen, however. Permitmen are advised to contact Headquarters. This can be done either in person or through the mail. Permits are not accepted for retirement. However, consideration is being given to men about to don the uniform. Make sure, therefore, that your permit is placed in the Armed Forces File, before you leave for the service.

Permitmen turning in their permits in good standing will be allowed reinstatement upon their release from the service. Of course, the discharge comes in handy to prove your whereabouts. Make sure that your requested reinstatement is made within 30 days after your release from service.

Once approved for reinstatement, it will be required of each permitman so approved that he pay up in full all back dues and assessments that have accrued during his absence.

There is no membership fee or charge of any kind to either the Union or individual other than cost of examination and price of glasses.



SHIPS' MINUTES AND NEWS

Race Men Ask Standard Slopchest On All Ships

A suggestion to put an end to that old bugaboo, the sub-standard slopchest, through standardization of items as to number and quality, has been made by the crew of the SS Cape Race in a resolution adopted at a recent shipboard meeting.

The men of the Cape Race in their resolution note the fact that SIU-contracted ships are stored according to the whims of various port stewards with the result that often low-grade brands are included but the price to the crew is that of Grade-A items.

The answer to the shortcomings they have found in South Atlantic's storing of ships and the practices of other companies in the past, reported in the pages of the LOG by irate Seafarers, is to "have the SIU meet with the operators and draw up a standardized storing list with standardized brands for all SIU ships." The brands to be selected, the Race men state, should be the finest obtainable.

At the meeting, which was chaired by Brother Joe Wendt and recorded by E. B. (Mac) McAuley, the resolution, which follows in its entirety, was adopted:

"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 ship is inferior, including low grade but high price merchandise in the slopchest; 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 Cape Race, do hereby urge the necessary Union officials to meet with the steamship companies concerned and negotiate for such storing lists with top quality brands to be listed and specified by name; therefore

"BE IT FINALLY RESOLVED, That subject to further membership approval the officials meet with these companies in the near future."

HIT THE DECK

Signing the resolution were Arthur Reinholdt, Joseph Zuk, Joseph Wendt, R. B. McCorkel, E. B. McAuley, William J. Nicholson, J. W. Pinge, J. B. Henley, and W. G. Breedlove.

Following the adoption of the resolution, the meeting went into Good and Welfare, where several

members hit the deck to express their thanks to the SIU Negotiating Committee for the contract recently signed with the operators; others expressed appreciation for the excellent chow served by the galley gang. A special vote of thanks went to Chief Cook Wendt "for going out of his way to help make this a most pleasant voyage."

To conclude the meeting a minute of silence for Brothers lost in the war was observed.

SS Alexandra Skipper Wins Crew's Praise

A far cry from the rough-house, hard timing type of skipper too often encountered on SIU ships is the Captain of the Alexandra, Carras Incorporated tanker, according to a letter presented to the skipper by the crew, a copy of which was forwarded to the LOG.

The Alexandra's Captain, George Papaolis, the crew stated in its message, has gained the heartfelt thanks of every man aboard for his cooperation throughout the trip and the concern he showed to a SIU man during his illness.

Further, the crew noted that if there were more men like Captain Papaolis there would be better understanding between crews and officers. The Alexandra men concluded their statement with the comment that they hope that future crews will reciprocate the Captain's good will.

The message, which was signed by the entire unlicensed crew, is as follows:

"We, the undersigned members of the SS Alexandra, wish to express our heartfelt thanks to you as master of the Alexandra for your cooperation in making this a pleasant trip for all concerned.

"As a gentleman your attitude of fair play toward the men under your command is to be admired; your concern for our Union brother who became ill during the trip gained the respect of the entire crew.

"If there were more men like you, we are sure there would be better understanding between the officers and crews. We hope that our Union brothers in future crews will show the same attitude toward you that you have shown to us. We hope that we will be able to be together again on another ship some day.

"We close with the wish that you will enjoy the best of luck, and may God speed you on your future voyages."

RUBY GARCIA IN ONE OF HIS 80 FIGHTS

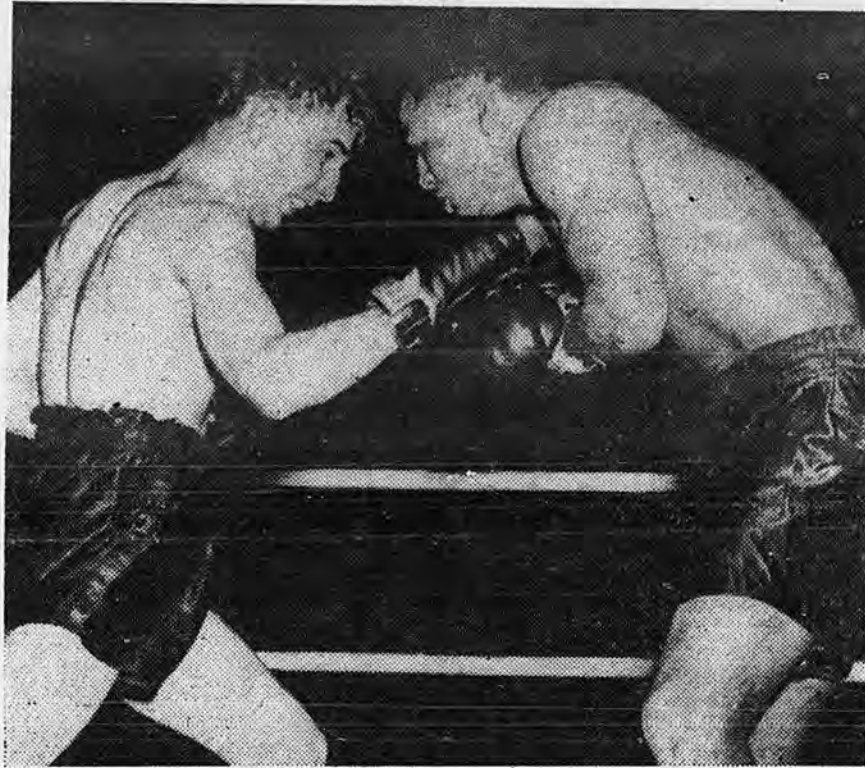


Photo shows Ruby Garcia, right, taking the best his opponent, Juste Fontaine, could offer. Blow had no effect as Ruby went on to win the fight. Bout took place a couple of years ago in Pittsburgh at the height of Ruby's career. It was the first loss for his opponent—a protege of Fritzie Zivic—in 18 bouts.

Ruby Garcia, Former Boxer, Dies In Plunge From Kyska

Roberto (Ruby) Garcia, well-known 29-year-old Seafarer and former welterweight fighter, was killed on September 26 in a fall from the gangway of the SS Kyska in Honolulu, the LOG learned this week.

Brother Garcia, who had a wide circle of friends and supporters among Seafarers and fight fans, had been a member of the SIU since 1947 when he retired from the ring.

A real battler with a record of over eighty fights since 1940, Brother Garcia had fought such name fighters as Beau Jack, former lightweight king; Chalky Wright, former featherweight champ; Ike Williams, present lightweight champ, and Willie

Pep, featherweight titleholder until last week.

Born in Puerto Rico in 1919, Brother Garcia, a bookmember, sailed in the deck department and while ashore made his home in New York with his aunt, Helen Fernandez, whom he listed as his next of kin.

In the SIU he is survived by a cousin, Julio Bernard.

At the time of Garcia's death, his fellow crewmen aboard the Kyska raised the sum of \$210 which was forwarded to his family in Puerto Rico.

MINUTES OF SIU SHIP MEETINGS DIGESTED FOR EASIER READING

SEATRAN NEW JERSEY, Sept. 12 — Chairman Herb Knowles; Recording Secretary John Burg. The Delegates Reports were accepted. Motion carried under New Business by Mitchell, seconded by Stickney, to ask the Union Officials to move the Hospital to the spare room midships, so that the present hospital can be used for crew's quarters and relieve the congestion that now exists. Motion that if the company doesn't take care of the mattresses and fans, the Hall be contacted about taking action to force the issue. Carried. Under Education, Brother Knowles gave a short talk on Union policy and the importance of the \$10 General Fund Assessment. One minute's silence for lost Brothers.

ALCOA POLARIS, Sept. 11 — Chairman Stacy Masters; Re-

cording Secretary John Young. Minutes of previous meeting accepted. Ship's Delegate reported all in order except for beef about food. Motion under New Business to take action to have the cramped living quarters of the Stewards Department rectified. Motion to call Union Officials aboard as soon as ship gets in, in order to straighten out beefs before payoff. Carried. One minute of silence for departed Brothers.



JEAN LA FITTE, Sept. 10 — Chairman Melvin Kleiber; Recording Secretary Chester Skakun. The Stewards Department Delegate reported one NMU

(Continued on Page 9)

SEAFARERS QUIZ

By ROCKY BENSON

How is your IQ, Seafarers? See if you can answer these 10 questions. Score: 6—fair, 8—very good, 10—tops. One point for each question.

- How many buildings does the SIU own?
 - 4
 - 5
 - 6
 - 10
- What is the name given the money used in Peru?
 - cruzeiro
 - peso
 - sol
 - bolivar
- What is the length of the SS America?
 - 663 feet, 6 inches
 - 692 feet, 2 inches
 - 705 feet, 8 inches
 - 710 feet, 6 inches
- In what month of 1948 did Smith and Johnson sign the new agreement with the SIU?
 - March
 - May
 - July
 - August
- In what month was the new Hall in New Orleans opened?
 - May
 - June
 - July
 - September
- What wage is paid the Evaporator Maintenance Man on an Alcoa ship?
 - \$231.07
 - \$237.29
 - \$241.05
 - \$257.03
- What are working hours of the Night Cook and Baker on a cargo ship?
 - 2:00 AM to 10:00 AM
 - 3:00 AM to 11:00 AM
 - 12:30 PM to 8:30 AM
 - 10:00 PM to 6: AM
- Who won the baseball world series in 1945?
 - New York Yankees
 - Brooklyn Dodgers
 - Detroit Tigers
 - St. Louis Cardinals
- What month in 1946 did the United Financial Employees Strike against the Cotton Exchange?
 - February
 - March
 - April
 - May
- Whose picture is on the new dime?
 - Washington
 - Lincoln
 - F. D. Roosevelt
 - Truman

Answers to quiz on page 11.

ATTENTION!

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

ATTENTION!

The slop chest is your corner store while you are at sea. You can't take your trade someplace else if the slop chest doesn't have what you need.

