

SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

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No. 36

AFL Officers Hit Removal Of Pursers

Protests by Tom B. Hill, East Coast Representative of the American Merchant Marine Staff Officers Association, and Captain William C. Ash, Vice-President of the Masters, Mates, and Pilots, were issued yesterday against dismissal by ship operators of Pursers and Purser-Pharmacist Mates.

Since the end of the war, they charged, the companies have been ousting Pursers until, today, more than 50 per cent of the nation's cargo vessels are without men trained to perform clerical and medical duties.

Since safety of the ships' personnel is an important factor, both spokesmen contended that the results derived from hiring such trained men would more than compensate operators for the salaries expended.

CAUSES WORK

Speaking solely for the Licensed Deck Officers, Captain Ash stated that he had received reams of complaints from Skippers who have been forced to assume additional clerical burdens after their Pursers had been discharged.

Hill pointed out that according to regulations the Master of every American merchant ship must designate some officer to maintain the vessel's medicine chest and administer to ill or injured personnel.

Sometimes Hill continued, the officer selected for this post is not qualified to handle blood plasma, or penicillin, or other drugs that require skillful administration.

In a conference between Hill and SIU representatives last week, the AMMSOA was assured of Seafarers support in its effort to have Pursers replaced on the ships from which they have been ousted.

Correction

In last week's LOG it was erroneously reported that Wheelmen under the new Browning and McCarthy agreements will receive \$201.20 per month. The new rate of pay for men of this rating is \$291.20. The overtime and daily rate are as reported in the SEAFARERS LOG in last week's issue.

The SIU still maintains its lead on the Lakes, as elsewhere.

Corporation Profits Hit New High

Just try asking the boss for a raise now-a-days, and he's sure to give you a hard luck story. Why, according to him, he's having all the trouble in the world just keeping the plant open.

Of 402 companies having common stock listed on the New York Stock Exchange, every one reported a profit for the first six months of 1947, and the aggregate amounts to \$1,681,920,000. This is an increase of 97.9 per cent over the same period last year.

Thirty automotive companies which reported slight losses last year, have so far piled up profits to the tune of \$203,507,000.

Want to live in a house with just your own family, away from in-laws? It's pretty impossible to rent a house or an apartment now, but the profits for the building industry rose 109.2 per cent during the past six months.

And if it's been a long time since you last bought a suit because you can't afford today's prices, it's all part of the same picture. Thirteen textile companies announced a gain of 58.5 per cent over last year's entire total, and department stores also registered a neat gain.

There's one consolation, however. The National Association of Morticians, at its last convention, announced the price of a decent funeral has not kept pace with other rising prices, and a man can still be buried at a reasonable cost.

And that's something to live for!

Isthmian Takes On 30-Month Job Of Moving Pipeline To Arabia

NEW YORK—Isthmian Steamship Company, the giant that tried its strength with the Seafarers and lost, now has before it another project to test its capacity.

What has been called the largest single contract ever signed by a steamship company, calling for Isthmian to move the American Arabian Oil Company's pipeline from U.S. ports to terminals in the Mediterranean and Persian Gulf, was announced recently by the company president.

It will take approximately 30 months to complete the job, and the fleet to carry the 265,000 tons of pipe plus construction

equipment and foodstuffs will include not only the huge Isthmian line, but the Pacific Far East Line and possibly one or two more sub-contractors.

The shipments will move outward from Baltimore, New York, Philadelphia, Houston and Galveston, and through Pacific ports ranging from Seattle to Long Branch.

To the Seafarers International Union this is all good news. Many new vessels will be added to the Isthmian fleet, and since the SIU has a contract embodying the Union Hiring Hall and Rotary Shipping with that company, more jobs will be available to the Seafarers membership.

Send Pix

According to a resolution adopted at the last Agents Conference and concurred in by the membership in all Branches up and down the coasts, each candidate for Union office is to submit a photograph and a short biography for publication in the SEAFARERS LOG.

As soon as candidates are nominated or submit their credentials to Headquarters, they should send the required items to the Editor of the LOG.

Mail yours to: Editor, SEAFARERS LOG, 51 Beaver Street, New York, N.Y.

Shipwrecked McDonagh Crew Can Collect Subsistence

It took a long time to accomplish, but the penny-pinching of the Overlakes Freight Corporation has finally been defeated, and now the men who were shipwrecked on SS Joseph S. McDonagh can collect subsistence for the time they were on the beach last year in South America.

The McDonagh sank when she went aground and broke in two off Callao, Peru. The men were taken to Lima, and there the trouble really started.

They were quartered in a flea-bag hotel, were allowed to draw only \$10.00 per week, and could not replace the clothes that were lost in the accident.

This situation was called to the attention of New York Headquarters, and steps were immediately taken. Overlakes was blistered to a fare-thee-well, and agreed to give the men a clothing draw of \$100.00, plus \$25.00 per week for living expenses.

NICKEL-NURSING

After the men were repatriated, another beef arose; this time regarding subsistence, and again Overlakes tried to squeeze pennies until they turned to powder.

But the persistence of Joe Volpian, Special Services Representative, was something that the company had not reckoned with.

Brother Volpian kept right after Overlakes, and last week his efforts were rewarded by notification from the company that 23 men can collect the differential in subsistence, amounting to \$1.35 per day from April 1, 1946, to the date of signing on the repatriation vessel.

It will amount to approximately \$80.00 per man, and it is necessary for each man to bring his discharge from the McDonagh, Voyage 5, to the company office, 19 Rector St., New York, Room 700 in order to collect the money due.

Also needed is the discharge from the repatriation vessel, or other proof in support of the

date on which the seaman left America.

Following are the men eligible for the differential in subsistence:

Joseph A. Calaldo, Richard P. Umland, Clinton A. McMullen, Hendrikus Van Veen, Francisco Monteleone, Adam J. Saidor, Albert R. Chiriani, Donald C. Jones, Taivo Laakkonen, and Josiah McGill.

Also, Joseph H. Black, Harold H. Matava, John E. Mackay, John W. Seemans, James A. Picard, Leo Kattonen, Donald McClintock, Frank Basak, Elbert B. Brown, David C. Salgado, William R. Spahr, Gene R. Sinclair, and Robert T. McNeil.

Nominations Opened For SIU Offices

Selection of candidates for Union office in the Atlantic and Gulf District for 1948 will get under way at the next regular membership meetings when nominations will be called for from the floor.

Qualifications which candidates must possess are listed on page 3. These are set down in the Constitution and By-Laws of the Union.

Any man who possesses the necessary qualifications may nominate himself by sending notification, in writing to the Secretary-Treasurer indicating the office being applied for, and listing the necessary proof of qualifications.

This year a new feature has been added. The last Agents Conference went on record that the pictures and qualifications of all candidates passed by the Credentials Committee be run in the LOG.

This is to insure that every voter knows exactly for whom he is casting his ballot.

ALL OUT TO VOTE

As it was last year, the entire apparatus of the Union will be geared to getting every possible full Bookmember into a voting booth.

Posters will be placed in all Halls, and each week the LOG will carry a reminder for those whose memories need jogging.

But first, there have to be nominations, and that will be taken care of shortly. Nominations close on October 15, and the voting begins on November 1, and continues through December 31. In that way the largest possible vote will be obtained.

SEAFARERS LOG

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OF NORTH AMERICA
Atlantic and Gulf District

Affiliated with the American Federation of Labor
At 51 Beaver Street, New York 4, N. Y.
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- PAUL HALL - - - - - First Vice-President
51 Beaver St., New York 4, N. Y.
- MORRIS WEISBERGER - - - - - Vice-President
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GEORGE K. NOVICK, Editor



SIU Elections

In no other union in the United States are the members as active in the affairs of the organization as they are in the Seafarers International Union. Everything that the Union takes part in is determined by the membership, and in no other union are the officials as responsible to the membership.

Union elections are not popularity contests. Just because a guy is a good drinking partner is no reason to believe that he will be able to represent you in a beef. When you bring a beef to a Port Agent, or when the Patrolman comes down to the ship to payoff the crew, it is a comfortable feeling when a competent man is holding down the job.

Nominations for Atlantic and Gulf officials are now open. They will be called for on the open floor of regular membership meetings on September 10 and 24. However, any man who meets the qualifications may nominate himself by submitting a listing of his qualifications, in writing, to the Secretary-Treasurer.

Such notification must be in the Secretary-Treasurer's office not later than October 15, 1947.

Listing of the qualifications appear on page 3.

The affairs of the Union require that competent men be elected to every office. But competent men cannot be selected unless they are first nominated. Some men are too modest to nominate themselves.

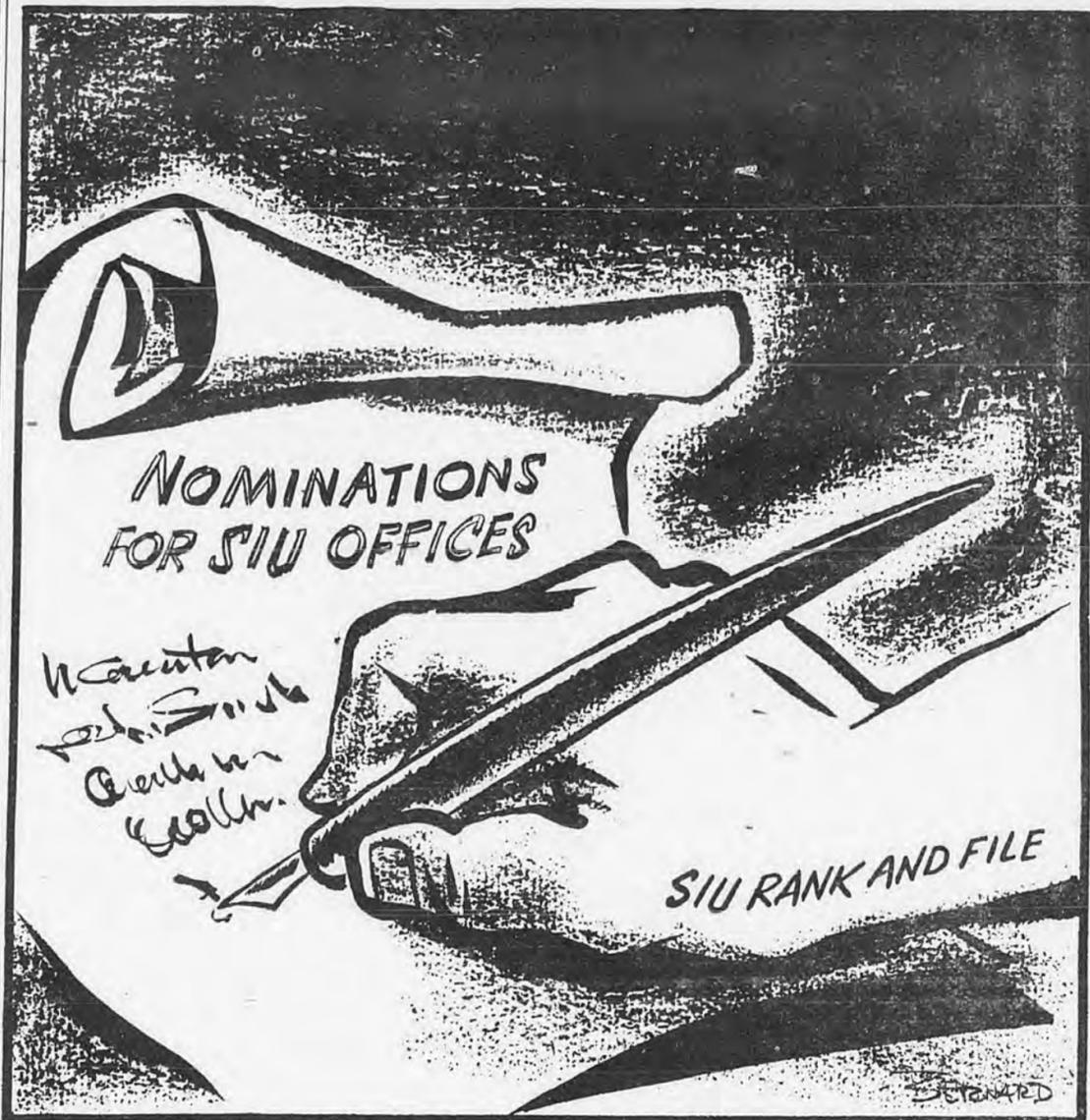
It then becomes the duty of those who know the man's qualifications and abilities to nominate him.

Look around carefully, and nominate the man who can best carry out the functions of Union duties and responsibilities. There are many such men in a Union like the Seafarers.

Through individual seamen, banded together in a common fight, the Seafarers International Union has built a strong organization that has taken the lead in the fight for seamen's rights.

Let's keep it that way by nominating and electing officials who are primarily loyal to the Union, and who have the best interests of the membership at heart!

"In his hands..."



Men Now In The Marine Hospitals

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

NEW ORLEANS HOSPITAL

- JOSEPH DENNIS
- L. GROVER
- C. MACON
- BOB WRIGHT
- JOHN MAGUIRE
- CHARLES BURNEY
- J. J. O'NEAL
- E. L. WANDRIE
- E. M. LOOPER
- D. G. PARKER
- LEROY CLARKE
- J. ZANADIL
- D. P. KORALIA
- WILLIAM MOORE
- L. COOPER
- REUBEN VANCE

NEPONSET HOSPITAL

- L. CLARK
- J. S. CAMPBELL
- E. FERRER
- J. R. HANCHEY
- C. LARSEN
- L. L. LEWIS
- J. R. LEWIS
- R. A. BLAKE
- L. TORRES
- C. SCHULTZ
- J. HAMILTON
- H. BELCHER
- J. T. EDWARDS
- L. BALLESTERO

BALTIMORE MARINE HOSP.

- B. F. MOORE
- J. E. FANT
- T. WADSWORTH
- W. VAUGHAN
- M. FINGERHUT
- W. T. ROSS
- E. J. JOFFERION
- C. ALEXONDIS
- R. H. COOTS
- E. E. CROBBS
- OLFA ANDERSON
- RALPH E. DAYLON
- C. H. MITCHELL

BRIGHTON HOSPITAL

- R. LORD
- J. BARRON
- E. DELLAMANO
- H. SCHWARZ
- E. JOHNSTON
- D. BOYCE
- J. REARDON (SUP)
- J. TEN EYCK

STATEN ISLAND HOSPITAL

- J. A. DYKES
- F. CHRISTNER
- W. SATTERFIELD
- P. GELPI
- F. ZOLLER
- T. COMPTON

Hospital Patients

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

Staten Island Hospital

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

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

- W. R. HALL
- A. SWENSON
- J. J. RATH
- M. EVANDSICH
- PAT BAKER (SUP)
- J. M. MARTINEZ
- J. HOUSTON
- E. P. O'BRIEN
- J. S. MOLINI
- T. J. KURKI
- F. J. SCHUTZ
- J. P. MCNEELY
- E. DRIGGERS
- I. WHITNEY

GALVESTON MARINE HOSP.

- W. BENDLE
- G. E. LEE
- A. BELANGER
- A. V. O'DANIELS
- R. S. SINGLETARY

SAN FRANCISCO HOSPITAL

- JOHN B. KREWSON
- J. HODO

ELLIS ISLAND HOSPITAL

- D. McDONALD
- M. MORRIS
- J. KOSLUSKY
- N. NEILSEN



By PAUL HALL

For the past two weeks, since the ending of the Isthmian Strike, all jobs for Isthmian seamen have been called off and taken from the boards in the SIU Halls. Since that day, two weeks ago, no men going aboard the ships of the Isthmian fleet have passed through the hiring apparatus of the Isthmian Steamship Company.

These two weeks have demonstrated the complete victory won by the SIU in its strike for Union Hiring and Rotary Shipping.

Those men going aboard Isthmian ships with a Union shipping card in their hands, are the first to enjoy the fruits of the long and sometimes bitter campaign to pin down the last big dry-cargo operator. What those men are now enjoying is, pure and simply, what we fought for.

There is no need to dwell upon the fact that they are aware of what made the jobs possible, and by the same token it should go without elaboration that they know what remains to be accomplished.

The biggest battle is over; the contract has been signed calling for the Union Hiring Hall and Rotary Shipping, but those two pillars of the Union's foundation go hand in hand with another—the working rules. That's the job remaining to be done.

Working Rules Next

In the near future, the Union's negotiating committee will once more sit down with the representatives of the Isthmian Steamship Company for the purpose of putting down on paper the working rules for men sailing Isthmian ships. We spent many hours of negotiating for the present contract; we struck for the present contract, and we won.

The gaining of an excellent set of working rules will call for much study, debate and argument. We have little doubt but that we will come out of conference with a tip-top set of rules. We know because we have confidence in the men now aboard and soon to go aboard Isthmian ships.

The working rules that are finally arrived at and agreed to will be only as good as the men aboard the ships make them. This statement has been made before and may sound a little trite and time-worn but that's the way it will be. Performing is definitely out. Seamanship and Union responsibilities are now needed.

Isthmian is now as much a part of the SIU as Waterman, Bull or any of the other companies. On Isthmian ships our motto, "An SIU Ship Is A Clean Ship," now becomes a reality. Many of our volunteer organizers who went aboard these ships took a lot of abuse. No one is expected to be all goody-goody with phony buckos who may still be aboard, but there is no justifying raising hell on the ships. If there is a beef, you now have Union representation to handle them when your ship docks.