Digested Minutes Of SIU Ship Meetings

(Continued from Page 8)

member signed on in Cherbourg. Motion to have the Ship's Delegate see the Captain for larger cigarette ration, and to ask for a larger draw in the States. Under Good and Welfare the Deck Department was asked to clean up water in passageways after washing down. Members were asked to leave the messroom in better order. One minute of silence for Brothers lost at sea.



SEATRIN HAVANA, Sept. 15

—Chairman J. Hammond; Recording Secretary W. Gardner. J. Savant was elected Ship's Delegate. V. Kickirillo was elected Engine Delegate. The Deck Delegate reported the shower scuppers were not working properly. Under New Business the newly elected Delegates were given a vote of confidence. Under Good and Welfare it was asked that the Ship's Delegate see the Port Engineer about changing location of laundry tubs. More night lunch was requested and it was pointed out that there should be separate plates for each watch. All were asked to cooperate in keeping the messhall clean. One minute of silence was observed for departed Brothers.



PETROLITE, Sept. 10—Chairman Maher; Recording Secretary Bishop.

Motion carried to post the previous minutes. The Ship's Delegate asked that a letter be sent to the Negotiating Committee thanking them for the splendid work in obtaining the Hiring Hall. Motion carried that the Ship's Delegate contact the Purser and/or the Captain and find out what kind of money was used when Brother Carr was paid off in Antwerp. Motion by Brother Kelpss that whenever the ship picks up replacements who are not union members, that they should be encouraged to attend our meetings and learn union meanings and activities, rather than to be discouraged and antagonized. We want them to become good union members also. Amended by Brother Maher, that at the next meeting chairman read the Preamble and the Pledge of Obligation of a full book member, for the benefit of the Permit members who are not familiar with the SIU. Also that a letter be sent to the Secretary-Treasurer asking that the Permitmen of this ship, who will have been out for one year, be given all consideration due within established Union policy. Carried. One minute of silence in memory of departed Brothers.

BETHORE, Sept. 12 — Chairman T. M. Jones; Recording Secretary Ernest Black. Delegates reported on standing of the membership. Under Old Business it was moved that the case of the Brother who was removed from the ship and jailed by the Immigration Officer, then returned to ship just before sailing time, be taken up with the Patrolman when the ship reaches home port. The meeting went into Good and Welfare, where a vote of thanks was extended to the Stewards Department. It was suggested that electric fans, toasters, and percolators be put in the messrooms. One minute's silence for lost Brothers.

SEATRIN HAVANA, Sept. 7

—Chairman Frank Walaska; Recording Secretary W. Gardner. The standing of the membership was reported by the Delegates. No beefs. Under New Business, motion carried that Wiper, who was told by First Assistant to pay off, should stay on till he is fired with just cause shown. The Ship's Delegate was asked to see the First and Chief about this matter. Under Good and Welfare a repair list was handed to the Delegates. The crew was asked to cooperate in keeping the messroom clean, and in keeping linen and cots picked up. One minute of silence for departed Brothers.

JULESBURG, Sept. 18—Chairman S. F. Brunson; Recording Secretary Alonzo "Lulu" Horsey.

The Engine Delegate asked that permits be substituted for non-union men as soon as possible. Motion carried under New Business that the bunks be fixed in the next port. Motion by J. A. Cave that fines be imposed for leaving cups in messroom. Under Good and Welfare the case of the Wiper was discussed and it was asked that he leave the ship. General discussion included cleanliness of ship and repairs. One minute of silence for Brothers lost at sea.

MORNING LIGHT, Sept. 21—Chairman Charlie E. Wells; Recording Secretary Ralph T. Whitley.

Minutes of previous meeting were read and accepted. The Deck Delegate discussed overtime in his report for the benefit of the men. The Engine Delegate reported disputed overtime for late sailing in Mayaguez. Also disputed overtime reported by the Stewards Delegate. Motion under New Business to have the PO messroom turned into a foc'sle for the Electricians. Under Good and Welfare there was discussion on cleaning gear locker on main deck and turning in repair list. One minute's silence for lost Brothers.



SOUTHSTAR, Sept. 12—Chairman E. J. Kelly; Recording Secretary Alex James.

The Ship's Delegate reported that he had not been able to get anything done about the library shelves so far. The meeting went into Good and Welfare where there was discussion on painting foc'sles and making up a repair list. It was decided to take up a collection to pay for a phonograph. There was a report on vermin aboard ship. A committee was appointed to deal with this, composed of the Ship's

Delegate, as Chairman, the Chief Cook, and the Deck and Engine Delegates. One minute of silence for lost Brothers.

JAMES SWAN, Sept. 12—Chairman William Epps; Recording Secretary William Fentress.

The Ship's Delegate reported that one man missed the ship in Norfolk. The Deck Delegate reported another man jumped ship in Savannah the day of sailing foreign. Under New Business, motion by Bosun Bill McNall, second by Jimmy Godsey, not to recommend the petition of a crewmember for a permit. There was a request under Good and Welfare that the Delegates see that candy is put into the slopchest next trip. One minute of silence for departed Brothers.

STEEL DESIGNER, Sept. 12—Chairman A. Vazquez; Recording Secretary J. Barnes.

The Deck and Engine Delegates reported disputed overtime. The Ship's Delegate said that he had asked the Captain about sougeeing and painting foc'sles, and that it was to be done. He reported a very pleasant trip with no beefs among crew. Brother Vazquez gave a talk on unionism, and the importance of each man carrying his part of the load. Several motions were carried under New Business relating to the payoff. General discussion under Good and Welfare, which included cleanliness and repairs. One minute of silence for lost Brothers.

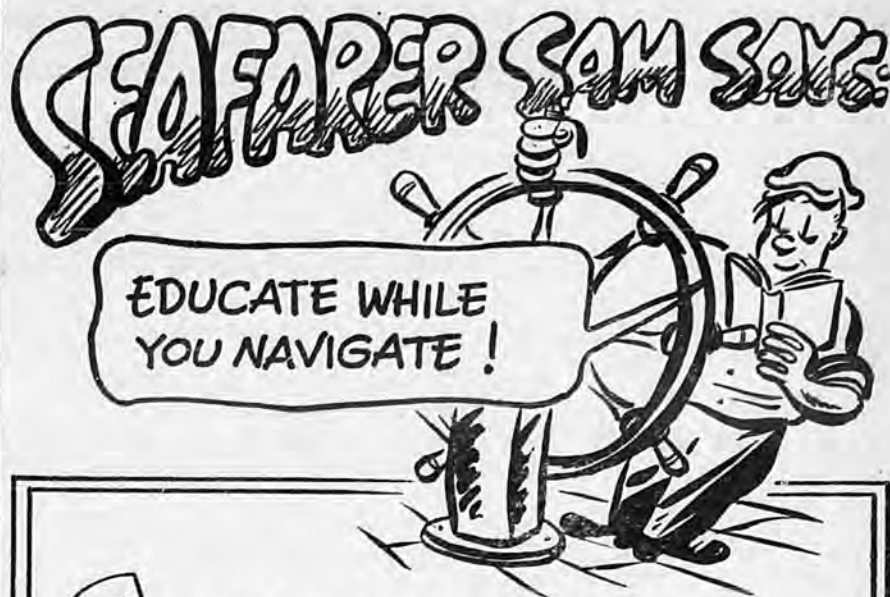


EDITH, Sept. 13 — Chairman Pat Robertson; Recording Secretary Louis S. Rizzo.

The Stewards Delegate reported a beef about the Night Cook and Baker who was drunk and disorderly for nine days, and did not take care of his job. It was recommended that he be turned over to a trial committee in Baltimore. The man pleaded to be allowed to pay off in Boca Grande, and the request was granted. New Business: Woodrow DeHaven elected Ship's Delegate by acclamation. Under Good and Welfare the Crew Pantryman was warned that his permit would be turned over to the next Patrolman if he continued performing. The crew voted 100 percent in favor of the General Fund Assessment. One minute of silence for lost Brothers.

ALCOA POINTER, Sept. 13—Chairman Matt Newsome; Recording Secretary R. A. Eden.

The previous minutes and the Delegates reports were accepted. Brother Newsome asked that a resolution be passed up and down the coast that any Patrolman coming aboard any SIU ship make himself known by presenting identification. Under New Business a motion was made that every Department Delegate be informed of beefs before they are taken to the Ship's Delegate. Under Good and Welfare there was discussion by Brother McGuffy on care of porthole dogs, and by Brother Darnell on cleanliness of pantry. Minute's silence for departed Brothers.



SEE TO IT THAT YOUR SHIP'S LIBRARY IS FULLY STOCKED WITH THE UNION'S EDUCATIONAL MATERIAL: BOUND VOLUMES OF THE LOG AND ALL THE UNION'S PAMPHLETS - AND USE THIS GEAR IN CONJUNCTION WITH THE SHIPBOARD EDUCATION MEETINGS!

CUT and RUN

By HANK

Last week shipping was suddenly good and it gave the full house on the second deck a temporary "new look" of brothers leaving for their ships instead of a slow beer, a hot cup of java or a short landlubber's walk. Brother Joe Cabral was one of the lucky beachcombers to grab the Seatrader—bound for Haifa and Mexico... Brother Henry Beckmann writes—"So my shipmate, Harold Farrington, wonders where I'm at. Sometimes I wonder too. I'm strike-bound here in Frisco and looking forward to Waterman's new 'Young America,' at present in a Tacoma shipyard. How's Duffy's Bar nowadays? Hope to return to New York after next trip."

There's a new sea novel called *A Convoy Through A Dream*, by Scott Williamson, published by Macmillan Co., \$3.50... Brother Fred Hethcoat, the oldtimer, writes from Galveston and says that for an SIU brother to be without his Union paper to read every week is like being in the desert without water.

This seems to be mail week. Brother Eddie Mooney suddenly postcards us from Venezuela saying he's finishing his fourth trip aboard the Alcoa Corsair as Chief Steward. He sends his best regards to the brothers on the beach and those volunteering to help other unions in their beefs... The following brothers will be receiving the weekly LOG free of cost to their homes: George Gardner of Minnesota, Giles Quinn of Alabama, L. H. Pentecost of Florida, Lloyd Deen of Georgia, Richard Leikas of Arizona, Francis Petitpas of California, Gene Jackson of North Carolina, Stephen Sopko of Pennsylvania, Frank Balasia of Pennsylvania, William Parker of Florida, Victor Gilliland of Virginia.

A new turnover of oldtimers are in town and here are most of them: H. Robinson, A. Burgos, J. R. Joy, J. Jaranilla, E. Blaha, John Stefanik, B. Charles, J. Weimer, L. Ellorin, J. Walsh, P. Norton, V. Holton, James Renard, H. C. Peterson, H. Morris, A. Schiavone, G. Bryan, C. E. Brady, J. Meeks, F. Mazet, W. Guenther, M. Ellsworth, Pat Nash. Know any of them?