Other Outfits Tough

All the working rules previous to this date were won from our operators the hard way. Isthmian isn't the only tough outfit in the field. None of them are ready to accede to our demands merely on request. We went to bat for better conditions and after many long battles we won what we have today. We can be proud of our working rules. A lot of guys went out and put in a lot of time and effort to make them possible. The men who go aboard Isthmian ships will do the same admirable job.

Isthmian has been SIU for two weeks. In that short period of time we have gone a long way to digest Isthmian into the fold of the Seafarers International Union. There is more to be done and we have never shirked a job no matter how difficult it promised to be. Our record of beefs won speaks for that.

Won't Stop Here

If Isthmian, the largest operator in the field, can be brought to terms, there is no reason why we cannot continue flaying away at the unorganized field with equally profitable results. The Maritime industry is by no means solidly organized. The maritime field is still wide open and it is for the hard-hitting SIU to capitalize upon.

The heretofore untouchable tanker field is finding many inroads made in its fence. Tidewater is one of our objectives and Cities Service, too. They are but two of the outfits which spell jobs for Seafarers and union representation for the unorganized men of those fleets.

We can do the job, no one can convince a member of the SIU to the contrary. It calls for more volunteer organizers; it calls for more sacrificing on the part of the men who go aboard these ships, but it means a bigger and stronger SIU.

Seafarers Reactivates Campaign To Organize Tidewater Tankers

By JOHNNY ARABASZ
and FRENCHY RUF

NEW YORK — The Seafarers International Union is resuming, on an all-out basis, its organizational drive among the unlicensed tanker personnel of the Tidewater Associated Oil Company.

Plans have been set to petition the NLRB in October when the contract between the operators and the Tidewater Tankermen's Association, the company sponsored "paper union," expires.

Temporary suspension of the Tidewater campaign was decided upon when the NLRB revealed it could not consider a petition for an election as long as the company could furnish evidence of a contract with the so-called Association. When this came the SIU shot its full force into other organizing fields.

With the expiration of the company contract in October, the Seafarers, backed by the men who sail Tidewater ships, will be free to push for an election.

DRIVE SUCCESSFUL

Up to the time of the NLRB's ruling, the SIU's comparatively short organizing drive among Tidewater personnel met with great success with a sufficient number of pledges gained during that time for the Union to call for an election.

The concentrated force which was diverted to other unorganized companies, when the NLRB announced that nothing could be done until October, produced notable results for the Mathiasen tankermen and also resulted in a pending election in the Cities Service Fleet.

Backed by the votes of an overwhelming majority of the Mathiasen men, the SIU set its bargaining machinery in motion and came up with what is indisputably the best tanker contract in existence.

The wage scales, vacations, overtime rate of pay and other provisions of the SIU contract set a new high in the maritime industry for tankermen.

From an Electrician's \$328 per month and a Chief Pumpman's \$285 right on down, the wages

are unequalled anywhere. In addition, overtime for men making over \$210 per month was set at \$1.40 an hour and at \$1.10 an hour for those getting under \$210.

The regular tank cleaning overtime rate was established at time and one-half for the watch on deck and double time for the watch below.

Vacations for Mathiasen tanker men begin with 14 days off for six months' of service, and mount to 28 days off for 12 months' service.

MUCH TO GAIN

The SIU organizing drive among Tidewater's tankermen will point out that they also can work under conditions similar to those enjoyed by Seafarers sailing Mathiasen and other tanker fleets.

As soon as it is fortified by the backing of the Tidewater men, the SIU will press for working conditions and wages comparable to those in force in its other contracted companies.

An SIU contract will bring to crews of Tidewater ships not only improved pay and ship-board conditions but also the other factors so highly important to every working man — job security and representation. These without fear of company reprisal.

Despite the fact that a so-called agreement exists between the company and the Tidewater Association, there is no such thing as registering a beef through democratically elected representatives, such as enjoyed by the members of the SIU.

The threat of job loss hangs constantly over the heads of those who do not quickly accept all decisions of the company.

QUICK TURNOVER

Proof of the lack of decent conditions aboard Tidewater vessels lies in the quick turnover of crews. Helpless under the present set-up to do anything to correct this state of affairs, large numbers of men sailing Tidewater leave their ships after one or two trips.

Tidewater men themselves

have pointed to this indication of sub-standard conditions and insecurity which places them far behind the men doing the same jobs aboard SIU-contracted tankers. They need only to look about to see how true this is.

The Seafarers intends to wipe out the lower pay checks and poor conditions Tidewater men have been forced to accept by replacing them with the top wages and conditions offered only by the SIU.

The SIU is now laying out a program for an all-out concerted organizing drive in the Tidewater fleet to follow the opening gun.

Waterman Sues M.C. For 'Evasion'

WASHINGTON — When the "big boys" fall out there's sure to be plenty of fur flying, and the latest slug-fest, between the Waterman Steamship Company and the Maritime Commission, is no exception.

Waterman kicked off this week by charging the MC with "evasion and circumvention" of Federal laws in chartering of Government-owned ships.

In plain language, that means that the Maritime Commission chartered a number of vessels to companies which are using those ships to compete with Waterman over routes between the North Atlantic U. S. ports, and ports in Belgium and Holland.

Waterman specifically claimed that while the newly-chartered ships are operating under government subsidy, the ships owned by Waterman serviced the same routes without benefit of governmental aid.

FOLLOW SIU LEAD

In a general complaint which was embodied in the brief, the company alleged something which the SIU has frequently pointed out. Speaking of the disposal of war-built freighters, the company stated:

"The commission has, since the enactment of the Ship Sales Act, sold to citizens of the United States for operation under the United States flag not more than 250 war-built dry-cargo vessels in addition to those for which contracts or other commitments had been made prior to the date of the enactment of the Ship Sales Act, whereas, it has sold to persons not citizens of the United States, who may not charter war-built vessels from the Commission, 839 war-built dry-cargo vessels for operation under flags other than that of the United States.

That is exactly what the Seafarers has hammered at for such a long time. From the very start of the foreign sales, the SIU realized that continuation of the Maritime Commission policy of selling merchant ships to foreign powers or individuals would pose a serious threat to the future of the American merchant marine.

It's high time the American shipowners and operators woke up. It's their fight, too.

Qualifications For Office

Qualifications for office in the Seafarers International Union, as provided for by the Constitution and By-laws, are as follows:

- That he be a citizen of the United States.
- That he be a full member of the Seafarers International Union of North America, Atlantic and Gulf District, in continuous good standing for a period of two (2) years immediately prior to date of nomination.
- Any candidate for Agent or joint patrolman must have three years of sea service in any one of three departments. Any candidate for departmental patrolman must have three years sea service, as specified in this article, shall mean on merchant vessels in unlicensed capacity.
- That he has not misconducted himself previously while employed as an officer of the Union.
- That he be an active and full book member and show four months discharges for the current year in an unlicensed rating, prior to date of nomination, this provision shall not apply to officials and other office holders working for the Union during current year for period of four months or longer.

Any member who can qualify may nominate himself for office by submitting, in writing, his intention to run for office, naming the particular office and submitting the necessary proof of qualification as listed above.

The notice of intention addressed to the Secretary-Treasurer must be in his office not later than Oct. 15, 1947, when nominations will be closed.

Ever Yearn For The Good Old Days? Take A Trip Under A Foreign Flag

By BERNARD P. KELLY

This writer wandered down to the Portland, Oregon, waterfront one day last March in company with two American firemen on the beach. None of the three of us was a union member, the books being closed tight in the northwest.

Along the dock lay a 10,000 ton relic of another day, the old Jefferson Meyers, a sea-scarred veteran of 27 years, in its time one of the sturdiest of those all-riveted jobs that the Bethlehem Steel Yards turned out in the twenties.

It was now in the hands of the Atlas Trading Company of New York, which renamed it after the Greek tragic playwright and poet of ancient Greece, Euripides.

Being broke and without books of any kind, the three of us went aboard and were quickly signed on as Firemen and Wiper. The officers and licensed personnel were Greek, as well as the bellowing Bosun.

The Skipper reputedly headed an English corvette off the Scottish coast during the war, and this was said to be his first job as boss of a cargo ship.

The Chief Engineer was a big lumpy guy about 65 who barely spoke English, and whose ignorance of American standards and customs was appalling.

In order to crew the ship, the Captain appealed to the U.S. Employment Service. With their aid, and the chance arrival of union seamen who were on the beach too long, the ship managed to take on a skeleton crew and sailed for Vancouver to load wheat for England.

UNION MEN DISGUSTED

It wasn't long before the union members, especially one who was an oldtime militant of the SIU and had signed on as Deck Engineer to get out of Portland, became uneasy.



The undermanned Deck Department was the first to feel the difference between conditions on a Union ship and those on the Euripides.

The Bosun in his best manner ordered the seamen to hit the ball. The beaten up deck, fore and aft, needed reconditioning badly, and he evidently was out to show his compatriot captain that he was boss.

The American crewmembers put their heads together, and, broke or flush, they decided to quit. As the ship lay at the wheat dock in Vancouver, word got around that they would be held up for a month because of the shortage of freight cars from the interior.

The lads from the U.S., six of them, demanded their money

from the Captain. He stalled.

They went to the American Consul, who asked them what kind of articles they had signed. No one seemed to know and, in addition, it developed that the Captain had taken, for safe keeping, the papers each signed.

Finally, the seamen asked for help from the Union Hall in Vancouver. The crew was told that a picketline would be thrown around the ship if their release was not granted. The Captain found the money to pay the men, and immediately upon payment, the messman quit.

CONDITIONS DEPLORABLE

The crew's quarters back aft were unpainted, unwashed, and the head had six inches of stagnant water swishing around in it. The showers wouldn't work, and there was no one to clean up the mess. A Canadian health officer came aboard and ordered the place cleaned up.

The clean-up job had been delegated to the \$90 per month Messman, but he was long gone. Although a dozen Messmen had appeared for the job, it was obviously the policy of the Skipper to hold down wages as long as possible.

On the 25th of March, the crew got together and decided to go on the bridge and ask for a showdown on much needed draws. The Captain told them \$10 was the limit—"Take it or leave it."

The two American Oilers decided to walk off, not without difficulty, however, as the overtime claimed while they worked twelve hours a day was in dispute.

Since there was no Delegate on board, the men threatened to appeal to the marshal and have the ship tied up. One of the inexperienced Firemen nodded on the twelve hour shift, and dozens of barrels of oil went into the bilges.

The Firemen were let go, and a squawk went up from one of them, claiming that he was gypped 40 hours overtime.

In the meantime, the Captain had found a new source of labor: The Vancouver immigration cell blocks. There he was able to replace the Americans with deserters from England, Scotland and everywhere. They were on to stay, lest the Canadian authorities jail them for keeps.

For the other vacant berths, there was a constant coming and going. One Fireman stayed a full shift. Another, a clean-cut Canadian, put in two hours, which were spent hauling acid drums on deck, without even having a chance to see the fire-room. He quit.

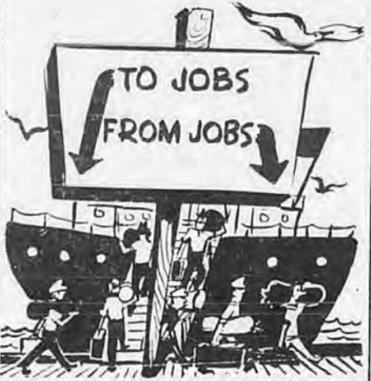
The Chief Engineer, having no conception of North American labor standards, thought nothing of asking the Fireman, Deck Engineer, or whoever was within reach, to walk a block and haul back supplies.

The Wiper was at the beck and call of almost anyone remotely connected with the engine room, but finding it too much of an ordeal to quit, decided to make the best of it.

If it was the policy of the

Captain to make a name for himself as a money saver, he was a success. For a whole month no Messman was hired, although a dozen applied for the job. The crew practically fed itself.

There was such a coming and going of personnel, no one seem-



ed to know who belonged aboard. Several items were stolen and an Aussie AB yelled bloody murder when a suit of his clothes were taken. He demand-

ed his release and finally received it, after the Skipper threatened to turn him over to the immigration officials.

One of the Assistant Engineers corralled a 16 year old English youngster who sought the messman's job. By persuading the Chief Engineer we would make a Fireman out of the boy, the Assistant had the lad working in the fireroom for a week, during which time the artist in him flared up and he brought the boy to a Vancouver Hotel.

There, the youngster stated after he was laid off, the assistant bought whiskey. The kid said the screwball gave him \$10 to go out and buy a bottle, and the young fellow took off with the ten. He thereafter lost the fireman's job. The calibre of the personnel, after the union Americans quit, took a decided drop.

Finally, with an international crew, the Euripides was loaded with wheat and shoved off for England.

Tips His Hat



Eddie Bender, now sailing on on the SS Ethiopia Victory, was an organizer in the Port of New York during the Isthmian campaign. When the strike started, he was at sea, but news of the victory reached him, and he sent his congratulations to the men who organized the fleet and then won the strike.

"Isthmian may have been a hard nut to crack," he says, "but just the same she was cracked and SIU history will always record the victory we won. To the boys who did the sacrificing and fighting, I tip my hat."

SPOTLIGHT ON THE NEWS

One thing the American labor movement hasn't got and badly needs—at least during the summer months—is a good, trained, psychiatrist. Nobody else would be competent to explain to baffled unionists the sun-slappy behavior of a zany bunch of industrialists and big businessmen.

Item 1—In Philadelphia (temperature 93) the Sun Oil Co. announced prices increases "to protect the fuel oil supply of its customers against the added competition of new customers."

Item 2—In Jersey City (temperature 95) sedate stockholders of the Hudson & Manhattan Railroad started slugging each other and swinging punches from the floor when they couldn't agree on a new board of directors.

Item 3—In Chicago (temperature 98) the M. G. Miller advertising agency announced that henceforth all its employes will be given one year's vacation with full pay.

Item 4—At Virginia Beach, Va. (temperature 94) Arthur J. Morris, founder of the Morris plan banking system, predicted a major recession right after Christmas and said "If the American people would stop buying, they could prevent this recession."

Item 5—In Newark, N. J. (temperature 94) an employer told the state mediation board that he was justified in firing 11 union steelworkers because the Bible says "cast out the scorner and the strife shall cease."

The payoff, however, came in New York (temperature 98) where enraged union foundry workers chased their employer up three flights of stairs and halfway up a flagpole when he offered to give \$300 to their drive for funds to make a test case of the Taft-Hartley Act—IF in return they'd accept most of the Taft-Hartley provisions in their next contract and vote for Taft for president in 1948.

The Gallup Poll asked a cross-section of AFL and CIO members the following question: Would you like to see the AFL and the CIO join in one organization?

The vote was: Yes—55%; No—25%; No opinion—20%.

Whatever else you think of the Russians you've got to admit they have a magnificent sense of humor.

At last week's session of the United Nations Security Council, Soviet Representative A. N. Krasilnikov accused the United States of violating human rights by enacting the Taft-Hartley law.

This rollicking witticism came from a man representing a country where:

1—A worker can be jailed for moving from one job to another without permission.

2—A worker who is persistently unpunctual

may have his food rations cut.

3—A worker can be sentenced to a forced labor camp (until a few months ago he could be sentenced to death) for stealing from the factory in which he works.

4—A worker can be shot quicker than a horse with a broken leg if he expresses opposition to the country's political leaders.

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Rep. Fred Hartley and Sen. Joe Ball have become such experts on rackets that they've now developed a lucrative one of their own, it was disclosed last week.

The "racket"—strictly legitimate, of course—is to explain, for a handsome fee, the anti-labor law they helped write.

Hartley was scheduled to be the paid speaker on the Taft-Hartley law at a two-day seminar planned by the Indiana Chamber of Commerce. Last week he addressed the Intl. Apple Growers Association in Detroit.

When Sen. Ball recently found himself too busy to accept a Cleveland lecture engagement, he offered it to another Republican and revealed that the payoff would be \$1000.

Added to their \$15,000 yearly salary from the taxpayers, plus travel expenses and other stipends, the "lecture" fees are a guarantee that Ball and Hartley will not be candidates for the poorhouse if they're not candidates for reelection in 1948.

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Urging machinists to buy no cuts of meat that cost more than 65c a pound, Mrs. May Peake, president of the International Association of Machinists Ladies Auxiliary, declared that "the best way to combat exorbitant prices of food is to refuse to pay them."

Mrs. Peake pointed out that housewives must learn the importance of organizing the home as well as the shop in order to help control runaway prices and increase the purchasing power of the wage dollar.

~ ~ ~

Betty Grable, the gal with the pin-up pins, set a precedent last week that may be more dangerous to the future of the capitalist system than the Communist Manifesto.

Betty, according to the Securities & Exchange Commission, made more money last year than her boss—to be exact, \$299,333. (The boss took a humiliating \$260,000.)

~ ~ ~

The AFL has announced the appointment of Philip Cutler as its first Canadian regional director. Cutler, who has served as Canadian organizer for the Pipe Fitter's and the AFL is now, at the age of 30, youngest of the AFL regional directors.



Taft-Hartley Act, If Enforced Would Bring Back Old Crimp Days

By EARL (BULL) SHEPPARD

NEW ORLEANS — Once again the SIU has spread the oil on troubled waters and there is smooth sailing once more. Just how long this lull will last is hard to say, it could be that some of the operators will try to use the now infamous Taft-Hartley Act to stir up another whirlpool; but if they do, you can bet your last dollar that we in the SIU have an abundant supply of oil and past masters in our outfit in the art of spreading this oil.

In regards to the Taft-Hartley Act, I have read up a little on this law and feel that it cannot and will not improve industrial relations, but to my way of thinking will only cause confusion and conflict, as it destroys and throttles the American way of life and our cherished right of collective bargaining.

If the Taft-Hartley Act was designed, as its sponsors claim, to "correct abuses by Labor Unions" then this cure is comparable to the one which killed the dog in order to free him of fleas.

According to the Taft-Hartley Act thousands of American merchant seamen, manning the American merchant ships would be shorn of the security of which they fought and died for, if the law were made to apply.

90-DAY VACATION

The closed shop ashore and afloat was okay during the war, it was okay on the Russian run, on the beachheads and thousands of other places where Americans fought and died, but today they would want seamen to go back to the days after the first World War, where every school-boy that wanted a 90-day vacation went to sea and deprived a bonified seaman out of his livelihood.

The Taft-Hartley Law would allow the Skippers to go on the dock and hire whom he pleases. Then ships would become again what they were in the past: Cousins, Uncles, Grand-



fathers, and what have you coming aboard with their banjos under their arms and plows on their backs to take from bonafide seamen their livelihood — but, Brothers, as long as there is an SIU and the SIU has no intentions of going out of existence — then the men who earn their living by the sea will be entitled to his job over and

above and ahead of any soda jerks who are looking for a job at sea for a 90-day thrill.

EVERYBODY RESPONDED

As soon as the call went out here in N.O. that the strike was on, all oldtimers, newcomers, Permitmen and all hands piled off the 5 ships that Isthmian had the misfortune to have in this port when the strike was called.

The response here was 100 percent and the picketlines were maintained by men on the beach and men on the ships in fine fashion, plenty strong, and 24 hours a day.

It seemed that all hands were anticipating this beef and were waiting to get a chance to take a smack at this outfit.

Shipping is very good and it is a lucky guy that registers and doesn't have the Dispatcher make the old college try to get him to take that hot one that just has to have one more A.B.

NO NEWS??

Silence this week from the Branch Agents of the following ports:

ASHTABULA
BUFFALO
CHICAGO
CLEVELAND
DETROIT
DULUTH
GALVESTON
JACKSONVILLE
MARCUS HOOK
MOBILE
MONTREAL
NORFOLK
SAN JUAN
SAVANNAH
TOLEDO

The deadline for port reports, monies due, etc., is the Monday preceeding publication. While every effort will be made to use in the current issue material received after that date, space commitments generally do not permit us to do so.

Shipping Good In Boston, But Where Are The Men?

By JOHN MOGAN

BOSTON—Business and shipping continued very good throughout the past week, and, as usual when we have as few as three ships on the board at one time, there was a shortage of rated men.

But after the Labor Day weekend holiday the chances are that a good many of the boys will be showing around ready to go to work.

Strangely enough, the meetings are very well attended, with as many as 175 to 200 members, but the next morning at the 10:00 a. m. call only a handful face the board.

It is hoped that the boys will return after Labor Day as the outlook for next week is very good. The SS Edward Janeway, Smith and Johnson, which paid off the other day will crew up on Tuesday, September 2.

On the same day a tanker, out for over six months, will payoff in Portland, Maine—which means that virtually all hands will pile off. Then, scheduled for a payoff on the 3rd of Sept. is the SS Madaket, Waterman.

ISTHMIAN TRADE

Not to be overlooked as contributing factors to the spurt are the many Isthmians which stop in here for various periods of time.

Besides crewing up the SS Cape San Diego completely, we also had the SS Cape John, the SS McCosh, a Liberty, and the SS Carleton Victory. And, too, after lo these many months, the good old Bienville paid off here last week.

The Yarmouth will discontinue the Nova Scotia run around Sept. 15, and after a brief period of dry-docking will go cruising.

Since all the excursion boats will cease operations about the

same time, a lot of headaches will be eliminated for the winter, and quite a few rated members will become available for off-shore shipping.

Speaking of the tanker field, in which we have been getting more and more activity up this way, as a general rule these ships carry SIU-SUP crews about equally divided in number. How-



ever, the SS Coalinga Hills paid off this week and every member of the crew was an SUP man, which is accounted for by the fact that she crewed up on the West Coast.

Quite a few West Coast tanker men are now sailing the SS Carleton Victory, Isthmian, which just arrived with lumber from the Coast. On learning of all the tankers running up this way, they opined that they'd have to change their living habits, as the Coast was fresh out of tanker jobs.

As a matter of fact, even in the freighter field, we get to know many of the SUP boys.

We have been taken to task within the past couple of days for failing to mention the passing of Captain O'Brien, Master of the SS Stones River, in our regular articles from Boston.

Captain O'Brien, whose ship had crewed up in Boston on her last couple of long voyages, and

Members Have Duties To Selves: Taking Jobs, Teaching Newcomers

By WM. RENTZ

BALTIMORE — When shipping is good, the Dispatcher can't get a full Bookman to take a job, and he then has to issue Tripcards.

When shipping gets bad, and it may start for bottom before very long, then those full Bookmen will put up a hell of a squawk about how many Tripcardmen and Permitmen there are in the Union.

The way to protect jobs in the SIU is to take jobs off the board instead of hanging around in ginmills, shooting the bull and telling each other that the Dispatcher is a jerk because he issues permits when there are not enough guys around to crew ships.

It really doesn't do much good to keep harping on the subject, but the membership should realize that the Union has always worked so as to protect the full Book members, but lack of cooperation from the membership can knock everything into a cocked hat.

HOME, SWEET HOME

It's all right to go to a ginmill, have a couple of drinks, and talk about the way the SIU-SUP have won all their beefs, but it's a different story when a guy takes up residence in a ginmill and won't ship out until

his bankroll has gone down the drain.

Today seamen are getting decent wages and enjoying good conditions, but there's plenty of room for improvement, and if we all pull together we may be sure that the SIU will achieve even more gains in the future.

Pulling together includes taking jobs, seeing to it that new men going to sea are given a helping hand, and in general acting the way a good SIU member should.

If we all do that, then we won't have to worry about the Taft-Hartley Law or any other phony law the Washington bigshots think up.

SHIPPING UP

Shipping in this old Maryland port since the strike has taken a turn for the better, which does the old heart good. Since the strike, ships have been on the increase and more are expected to nose into this port.

Payoffs numbered seventeen this week which is not bad for this port.

Waterman had the Jonathan Grouth, DeSoto, William Riddle and Purdue Victory in port,



while Bull had the Emelia, Mae, Edith and Cape Breton.

South Atlantic ships in port at the moment are the Stephen Leacock, Jefferson City and Duke Victory.

In addition, we had a good number of ships in transit, aboard which we found plenty of beefs. All of these, plus those found aboard the ships paying off, were settled in the usual SIU style.

The men in this port are still talking about the big victory over Isthmian. There was a lot of talk about the Taft-Hartley Act and its relation to the strike, but we sewed the whole affair up without a bit of trouble from the boys of Capitol Hill.

HIGH CALIBER

Everyone in this port pitched in with a will and showed their usual ability to come through with the goods when the chips are down.

Baltimore never has to worry about how it will come through a battle as long as it has the caliber of men that were on the beach during the past beefs.

Now with Isthmian out of the way, as far as organizing is concerned, the question now is what is our next objective on the organizing list.

The Bethlehem Steel Shipyard workers are still out on strike and last week they voted once more to stay on the picketlines until they got what they are fighting for.

We are still backing them and respecting their lines and will continue to do so until they wind up the battle.

Mike Quirke

Philadelphia Hits A Record For Shipping

By EDDIE HIGDON

PHILADELPHIA — I see by the papers that a couple of unions in this area are being sued for breach of contract by the employer. I think things like this should be given a lot of attention by the membership as this is very vital to the Union.

All wild-cat strikes, secondary boycotts, and unauthorized strikes are very detrimental to the Union and no action of any kind should be taken unless the officials are contacted, and the membership approves of such action.

We are having quite a time with some of our members who did not stand any picket duty, also men who give as an excuse that they had sickness in their family.

There should be some sort of uniform ruling in regards to this, because as it stands now a man is fined so much here in this port, much more in another port and in still other ports he is absolved altogether.

As you can readily see this is causing undue confusion among the membership, so to eliminate this in future strikes, I believe it is in order for a bonafide policy to be adopted along these lines.

SHIPPING RECORD

Shipping in this port is pretty good lately. In the past 12 days we have shipped more than 200 men and that is the record for this Port.

A few oldtimers trickled back again: Jemnee Daris, John Popa, Frank McErlane, Anthony Balchus, Charley Nangle, Nils Nilson and quite a few more too numerous to mention.

There has been a lot of talk lately about building a new and modern pier. At long last it has come true, and the work on that project has now begun.

As a bit of a suggestion, I believe it is in order for the Secretary-Treasurer to try and devise some ways and means for voluntary donations to create a fund for the purpose of defeating the Taft-Hartley Bill. This last strike against Isthmian has proven that a voluntary donation is better than an assessment, or is it?

Well, I guess that we have said about all that there is to say, so we'll knock off 'til next week.

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.

GREAT LAKES CARTOONIST



Sailing on one of the Hanna ships, up and down the Great Lakes, is a Brother Seafarer who shows unmistakable cartooning talent. He is Bill Replogle, and he is now aboard the SS Fred G. Hartwell. The Hanna Company is now under SIU petition for election, and practically all the unlicensed seamen of the company are like Bill—strong for the Seafarers. In later issues of the LOG, more examples of Brother Replogle's work will be reproduced. Keep your eye on him; he's going places.

Union Must Be Ready For T-H Disruptors

By WALTER SIEKMANN

In the infant days of the Seafarers International Union, strengthening the Union's position and organizing the unorganized was a fight from start to finish on the shore and on the ship.

In those days some of the Skippers, Mates and Engineers were paid by the steamship operators not only to take care of their respective jobs aboard ship but also to act as union busters and agitators.

Their job was to fight any and all efforts of the unlicensed personnel to band together for representation. They relished the job for, in addition to being paid by the companies, the fact was plain to them that if the unlicensed personnel ever became strongly united it would mean a threat to their personal power in their departments.

Even in cases where the SIU had written agreements with an operator, it was often the practice for them to ignore the contract as soon as the ship got out to sea. There they would take over.

These company stooges took the position that on the high seas they were the lords and masters with supreme power over the unlicensed personnel.

CREWS INTIMIDATED

Although tasks were specifically named which called for overtime these officers would dispute every minute worked. The seamen, not being too strongly united, were intimidated and forced into working at all sorts of jobs that were contrary to the written agreement.

If the men made any protest or refused they were either fired or brought before a court of law. Such was the power the companies held in those days.

Fortunately, this practice has been greatly reduced and almost eliminated through the untiring efforts of the SIU and the Masters Mates & Pilots, which has taken a stand against all out-and-out bucko officers.

Part of our battle against these

overbearing and at times almost sadistic officers was won through the excellent cooperation we have established with the MM&P.

They, too, wish to put an end to this type of individual just as much as we in the SIU wish to put an end to the disruptors in our ranks.

Today, thanks to the hard fought campaign, these men are almost entirely absent from the waterfront scene.

CAN'T LET UP

There is reason for the SIU to congratulate itself in this fight, but unfortunately we are in no position to ease up. The men on Capitol Hill have seen to that.

With the Taft-Hartley Act now in full effect, the operators may resort to their old tactics of rumor-mongering and agitating. They will, if at all possible, attempt to use the new law as a club with which to weaken the unions and restore the "old regime."

Every member of the Seafarers will have to be on his toes and constantly on his guard against just such an offensive. By becoming thoroughly aware of the situation, all Seafarers will be in a position to counteract any

such moves by the operators.

By knowing your job aboard ship you will know your Union contract, and there is small chance for any potential bucko to do a job on you.

There is a very hard fight ahead for all seamen in bucking the Slave Law and those of us who know the score won't be taken in by any maneuvers of the shipowners.

PREPARE YOUR CREW

When you go aboard your next ship make the crew aware of the menace which, once defeated, is now attempting a comeback.

Pass along everything you know on union procedure, by-laws and contracts.

Make the assimilation of union know-how an important part of your task, whether you be departmental delegate or only a member of the crew.

If the job is done in the correct manner every man on the ship will be aware of every phase of maritime unionism and every man on the ship, whether OS, Wiper or Messman, will be capable of stepping in and handling the job of Ship's Delegate if necessary.

Remember, Union know-how beat Isthmian.

Jobs On Board Go A-Begging In Port Tampa

By SONNY SIMMONS

TAMPA—Shipping has reached an all-time high in this port. One day last week there were over a hundred jobs on the board. The next day the shipping list was used up and there were still jobs not taken.

Business has been fair; we hardly ever have what could be termed a good week. There is seldom a payoff unless a ship slips in here by mistake, and it takes a lot of hustling to make expenses.

Last week the SS Leland Stanford, Waterman, paid off, and there were only three SIU men on her. The rest were SUP permits. The vessel crewed for the Far East and will be gone for quite a while. We had to call Mobile for three FWTs and three Cooks.

We are also going to run into trouble getting a full crew of Bookmembers for the SS Coral Sea, Coral Steamship Company. The Coral Sea is the first of ten ships this company is getting, and we already have a Waterman-type contract with them.

TOP-NOTCH CREW

The reason for the full Bookmembers in the crew is because the agents for this company also represent several other ships which are foreign controlled but which fly the American flag. It stands to reason that if we furnish a crackerjack crew for the first ship, we will then be in line to get the contracts for the other ships.

The "right-to-work" law, which was presented and forced through the Florida legislature by Attorney-General Tom Watson, is being enforced on the SS Florida.

We still have all SIU men on this vessel, and the company has agreed to continue calling us for replacements, but if we are unable to furnish men, then the company will resort to its shipping list.

To combat this, the crew of the Florida passed a resolution that any man paying off without a replacement is to be brought up on charges.

This may seem drastic, but on the other hand the Union is being sniped at by the anti-labor forces here, and we are going to defend our Hiring Hall by any means at our command.

Strikebreaking By Legion Seen Possible Again

NEW YORK — The American Legion's anti-labor officialdom enjoyed another of its traditional reactionary field days last week as it held the organization's 29th annual convention carefully under its thumb.

The Legion's "king-makers" elected, as was expected, their hand-picked national commander, James F. O'Neil, police chief of Manchester, N.H., at a \$10,000 a year salary plus a \$40,000 expense account.

Dozens of pro-labor and progressive resolutions never even got a hearing, while support of such legislation as the Taft-Elender-Wagner housing program was defeated overwhelmingly.

The Legion's reactionary program was strongly denounced by the Nat'l Conference of Union Labor Legionnaires, representing 145 Legion posts with 95,000 members.

Conference President Henry Geisz charged that "our Legion's Housing Committee is responsible for scuttling homes for veterans. We have definite proof that Herbert U. Nelson, indicted by the Justice Dept for criminal conspiracy to restrain trade in housing, has dictated the Legion Committee's housing policy ever since last year's convention in San Francisco, and we intend to turn it over to Attorney General Clark."

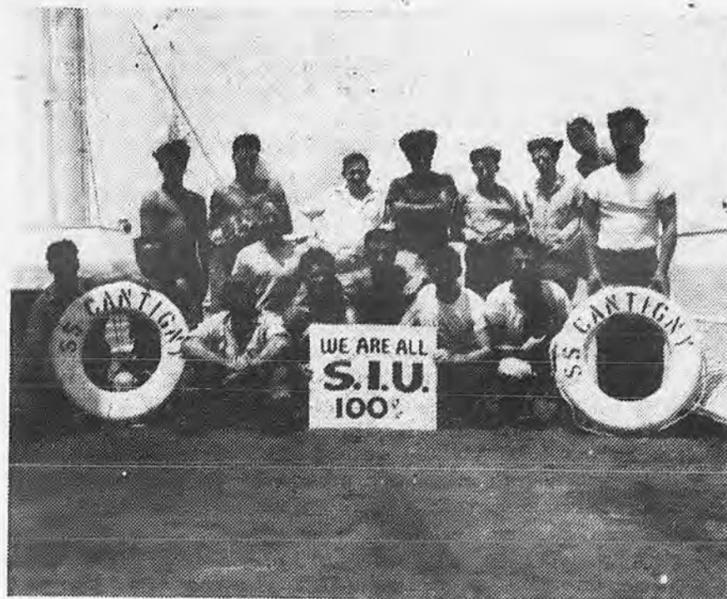
Geisz told NCULL delegates, most of whom were AFL and CIO members, that "The fact that the Legion, for the first time in its history, has denied the speaker's platform to AFL President William Green is an outrage and an insult to the hundreds of thousands of union members who pay Legion dues."

"There is a great danger that the Legion, under the Taft-Hartley Act, will return to the strike-breaking role it played during the thirties."

A resolution approved by the NCULL called for repeal of the Taft-Hartley law in direct opposition to National Legion policy.

ORGANIZING CITIES SERVICE

This picture, of the crew of the SS Cantigny, was taken at sea by Ordinary Seaman Louis DeWolff, and turned into the LOG by Ship's Organizer Gene Nowokunski, Chief Cook. The Cantigny is almost solid SIU now, and looks forward to the day when Union representation can eliminate the poor conditions which are now prevalent on Cities Service tankers. Names of the crewmembers are not available, but as the sign clearly indicates, they all want the SIU. Organizers Arabasz and Ruf, who met the crew when the ship docked, say that if the election came tomorrow, the crew would vote for the Seafarers by an overwhelming majority.



Down Texas way, Organizer John Ward contacted another Cities Service tanker, the Logans Fort, in Texas City. He says that Brother Hunter, a Pumpman, who is the Ship's Organizer, is doing a bang-up job, and he promises more pictures, this time of the crew, as soon as possible. This picture shows the Logans Fort just prior to shoving off on another trip.