Although Brother Ray Queen isn't a sea-lawyer he's still tall, tough and technically poetic, since he knows the classic works or the poets and has been versatile enough to have written some poems, too. The poem "He Learned About Women From Her" that we mentioned recently is a line from Rudyard Kipling's poem "To The Ladies," says Ray. By the way, he wants to know who wrote the poem "Inchcape Rock," which is about a ship that ran aground on a rock. Anybody know the poet?

While more than twelve SIU ships are tied up, the battle of survival in the West Coast maritime strike (now eight weeks old) is changing its tune from the "freeze-up" waltz to a "hot agreement" polka. The MEBA has signed and the MFOWW probably will too. This leaves the CIO Cooks and Stewards and the CIO longshoremen still holding their political pink punching bags. Thus we see how the Taft-Hartley union-busting law and the communists permanently wiped out thousands of shipboard jobs for the majority of loyal American West Coast seamen—and destroyed the bargaining strength of these unions. The shipowners wanted this. The SIU stands prepared against any such treacherous future.

THE MEMBERSHIP SPEAKS



Brother Says Patience Is A Must At Meetings

To the Editor:

Under Robert's Rules of Order, it is the privilege of any member attending our Union meetings to make a motion to adjourn the meeting just as soon as the chairman and secretary are elected. However, in a democratic organization such as the Seafarers, where it has been the policy of our membership to extend to our officials the courtesy of permitting them to complete the agenda. Last Wednesday night's meeting unfortunately was a sharp break from our sound policy of the past. I say, "unfortunately" because when we begin to rush through meetings many important issues have

no chance to be presented to the membership.

Furthermore, we give no chance to our Patrolmen and elected officials to answer unfair criticism often mumbled by certain members in the Seafarers. We give no chance to our permitmen (who pay the same dues and assessments as the bookmen) when we rush our meetings through in the fashion of the meeting of October 20th. They have no possible chance of learning a thing about our Union structure and policies. That they deserve attention, surely no bonafide Seafarer can deny.

KEEP STEADY COURSE

As a member of this organization for over five years, during which time I had the pleasure of seeing the Seafarers rise in strength, based on the just policy of having all issues discussed pro and con at our meetings, I say, let's not veer from the course of making our meetings constructive and instructive.

Let's give consideration to our elected officials by allowing them time to make a full report on all issues. Also, let's keep the permitmen (our future bookmen) in mind before we try to rush the meeting through.

Since the beer joints are open until 4:00 A.M., none of us need be in fear of hitting the sack without a last cold one.

Bill Dorann

Chicago Typos Show Seafarer Strike Set-Up

To the Editor:

This is to inform you that on my way to New York, through Chicago, I stopped and conversed with a picket captain of the Chicago Typographical Union Number 16, of 130 North Wells Street, Chicago, Illinois.

As the squads were changing, he invited me to come to their Union Hall. There I met and talked with Mr. Charles Tambirino, who is their picket committeeman, and works for the Chicago Herald American.

These men have been out on strike since November. The Taft-Hartley Law is giving these boys a lot of trouble and the papers are trying to stop all union funds. This strike is being fought mostly in the courts. They would be very glad to receive the SEAFARERS LOG and will send their own Union literature.

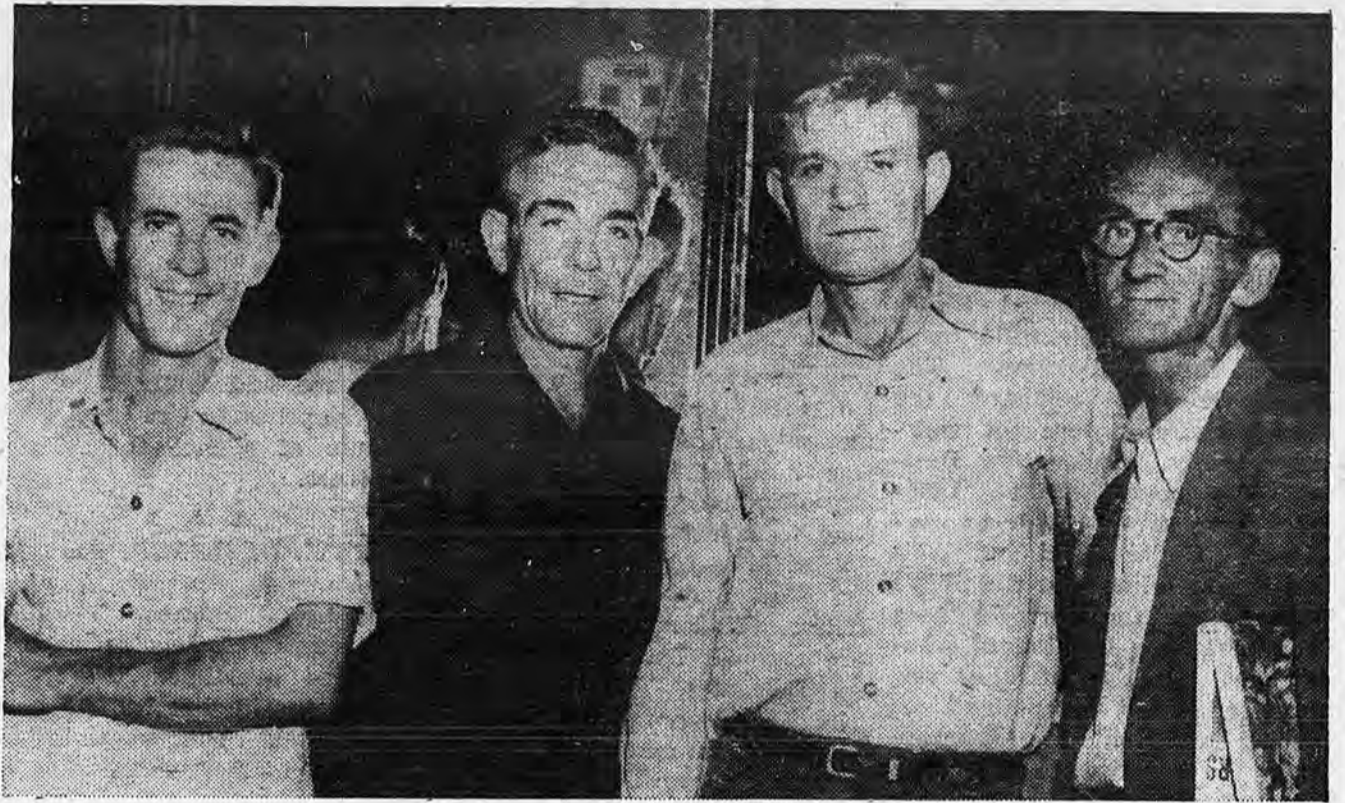
As for myself, I am heading for New York today and should arrive Saturday. I hope shipping is good, and that I can get out. Here's luck to all of the fellows!

C. Sypher

(Ed. Note: The Chicago Printers will begin receiving the LOG immediately.)

Patrick Dunphy
San Juan, P.R.

NIGHT-LIFING ON "THE GREAT WHITE WAY"



A quartet of SIU oldtimers toured New York's "Great White Way" recently and at the Metropole posed for their pictures. Attraction at the Metropole is the floor show that is staged in the center of the circular bar. Brothers are, left to right—Scotty, Matt Fields, William Wild and Lou Galvani.

Brother Makes Plea For Hall In San Juan

To the Editor:

Up and down the coast in every SIU Hall the membership is complaining about the cramped conditions. Well, little or nothing has been said about the San Juan Hall. This little shack should be used to keep chickens or pigeons in—not as a Union Hall.

When we hold a meeting, half of the Brothers are out in the street. The last meeting, I had to sit in the Dispatcher's chair because of the lack of room up front.

The San Juan Hall is just as important as any other Hall. In fact it is the opinion of the beachcombers that it is more important than any other. Most of the time there are three or four ships in the port of San Juan, and being good Union men, the Brothers attend the meetings. It is pretty discouraging to have to stand out in the street when you have an interest in your Union and want to catch up on what is going on. Most of the Brothers want to adjourn the meeting as soon as possible because they feel so cramped and uncomfortable.

BIG EVENT

A new Hall with plenty of room to hold and conduct meetings and Union business would mean more to the Union Brothers who use San Juan as their home port than if Don Q rum went down to 50 cents a quart.

The new Hall should have plenty of recreational facilities for Brothers waiting to ship out. As it stands now, we have one set of dominoes for all the Brothers on the beach.

All you men who ship from here should voice your opinion in the LOG. If you will do that and let the general membership know that we're still on the map, we might get a new Hall down here.

Pepper Finds Teepee Life Hard On Paleface

To the Editor:

I am enclosing some snapshots taken during my recent visit to the Pendleton Round-Up, an event of some importance to most Westerners. I had never been to the celebration before, and of course neither had my friends, so it was quite a sight for us. The little Indian girl with me was one of the "Princesses" for the affair.

The Round-Up is an event lasting four days, during which the atmosphere of the Old West is recaptured, at least in part. There were parades through the streets of the small town of Pendleton, Oregon, and the participants are dressed in the manner of the early days.

The Indians lend a great deal of color and reality to the spectacle. In fact, in their tradi-

tional costumes made of brightly beaded deerskin with their feather-bedecked head dresses, they are rather terrifying. Of course they are all exceptionally easy-going, peaceful people, but it does not take a great deal of imagination to be thankful that you are viewing these people on paved streets in the year 1948, rather than meeting them on the western plains in the year 1848.

TOURIST TRAP

My friends and I lived in Teepee Town during our stay at Pendleton. Teepee Town is a village of Indian tents which springs up overnight during Round-Up time. Tourists are always interested in the way the Indians lived in the old days and this is supposed to represent just that.

Anyway, the teepee where we

stayed was approximately 20 feet in diameter. The dirt floor was covered with a layer of straw and over the straw rugs were placed that completely covered the straw. Beds were made up by placing mattresses against the sides of the teepee, with the feet pointing toward the center of the tent. There were about six of these beds to a teepee the size of the one we stayed in.

Although I was not sorry to have had the experience, still I was glad when we all got back to town again and into my apartment where there was a bathroom and hot and cold water available with the turn of the tap, to say nothing of polished floors instead of a straw mat.

If I attend the Round-Up in the future I will have a hotel room and let someone else have the honor of re-living the old days with an "Indian Princess." Now that it's over with, however, I can say that I had a wonderful time.