Isthmian Seamen Welcome SIU Patrolmen In N.Y.

By JOE ALGINA

NEW YORK—You won't hear any wailing or complaining about the shipping situation in this port, this week. Business and shipping are continuing at a good pace, and there is every indication that the situation will stay this way for awhile.

We handled quite a few Isthmian ships in port this week for payoffs. The men aboard were very pleased to hear the results of the strike and welcomed the Union Patrolmen aboard with open arms.

There was very little difficulty and everything went off in fine style.

The majority of ships hitting this port are in good shape, with very few beefs greeting the boarding Patrolmen.

The Alcoa Cavalier hit port looking as fine as the day she first slid down the ways. The crew aboard is doing a fine job of keeping her in true SIU style.

Now that she is here she will put 12 days in drydock and when she comes out there should be a change in the manning scale.

The Union and the company will meet in a few days to make the changes and put the additional men needed aboard the ship.

EVANGELINE TO REST

Another passenger ship, the Evangeline, Eastern, will put her nose in port in a few days and tie up at the shipyard for a short stint.

When she comes out she'll change her run from the present jaunt down to Nassau — to what, we don't know yet.

We ran into a hot water beef this week aboard an Alcoa ship. The crew was up in the air and

wanted something done. We settled the dispute in short time, but to avoid a similar occurrence, here are a few words of advice:

When your ship is out of hot water for more than 12 hours, make sure that it is recorded in the Engine log book. If you're in port call the Hall immediately and a Patrolman will square the beef with the company.

Just as a telegram will do no good from Singapore in getting you linen, the same goes for hot water. If you're in port, let the story be known and have the situation remedied before your ship leaves.

TELL PATROLMAN

At the sign-on, Patrolmen always carry aboard the new forms for recording repairs and book information. Make use of these forms, they make the job a lot easier.

When the delegate uses the form for recording the books, make sure that he returns your book as soon as he has taken the required information.

Too many delegates have been

holding the books and when the ship hits port many men find themselves barred from the Union Hall because they do not have their book with them.

To avoid any trouble, make sure the delegate returns your book right away.

While on the subject, I'd like to stress again the necessity of having your book with you when entering the Hall. There is no use hard timing the Doorman, as he is only following the Union's rule.

Keep your book with you, always, and you'll have no trouble at the door.

Ship Isthmian

The complete fight to get Isthmian signed to an SIU contract is not yet over. We won the major part of the battle when we got them to agree to the Union Hiring Hall and Rotary Shipping, but the working rules still have to be negotiated.

So, when Isthmian jobs appear on the board, be sure to accept them.

The more Seafarers on the ships, the better the working rules will be. Do your part.

NMU Crew Has Good Idea: Give Commies Russian Run

Although most of the leadership of the National Maritime Union, CIO, can usually be depended on to follow the communist line and to defend the Soviet Union, some of the membership still refuses to be hypnotized by the propaganda that CP stooges hand out.

The crew of the SS John Lind, an NMU ship which just returned to Baltimore from Russia, sat down and wrote a letter to their president Joe Curran, in which they advised him, "If you want to purge the NMU of commies, send them to Russia for a visit. All NMU commies should be forced to take a trip to Russia—it's a positive bet that there wouldn't be any more American communists."

The letter bore most of the signatures of the crew, and complained of the treatment accorded the men in the Russian port of Novorossisk. They were searched twice by port officials, herded around like cattle, and permitted liberty only under close and constant supervision.

"Many of us," the letter went on, "never knew what communism was, and innocently listened to quacks, soap-box spielers and misguided fools spread damnable lies, false promises, etc."

A HARD LIFE

Conditions of the Russian people, whom the visitors were not allowed to fraternize with, were very poor.

"The majority wore no shoes," says the letter. "Their clothing was practically rags."

"Their faces were hard and drawn. The name for work in Russian is 'robota,' and that's what they look like, a bunch of robots. The poor creatures are doomed. They're being squeezed to death in an iron fist."

The originator of the letter, William H. Wigger, said that he wrote the letter shortly after the ship left Novorossisk. He passed

it around for the other crewmembers to sign, and as he puts it, "I didn't have any trouble in getting the boys to sign their John Hancock's."

"But you'd never get any men in this crew to sail back to Russia," chimed in Wigger's roommate, Peter Juarez.

Practically the entire crew of the Lind signed off in Baltimore, and a new crew was dispatched from the NMU hall. One seaman reputed to be a communist, signed on.

Maybe he'll learn a badly needed lesson this trip.

Elizabeth's Man A Royal Fink

VANCOUVER — After months of conjecture by British society editors, the King of England recently announced that his daughter, Elizabeth, would soon wed the former Crown Prince of Greece, now known as Lieutenant Philip Mountbatten. Immediately there was a huzzing, a throwing of hats in the air, and British royalty started taking mink and ermine out of storage and pawn shops.

But some seamen, particularly the Chinese firemen who went on strike for better conditions on the armed merchant cruiser, the Empress of Russia, in 1941, will remember the Lieutenant as just another fink. Of course, he has the dubious distinction of being a Royal fink.

During the voyage over from Britain in 1941, when the Chinese coolies struck for better conditions, Philip, then a midshipman, turned to at the boilers and brought the ship into Halifax.

Needless to say, the Chinese firemen were put in irons, and that was the last of their strike.

So, if Philip and his bride come to Canada for a visit, they may not find themselves very popular in any section of the Canadian waterfront.

WITH THE SIU IN CANADA



By HUGH MURPHY

VANCOUVER — Shipping is very slow here, and prospects for the future are not too rosy. A total of six ships have paid off lately, and none have signed on. The lucky six were the Restorer, the Norway, the Dominican, the Lewiston Victory, the U.S. Temple, and the USSR Victory.

The SS Philae, Frango Corporation, came by in transit, and brought in a whole boatload of beefs. Starting with bum chow, there were gripes in all Departments.

On the Restorer, there was disputed overtime in the Stewards and Deck Departments, Medical Beefs, Holiday pay, and a complaint about the Coast Guard at Manila. On both ships all beefs were squared away to the complete satisfaction of all the men involved.

On the Dominican, the Norway, the U.S. Temple and the USSR Victory, the beefs were disputed overtime, differences in transportation and delivery bonus of one month's pay, and other minor details which crop up.

Except for the bonus, everything has already been squared away, and the bonus will be settled as soon as possible.

The International Typographical Union is still on strike against the Province, and it is the duty of all good Union men to support these striking trade unionists by refusing to buy that newspaper. Pass the word along that the Province is still unfair to organized labor.

WHAT WE WANT

Negotiations for amendments to agreements covering the vessels of the Canadian Pacific Railways, are stalemated and we

have applied to the Conciliation Board.

Conditions are unsettled, and it is likely that we may be required to hit the bricks to gain decent amendments.

We are seeking decreased hours of labor, readjustment of classifications, and one month's annual vacation with pay.

These are the main points, and it is the duty of every member working on the vessels of these companies to notify the Union what conditions they feel should be asked for.

Negotiations for a contract covering the North Vancouver Ferry employees have already started, but we haven't been able to get very far. Several other groups are negotiating agreements at this time with the Ferry Committee of the North Vancouver City Council and this, of course, has slowed up proceedings.

Union Hiring Hall Is Vital To Seafarers

By M. KORENBLATT

For some time past and for a long time in the future, the Taft-Hartley Bill will serve as a subject for heated debate in which millions of people will take part.

This bill is loaded with so much dynamite that it threatens to blow the free labor movement to bits. It contains so many stipulations that it has not as yet been possible to fathom the exact meanings. Many, many questions have already been asked about the meaning and scope of many sections of this law. However, even Taft and Hartley, the persons responsible for presenting the bill and who helped muster the support to push it through—even they did not know the meaning of all the bill's various ramifications.

"Big enterprise," i.e., United States Chamber of Commerce, the National Association of Manufacturers, and other big business groups, have been accused of being the real sponsors of this bill. These big outfits have kept a record of events from day to day and, no doubt, have many folders containing blue prints, documents and recommendations—ready on short notice to be put into the hands of anyone who might be able to do a job in the political field. Apparently big business found the drudges to carry and force into law, a document that proposes to blaze the path for industry slavery.

The Taft-Hartley Bill is the answer to the employers' fondest hopes and dreams—asking them only to search for, and provoke, beefs so that labor unions will be forced to spend much of their time in court trying to prove a legal (?) right to exist.

The bill gives nothing to the labor movement but the chance to assist the employers and politicians to spring the trap and, in due time, abolish militant labor unionism entirely.

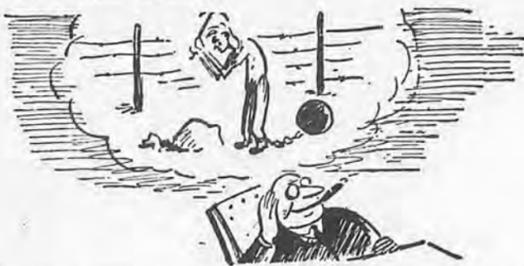
It also seeks to force some unions to change their structure and others to change their constitution. It seeks to gag the press of all unions and openly invites sabotage and wrecking of all unions by such degenerated elements that many hold membership. It invites anyone with either real or fancied grievances to sue the union; it denies continuance of "hiring through the union hall," in many cases it abolishes free collective bargaining. It brings back the injunction, yellow dog contract, professional fink agencies, strike breakers, "plug-uglies," and, in so many other ways, this bill seeks to rob labor of its economic strength.

Taft and Hartley joined hands with many labor union-hating elements, all of whom worked ceaselessly among the congressmen to the extent where the "slave bill" finally became law.

Even though passed by House and Senate, the newly made law was so vicious and rotten that President Truman vetoed it.

Truman's veto message is too long to be quoted here. Copies of it can easily be obtained by those who care to study it and to better understand the full meaning of the President's veto message, a copy of the Taft-Hartley Bill should be obtained and read. We will, however, quote one sentence of the veto message as follows: "I have concluded that the bill is a clear threat to the working of our democratic society."

The same gag of politicians, led by Taft and Hartley, again were able to pass the bill over the President's veto, and, on June 23, millions of workers and their dependents were presented with a law that promised to strip them of all the hard-won gains earned through years of bitter fighting.



To the employers and "big business" on June 23 was given the legal right to crush the militant labor movement and determine the fate of large numbers of employees.

If the Taft-Hartley Bill is not challenged by the organized workers, in a comparatively short time militant unionism will be abolished. Millions of workers will gradually be placed on blacklists effective on an industry-wide basis in most cases. Greater unemployment will result when manning scales will be cut, production via piece-work will increase, comparative earnings will decrease, working conditions will become bad, jobs will be harder to get and even tougher to keep. All this and a lot more as the full effects of the Taft-Hartley law become felt.

Different ideas have been advanced as to the best methods for challenging the Taft-Hartley law and the possibilities of proving some of its many parts unconstitutional. This would mean a prolonged, costly series of legal battles through many courts.

Another section of the labor movement recommends

that the fight against the Taft-Hartley law be pursued along political lines, to campaign against all politicians who helped to pass the law; to elect new politicians to fill their shoes and to trust that the new politicians will amend or repeal the Taft-Hartley law.

The proponents of this plan would, if they could, embark on a crusade that would divert unions from their true functions along economic lines and turn them into political party drudges; empty union treasuries and, through internal bickering, to assist the Taft-Hartley law in generally castrating the labor movement.

Labor unions will run afoul of many stipulations in the Taft-Hartley law by their normal every-day functioning. The full effect of this law will be felt on August 22, 1947, just 60 days after passing.

Some waterfront unions have already rushed into contracts during June in order to escape the promised fury of the new bill. Of this, more details will be given later.



The Taft-Hartley law, among other things, threatens the very life of all labor unionism by attacking the "closed shop" and after August 22 forbids entering into any contracts to hire solely from union halls.

The foregoing applies in a general way to the entire labor movement, which is called upon to: (1) Recognize the law, and (2) To obey this law in all its many twists and turns, everyone of which is vicious and death dealing.

The following will deal more specifically with the waterfront and the role of the Sailors Union of the Pacific. However, a little bit of history is necessary to make the present less confusing.

In 1921, the combination of United States government and shipowners-operators, broke the seamen's strike and almost destroyed the unions.

From 1921 until 1934, conditions went from bad to worse. Old-timers remember and younger fellows can easily picture in their minds what those years were like from the following few high-spots which will show the slow, hard grind of seamen who tried to re-establish themselves as human beings.

After the government-shipowner combine broke the strike in '21, the United States Shipping Board opened fink halls in every port and on all coasts. In addition, most seamen on the Pacific Coast had to carry a discharge (fink) book in order to join most ships.

During these years seamen were forced to rush around from place to place in an attempt to land a job that would put them aboard ship. These seamen in search of a job were at the mercy of the personal feelings of those who operated Seamen's Institutes, brothels, rooming houses, shipping agencies, Federal and shipowner offices and even bar rooms and houses of prostitution did a little bit of man-catching for an occasional ship.

In most cases it took months to make a job. In some cases a shorter time was required. But for all seamen it was necessary to make the rounds, continually spending the day from early until late visiting the company offices, hanging around the docks, dashing from one crimp joint to the other—hat in hand and humbly trying to get an elusive job.

Because the shipowner-operator had a large number of seamen always on tap, they kept ships and jobs at a sub-standard level. The seamen being "beggars" were unable to do much about it. For every one job, there were many desperate and hungry seamen scrambling in an effort to land it.

Wages ranged from \$30.00 per month up. Two watches were common and usually shifting ship after 5 p.m. to 8 a.m., reading ship for port, or securing for sea, and the many other jobs done by men on watch below who were broken out, in addition to their 12 hour work day. There was no such thing as overtime payment. There were many 18 and 20 hour days.

Ship's quarters, in the majority of cases, were crowded; roach, bug and rat infested. They were impossible to keep clean because of the way they were built.

Food at its best was very poor. The poorest quality found it way on board ship. All ships ran a two or three pot galley. The best grub went to the officers' mess, next best to the P. O. mess. The bad portions and left-overs found their way to the crew's mess—usually poorly prepared and served, a stinking, sorry mess.

Straw mattresses and pillows were standard equipment. Dirty blue colored linen was distributed on joining ship with a change every third or fourth week

if one was lucky. It was very often necessary to bring your own towels and face soap.

Fruit and fresh vegetables were a rarity for the crew, usually served once a week. Twice a week meant good feeding.

If crew members openly growled about these intolerable living and working conditions, long hours, small wages, hard work, lousy quarters and food—well, all companies kept a blacklist on which were posted the names of such seamen who did not like the way ships were run. Those blacklists were usually kept in the company's fleet.

The companies, however, looked with horror and fear upon such seamen who were labeled as "agitators" and "radicals," because these men were willing to do something about the intolerable life forced upon all seamen. Why, these "agitators" even recommended joining a union!

This type of seaman was put not only on the company's blacklist, but was well circularized throughout the industry in an attempt to keep union minded men off all ships.

Steamship companies thus were in a position to hand-pick or screen all crew members on all ships because competition was keen among the unorganized and unemployed seamen.

The old-timers, of course, remember these things very well and those who started sailing since then can easily imagine how long a man could comfortably live on the beach between ships on such low wages as were then paid.

As a result of tough ships, starvation wages, hungry mouths on the beach trying to find a job, dodging the blacklists, etc., seamen in large numbers began to think of joining a union in order to improve their sorry conditions.



In 1934, under the leadership of the Sailors Union of the Pacific, seamen along the entire Pacific Coast hit the bricks beginning May 8 and tied-up the ships. The seamen along the Atlantic Coast were unable to get a strike under way. Seamen in ports of the Gulf of Mexico were successful in hitting the bricks but after five weeks were forced back to work.

The longshoremen on the Pacific Coast reached a settlement late in August and insisted that the seamen go back to work. The seamen called the strike off after 97 days and went back to work with no immediate gains on the ships—But for the first time in 13 years were united.

The SUP then took on the job of closing up Fink Halls and crimp joints in all ports on the Pacific Coast. Members on the ships would not accept other crew members unless they shipped from the SUP. Members patrolled the waterfront and advised all seamen contacted to get their jobs through the SUP.

Finally the owners resigned themselves to the fact that they must call the SUP for crews when all fink halls and man-catching outfits were no longer able to get crews for the ships.

The SUP did not have an agreement in writing but "hiring through the union hall" became a reality. Other unions on the coast then went after the same thing and got it. The first written agreement with stipulations covering working rules, payment for overtime hours, watches, etc., came on February 4, 1937 after a 96-day strike. Starting October 29, 1936 the West Coast ships tied-up in nearly all Atlantic and Gulf ports were the rallying points and furnished the lead to crews who tied-up many other ships. Into that agreement went the clauses that assure that crews shall be hired through the union hall.

In 1938, with the establishment of government fink halls by the Maritime Commission, the shipowner was assisted in an attempt to break the union hiring halls. These attempts were made repeatedly throughout the war, but the union hiring was preserved through the alertness and militancy of the SUP, which put up many a sharp battle in its defense.

To better understand what union hiring means to all seamen, the following is briefly outlined:

On board a ship, crew members meet each other for the first time but they are not strangers. They know that each man came from his union hall. Members of the entire gang think and conduct themselves as a complete unit. Each feels that he and all others are protected by the same union and contact with the union is always maintained.

In all ports where the union maintains offices, the

Rotary Shipping Backbone Of The Union

crews know they have a place to visit, hang out, square their beefs, transact business, and through the hiring facilities, join other ships.