I. H. Pepper

SALTY DICK FAN SAYS FIZZ WON'T CRUMBLE CHOPPERS

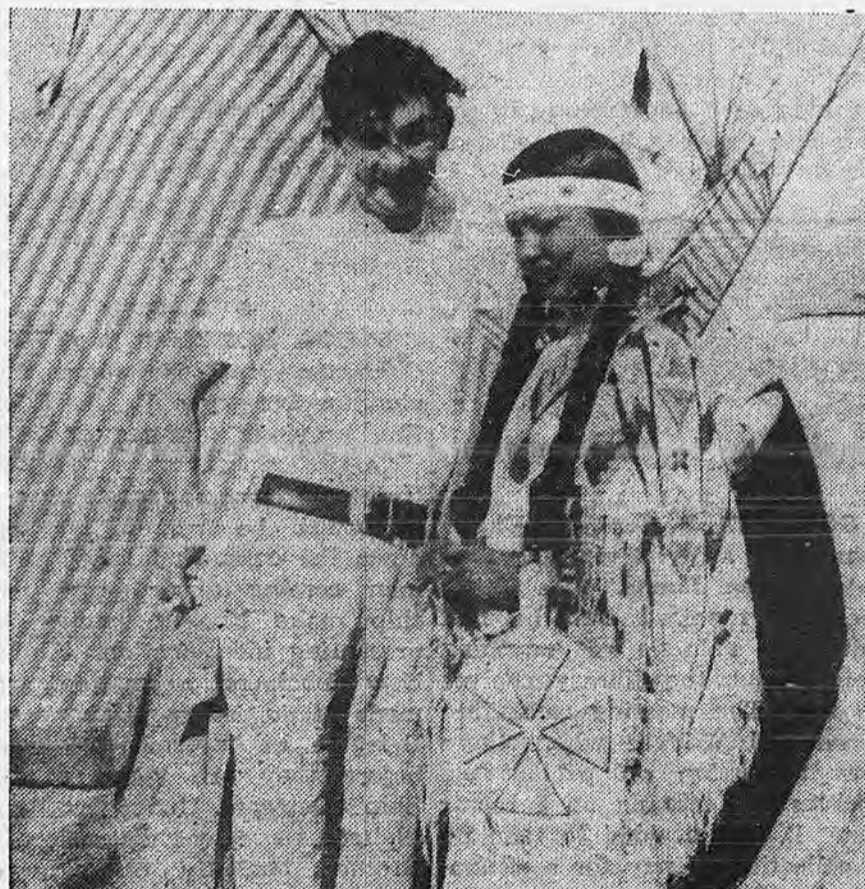
To the Editor:

In reference to an article in Salty Dick's column, "The Voice Of The Sea" in the Sept. 17 edition of the LOG (Ed. Note: "Salty" quipped about certain soft drinks "softening the teeth"), I would like to quote from page 81 of the October Coronet:

"Dental authorities say there is no such thing as 'soft' teeth. Examination of thousands of teeth shows practically no difference in structure or chemical composition."

Just thought you'd like to know.

Irene Lukacs



Brother Pepper stands before a tepee with the Indian "princess."

Claims Skipper Is Killjoy To Otherwise Good Voyage

To the Editor:

The Department Delegates of the SS Anniston City asked me to write this letter, which we hope will be published in the LOG in order to give the membership an idea of what it is like aboard one of the oldest Isthmian ships.

The ship is all right but the Captain thinks he is the Almighty himself. Here are some of the cute tricks that he pulls:

He gets up at 5:00 A.M. with a full-dress uniform—white at that—and expounds to the wheelsman the virtues of the Isthmian seamen who sailed the ship before the Union came into the picture. He states that before men stayed aboard trip after trip; now they get off after each trip as if the ship had some kind of disease. Maybe it has with him aboard!

He has stated that he could make the crew work sixteen hours a day if he wanted to. As far as overtime is concerned, there isn't any. The way he puts it, there will be plenty when the ship starts for home. Of course this will be just to make the ship look pretty for the owners when we get back, so that he will get a pat on the back as he is expecting. But for the present the crew has to live on a filthy ship!

HANDS ARE TIED

Though the Chief Mate is a pretty good guy, the Old Man is holding him back so that he has his hands tied. The ship is in such bad condition that it would make a tramp look like the Queen Mary. The Bosun tried to get the Old Man to give out some overtime to get the ship into shape so the men could live like human beings, but that was no dice. The Old Man won't let him break out any of the gang to clean her up. He keeps telling the Bosun about the company's economy program—in the meantime, the ship continues to look like a floating junk pile.

The Old Man has even asserted that he can log a man

for throwing matches on the deck. But aside from him, the crewmembers and officers are a pretty swell bunch of fellows.

Vincent (Kelly) Keller
Ship's Delegate

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.

MEMBERS OF THE SYDNEY SHORT CREW



Four members of the Sydney Short, Alcoa, crew, which recently paid off in New Orleans. Left to right—Chief Cook Mack, Bosun, Chilism and Laverick. Pictures were sent in by Bull Sheppard, N.O. Agent.



With a mop and paint brush two Short crewmen give the deck a soogeeing and swabbing. Men are Tony Carrano, AB, and George Gierchic, OS.

SIU Men Find Honduran Ship Rugged

To the Editor:

We take great pride in writing to you about an incident in which the unity of the SIU has again been upheld. A Brother is a Brother regardless whether it be on land or at sea, from the same ship or another.

During the last slump of shipping in Mobile, hundreds of Brothers were stuck on the beach. Many of these were permitmen and of these, quite a few were aliens.

Every seaman is more or less familiar with the immigration laws, and knows that an alien has but 29 days ashore. Quite a few of these found themselves in deep water. It was a question of a ship or deportation.

Under these circumstances four alien Brothers—all in good standing—signed on a Honduran ship, the SS Dolly Madison. Conditions aboard this ship were obviously not anywhere near the standard maintained aboard SIU contracted ships; but no other alternative was offered. It was a question of having to go.

In Georgetown, B. G. we boarded the Alcoa Pointer on a visit, and were made to feel at home. After living under the conditions that prevailed on the Dolly Madison—namely the wages, lack of overtime, poor sanitary conditions, and above all the grub—we were not surprised that the boys felt kind of sorry for us.

Thanks to the swell fellows on this ship, headed by "Goldy" Goldsmith, Chief Steward, our mental depression was immediately relieved.

This voluntary action of our Brothers was greatly appreciated beyond what anyone can imagine—which goes to prove the unity, benevolence and understanding that the SIU preaches and practices.

Through this letter we wish to express our gratitude for the unity of the greatest seaman's Union in the world!

Rafael Ganiz
Charles T. Ganiz
Alphonso Teodorini
Gerard Ateen

Heyward Crew Recommends Trieste For Enjoyable Time

To the Editor:

We, the crew of the SS Thomas Heyward, wish to declare ourselves as one satisfied crew! Now that we are completing one of a number of voyages on this vessel, we will start by letting the membership know that we all have a high esteem for the Master of this steamboat, Captain Royace H. Graham of Mobile, Alabama. A Skipper who is tolerant and understanding, he will always have the respect of the entire crew.

Now that he is going on vacation, we wish him the best of luck and a wonderful time. We have found the Mates, too, to be good Joe's, and we want to thank them for their cooperation.

And now a word about the crew: The Steward, Jimmy Rowan, has proven to be not only a good Steward, but a friend and

pal. In the galley we have A. M. Hakelberg, Chief Cook; J. W. Eichenberg, Night Cook and Baker, and Jimmy "Knot Head" Jackson, Third Cook. No beefs, no complaints. The food is tops.

We have just left Trieste which we found to be a swell port where we all had a fine time. We recommend it to all for wine, women and song. It can be seen from the draw list of this vessel that the crew of the Thomas Heyward bought their share of stock in the fair city of Trieste.

SCALPED 'EM

We were very fortunate to have several tonsorial artists aboard. Inclosed is a photograph that gives a sample of their handiwork on the way over. Anyone wishing to risk the shears of these artists—who are all book members—may contact them aboard ship.

We will hit the States in a typical SIU ship: in good shape and without beefs of any kind.

Larry Bergren,
Engine Delegate
Jimmy Slavin,
Deck Delegate
Willie Forney,
Stewards Delegate
James Eichenberg,
Ship's Delegate

Grundy Crewmember



Anthony (Tony) Parker, crewmember of the Felix Grundy, gives the photographer a big smile. Tony is one of two Parker brothers in the Union, his brother Gilbert being an SIU oldtimer.

Delegate Wins Medical Aid For Man Skipper Rebuffed

To the Editor:

This is a harp and barking beef from the Alcoa Pioneer about the hard time some of the crewmembers, who have become ill, have had in obtaining medical attention.

One Brother, the Bedroom Utility developed external hemorrhoids that were so bad he could hardly navigate. Another Brother, the Utility Messman, fell down a nine or ten rung ladder with a big bag of laundry on his shoulders, and bruised and sprained his back so badly that he could not bend over to take off his shoes.

After much debate between the Stewards Delegate, Jimmie Prestwood, and the Captain, the Skipper finally called a doctor—the Company doctor at that. The medico stated that both men should be hospitalized. However, the next morning when the Brothers were ready to go to the hospital, he changed his mind, and stated that they were both fit for sea duty.

Prestwood, in his capacity as Delegate, then went to the Captain (sometimes called Preacher Pembroke) and demanded that the two men be sent to the Pub-

lic Health clinic for examination. The request was emphatically refused.

Prestwood then took the BR to the American Consul in Montreal, Canada, and the SIU Representative, Brother McDonald, went along. Later that evening the BR was taken to the Public Health clinic. The medico there stated that both men were okay for sea duty, but that they should take it easy. He instructed the Utility Messman to have his back strapped very tightly for quite a while.

The vessel then went to Halifax. A day before departure, the BR doubled up in a spasm from the pain in his back. Prestwood was called into the foc'sle and upon seeing the Brother in such pain and unable to talk, he went immediately to the Skipper and 2nd Mate, and requested an ambulance at once. The Captain said that he had an appointment with the doctor at 2 P.M.

It was then 12:15 P.M., and Prestwood insisted that the boy needed medical attention at once and not an hour or two later. When he asked the Cap-



tain's permission to take the man to the hospital or to a doctor, he was given an order to leave the man alone.

After some exchange of words between the Steward and Prestwood, the Captain gave his permission. When the doctor saw the man, he ordered him hospitalized.

The Utility Messman, after being taped up around his back and belly, has stayed aboard and tried to do his work; but will probably have to hit the hospital upon arrival in the States. A few other incidents have occurred in regards to medical attention; but we will take those beefs into the port of payoff along with this one.