Ships coming in from other ports are contacted by union officers who are welcomed by the union crew members who feel themselves at all times to be a part of the entire union structure. Because of the "union hiring hall" all members keep in touch with each other and the union in turn can handle all problems for all members, afloat or ashore.

The "hiring hall" in our case is the backbone that supports the conditions under which we now live and work aboard ship—the wage structure, agreement and machinery for settling disputes.

Unless hiring of ships' crews is continued through our union hall, crews will be strangers to one another and personal feelings will divide seamen to such an extent that they will easily become victims of all sorts of phony publicity and foul play which in a short time will see the present standard of hours, wages, working rules, etc., take a nose dive. If crews can be recruited from all over, union and non-union, strangers to each other, then they will be equally strange and inimical to the union, which is then ignored.

Just think of the possibilities—seamen would be like clay pigeons in a shooting gallery, with politicians, shipowners, crimps, fink-herders and all the crummiest elements taking pot-shots.



The following stipulation from the Taft-Hartley law will help explain the unseemingly hurry of certain waterfront unions in signing agreements during the month of June:

All union officers must file a statement and take an oath, on being a non-communist, supporter or fellow-traveller, etc. Failure to file such a statement would prohibit such officers from representing their unions in ne-

gotiations with the employers. Filing false statements would be penalized by ten years in jail, or \$10,000 fine or both.

Another stipulation effective only during the 60 days ending August 22, 1947 is:

Unions may be allowed to negotiate agreements with employers to remain in effect for not more than one year.

The ILWU, NMU, ACA, MEBA and MC&S (CIO), and the MFOWW (Independent) signed agreements in early June. All these CIO unions mentioned are honeycombed with admitted members of the CP, or their sympathizers and supporters, who hold elective or appointed office.

In view of the non-commie oath in the Taft-Hartley law, effective at a later date, we can see one of the powerful motives in pushing the comrat infested unions into early agreements.

This same motive does not hold true for the MFOWW, however. This union was steamrolled along by the comrats in the other unions as a means of reducing the number of unions on the waterfront that might challenge the Taft-Hartley law the hard way.

Be that as it may, all the unions mentioned above have proved by such premature action, a willingness to recognize the Taft-Hartley law, and by thus signing the agreements borrowed one year of exemption from the full force of the Taft-Hartley law's fury.

Commie or non-commie, that move is full advertisement of (1) commie office-holders in CIO unions trying to stave off their day of reckoning with the law they agreed to recognize, and (2) the active commies in the MFOWW who forced that union to drift along on the tide of reaction and general bankruptcy.

Now that the NMU, MFOWW, ACA, MC&S, and the MEBA memberships have been maneuvered into a position of momentary security, what recommendations will their officers make in regard to possibility of non-union men shipping in the deck department from steamship company offices, etc? Will these officers instruct their members to shake down the deck gang to see whether they all came from the SUP-SIU hiring halls? Or will they lend aid and assistance to the shipowner-operator-agent to secure crews from outside sources? Will they promise in one breath and threaten in the next? And what price unity as is practised by them?

Will the NMU flood the fink halls in an attempt to

get their men aboard West Coast agreement ships? Records show that these tactics were employed before and during the war in order to place NMU members on ships outside the jurisdiction of the NMU.

Even before the war ('37-'38), it cannot be forgotten that the NMU managed to pack the Shepard, APL, and other ships in an attempt to take them over. The future antics of these unions can be judged only in the light of their own past.

The Sailors Union of the Pacific must reject the Taft-Hartley Bill in its entirety for the simple reason that no part of it is of the least good to labor. If it should finally become necessary, the membership must see to it that all crew members come from some union hall of the SUP or SIU.

Members aboard ships MUST insist that all who join must produce dispatchers' slips as proof of shipping from the hall. At the end of a voyage, some of the crew must remain on board to see that replacements come from the right place—the union hall. Other members must make the rounds to advise all others that shipping from any place outside the union hall is wrong and will not be tolerated.



The Sailors Union of the Pacific introduced union hall hiring to the waterfront in 1934 and successfully stood off the many attempts made to abolish it since that time. By the force of circumstances and the deliberate reactionary strategy of the unity-howling commissars and bankrupts in the unions before mentioned, the Sailors Union of the Pacific and the Seafarers International Union are put into the position of carrying the entire load on the waterfront in order to push the fight for a continuance of the "union hiring hall."

Needless to say, the CP stooges, in all their many disguises, will be among the most devout boosters of the Taft-Hartley law. (From West Coast Sailors)

Honor Roll Of Isthmian Strike Donations

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Receipt No. 89399 5.00	E. Kogut 3.00	J. Lupo 5.00	H. Nicolaisen 5.00	W. Perednia 5.00	J. McKabe 10.00
F. C. Murray 5.00	R. Guthrie 6.00	E. Lynch 5.00	J. W. Broad 5.00	R. J. Grant 10.00	E. C. Anderson 10.00
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SHIPS' MINUTES AND NEWS

SIGHTSEEING JACKSON CREWMEMBERS



Aboard the Waterman ship Andrew Jackson as she plowed through Far Eastern waters on a recent trip are Seafarers, front row, left to right: George Street, Deck Eng.; Ray Reid, OS; Nip Peters, Wiper; Vincent Nuncio, MM and Frank Devaney, OS. Back Row: Lester Keyes, Oiler; Wilton MacNeil, DM; Dennis Zwicker, FWT; William Hendricks, Oiler and Chico Palma, Wiper. The two boys in the middle are: Paul Porter, FWT and Hugo Peterson, Wiper.

Palmer Becomes Ace Travel Expert On Andrew Jackson's Trip To East

Because of a mishap aboard the Andrew Jackson, Waterman, while passing through the Panama Canal, Jerry Palmer of the Malden Victory changed ships and instead of returning to the States for a payoff went off on a long trip to the Far East where he took in the sights and gathered information that would interest any tourist or Seafarer hitting that part of the world.

Brother Palmer happened to switch ships in Balboa when the ship's officers of the Jackson came aboard to look for replacements for five men who had been removed by civil authorities. As their ship was fully loaded with cargo, they felt the Malden Victory could spare a few men as she was returning to the States.

Palmer and Martin Dwyer agreed to make the switch and off they went to begin the trip to the East.

FOUND WARES PLENTIFUL

To Brother Palmer, the first port of interest was Shanghai where the crew loaded up on carved idols, silks, luggage and cowboy boots, a pair of which Palmer proudly displayed to the Editors of the LOG.

While in Shanghai they were fortunate enough to watch the rickshaw drivers in the midst of a unionization campaign. All of the rickshaw boys were signing up for better pay and better conditions.

From Shanghai the Jackson stopped in Manila where the boys went ashore to pass their hours of leisure in the Manila Gardens where they found the liquor plentiful and inexpensive. There was dancing for the boys who were able to navigate in their cowboy boots.

After happy hours in Manila they moved up the coast to Masonloc, P.I. where the ship put in for chrome ore. Masonloc, Brother Palmer reported, is almost an exclusive SIU port being hit about once a week by Waterman ships.

NEAT LITTLE MONOPOLY

Here the boys were all set to throw a picketline around the local bar, "The Russians" as it is called, to force the owner to lower the price of his beer. As the guy was enjoying a monopoly on the seamen's trade, reported Palmer, he was charging 50 cents a can when it should have been around 20 cents. The Russian got off easy when the crew decided that he could hold his beer for the next ship so a boycott would not harm him greatly.

They found things better, however, in Kelung, Formosa, where the crew visited "Little Shanghai." This spot gets a top recommendation from the Jackson crew as a good spot although the beer is scarce. In addition to the night spot they visited the picturesque city and spent some time viewing the deserted forts and shrines left behind by the Japanese occupational troops.

From Kelung, a 30 minute bus ride will take one to Tia Wan, the Capitol City, which the Jackson crewmember said promises a good time to all who visit the place.

The next stop was Port Swetham in the Malayan Straits. Here the crew found the NAFFI club closed, so to find entertainment they took a bus to Klang where there is an American-British theatre, but no place to dance.

Further up the coast the ship stopped at Penang, which was

the highlight of the trip. For Pelang and its many offerings, the crew wished it had saved its dough. Here they found plenty to do and at reasonable prices. They found many scenic spots to visit, one of which was a Chinese temple at Ayer Itam a short way up the mountain from Penang.

PEOPLE MORE WESTERN

In the city itself they found entertainment at the 'City Leights,' a huge dance hall. Here they found the people to be more western in their ways than oriental. Most of the populace spoke English and they found them easy to talk to. Penang also offered beautiful beaches with fine swimming.

Following the pleasures and interesting spots of Penang the Andrew Jackson and its crew next stopped at the Suez Canal but for pleasures, they found few.

Palmer said he had a word to pass on the Seafarers passing through the canal. To many questions raised by seafarers, the "Suez Light" is still being used. If your ship has one fore and aft boom up and the Suez davit is out, your ship will not be delayed in passing through. Otherwise your ship will be detained until she is made ready for the passage.

When the Jackson made its passage through the Canal she continued on to New York where she had a smooth payoff. Palmer Ship's Delegate, reported that the crew worked together very well and whenever any disputes popped up they were taken care of at the shipboard meetings by the whole crew.

The Jackson left the Canal Zone on May 14th and paid off in New York on August 20th.

Fort Wood Men Inaugurate Educational Program For New SIU Members On Ship

The men of the SS Fort Wood, Los Angeles Tankers, desirous of inaugurating an educational program, passed unanimously a motion at a shipboard meeting to set up a system and program of instruction for the new members of the SIU.

The motion by A. S. Drake and seconded by H. Williams asked that a program be initiated on the ship calling for all book members, especially the oldtimers, to pay more attention to their duties as instructors and set good examples for the newer men and permit men as to what the SIU stands for and intends to gain in the future for seamen.

A committee of three book men, Brothers Stickerod, Morgan and Drake was elected as counselors for the permit men and was instructed to hold meetings for the purpose of teaching the new men to be better union members and to advise them as to their eligibility for full books.

QUESTIONS WELCOME

Following their election, the committee notified all new members present at the meeting that

LATE SEAFARER'S FAMILY THANKS HASTINGS CREW

The following letter was received by the SEAFARERS LOG addressed to the crew of the SS Hastings aboard which Seafarer Vincent Michael Russo was killed:

Gentlemen:

The family of the late Vincent Michael Russo wish to thank the men of the SS Hastings for their kindness and sympathy. It was generous of them to send us a check. We appreciate your sympathy and wish to express our thanks.

Miss Ann Russo and family

Caution Needed In Philly, Says Crew Of SS Pennmar

A word of caution for all Stewards hitting Philadelphia comes from the crew of the SS Pennmar, Calmar Steamship Company, which has found that the food put aboard their ship in Philly was of the finest quality but when they opened the bags and crates it was a different story.

The minutes of the shipboard meeting held Sunday, June 15, bring out the sad story of the Pennmar's plight.

The Steward called the men of the crew down to see at first hand the bags of spoiled potatoes and the crates containing spoiled tomatoes and citrus fruit.

The Chairman of the meeting, Charles Brady, suggested that the situation be called to the attention of the membership of the SIU throughout the SEAFARERS LOG in an effort to alert all

they should feel free to call upon them for information at any time.

A motion was then introduced by Brother Todd calling for the Ship's Delegate to procure the literature for the new men and place it in their hands. Motion was carried unanimously.

Following the arrangement of an educational program the 30 members present at the meeting decided to chip in and repay the Skipper for money he had paid out of his own pocket on the previous voyage and had not been refunded. As the crew felt they had a fine Skipper they were unanimous in this decision.

In addition to the Skipper, the Chief Mate came in for some praise when he was called "the finest Chief Mate afloat."

The men of the Fort Woods seem very contented aboard their ship.

New Seafarer On Ponce de Leon Was James Sullivan

To the Editor:

In the Friday, July 18 issue of the LOG the ship's digest section listed a John Sullivan aboard the SS Ponce de Leon as being admitted to the SIU in the Stewards Department.

This I am sure is an error in printing. I was on the Ponce de Leon when it made voyage No. 1 to the Far East, leaving Baltimore Feb. 11 and paying off on June 27.

I would appreciate it if you would print some kind of correction on this.

James A. Sullivan

(Ed. note: The LOG's apologies go to Brother James A. Sullivan for the typographical error which caused his first name to appear as John.)

crews and Stewards hitting Philadelphia.

It was also added that taking the Port Steward's word for the quality of the food was not a good practice as they had received his assurance themselves.

From this sad state of affairs with the perishables, the meeting swung into Good and Welfare where there was "a great deal of palaver relative to the seven man Stewards Department." The suggestion was made that a more balanced menu be arranged and the food be cooked in a more palatable manner.

The departments then elected their respective delegate. The Deck Department rallied behind O. L. Haugen, the Engine Department put up Kessler and the Stewards Department elected Brother Taylor. The meeting was chaired by Brother Brady and recorded by O. L. Haugen.

Digested Minutes Of SIU Ship Meetings

PORT REPUBLIC, July 31 — Chairman W. Adams; Secretary L. White. Delegates reported no beefs in their departments. New Business: Chairman reported that delegates will inquire about new agreements when ship arrives in New York. Motion carried that new fans be installed in each focsle and extra fans be placed aboard, if possible. Motion carried that all drinking fountains be repaired before leaving Norfolk.



JEAN, July 23 — Chairman L. Torres; Secretary C. Tobias. Delegates of Deck and Stewards Department reported no beefs. Engine Delegate to submit overtime beef to Patrolman. New Business: All delegates to check repair lists of department heads. Education: C. Tobias gave a talk on advancing rates of unrated men for the benefit of the membership. All rated men were asked to pass on their knowledge no matter how limited. Good and Welfare: Locks on toilets to be repaired with keys to be supplied to all crewmembers.



FRANK E. SPENCER, June 30 — Chairman J. Felton; Secretary Joseph Valencia. Delegates reported on the book members in their departments. Good and Welfare: Suggestion that mess be cleaned and painted. Motion carried that recreation room and laundry be cleaned by all departments. Motion carried that men on watch be more considerate of men sleeping.

ROBIN GOODFELLOW, July 24 — Chairman McIntyre; Secretary Burtin. New Business: Motion that the entire crew of the Robin Goodfellow go on record to not support the MM&P in any strike action they may have. Motion defeated. Motion carried that entire crew will stand by and refuse to pay off until all beefs are settled. Good and Welfare: Discussion on the lopsided distribution of overtime work.



FELIX GRUNDY, July 25 — Chairman Charles Starling; Secretary Fred Shaia. Special meeting called to try Deck Engineer who fouled up in two of three ports visited. Motion was made to fine him \$100; amended to suspend fine and put him on probation for one year. Motion as amended carried.

JOHN B. HAMILTON, July 6 — Chairman Sam McFarland; Secretary Pinkham. Delegates had nothing to report. New Business: Engineer asked that the fans be left alone until ship reaches port. Good and Welfare: Motion that a box be built to be placed in the laundry for dirty linen. Suggestion made that delegates see Captain about painting messhall.

IRVIN MacDOWELL, July 27 — Chairman James Melvin (Secretary not given.) List of improvements made and approved by crew. Complaint that the menus are not properly prepared and the men are being fed a

cheap grade of food. Request for sufficient garbage cans with covers to handle garbage in port. Crew requests that penicillin be placed aboard the ship.

JOHN PAUL JONES, July 23 — Chairman Bain (Secretary not given.) Delegates reported no beefs in their departments. Motion by Howard that slopchest be investigated. Motion by Dodds that all draws in foreign ports be investigated. Motion by Dodds that an adequate supply of penicillin be placed aboard. Motion by Sands that fumigation should be administered in first port to insure each member's health.

ALCOA CORSAIR, June 28 — Chairman Roland Hebert; Secretary Joseph H. Seaver. Delegates reports accepted. Overtime reported okay with all departments. All brothers who owed fines were instructed to pay them to Departmental delegates. Chief Mate assured men staying on the ship will receive time off in New Orleans. Matter of crew library to be taken care of in N.O.



ROBIN GOODFELLOW, June 11 — Chairman Parrot; Secretary Osborne. Departmental delegates reported on the book members of their departments. New Business: Brother West moved to have life jackets checked and new ones issued. Brother Parrot moved that cleaning of laundry be split up among the three departments. McCranie moved that heads be checked for missing soap dishes. Good and Welfare: Martin suggested that the ship be fumigated at the first opportunity.

RICHARD RUSH, July 20 — Chairman Sipsey; Secretary Woodruff. Deck and Stewards Departments in order. Engine Delegate reported disputed overtime which will be given to Patrolman when ship hits New York. New Business: Crewmember warned against carrying tales around ship unless he has proof of what he says. Good and Welfare: A delegation elected to inspect ice box and meat block for cleanliness. Delegation reported back that both are clean and in good order.

ALFRED MOORE, June 8 — Chairman Sharpe; Secretary Friedman. Deck and Stewards Delegates reported everything fine; Engine Delegate requested painting of their focsles. New Business: Beef to Stewards Department asking that glasses be kept cleaner. Good and Welfare: One port hole to be replaced in 8 to 12 focsle. Agreement that if any drunk comes back to the

ship and destroys any ship's gear he will be taken before the Union in the first U.S. port. Many complaints over the very poor slopchest aboard ship.

JAMES DUNCAN, May 19 — Chairman Yant; Secretary Dobbs. Departmental delegates reported on the number of book and trip-card men in their departments. New Business: Motion carried for the delegates to make up a fine list for actions in the messhall. Motion carried that all dirty dishes used between meals be placed in proper receptacle. Motion carried to give Stewards Department the spare head.