SET-UP A FARCE

Brother Editor, the medical set-up on this ship is really a farce, and the SEAFARERS LOG is our way of informing the whole membership. The 2nd Mate, who handles the medical chest, seems to have the feeling that he is paying for the supplies out of his own pocket. If one of us should happen to break a leg, he is apt to give you three CC pills and then break your arms doing hand-springs to the rest room. From the look of matters, we'd suggest that we paint a hospital cross on the port side, starboard side, and on the smoke stack and the Charlie Noble (if we had one on this tub).

Otherwise things are going fairly smooth, except the usual and very rancid beef that is always on this vessel: namely the dictatorial policies of the Chief Engineer.

J. H. Gleason
Black Gang Delegate

Quiz Answers

- 5 buildings
- sol
- 663 feet, 6 inches
- August
- July
- \$237.29
- 2:00 AM to 10:00 AM
- Detroit Tigers
- March
- F. D. Roosevelt

Retired Member Asks Draft Status Of Wartime Seamen

To the Editor:

I am a retired bookman of the SUP, but I have done most of my shipping on SIU ships and on the East Coast. The war interrupted my plan to go to go back to school.

I have been, however, receiving the LOG for over a year now, and I want to say that I think it is a fine paper, well adapted to the needs of Union seamen both on shore and aboard ship. I find it an excellent way to keep in contact with what the SIU is doing, as well as to keep track of some of them men that I shipped with and vessels that I sailed.

Before I go any further though, I would like to state the purpose of this letter: I am sure that most people have heard the phrase, "Write to your congressman." Well I did just that and requested an answer to a question I think is of interest to most seamen. I asked that seamen who have served as much time on the ships as others served in the armed service be classed as exempt from this new taxpayers burden known as the Selective Service Act. Well, the answer that I got was a fine example of evasion, or else he just didn't know what was going on in Congress.

STILL IN DITHER

It seems that no one knows as yet what the status will be for merchant seamen living on shore whether they have their certificate of continuous service or not.

So now I am doing what I should have done in the first place, namely write to the LOG where I know I will get the score, if any information is available on the matter.

Will we be subjected to the Brass Hats' control again as we were in World War II? Do the Brass Hats in the Government forget what was said by one

of our famous generals during the invasion of Normandy and afterwards about the work the merchant marine did in supplying the men that hit the beaches?

I would suggest that since this bill is open for amendment, that some of the men that are interested should write to their Congressmen. But don't ask them for an answer, for from what I found out they will get no more information than they could get from the daily paper.

Herbert M. Widdowson

(Ed. Note: As things now stand the status of each individual seamen, active or retired is entirely in the hands of his local draft board. A number of articles have been published in recent issues of the LOG on this subject. The July 30 issue carried the story of the action of our Secretary-Treasurer in wiring President Truman urging him to "instruct Director of Selective Service to grant draft exemption to U.S. seamen who sailed our nation's vessels and thus kept democracy's lifelines open under enemy fire in World War II.")

(On the front page of the LOG for Sept. 10 is an article giving the information that the matter is being left to the local boards.)

Asks Friends To Write Him

To the Editor:

I have been in the hospital here at Brighton since May 28, 1947. Time is heavy on one's hands while recuperating, and I would enjoy very much hearing from SIU members and friends. Drop me a card or letter if you have a spare moment.

J. C. Hensley
U.S. Marine Hospital
Brighton, Mass.

GUESTS AT "DIRTY DICK'S" IN NASSAU



Entering into the gay whirl of Bahama society, Bob High and Frenchy Ruf take in a festive evening at the well-known Nassau nitery, "Dirty Dick's." In the note which was enclosed with the picture, their companions were described as "seaworthy friends." Brothers High and Ruf were crewmembers of the Evangeline at the time.

Voyager's Divided Command Makes Maiden Trip Rugged

To the Editor:

It is about time that Brothers ashore found out about the maiden voyage of the SS Steel Voyager.

Things went swell all the way over to Arabia, but after arrival a couple of Brothers became very sick. One AB who was quite ill with yellow jaundice waited in the intense heat before being admitted to the hospital. Another Brother, after having the Mate and Master use their phony remedies for two weeks, become so sick that he was sent to the hospital too.

After being admitted to the hospital, both found conditions extremely up to date. Fine

physicians and pretty nurses made their improvement almost miraculously fast.

As for the Steward Department, we have yet to find out for whom we are working—the Steward or the Captain. The Steward has been with Isthmian for many years and is so indoctrinated with their anti-union policies that he is almost beyond hope. The Captain winds him up every morning and he goes till he runs down, then heads off to bed.

SCRATCH ONE

The Saloon Pantryman dropped and broke a couple of dishes and was informed by the Master that every such incident shortens the life of the SIU. Down below the officers have no more authority than a first trip Wiper. The Chief Engineer practically lives in the engine room, and has to okay even the most trivial orders before then can be executed. Thus the Oilers have the same problem as the men in the Stewards Department in that they never know for whom they are working the First Assistant or the Chief Engineer.

At first it was not surprising to see the Captain on deck, but it didn't take the Bosun long to get this straightened out.

Well, fellows, it is getting late and this message has to be in the mail very shortly, so will sign off.

Crew of SS Steel Voyager
Port Said, Egypt



Racing Tankers

By WANDERING SEAFARER

Here's to the racing tankers
Beating up the coast,
Loaded with gas for the cities,
To these I give a toast.

Here's to the crews who man
them,
On these modern life depends:
The millions of cars on high-
ways,
All these the tankers tend.

Through storms and calms
They plunge upon their way
To God-forsaken oil docks
Where towns are miles away.

The seamen on the tanker
decks
Gaze wistfully on the shore,
As the Mate posts up the
message,
"We sail in four hours more."

Ah, restless are the tankers
As they shuttle on the coasts,
Full-laden with sinews of
power—
To the crews I raise a toast.

Oh, hearts and home are far
away,
Though they be e'er so near;
There's no time for a shore
leave
To visit loved ones dear.

It's in and out. It's up and go!
Forever on your way;
The power and heat for our
cities—
No time is there to stay.

So here's to the tanker crew-
men,
Here's to their lonely lives,
Here's to their wives and
children,
Here's to the SIU drive!

On Overtime

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

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

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



YOU GUYS ALWAYS TALK ABOUT THE FARM YOU'RE GONNA HAVE -- WELL, I ALREADY GOT MINE! MOST FERTILE SOIL IN TH' WORLD... LAST YEAR I RAISED 20,000 BUSHELS OF TOMATOES BIG AS PUMPKINS AND 5,000 TON O' POTATOES BIGGER 'N' STUD LINKS... NOW TAKE MY HERD OF LIVESTOCK -- WHY I GOT ONE COW ALONE THAT GIVES 25 GALLON OF MILK A DAY -- THE BIG SCIENTISTS COME FROM ALL OVER TO STUDY HER... OF COURSE MY WIFE MANAGES MY PLACE WHILE I'M AWAY -- MY ESTATE IS CALLED "ROCK CANDY ACRES" -- NOW TAKE MY POULTRY... ETC., ETC.

ACCORDING TO HIM, TH' MARSHALL PLAN CAN GET ALONG ON JUST WHAT COMES FROM HIS FARM...

THAT AIN'T A FARM -- THAT'S A MONOPOLY ON THE PRODUCE MARKET...

Praise Staff Of San Juan Hospital

To the Editor:

We would like for you to print this article in the LOG:

We, the patients of the US Marine Hospital at San Juan, Puerto Rico, thank the crew of the SS Morning Light, of the

Waterman Steamship Company, for their kind attention at the time that we needed it, and especially for the cigarettes and fruit they brought us.

Thanks to the US Marine Hospital Doctors M. S. Cashion, Springer, Lemon, and Coca-Mir, and to the Staff Nurses and employees, we are getting the best of treatment and attention. Thanks to all.

R. Seijo
Eugene B. Holmes
William Sullivan
Rafael Torres
Juan R. Pagan
James R. Garner

Attention Members!

All applications for unemployment insurance in New York City must be made through the offices at 277 Canal Street, instead of the District offices, as formerly.



Membership Comments On Transportation Rule

Fairisle Crewmembers Seek Time Extension In Ruling

To the Editor:

As the LOG requested the opinion of SIU members regarding the transportation clause in the new contract, we of the Stewards Department of the SS Fairisle wish to express our version of that clause.

Shipping has been very slow, as we all know, and it has been necessary for some key men, such as Cooks, Stewards and Bakers to remain on the beach for six or eight weeks.

When they ship out after that period—and it often is even longer—they usually leave debts and obligations which are difficult for them and their families to adjust.

We understand that this clause works for the welfare of the members as a whole, which is Unionism at its best; however, the Union stands for job security, and a member in good standing should have the right to work at his trade for a reasonable length of time.

We feel that this ruling will drive members into other lines of employment, and force a lot of brothers to retire their books. This we feel is not good for the Union. Yet it must be realized that under the present conditions many cannot support their families or pay their debts.

SEES SWITCH-UP

If a bookman joins a ship in the Gulf, after waiting for six or eight weeks, and makes a short foreign trip and returns to New York or Philadelphia, he must, at present, get off with his transportation money. In most cases, however, he will not have enough money to afford to return to his home port, so this puts a Gulf crew in the Coast ports, and a coast crew in the Gulf.

Of course it would be selfish for a man to stay on one ship for an unreasonable length of time when there are many bookmen and permit men (who will someday be full members) on the beach and at their wits ends.

Incidentally, we would like to recommend right here that at least three permits—one in each

department—be allowed to sail on each SIU ship, so as to give them a break in these tough times.

We believe that each member should be allowed to sail foreign for a period of at least sixty days when transportation is involved, and not longer than six months on coastwise or near-foreign ships or intercoastals.

Two short foreign trips will take a little longer than sixty days, but at least the member will have a few dollars to take home. On coastwise ships he will have the choice of at least two calls in his home port.

In submitting this opinion, we hope it will be of help in working out a solution that will benefit the membership as a whole and clear up the present misunderstandings.

Robert D. Phifer
T. Horcin
P. H. LaCoste
Ralph Weeks
John Dawning

Feel Measure Boosts Security Through Turnover

To the Editor:

Considering the current discussion of the transportation ruling, it is felt that by speeding up the turnover on the ships a more equal distribution of jobs is achieved which is fair to all and increases the job security of the membership as a whole.

Therefore, we, the undersigned, have agreed that all men who are offered transportation to the original port of signing on shall accept it and pay off of the ship, thus giving the rest of the membership a chance to make a living.

signed by:

Daniel W. Lippy, Michael J. Pugaczewski, Harry E. Mossburg, Jr., Clyde W. Baumgardner, Otto F. Shumacher, Robert R. Newell, Clyde Baumgardner, Jr., Robert L. Miller, Robert J. Aumiller, Jacole Cook, Dorsey Paugh.