COLABEE, June 29 — Chairman William Vabis; Secretary E. Cinton. Everything smooth in all departments. Discussion on slopchest. Hot plate in crew's mess to be repaired. Messhall to be kept in tidy condition.



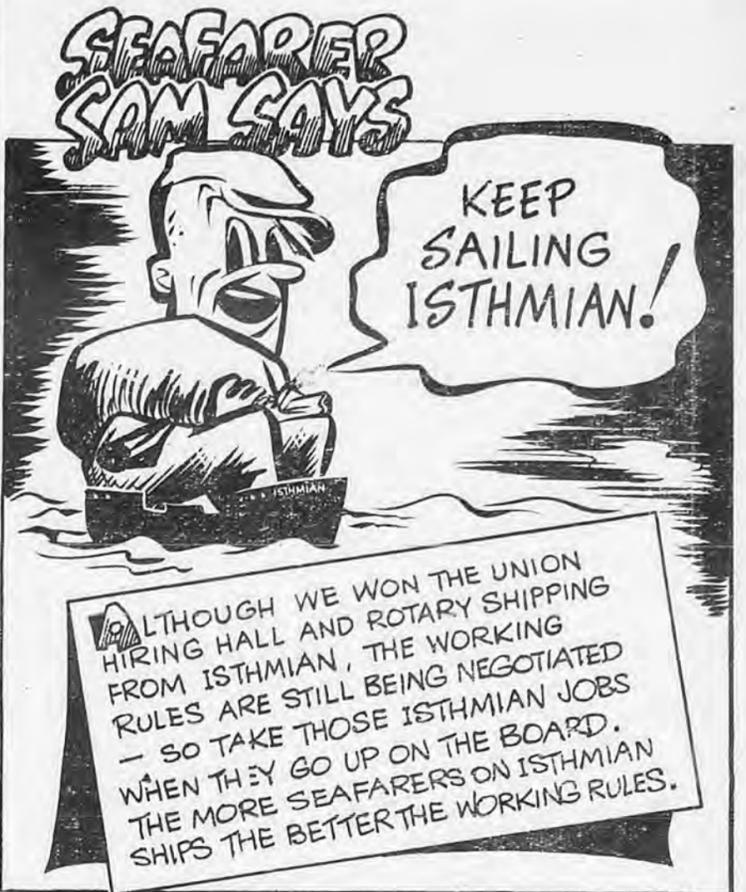
ALEXANDER S. CLAY, June 14 — Chairman James Baldwin; Secretary George Zidik. Delegates reports accepted and filed. Letter from South Atlantic SS Company read to crew which pertained to the carrying of illegal goods in to foreign ports. Good and Welfare: Discussion on keeping recreation room clean. Discussion on complaint of silverware and glasses not being properly washed. One minute of silence for brothers lost at sea.

ZACHARY TAYLOR, April 29 — Chairman John Purvis; Secretary Alexander Mayhew. Delegates reported everything okay in their departments. New Business: Laundry facilities and new mattresses discussed. Motion carried to have one more meeting after leaving States and one on the return trip. Good and Welfare: Coffee mugs to be returned to messhall after being used. One minute of silence for brothers lost at sea.



ROBERT W. HART, June 8 — Chairman Clifton Nelson; Secretary Mark Moore. New Business: Stewards Delegate called attention to focsles need of painting. One man appointed to feed dog daily. Crew of opinion that meals are good but more variety needed. Delegates to see Chief Engineer about fixing Deck Department shower. Delegates: Clifton Nelson, Deck; Patrick A. Dunphy, Engine; Joseph Forrissi, Stewards.

MANDAN VICTORY, June 25 — Chairman Nash; Secretary Gowder. No beefs reported in departments. New Business: List of repairs drawn up and to be submitted to Chief Engineer. Good and Welfare: Agreement to rotate daily in keeping laundry and recreation room clean. New men on ship to be okayed by five book members upon reaching New York. Deck Delegate to see Captain to make arrangements for teaching a man how to steer.



CUT and RUN

By HANK

This week this column may be rather cut and dried but that's the way it is now and then. However, we do have a bit of an interesting biography about Bosun Robert Hillman, who's been doing the best he can with the tools he's had for a long time. Well, before Bosun Hillman shipped on the SS Evangeline with his familiar fedora and that ever-faithful "seegar" he gave us the green light to print a little story about his past. Brother Hillman had just got off the Seatrain New York after "seranging" her for two months. Then he went right into the Isthmian strike and he sure knows Isthmian since he started with her in August 1922. The first Isthmian ship he sailed was the SS Bantu. She ran on the Robin Island rocks on her first trip out around September 22, 1922. For nine months he was beached in the port of Capetown. The SS Chicasaw City was the last Isthmian ship he sailed on as Bosun back in the good old bad days. From October 1st, 1937 to March 1938 they went around the world. On the day of the payoff he was fired for knocking off the crew for half an hour. In other words, he was not a bell-to-bell Bosun, according to the company.

Here are a few more oldtimers who may still be anchored in New York—unless they just grabbed their ships out: P. Amate; E. Sato; J. Matheson; Bosun A. Hauke; Steward A. De Forest; Steward Mike Pappadakis; A. Candra; J. Noonan; W. Walsh; A. Norman; K. Frey; I. Tirado; J. Latorre; W. Conner; A. Vegas; G. Iversen; J. Santiago; N. Erickson; M. Sanchez; W. Wolfe; P. Williams; C. Biscup; G. Fensom; R. Garcia and F. Peralta . . . Brother Jimmy Millican and his newly-grown mustache just came in from a trip to Europe.

Once more we're printing the addresses of the American Merchant Marine Library offices in various ports where Seafaring crews can call in person or telephone for a new library of books and magazines for their ships: In Baltimore—Municipal Recreation Pier, Foot of Broadway, Tel. Wolfe 4992; Charleston, South Carolina—Charleston Public Library, Tel. Charleston 6273; New Orleans—Foot of Poydras Street, Tel. Magnolia 3849; Philadelphia—Pier No. 4 South, Foot of Chestnut Street; Portland, Oregon—Library Association of Portland, Tel. Beacon 7201; Providence, Rhode Island—Rhode Island State Library, State House, Tel. Dexter 2360, Extension 457.

News Items: Waterman Steamship Company announced that it is doubling its services from New York to continental Europe through the ports of Antwerp and Rotterdam. From now on the company will offer two sailings a week in this service . . . In regards to regulations under which merchant mariners are eligible for unemployment compensation, it is explained that seamen who have sailed on government-owned general agency ships were made eligible July 1 to draw compensation for the first time in the history of the act. It was emphasized that in order to qualify for maximum benefits of \$25 a week for 26 weeks a mariner must have earned at least \$2,200 in 1945 or 1946 while sailing on War Shipping Administration and Maritime Commission ships . . . We have just found out that Brother Clifton Wilson pulled into Port Arthur, Texas, where he discovered that the mosquitoes are as big as pigeons. Brother Clifton Wilson is sailing out again on his ship, SS King Hathaway, for Sweden with a load of coal. Let us know, Brother Wilson, how big the mosquitoes are in Sweden, if there are any there.

THE MEMBERSHIP SPEAKS



Steward Airs His Feelings In Answer To Union Query

To the Editor:

In the SEAFARERS LOG of August 15th, our first vice-president Paul Hall, asked for answers to his article in reference to Chief Stewards and Bosuns, and why the oldtimers are not shipping in their respective ratings.

It seems to me that there is quite a difference between company Stewards and the regular fellows sailing on our contracted ships. The Union now has the right to call Stewards for all our ships where before they were hired by the company and cleared through the Hall.

The first fault I find is that a lot of crewmembers forget that the Master is the boss and that the Steward and (Bosun working under the Chief Officer) must satisfy the Master. The Master is responsible for the ship, cargo, crew and bills, health and welfare of the entire ship from bow to stern when it leaves this country or any country and even in our own country.

Some Captains are Captains and some are Masters but they all hold the title of Master and he is what the name implies—the Master. And the Steward works and takes orders from the Master only.

AIM IS HARMONY

The Steward must try to promote harmony among the crew and officers and try to please everybody from the Master to the Wiper. Some Stewards don't like to help or give a hand here or there as it is not their job and if they do, they like to put in overtime for helping a mate with a chap who is not feeling well or when it comes to slop chest day they don't like to help and try to see that everyone is getting a square deal in regards to white shirts and cigarettes.

Now if the Steward does these things and tries to help the good and welfare of the crew as a whole, he is a company stiff or the Masters pet or some other thing.

Lets look at it at a different angle. Many a time a new Night Cook comes aboard a ship and if the Steward asks him to bake a batch of bread (in the agreement) the night cook bellows, what no shore bread? What's the matter with the Steward, the company and everything else?

SAD DEPARTMENT

The Chief Cook while in port will grab the first piece of meat to duck his job and try to make a run to the corner saloon. The galley man is tired and he can't carry the garbage back aft to the big barrels and he dumps it on the deck anywhere, so long as he is rid of it, (then the fuss with the Bosun and Mate and the Poor Steward).

The Messmen are tired as they had a big night ashore and the crew Pantryman is all gassed up and he is seeing double and is useless and, of course, no clean dishes or glasses for the crew.

The crew is up in arms and the first one to take the rap is the Steward. They all bellow, "Call the Patrolman, call the Hall, fire the Messman, call the Mayor, call anybody, just call someone, etc., etc."

The Agreement calls for fresh fruit and vegetables when possible and in American ports, so the Steward orders for breakfast either fresh grapefruit or fresh oranges and fresh milk, but some stumble bum is bellowing for tomato juice because he drank too much the night before.

The fruit juice will keep forever, but the fresh fruit won't keep and if it does go bad the Steward has to dispose of it the crew bellows the Steward doesn't want to serve it to the crew, he is a company man.

THE FALL GUY

No matter what a Steward does it is wrong and you can't win. It is not the Steward, it's the Chief Cook, or the Baker who doesn't know how to do this or that but the poor Steward takes the rap for the whole department.

The crew forgets the Steward has about three or four thousand items to worry about and he tries to get them all aboard or enough to make a smooth trip and doesn't find much trouble with the Companies in this regard as they try or are compelled to live up to the Agreement.

The crew forgets that in a foreign port the stores aboard a ship do not belong to the Steward but the crew as a whole and when they take anything ashore they are taking it, not from the Steward but from the crew.

HIGH STANDARDS

Don't ship a man in either rating unless he can show his ability for that job. How many Stewards can cook or bake if any of his key men should be hurt or taken sick? Give the Bosun and Steward a little encouragement and I think the oldtimers will again ship in their ratings. So far their hands are tied because the Union books mean more to them than to fight a Wiper or Messman in the Union Hall and it will stay that way until the Union starts to do something about it themselves.

Until either of these rates are recognized as a key job and these men have sanction of the Union to act in strict accord, they will be the prey of the Wipers and Ordinary Seamen who are sailing as passengers aboard our ships.

The Union must make the decision as it is their baby.

I think Paul Hall is capable of working out a set of rules and I suggest that we as a maritime union put it up to him and let him suggest to the membership his findings and his recommendations on this matter, after learning from other Bosuns and Stewards of our Union, and let his findings be final.

Charles Hartman
Gateway City

STRIKE CLEAR SO SHE SHIPS



When the call came for Isthmian men to hit the bricks, "Comrat," mascot aboard one of the Isthmian vessels in New York, heeded the call. The white mouse headed for the New York Hall and did her job; what it was, no one knows, but here she is strike clear and getting her card from Paul Gonsorchik, Chief New York Dispatcher, before going back to the Isthmian fleet. No mousing around ashore for her, she's anxious to go to work again.

Ohio AFL Ads Wipe Smile From Face Of Senator Taft

To the Editor:

Recently, a paid political advertisement appeared in the Toledo Times, and it is so timely that I believe comments are deserved.

The ad was paid for by the Toledo Central Labor Union, AFL, and was headed "We Dare You To Run . . . Senator Taft!"

Text of the quarter page ad was as follows:

"So You Want To Be Sure You Can Win?"

—You don't have to go West to get this answer on your presidential chance, Senator Taft.

—We in your home state challenge you to go after the Republican nomination in 1948.

—And IF you succeed we promise that you will get the worst defeat any candidate ever had."

Note: A smiling half-tone of Taft had this overline, "Will he smile in '48?" and this underline, "Taft's '47 veto smile."

"Some call you Ohio's favorite son, Mr. Taft! Labor intends to give you the answer at the Polls in 1948 in Box Car Figures . . ."

The American Federation of Labor Urges all of its members to Defeat every Ohio Legislator Who Supported the Taft-Hartley Act.

Send Those Minutes

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

Log-A-Rhythms

My Nurse

By William Terry

To the Editor:

Enclosed is a poem I managed to put down on paper while suffering from pneumonia in St. Agnes Hospital in Philadelphia. If it wasn't for those little student nurses there, I don't know how I would have come through.

The food in the hospital was pretty bad so a tiny nurse named Miss Horn used to wake me up at 1 a. m. and invite me to the galley to share her bacon and eggs and coffee. She was a real mate and I'll remember her when I draw my last breath. The following is to her:

When I came sick and weary
My eyes looked off in space,
Life seemed not worth living
Until I saw your face.

It was full of pep and zest
Yes, your smile was my MD,
And buddy, it was everything;
It spelled recovery to me.

You were my gallant comrade
Through my days of strife,
You were my fellow-farer
For you returned me to life.

Whole hearted and soul free
You came there to my side,
Your aid and your comfort
Somehow turned the tide.

Now Ed can have his capsule,
He can have his needle, too;
I suppose they'll take effect
When their effect is due.

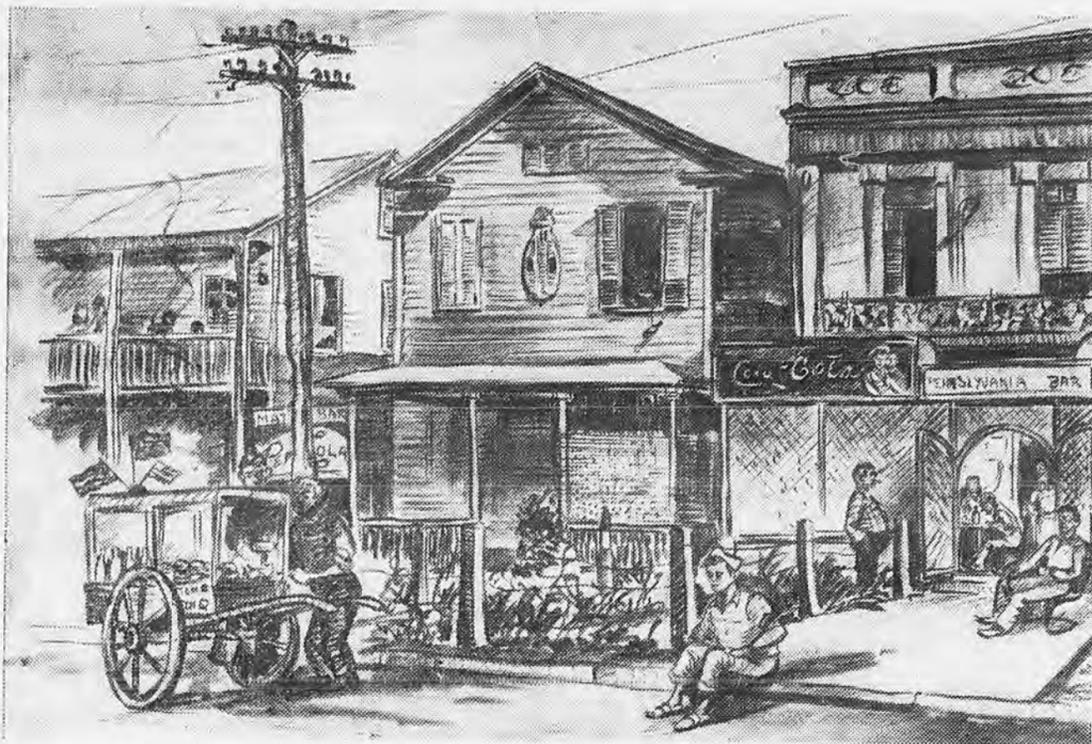
But I, my watchful Angel,
Will remember long your care,
Your gentle way and manner
When the pain was hard to bear.