Asks Six Weeks Allowance In Enforcing Rule

To the Editor:

In my letter on transportation payoffs that was printed in the LOG of July 2, I stated that the shipping rules should require a man paying off with transportation to register and get his job off the board SIU style.

I still think that the resolution should stay as it is, for we have fought a long and hard battle for the present condition; but an exception should be made in cases where the trip has been less than six weeks.

As things have worked out under current shipping conditions, a man often has to wait a very long time to get a ship and it often works a real hardship when he has to get off at the end of an unusually short trip.

Henry M. Robinson

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

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

Believe Sacrifice Small, Gain Great Under SIU Rule

To the Editor:

We have been reading the letters in recent LOGs registering kicks about the transportation ruling and as near as we can figure it all boils down to this: A lot of guys seem to think they are going to be in for one-month trips, and two months on the beach from now on.

The fact of the matter, however, is quite the opposite. Most ships are on regular runs. Besides, since the contract calls for the company to pay the transportation of the crews back to the area from which they shipped, the companies do the best they can at the present time to

get their ships back to the port of signing on. But if we let the transportation clause lapse by not taking our money, the companies will be glad to forget about it.

It is plain to see that in the majority of SIU payoffs no transportation is involved. But in those where it is involved, the present ruling requiring all to take their transportation money and re-register at the Hall, first of all insures that the company fulfills the full meaning of the contract without getting any kickbacks; and secondly it means a greater job turnover and resulting benefit to shipping generally.

ALL BENEFICIAL

Every one of these results is beneficial to the Union. Every one of them is fair to one and all alike. If you happen to be one of the few Brothers asked at some time to get off a ship when you would rather make another trip, just remember that you have the same chance to be one of the Brothers helped off the beach by it.

Let's not undermine the spirit and smooth operation of our agreement by making 60 day or 90 day exception. If you happen someday to be one of the few Brothers asked to make this small sacrifice of getting off, just remember that it is a mighty small sacrifice compared to the sacrifices that have gone into building of our Union and its conditions—and very possibly is small compared to the sacrifices we may all have to make in the future to maintain them.

Let's train our guns on Union conditions, and then stick by them.

Trevor H. Little
Jessie F. Helms
Blackie Colucci
Robert J. Sojka

Says Security Is Lessened

To the Editor:

I first went to sea in the year 1929. Things were bad in those times, but as the years rolled by, the seamen's unions grew stronger, and conditions and wages began improving. Job security, vacation clauses, overtime, and the unheard of time off on Sunday at sea came into being.

But now as I write this I am sore as a boil over the part in the new agreement providing that we have to get off the ship when transportation is involved.

We give permitmen 60 days on coastwise ships, and a round trip in foreign runs; but we now put ourselves—that is bookmen—in the same position. Suppose we sign on in Boston on a fast run to Europe and pay off in Mobile. This will be a trip of about 29 days. We have to get off as well as the permitmen.

This part in the agreement

takes away that for which we fought: job security. Where does the vacation clause do us any good now if this ruling stays in effect? I, as well as a lot of others, might as well give up foreign runs and stay coastwise.

EXPRESS VIEWS

If enough men will write into the LOG expressing their views it might come to a head so that we can change this provision. It is my opinion that we should at least leave it up to each man if he wants to accept or reject the transportation; or at least we should give a man 90 days on a ship. I urge every member to write to the LOG and voice his opinion on this matter.

A lot of the members who voted Yes for this didn't know what they were voting for. Let's rectify this mistake, and not have the NMU laughing at us for the foolish thing we voted for.

T. Fleming

FIVE BRIGHT SPOTS ON THE HEYWARD



Baring their pates to the sun, five Thomas Heyward Seafarers attest to the "tonsorial artist" on the ship. Looks like the barber is a guy who believes in going whole hog. The boys are identified as, left to right, back row—Andreshak, DM; Don Johns, Pantryman; and J. M. Eichenberg, Night Cook-Baker. Kneeling are Jimmy Slavin, AB; and "Knot Head" Jackson, 3rd Cook.

Say New Rule Brightens Job Picture In Ports

To the Editor:

It seems to us that the membership has a mighty good thing in this ruling that requires those who have transportation coming to take it and re-register at the Hall.

It is fair to all alike, for if the ruling catches you short one trip by creating more jobs on the board, it will help you out the next time you are on the beach. So let's not toss it aside just because there are a few beefs. Chances are those who squawk now when they are asked to re-register will be behind it, too, when they realize how much it means to the total job picture in the Branches.

It's a good move that let's every member have an even break, is our verdict! Let's keep it.

F. Hatgimisios
Knut Fyhn
P. J. McCann

Voices Opinion



Brother Shelly White, bypassed in last week's Inquiring Photographer, says he's happy aboard ship when the quarters are comfortable and the crew level-headed. Good food, too, is a morale booster, he says.

'Deep Sea Fotogs' Click On Cape Race

Going a step further than the average photography-minded Seafarer, a couple of the lads aboard the SS Cape Race have rigged themselves a small but complete photographic enterprise equipped to handle all operations, from the "shooting" of subjects to the delivery of enlarged prints. The shipboard studio is owned and operated by the partnership of Bill Nicholson and E. B. (Mac) McAuley.

When the two Seafarers decided to combine their talents and knowledge, they aptly named the business the "Deep Sea Photo Service."

Brother McAuley's picture-taking should be familiar to readers of the LOG. In the past few years he's come up with some highly dramatic sea shots. Last year, in fact, "Mac" scored a neat photographic scoop aboard the tanker Newhall Hills, shortly after she was cut in two by an explosion touched off by a collision with a small craft in the English Channel. Lensman McAuley's shots were bought up by a photo service and were seen the next day by millions of newspaper readers throughout the U.S.

So far, the "Deep Sea Photo Service" is happy to report, pictures taken aboard the Cape Race have a very peaceful note—somewhat like the ones appearing on this page. The Nicholson-McAuley firm is specializing these days in portrait and candid shots.

"Hold still, please."



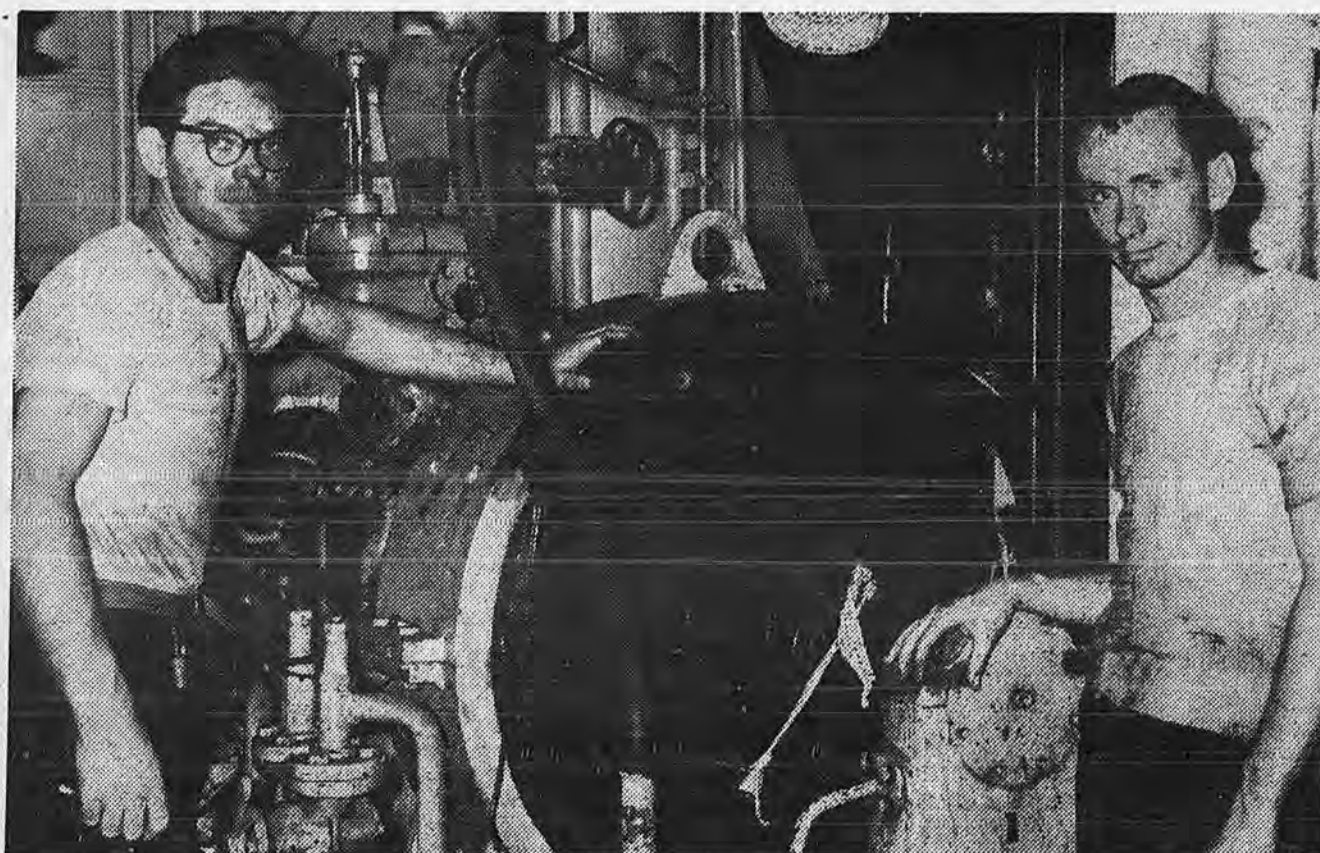
Even the Galley Gang smiles for the Cape Race's "Deep Sea" lensmen. Kneeling (left to right): J. Lancaster, Steward; W. J. Downs, MM, and Joe Wendt, Ch. Cook. Middle row (left to right): Bill Ranew, Saloon Pantryman; Johnny Coxwell, Saloon MM; "Mac" Skittlethorpe, Galleyman; "Whitey" Pittman, BR. Rear row (left to right): Joe Wilszak, Nt. Cook and Baker; Clyde Kriss, Second Cook, and J. W. Short, Crew Pantryman.



While other half of the team clicks camera shutter, Brother McAuley (center), Oiler and Ship's Delegate, puts on a Sunday smile. He's flanked by "Rags" Reinholdt (left), FWT, and L. W. Davenport, Second Assistant.



These Cape Race poker players put their cards on the table—and smile when they do. Starting with beaming "Hunkie" Wilszak (nearest camera), seated clockwise around table are Whitey Pittman, Jack Henley, Tex Ringo and Joe Wendt.