SMILING AT THE PAYOFF

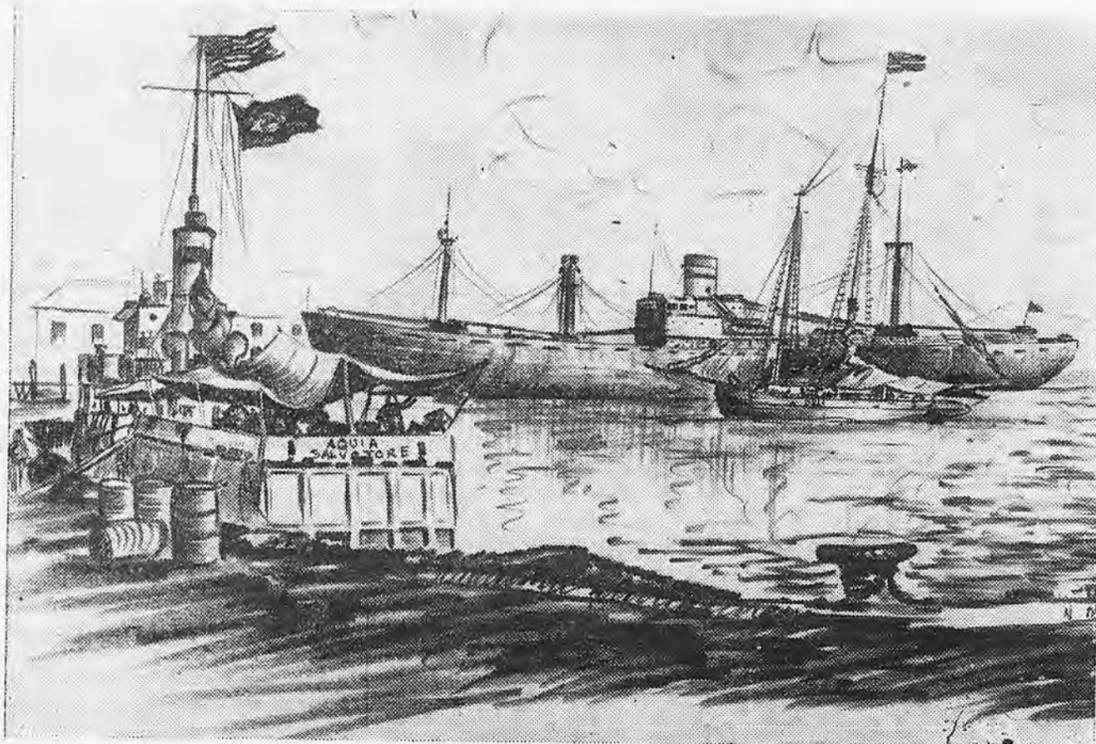


Following a trip to the Dominican Republic, crewmembers of the MV Coastal Mariner give with a smile just before the payoff in New York Harbor. Standing left to right: A. Suarea, MM; D. Blonstein, AB; J. Martinez, Pantryman; A. Carmello, Oiler; S. Santiago, Saloon Mess; F. Cornies, Bosun and A. Feliciano, AB. In the life ring is J. Connors, AB, while kneeling are T. Larsen, Carpenter and J. Sota, OS. Picture was snapped by crewmember J. Flynn.

Seafarer-Artist Exhibits San Juan Scenes



The talented pencil of Seafarer Norman Maffie here records the main thoroughfare of San Juan as life goes leisurely along. The building on the right is the Pennsylvania Bar termed the "Beachcombers exclusive quarters."



A view of the San Juan docks in late August showing the Cape Corwin, Bull Line ship, and a Puerto Rican schooner in the background. At the left is the Brazilian cargo ship Aquia.

WHILE taking life easy on the sun-bathed Island of Puerto Rico this summer, Seafarer Norman Maffie idled away the days by sketching the many scenes and personalities which make up San Juan and the "Enchanted Isle."

From the harbor, which was often visited by Brother Maffie with soft pencil and sketch pad, to the oft traveled streets of San Juan, he recorded life as it was during the lazy summer days.

Brother Maffie, OS, hit San Juan while aboard the Joseph Hewes and liked the climate and picturesque scenes so well that he decided to pile off and put some of it down on paper.

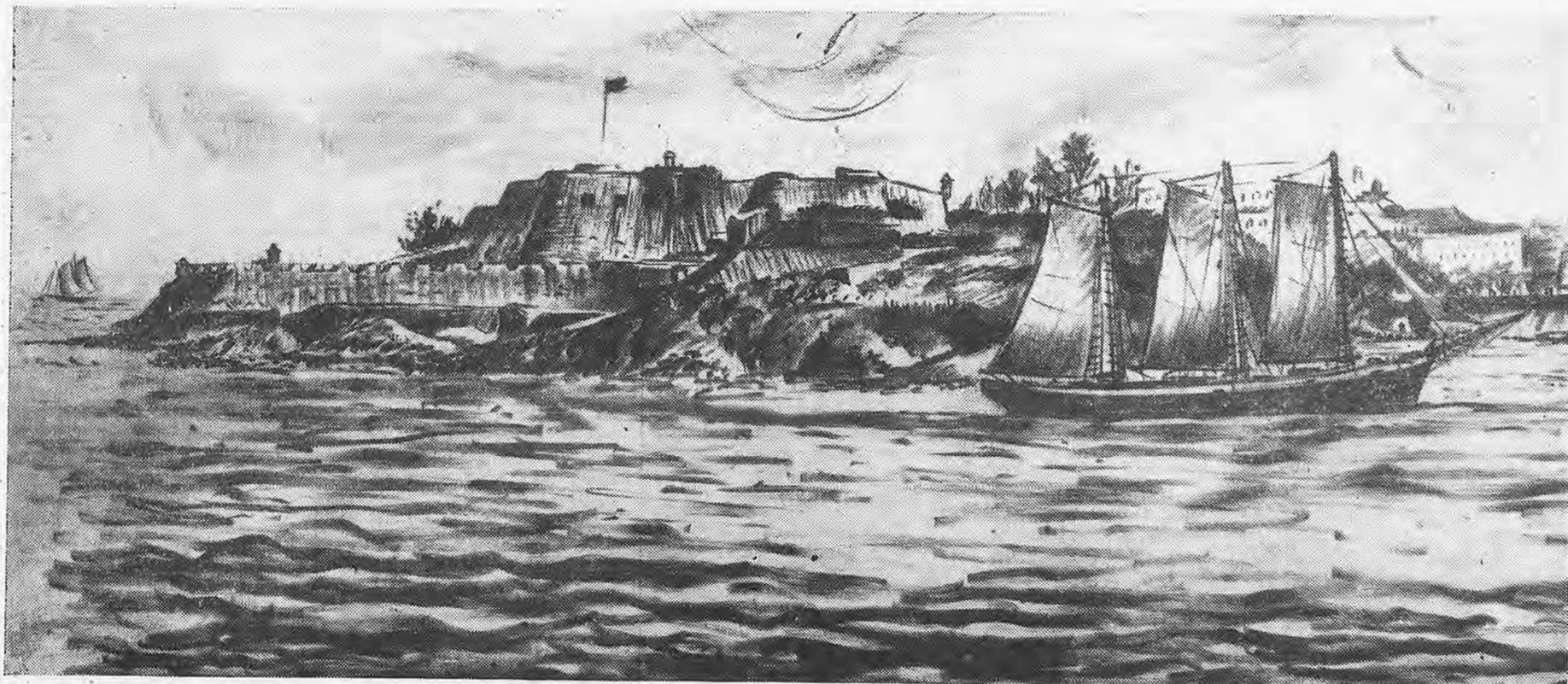
The three scenes and portrait on this page are the results of Brother Maffie's efforts during July. The Pennsylvania Bar on the left is the favorite meeting spot of Seafarers who hit the San Juan Beach. Termed the "Beachcombers exclusive quarters" by Brother Maffie, the Penn plays host to all Seafarers who hit the Island, both those shoresiding it and those stopping off in transit.

While on the beach most of the seamen keep in rice and beans, the favorite food on the Island according to Frenchy Michlet, by working on the shore gangs servicing ships which tie up in the harbor.

Now that summer is drawing to a close and the cold winds will soon start blowing around the cities of the north, more Seafarers will probably head south to bask in the caressing breezes of San Juan. With scenes like these typical of the "Island," it is not hard to see why it is the popular stop-off place for members of the SIU.



A portrait of "Woody" Lockwood, SIU member currently taking life easy on the beach of San Juan. "Woody" is a charter member of the "TTT Club" the unofficial but active organization of the beachcombers. What the TTT stands for, no one seems to know.



A broad view of San Juan Harbor with Morro Castle prominently displayed in the background. In the foreground is a Dominican Republic schooner. Scene was brought to life by Brother Maffie on a hot July afternoon.

Galveston Port Officials Thanked By Crawford Crew

To the Editor:

We, the crewmembers of the F. Marion Crawford, are taking time out to give the Port of Galveston and its Union officials a vote of thanks they well deserve.

The Crawford cleared Baltimore July 1, after much discussion over the Chief Mate. The crew finally decided to give the "Mad Man of the Sea" another chance. Shortly after we were at sea he started on the Deck Department and regardless of how hard a man worked the Mate rode him mercilessly.

Before reaching Germany he promised each man in the Deck Department a day off, but after we hit port it was a different story—no time off. We finally left port and headed for Galveston.

As soon as we arrived in this Texas port, we were put in drydock and some of the boys went ashore before any money was advanced except for a few dollars put out in personal loans. The Master was going to put out a draw at 6 P.M. and went ashore to get the cabbage. In his absence, the Mate, of course, was in command.

THROWN IN IRONS

A couple of the Messmen had an argument so the Mate put one of them in irons and called the Galveston Police to have him taken off the ship. Some of the crew protested and tried to get the Mate to let the man out of irons, but the Mate wanted to show his authority. Sixteen of-

ficers of the law boarded the ship and arrested the men and had them lodged in the county jail.

Next morning the Union Hall was notified and Brother Keith Alsop, the Agent and Ray Sweeney, the Patrolman went into action. Yes, the boys were fined, but very lightly and were really glad to get off as easy as they did.

The ship, in the meantime, was ready to pay off with Brothers Alsop, Sweeney and Ward aboard for the occasion. There were several beefs which were settled by the Patrolman in SIU style.

Then Brother Alsop and Sweeney went to work to get the Chief Mate off the ship. Before the Shipping Commissioner had the articles ready to sign off, they had laid the cards on the table.

BRAND NEW MATE

They convinced the Port Captain that the Mate was not capable of holding down his job. So now the F. Marion Crawford will sail with another Chief Mate who, we all hope, knows a good crew when he has one.

Again we would like to express our thanks to our officials in Galveston. These men are on the ball and know how to give representation wherever it is needed, whether it is in the court room or on board a ship.

This is the type of men we need as officials of our Union.

Edward V. Smith and
Crewmembers of the
F. Marion Crawford

Port Of Baltimore Asked To Give Out With Reports

To the Editor:

I am one of many Seafarers that do not have the opportunity to read the LOG very often, but on several occasions I have noticed that many branches do not do their part.

I am particularly referring to Baltimore. On July 4th—no news from Baltimore. On July 18th—a brief report. On July 25th—no news. On July 25th, however, the LOG reported the death of one of our Brothers, a Baltimore man, plus a report from the baggage room.

I am from Baltimore and I resent that our Branch makes such reports. One would think they have to pay for the space. I believe that a brother in good standing deserves a better send-off from his home port branch than the one which this brother received. After all it's his last trip.

PORT CAN'T BE DEAD

I don't believe that Baltimore is a dead port. There must be some payoffs once in awhile. It is about high time that we ask our pie-cards to consider and establish better relations between them and the membership at sea and in the outports.

We are hungry for news. The LOG asks us to send in the addresses of places where we can get the LOG. We do the best we can, yet some officials do not respond to the LOG's call.

It's gratifying that Boston, Philadelphia, New Orleans, New York, Mobile and Tampa send in such good reports. They really

let the membership know their beefs and headaches.

Why can't Baltimore do the same, or is Baltimore ashamed of its beefs? There must be something wrong in Baltimore, and our other Baltimore Seafarers agree with me on this. Come on Baltimore, pull out your pencils and do your stuff.

V. Perez

(Ed. Note: If the LOG had its way each Port would send in a report each week. However, we cannot very well hang the Baltimore officials to the yardarm as an examination of the past two months' issues shows that Baltimore has only missed hitting the print on one occasion.

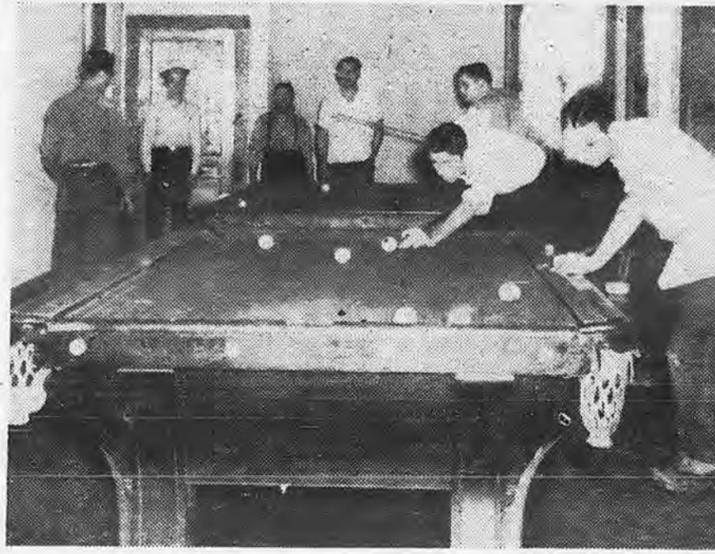
Your desire to have all the Ports represented is equally shared by the Editors of the LOG. Perhaps your slap on the wrist to Baltimore will act as a spur to other not-too-often-heard-from ports.)

Send Those Minutes

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

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

ROLLING ON THE GREEN



Bumping the ivory spheres across the felt in the Norfolk Hall these fellows knock off the time while waiting for a call from the board. The table, a recent addition to the Hall, was purchased through donations of Seafarers anxious to cue a few.

'The Voice Of The Sea'

By SALTY DICK

(Look To Your Laurels, Hank)

Our hats are off to the SIU for taking over Isthmian. Watch Cities Service follow . . . What became of the mountain guinny who sailed on the Sherwood in '42? The girls (God's best gift to man) in Lake Pontchartrain are beautiful. Don't fail to go there and relax.

The Texas Bar in Recife, Brazil, is one place where you can get a LOG and a square deal . . . The British Hospital in B.A. is crowded with seamen. They laugh in Brazil and cry in B.A. Get it? A certain SIU seaman goes there frequently. Would the attraction be Miss V—?

Remember your duty when election comes around, and remember the Taft-Hartley Act, too . . . Two years ago a party said to Bull Sheppard: "When Isthmian signs up, I'll buy you a drink." A few days ago, Sheppard received a fifth of Old Crow . . . Saw Sweeney in Galveston and he was hot and bothered. The heat down there is terrific, but I think he'll live, though.

Why do customs, immigration, watchmen and others prefer to board SIU vessels? Hard to believe but true: A cockroach was seen crawling up the gangway. He got as far as the door, looked in and turned around and went back to the dock. Said the watchman: "That roach must know the ship is SIU and it's no hunting ground for her."

Hotel Senator, USS, in New Orleans is closing up. Better get your gear . . . We better do something about hot galleys. Many cooks are quitting the galley and going elsewhere. I, too, worked there and I know . . . To those who don't know, you can send an allotment to yourself. For New York seamen I think it wise to save in the Seamen's Saving Bank in New York. Save a dollar for a rainy day.

Have you ever seen the Gasparella Fair in Tampa? She's due to start at the end of January. Just between you and I, I never paid a dime to see it. Many years ago I was the best fence jumper in town . . . Can you answer this question? Why do you go to sea? I started for adventure but now it's my live-

lihood . . . There's a rumor afloat that Hugh Dick, age 63, wants to go to Arthur Murray's Dancing School.

What Chief Cook sailing Alcoa will not eat his own dishes? Says he: "I'm going ashore and eat a good meal." Did Otto Callahan, AB, ever tell you any love stories? He's the romantic type and pretty soon he'll be called the "Sea Wolf" . . . During the war I was on a freighter carrying planes, gas and explosives. I asked one of the men how he would like to be in a plane flying over the ocean. He answered it was too dangerous, yet he was sitting on top of a load of TNT.

Sometime ago I read in the LOG where they're planning a Spanish section. Although I can read Spanish and understand it, I don't think it is a good idea. Let's keep it in one language, but let's improve it. Of course, this is my opinion—yours is welcome, too.

Okay, Brothers— Let Us In On It

Some secrets are to be kept, but if you had an interesting trip, or if you met a character who sent you, let us in on it. That goes for your views on the union, current events, or any suggestions you may have. All beefs of general interest will be answered.

Seafarers who think in terms of moon and June and wine and wine can give vent to their rhyme and rhythm in Log-A-Rhythms. If you have a camera we will give prominence to your lens efforts.

The items sent to us will be displayed before an appreciative audience of 60,000 readers from coast to coast who read these pages every week.

Put down the highlights of your experience including the place, time and names and send them to the SEAFARERS LOG, 51 Beaver St., N. Y. We will return all snapshots, poems and stories, if so desired.

Now is the right time, too!

Swift Laundry Replies To Blast By Wentley Crew

To the Editor:

Referring to the article in the last edition of the LOG (Cite Dirty Deal Received from Shore-side Laundry, August 22) let me explain the circumstances which caused the dissatisfaction to three men of the Robin Wentley crew who were inconvenienced by our driver's zeal to be helpful.

These three men telephoned the shop after the laundry had left for the ship and asked that their laundry be held at the shop so they could pick it up on their way to Penn Station.

The driver, not knowing that the men had signed off the ship, left their laundry with one of their friends on the ship. The friend evidently did not know that they had gotten off the ship as he paid for the laundry.

The three men came into the shop at the same moment that our driver returned. In order to lessen the inconvenience caused them, I gave them a dollar for a cab which they accepted and they did not say a word.

We are licensed and bonded by the City of New York and we operate a union shop of 28 persons. In cases where there are beefs, I think that the other party involved should be given an opportunity to state his side before an article is published in your LOG which is read by everyone connected with the maritime industry.

Ralph Leive
Swift Laundry

(Ed. note: One of the duties of the SEAFARERS LOG is to aid in protecting the membership of the SIU. We print the unfortunate experiences of members and crews as a warning to the rest of the membership. We take their words of caution at face value as we are certain their intent is not to do an injustice to any business concern but to aid their brothers in avoiding a similar experience.

We are not in a position to investigate these letters as they come from all parts of the world, but we do make it a practice to let the other party present his case when he thinks he has been done an injustice.)

Stewart's Engine Men Praise Engineers

To the Editor:

We of the SS Lyman Stewart, Alcoa, black gang members of the SIU-SUP are about to complete a trip to the islands. During the entire trip we had excellent working conditions and we want to thank our Engine Officers 100 percent for the way they treated the entire Engine Department's unlicensed personnel.

The officers are: Henry C. Anderson, Chief Engineer; James H. Hallock, 1st Asst. Engineer; George Gonzales, 2nd Asst. Engineer; Joe P. Collins, Acting 3rd Asst. Engineer and ex-Deck Engineer.

We highly recommend to any SIU-SUP brothers the fine department headed by Chief Anderson. We give our complete approval. He gave us everything of the best.

A. J. Howard
Joseph Walters
Ivan Carolman
Frank Maher
Norman C. Barnard

BULLETIN BOARD

Retroactive Wages Smith & Johnson

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SS MATTHEW B. BRADY		Owen, John F. 3.74
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ASHTABULA	1027 West Fifth St. Phone 5523
BALTIMORE	14 North Gay St. Calvert 4539
BOSTON	276 State St. Boudoin 4455
BUFFALO	10 Exchange St. Cleveland 7391
CHICAGO	24 W. Superior Ave. Superior 5175
CLEVELAND	1014 E. St. Clair Ave. Main 0147
DETROIT	1038 Third St. Cadillac 6857
DULUTH	531 W. Michigan St. Melrose 4110
GALVESTON	308 1/2 - 23rd St. Phone 2-8448
HONOLULU	16 Merchant St. Phone 58777
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SAVANNAH	220 East Bay St. Phone 8-1728
SEATTLE	86 Seneca St. Main 0290
TAMPA	1809-1811 N. Franklin St. Phone M-1323
TOLEDO	615 Summit St. Garfield 2112
WILMINGTON	440 Avalon Blvd. Terminal 4-3131
VICTORIA, B.C.	602 Boughton St. Garden 8331
VANCOUVER	144 W. Hastings St. Pacific 7824

Canadian Seamen

All ex-members of the Canadian District, Seafarers International Union, who are now sailing in Licensed capacity — Masters, Engineers, and Wireless Operators — are urged to report to the SIU offices, 205 Abbot Street, Vancouver; or 1440 Bleury Street, Montreal; or 602 Boughton Street, Victoria.

This is important, and speed will be appreciated.



NORFOLK	
INDIVIDUAL DONATIONS	
Gino Giordano, \$1.00; DeLeon, \$3.00; Ship's Delegate, SS George Hutchinson, \$10.00.	
J. Lipman, \$1.00; G. F. Murphy, \$2.00; L. H. Barsh, \$2.00; C. Weaver, \$3.00; H. E. Fowler, \$3.00; F. Reutt, \$2.00.	
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Retroactive Pay

The men off the following named ships on voyages mentioned can collect their 6 percent retroactive pay at the offices of the Overlakes Freight Corporation, 19 Rector St., New York 6, N.Y.:

GROVER HUTCHERSON (Voyage No. 9)	Blair, Robert \$ 3.26
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COASTAL LIBERATOR (Voyage No. 4)	Keyes, Lester J. 9.80
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ROBERT R. MCBURNEY (Voyage No. 6)	Martignetti, Alfred 3.26
ROBERT R. MCBURNEY (Voyage No. 7)	Parsly, Edwin 4.20
ROBERT R. MCBURNEY (Voyage No. 12)	Parsons, Frank E. 9.80
RUSSELL R. JONES (Voyage No. 6)	§ § §
RUSSELL R. JONES (Voyage No. 7)	SS WILLIAMS VICTORY

PERSONALS

OLSON
Will Brother Olson, AB, who was on the SS Algic from May to September, 1946, please contact Special Services Representative Joe Volpian on the fifth floor, New York Hall.

§ § §
J. REINOSA
Margaret Jensen, Struëngsgade, 47th Street, Copenhagen, Denmark, wants you to get in touch with her.

§ § §
JOHNNIE TURNER
Your mother, Mrs. Rose Turner, Portsmouth, Ohio, would like to hear from you.

§ § §
EDWARD FRANCIS SHELLY
Mrs. Shirley Wessel, Supervisor, Missing Seamen's Bureau, 25 South Street, New York 4, N.Y., would like to get in touch with you.

§ § §
ROBERT RUTLEDGE
Your wife, Mary Stella Di-

Frisco Baggage

The USS club in San Francisco will soon close. Seafarers who have baggage there are urged to claim it as soon as possible.

Baggage which was checked before August 1st, 1946 has been disposed of; that checked since that date, either at the club at 439 Market Street, or in the Lincoln Hotel is now at the baggage room of the Lincoln Hotel, 115 Market Street.

The baggage now being held must be claimed by October 1st and if not claimed by that date it will be stored in the Army-Navy YMCA, 166 Embarcadero, at the regular baggage checking rate.

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.

Legge Rutledge, wishes you to contact her at her new address, 544 N. 12th Street, Philadelphia, Pa. She says it is important for you to do so.

§ § §
DENNY LOWEY
Get in touch with W. J. R. Simpson, British Merchant Navy Welfare Office, 3 State Street, New York, N. Y. Your mother is anxious to hear from you.

§ § §
BERTRAM AGOL
Get in touch with your lawyer as soon as possible.

§ § §
ALFRED GREEN
Contact George W. Ehmsen at 6 Sherman Avenue, Jersey City, N.J.

§ § §
ADAM KARPOWICH
Your gear is being held for you in the New York Hall.

§ § §
WILLIAM STOCK
Contact Toni Banoja, 109 East Houston Street, New York, N.Y.

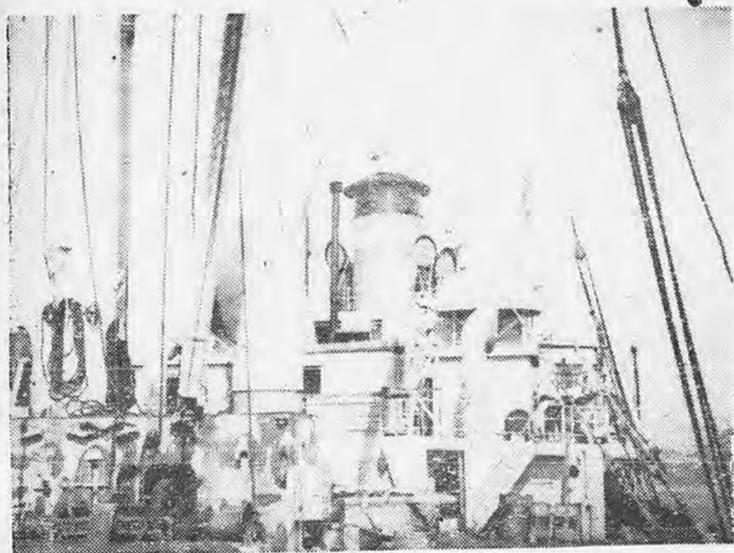
§ § §
PETER (PEDRO) V. RODRIQUEZ
Your family wants to hear from you. Write to, American Red Cross, Hawaii County Branch, P.O. Box 667, Hilo, Hawaii. Attention: Mrs. Ella W. Stephens, Home Service Worker.

§ § §
JOHN RENNER WEBB
Write to your wife: Mrs. Hazel M. Webb, Apt. No. 2, 1039 North Rush St., Chicago, Illinois.

Money Due

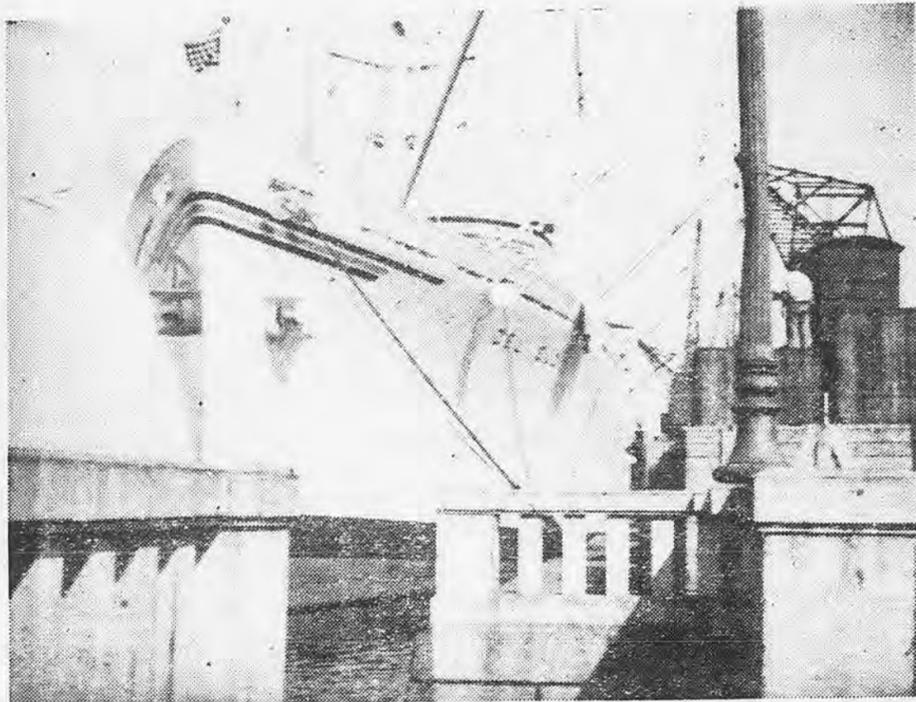
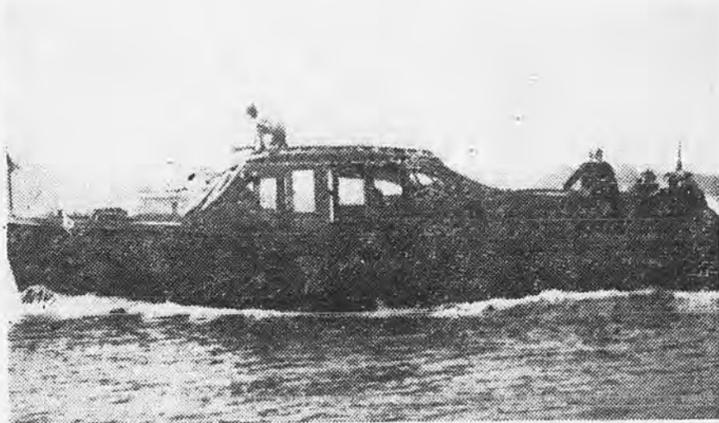
FORT CLATSOP
Pay vouchers are waiting for the following men at the company office, Room 211, 115 Broadway, New York City: M. McDonough, AB; Duxbury, OS; W. Taylor, AB.

Jackson Crew Gives Santos Once-Over

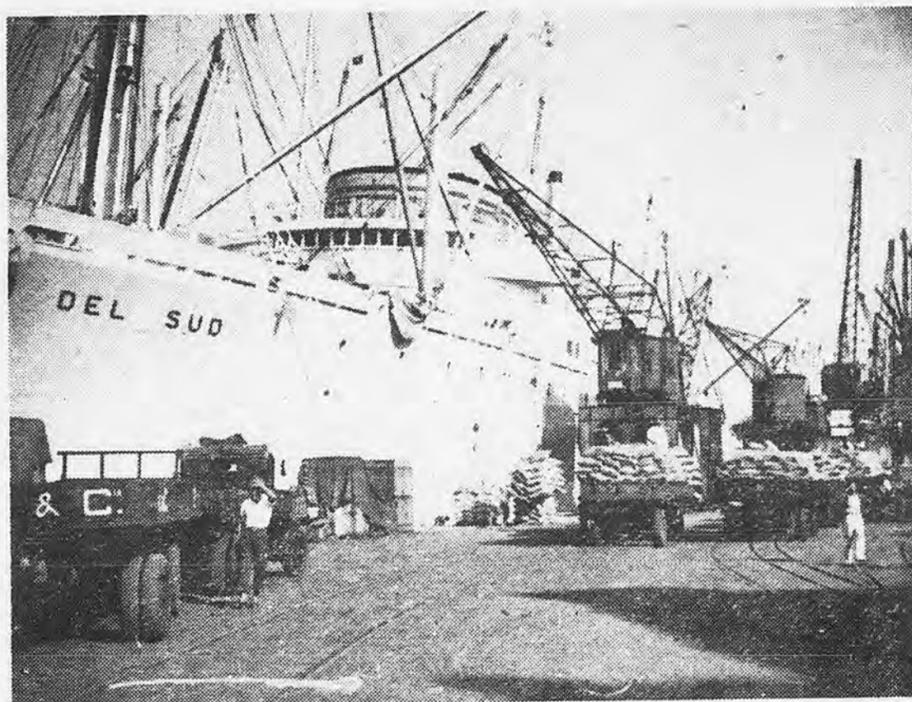


At the left is a view of the SS Sam Jackson, taken while the ship was in Santos, Brazil. The men of the Jackson wasted no time, and they really gave the town a good look-see. The pictures on this page were taken by crewmember Edwin Westphal, and for the benefit of other photographers he states that they were all taken in bright sunlight, with an Argus camera, at one fiftieth of a second, with a F:11 opening. They're all good shots and would do credit to a professional.

The customs boat (R) pays a visit to the Sam Jackson. Of course there was no trouble since all the men in the crew knew the rules and lived up to them.



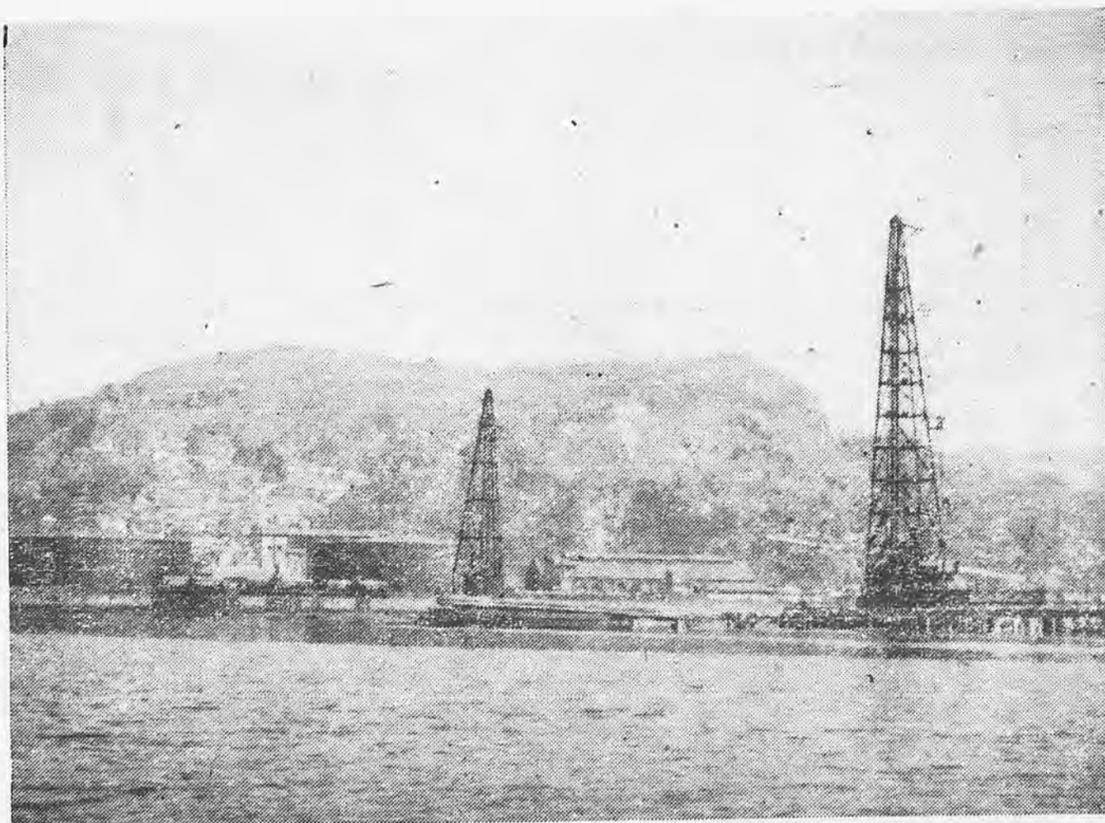
The Del Sud, queen of Mississippi's passenger fleet, was also in Santos while the Jackson was berthed there. Men from the Jackson paid a friendly visit, and Brother Westphal took the opportunity to snap a very effective picture. The Del Sud is a luxury liner, and one of four that Mississippi operates in the Southern waters.



There's an old song that ends "There's an awful lot of coffee in Brazil." That is true, but since we North Americans are such coffee drinkers, we take quite a bit of Brazil's total output. The Del Sud loads up in Santos with enough coffee to keep the city of New Orleans up all night—that is if they can get the sugar.



Santos is a clean and colorful town, as this shot of a typical street testifies. The men from the SS Sam Jackson who had liberty in Santos were able to enjoy themselves, and besides that could pick up copies of the LOG at the American Star Bar and the Scandinavian Bar. What more could an SIU member want to make his happiness complete?



The pile-drivers go on thumping and another pier takes form in the harbor of Santos. It's a fast growing harbor down there, and the city itself has become a winter resort that attracts thousands from all over the globe. The Seafarers who have made trips to Santos have returned full of praise for the town and the inhabitants. And so, as the travelogues say, we take our leave of Santos, beautiful Brazilian city. We shall see you again—soon we hope.