Even the fotog gets in the pic. Bill Nicholson (left), a Chief Electrician, replaces field coil with the aid of Bill Holloway. Lads look pooped because they had been working 26 hours to finish job before vessel left Bremen.



And here are the old pros in action. While Brother Nicholson (right) sets up lights and arranges camera position, partner McAuley prepares to take light reading with photo-electric meter. The "Deep Sea" boys know what they're doing.

NOTICE

POINT VINCENTE

Will any and all crewmembers who were on board the above vessel when it salvaged and towed the SS Evergreen State, on or about August 7, 1947, after she lost her propeller 1980 miles East of Cape Henry, Virginia while en route from Rouen, France, to Hampton Roads, kindly get in touch with Abe Rappaport at the offices of Benjamin B. Sterling, Room 1711, 42 Broadway, New York 4, N. Y., either by mail, phone or in person. Important.

GREAT ISSAC

Will any and all crewmembers who were on board the above vessel when she salvaged and towed the T-2 Tanker, SS Casa Grande, after her main engine burned out off the Virginia Capes on December 9-10, 1946, and towed her into Norfolk, get in touch with Abe Rappaport at the offices of Benjamin B. Sterling, Room 1711, 42 Broadway, New York 4, N. Y., either by mail, phone, or in person. Important.

SIU HALLS

SIU, A&G District

BALTIMORE14 North Gay St.
William Rentz, Agent Mulberry 4540
BOSTON276 State St.
E. B. Tilley, Agent Richmond 2-0140
Dispatcher Richmond 2-0141
GALVESTON308 1/2—23rd St.
Keith Alsop, Agent Phone 2-8448
MOBILE1 South Lawrence St.
Cal Tanner, Agent Phone 2-1754
NEW ORLEANS523 Bienville St.
E. Sheppard, Agent Magnolia 6112-6113
NEW YORK51 Beaver St.
Joe Algina, Agent HANover 2-2784
NORFOLK127-129 Bank St.
Ben Rees, Agent Phone 4-1083
PHILADELPHIA614-16 No. 13th St.
Lloyd Gardner, Agent Poplar 5-1217
SAN FRANCISCO85 Third St.
Steve Cardullo, Agent Douglas 2-5475
SAN JUAN, P.R.252 Ponce de Leon
Sal Colla, Agent San Juan 2-5998
SAVANNAH220 East Bay St.
Charles Starling, Agent Phone 3-1728
TAMPA1809-1811 N. Franklin St.
R. H. Hall, Agent Phone M-1323
HEADQUARTERS .51 Beaver St., N.Y.C.
HANover 2-2784

SECRETARY-TREASURER

Paul Hall

DIRECTOR OF ORGANIZATION

Lindsey Williams

ASSIST. SECRETARY-TREASURERS

Robert Matthews J. P. Shuler

Joseph Volpian

SUP

HONOLULU16 Merchant St.
Phone 5-8777
PORTLAND111 W. Burnside St.
Beacon 4336
RICHMOND, Calif.257 5th St.
Phone 2599
SAN FRANCISCO59 Clay St.
Douglas 2-8363
SEATTLE88 Seneca St.
Main 0290
WILMINGTON440 Avalon Blvd.
Terminal 4-3131

Gt. Lakes District

BUFFALO10 Exchange St.
Cleveland 7391
CHICAGO, Ill.3261 East 92nd St.
Phone: Essex 2410
CLEVELAND2602 Carroll St.
Main 0147
DETROIT1038 Third St.
Cadillac 6857
DULUTH531 W. Michigan St.
Melrose 4110
TOLEDO615 Summit St.
Garfield 2112

Canadian District

MONTREAL1227 Phillips Square
Plateau 6700—Marquette 5909
PORT ARTHUR63 Cumberland St.
PORT COLBORNE103 Durham St.
Phone: 5591
TORONTO111A Jarvis Street
Elgin 5719
VICTORIA, B.C.602 Boughton St.
Empire 4531
VANCOUVER565 Hamilton St.
Pacific 7824

M/V TAG KNOT

Will any of the crewmembers who were on board the MV Tag Knot, of the American Hawaiian SS Co., on or about March 16, 1947, when Carroll E. Cardwell was killed aboard said vessel, please communicate with Herman N. Rabson at the offices of Benjamin B. Sterling, Room 1711, 42 Broadway, New York 4, N. Y. It is important that F. H. Garretson, Bosun; H. Lagan, Carpenter, and R. M. Curtice, Chief Mate, contact the above office in regard to this matter.

CHARLES McMAHON

The seabag you left aboard the SS Noonday is being held for you in the Boston Hall.

J. ARAYA, No. 39948

See the Bookkeeper, Sixth Deck, 51 Beaver Street, to pick up receipt number c-75593.



NEW YORK

SS TRINITY

F. Bloom, \$3.00; E. Fritz, \$2.00; T. F. Hale, \$6.00; H. J. Mathiesen, \$3.00; W. Benish, \$5.00; J. E. Rivers, \$5.00; H. Ekker, \$6.00; Wm. H. Bausinger, \$2.00; K. A. Kasemets, \$8.00; I. E. C. Carolusson, \$2.00; A. Fancellu, \$5.00; E. C. Eaton, \$5.00; C. Nowakunski, \$4.00; W. L. Dolberry, \$5.00; E. R. Perez, \$5.00; L. C. Barnes, \$3.00; W. Irvin, \$2.00; J. R. Cleater, \$5.00; R. E. Haney, \$3.00; J. Livanos, \$2.00; M. Melis, \$7.00; J. K. Robson, \$10.00; A. Myhre, \$6.00; W. McCullough, \$7.00; F. J. Morris, \$7.00; J. Valenti, \$7.00; E. H. Lecer, \$7.00.

SS COLABEE

P. Emil, \$3.00.

SS KYSKA

R. D. Niedermeyer, \$2.00; A. Uhler, \$3.00; W. H. Howell, \$4.00; P. C. Duval, \$2.00; S. Yurgawicz, \$5.00; F. Bonfont, \$2.00; H. B. Cook, \$2.00; A. Obannon, \$3.00; J. A. Pilutis, \$2.00; A. Borjer, \$2.00; E. R. Ceccato, \$5.00; A. Danzi, \$2.00; G. McCall, \$3.00; S. E. Walsh, \$2.00; R. W. Larson, \$3.00; Wm. H. Moody, \$2.00; T. F. Shea, \$5.00; R. L. Allen, \$2.00; S. Volpi, \$1.00; R. LiPari, \$2.00; A. A. Williams, \$1.00; C. Nelson, \$2.00; E. Tocco, \$2.00; R. Garriz, \$2.00; I. J. Ramos, \$2.00; T. D. Reilly, \$2.00; C. Collins, \$2.00.

SS STEEL RECORDER

J. Pranski, \$5.00; H. Nickolson, \$5.00; J. Rubinskas, \$2.00; S. Celeste, \$1.00; T. F. Mungo, \$2.00; W. Banowski, \$2.00; C. M. Peterson, \$5.00; W. C. Adams, \$3.00; F. A. Griffin, \$2.00; Wm. H. Hall, \$1.00.

SS LOYOLA VICTORY

P. J. Galla, \$1.00; K. J. Weekes, \$1.00; J. O. Miller, \$2.00; D. J. Romalo, \$1.00; C. W. Maynard, \$1.00; M. McMillan, \$1.00; E. F. Bobinski, \$5.00.

SS EVANGELINE

J. H. Dubose, \$2.00; B. High, \$3.00; J. Bernard, \$2.00; F. Peskuric, \$1.00; S. C. White, \$2.00; W. V. Masi, \$1.00; V. L. Burke, \$1.00.

SS CHRISANTHY STAR

T. Saizarulo, \$6.00; E. Krell, \$10.00; W. Lewis, \$5.00; F. H. Ostle, \$5.00; T. Tichenor, \$10.00; R. Russell, \$5.00; G. Konstantaras, \$10.00; Kygle, \$10.00; L. E. Brown, \$3.00; A. P. O'Neil, \$10.00; F. J. Albre, \$2.00; A. B. W. Hansen, \$5.00; P. Prevas, \$5.00; D. Paugh, \$5.00; S. Brenna, \$10.00; J. M. Burk, \$2.00; D. Johnson, \$5.00; W. J. Westcott, \$5.00; R. Sipe, \$5.00; J. Cook, \$4.00; W. V. Horton, \$5.00; H. Witt, \$3.00; D. W. Lippy, \$5.00.

SS JAMES JACKSON

J. C. Reynolds, \$2.00; E. Bergerson, \$2.00; W. L. May, \$2.00; F. B. Shinault, \$2.00; W. W. Davis, \$2.00; J. S. Ebanks, \$2.00; G. C. Rosa, \$2.00; R. C. Schram, \$2.00; A. Morgensen, \$2.00; C. H. Foster, \$1.00; H. A. Thomsen, \$2.00; J. L. Ward, \$2.00; R. Kehrlly, \$2.00; W. Vandervlist, \$5.00.

SS JEAN

A. Gregory, \$2.00; C. E. Carroll, \$2.00; C. J. Madison, \$1.00; S. Hernandez, \$1.00; D. C. Candia, \$1.00; F. A. Stephens, \$1.00; A. J. Menendez, \$1.00; A. Miranda, \$1.00; J. Reyes, \$1.00; C. Rodrigues, \$2.00; W. E. Carr, \$1.00; J. Alston, \$1.00; J. N. Jessen, \$2.00; C. I. Wright, \$1.00.

Marymar Crewmen

JULY, 1948

All men who were crewmembers of the SS Marymar, Calmar SS Company, in July, 1948 are urged to get in touch with Ben Sterling, 42 Broadway, New York City. This concerns a matter of the greatest importance to the Union. If any are unable to get to New York, they should wire or call Mr. Sterling. His phone number is DIgby 4-7830.

Personals

GILBERT G. PARKER

Write home as soon as possible. Your mother is worried and would like to hear from you. 410 Pack Avenue, Savannah, Georgia.

JOHN H. GOOLDY

Your mother is very anxious to have you contact her.

TONY KIISKA

Contact your friend, Paul Lee, 3626—O Street, NW, Washington, D.C.

GEORGE W. HALLENBECK

It is important that you contact Curtis and Warren, Attorneys, Coxsackie, New York, regarding the estate of your Aunt, Catherine E. Hallenbeck.

JOSEPH T. VAUGHN

Please get in contact with Jeanne. She is very anxious to hear from you. Rentz.

DON J. PEURALA

Your mother's new address is 1306 South 10th Street. She would like very much to hear from you.

GENE ASHTON

Norman Currier asks you to communicate with him at 927 Amsterdam Avenue, New York. Phone—MONument 3-1134.

WILLIAM G. ADAMS

Write your sister at P.O. Box 1793, Oakland, California, or call HUmbolt 3-8900.

LAWRENCE GIGLIO NICHOLAS SAZIO

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

Time For Minutes

To speed up as much as possible the appearance in the LOG a digest of their shipboard proceedings all crews are advised to send copies of their minutes direct to the Editor, Seafarers Log, 51 Beaver St., New York 4, N. Y. Port Agents should also forward their copies of ship's minutes to the LOG as soon as possible after receiving them.

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

Seamen Have Fair Chance Of Deferment From Draft

By JOSEPH VOLPIAN
Special Services Representative

Inquiries on seamen's status in the draft continue to pour into Headquarters, and the answer to all of them remains the same: It's up to your local draft board.

In other words, nobody can be guaranteed exemption from the draft because he is or was a merchant seaman even if he sailed throughout the war.

However, this does not mean that merchant seamen are automatically drafted. Some draft boards are exempting men who sailed through the war and can bring a Certificate of Substantially Continuous Service, or are exempting seamen on other grounds. On the other hand, some draft boards are paying no attention at all to a seaman's war record or anything else about him.

No seaman should be discouraged, however, just because he receives a notice from his draft board to report for a physical examination.

HERE'S WAY

Here is the way seamen should go about claiming deferment. There are several clauses in the draft act which give seamen a chance to avoid doing 21 months in the Army, whether they sailed in the war or not.

If he did sail between Pearl Harbor and V-J Day, a man should be sure he has his Certificate of Substantially Continuous Service, which he can obtain from the Maritime Commission. This certificate is the merchant marine equivalent to a discharge from the Army or Navy.

A seaman can protest that he volunteered for the merchant service during the war in the same spirit in which he might have volunteered for the Army, Navy, Coast Guard or Marines, and perhaps that by so doing he had to forego to school.

If he left the sea at the end of the war, he can say that he had to start life all over again just as did a veteran of the armed services.

We have advised one former Seafarer, who is building a house and who has been called for his physical examination, to point

out that he would lose both his labor and a big financial investment, and would thereby suffer great hardship.

If a draft board drafts a seaman with a war record anyway, he still has a chance to miss the Army, by appealing the decision to a review board.

To the appeal board he can claim skill in a vital defense industry, namely seafaring, and can declare that he stands ready to return to the sea in a national emergency.

If he is sailing at present, he can claim deferment on the ground that he is already working in a vital industry whether he sailed during the war or not.

There are still rumors that seamen with war records will eventually get a blanket deferment. But we have been hearing these rumors since the draft act was first passed and little store can be set in them.

The rumors did not prevent a merchant seaman with four years of war service from being the first man drafted in New York City.

The best thing any seaman can do is follow the procedure outlined above.

Six More Companies Agree To Wage Boosts

This week six more companies signed SIU contract renewals, calling for the wage increases and other gains won in September from the Atlantic & Gulf Ship Operators Association and five tanker companies.

The Seatrade Corporation signed both the tanker and the dry-cargo agreements, since it operates both types of ships.

Signing tanker agreements were Philadelphia Marine Corporation, American Tramp Shipping & Development Corporation, Metro Petroleum Corporation, U.S. Waterways and Palmer Shipping Corporation.

Negotiations are now in progress with the remaining companies which have not yet signed for the new increases.

Notice To All SIU Members

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

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

PLEASE PRINT INFORMATION

To the Editor:

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

Name

Street Address

City State

Signed

Book No.....

The membership speaks . . .

A decision by the membership says that all men entitled to transportation must take the money due them and get off the ship. Since that rule has gone into effect, Brothers have written to the Log, some in support, some opposed.

Membership Views On SIU's New Transportation Rule

FOR:

SAYS IT'S GIVE AND TAKE

To the Editor:

There are two ways to look at the transportation ruling whereby a man getting transportation must get off of the ship. First, there is the viewpoint of the guy on the ship who has a job and wants to make another trip. And second, there is the viewpoint of the man on the beach who is probably pretty broke, and who has been sweating out the job calls while ships occasionally come in, payoff and sign on, without taking too many replacements.

Not many seamen sail steadily the year around without changing ships now and then and taking a rest in between. However, I know that it is pretty disappointing to get set on a good ship, and feel like making another run to save up a little dough, and then find that you have to get off.

But the fact remains that the man on the ship does have a payoff and — though there are exceptions — it is usually enough to carry him for a while. On top of that he has his transportation money. In most every case, he is certainly in better shape than the man on the beach who is waiting to take his place when he piles off.

So purely from the standpoint

of fairness, it seems to me that the least we can do, as Union Brothers, when times are tough, is to share the load and try to even things up a bit. A fellow who homesteads a ship in these times is a good deal like one of a group who have pooled their money to buy a few drinks, and then orders scotch while the rest of the guys are drinking beer.

But there is another consideration than that of individual fairness. There is the fact that the Union has fought for and gotten the transportation clauses in our contracts on the basis that the company owes a man the cost of his transportation back to his home port when the ship's articles are terminated in another part of the country.

When men take this money and then stay on the ship, they are admitting that they do not really need the money for transportation. This undermines the Union's position in bargaining for this clause — which in the end means many thousands of dollars for the membership as a whole.

So it looks to me that from any Union standpoint there is no choice but to protect our contracts, give our Brothers a break, take our transportation dough, and pile off.

Pete Roach

take the transportation money and stay aboard the ship?" That's no different from taking a piece-off from a shipowner, that's all. Also, it gives the shipowner a chance to make one hell of an argument in every negotiation session for stopping the payment of transportation entirely.

There you have the sad story. Yes, sometimes taking the money and getting off works a little difficulty on a fellow after a short trip. But if he takes the money and throws in for a new job he is doing the entire membership a favor.

SAYS KEEP IT

Furthermore, let's not try to make a lot of special exceptions about trips of 60, 90 or 100 days. The rule as it is a good rule. We should have had it all the time. Let's not give it up now.

We noticed several headlines on page 5 of the LOG for October 5. They ran like this:

"Mobile Shipping Takes A Slight Turn For The Better;" "Conditions Good For Galveston Rated Men;" "New A&G Transportation Rule Gives Needed Boost to Philly."

Now tell us. Do you suppose that those headlines could have been written in the LOG if our new transportation rule had not been in effect. The answer is "No."

The SIU, according to our Headquarters Reports, is the only union today in which there is nearly one contract job for every Union book. That means, Brothers, that we do not have to worry so much about a job that we have to run the risk of losing our transportation riders by changing our present system.

UNION SECURITY

Some men have also raised another issue. They say that not making a man get off after he takes transportation money would give him greater "security."

Just remember this. Every Seafarer's security is his Union and its Hiring Hall. The more jobs come through the Hiring Hall whether or not the transportation rule is involved the more security all of us have.

Let's all put our shoulders behind full Union security. Let's get behind the job of maintaining our wages and our conditions, and let's keep our present transportation rule, which is that if a man is entitled to transportation he must take it and get off, and then re-register at the Hall.

Robert L. Nash

AGAINST

CREW TAKES SIMILAR VIEW

To the Editor:

We, the undersigned members of the SS South Star, do hereby strongly oppose this new amendment to the transportation rider in our present agreement, which requires that all members must accept transportation and get off the ship, regardless of the length of the trip.

This amendment counteracts our hard won gains for transportation money, which we gained in 1946, and thereby makes it virtually impossible to obtain vacation pay, and makes our vacation clause in our agreement absolutely useless.

We therefore recommend that no radical changes be made in the transportation rider in our agreement, or shipping rules, without a ballot vote being taken up and down the A&G coast over a period of 60 days. We

think this would only be fair to the majority of our members who are at sea.

We do hereby relate an example of what this new amendment would mean: Take a man who has been on the beach for at least 60 days. He takes a ship going to a European port for an estimated trip of from thirty to forty days. The man is probably in debt for half of his payoff before he starts. He arrives back in the States to a port in another transportation zone, and has to accept transportation and pile off the ship in accordance to this new amendment.

OTHER OPINIONS?

This man has nothing to look forward to but going right back into debt again. Therefore, we would like to know how other members feel in regards to this amendment. We hereby recommend other Brother members to clarify their feelings by writing to the SEAFARERS LOG. We recommend that all names signed below be printed in the LOG, and that a copy of this letter be posted on all notice boards in SIU Halls up and down the A&G coast.

Signed:

Edgar G. Bukrman, Alexander Janes, James H. Nelson, Robert Woodward, Robert M. Godwin, Charles R. Gilbert, William M. Todd, Henry Lanier, John Shukas, J. E. Barringer, J. W. Mason, Ismael Galares, F. Danan, John V. Rooney, C. O. Mreguy, R. O. Carter, C. W. Palmer, Jack D. Brown, Rowland R. Williams, John Ulas, Peter M. Desposito, Harry Porter, Valentine Benepart, Marion J. Akins, James J. Boland, Louis A. Romero, Arza Smith, Edwin R. Fitzgerald, John Cohul, Robert G. Hauptfleisch, George Santo.

NO AGREEMENT

I have been on the beach here in New Orleans for three weeks, and have not seen one copy of the agreement in the Hall, consequently there is hardly anyone who knows that this is part of our agreement.

It is the consensus of opinion in this port, among the membership that I have contacted, that we should write in and voice our opinion in this matter, and it is suggested that this is the most unpopular clause in our new contract.

C. H. Cummings

Keep Transportation As Is, Seafarer Urges Members

To the Editor:

We have been reading the last few issues of the LOG, and it appears that a few guys sure must hate to get off a ship from the squawk they make when they are handed a fat roll of bills labelled "transportation money."

What in hell is the matter with these guys? Don't they know that this isn't working any hardship on anybody, but simply making shipping faster for all hands?

In the first place, only a small percentage of ships pay off where transportation is involved. This is because most SIU ships are now operating in regular trade runs. The crews normally are not entitled to transportation at all.

Suppose you can get transpor-

tation, what happens then? By the present Union rule, you make the trip, collect the transportation money — which, incidentally, is something the SIU fought hard through many years to get — go to the Hall, and grab another ship.

Sure, there's more turnover. But the more turnover there is, the more jobs there are on the board.

TRANSPORTATION BATTLE

Doesn't the whole membership realize by now that after many years of struggle we finally have forced the shipowners to pay transportation to crew members who are entitled to it? Transportation was not always paid to seamen. It represents victory in one of the major battles of SIU history.

Then there's the question some fellows raise: "Well, why not

This is how the SIU solves its problems — through democratic membership discussion and membership action

What do you think of the Transportation Rule?

Discuss it at shipboard and shoreside meetings. WRITE TO THE SEAFARERS LOG !!