

SEAFARERS LOG

Official Organ, Atlantic & Gulf District, Seafarers International Union of NA

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No. 42

Nominations End; Voting Begins On November 1

Credentials and technical qualifications of members who have been placed in nomination for offices in the Atlantic and Gulf District elections next month are now being checked at Headquarters. The nominating period, which ran for a month, ended last Friday, Oct. 8.

As soon as the checking process is completed, the names and photographs of all candidates who will appear on the ballot, will be published in the SEAFARERS LOG, along with the offices they are seeking. In addition, a brief autobiographical sketch will accompany each candidate's photo to help acquaint the members with the men who wish to represent them in 1949.

Balloting will begin on Nov. 1, and will continue for two months, ending December 31.

TALLY COMMITTEE MEMBERS



Four of the Seafarers elected at last Wednesday night's membership meeting to count referendum ballots on the General Fund assessment, which carried by almost 90 percent. Left to right are J. Pacheco, Sam Luttrell, J. Murphy and Frank Smith. The other two men on the committee were not available when photo was taken.

Membership OKs \$10 Assessment By 88 Percent

NEW YORK—Overwhelming approval of a ten-dollar assessment to build the Atlantic and Gulf District's General Fund was registered by the SIU membership in the referendum which ended on Oct. 8. With completion of the ballot count on Wednesday, the Headquarters Tally Committee announced that a landslide of "Yes" votes—88 percent of the votes cast—pointed up the fact that the membership heartily endorsed the move to bolster the organization strength of the Seafarers.

Elected at the New York regular membership meeting Oct. 6, the six-man tally committee began the careful process of vote counting Monday morning, Oct. 11.

Record majorities in favor of the assessment were chalked up in all A&G ports, with the exception of Boston and San Juan. In all other ports the assessment was favored by percentages ranging from 81.1 in Savannah to 95.5 in San Francisco.

HEAVY TURNOUT

Balloting preferences by the membership were expressed in the form of "Yes" or "No" votes in answer to the question: "Are

you in favor of a \$10.00 assessment to build the General Fund?"

A heavy turnout of voters was recorded in the early days of the balloting period, which started Sept. 8. Voting was brisk in all ports throughout the 30 days allotted to the referendum in accordance with provisions of the Union Constitution.

The referendum stemmed from a resolution introduced by 37 New Orleans Seafarers calling for a balloting of the membership on the question of a ten-dollar assessment. The resolution strongly recommended the building of the General Fund as necessary to implement the SIU policy of being prepared for all future problems affecting the general welfare.

Seafarers in all ports acclaimed the forward-looking move of their New Orleans Brothers and adopted the resolution by large majorities. As recommended in the resolution, the Secretary-Treasurer then set machinery in motion that led to the start of balloting on the question Sept. 8.

MOVE HAILED

Membership opinion of the New Orleans resolution hailed the fund-building as foresighted and essential. In the SEAFARERS LOG of Sept. 3, old-timer Carl Cowl was among

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'Grandfather Rights' May Influence MC's Policy On Subsidies

Shipping circles buzzed last week when a Maritime Commission examiner recommended that the "grandfather rights" of any shipping line in an established trade be given top consideration if the line applies for a government subsidy.

The recommendation was made in the case of the application of the Pacific Argentine Brazil line, a Pope & Talbot subsidiary operating from West Coast ports to Brazil and the River Plate. If the Maritime Commission accepted the recommendation, which it might or might not do, a precedent would be established to be followed, should such unsubsidized lines as Alcoa, Waterman and Isthmian ask for government backing, shipping men were saying.

Naturally, other lines were fighting PAB's application, and there was no indication as to what the Commission would do.

Apparently, "grandfather rights" are not an issue in the Bernstein case whose status is still undetermined.

DA Buries Racket Probe — Turns On Unions

NEW YORK — The District Attorney's office, which two weeks ago promised the AFL International Ladies Garment Workers Union it would press vigorously to root out racketeers preying on the industry, pulled a sharp about face this week by rounding up union pickets, all of whom are members of the Seafarers International Union aiding the ILGWU's current organizing drive against racketeer-protected non-union jobbers.

All but nine of the Seafarers were released after questioning by the DA's office. Those held were later freed in \$1,000 bail, and are to be questioned further by a grand jury.

In alert trade union circles, the sudden turn in developments was viewed as one packed with great danger for all organized labor. It appeared quite obvious that the men were being hauled up to serve as goats. With absolutely nothing against them that would hold water under democratically-administered justice, the men are clearly victims of a local witch hunt.

In the opinion of many trade unionists, who recall the infamous Palmer raids of the 1920's, conviction of any one of the Seafarers could touch off a large scale series of anti-union moves throughout the nation on the flimsiest pretexts, sole purpose of which would be to wreck the organized labor movement.

The sudden change in attitude by the District Attorney's office came as a complete surprise to those forces interested in seeing the garment industry swept clean of hoodlum elements that have been freely reaping a harvest through terroristic tactics.

The round-up came as a result of complaints made by two large non-union operators, who have been trying to get out of the un-

comfortable spotlight thrown on them by the ILGWU's drive against shops operating under protection of union-busting goons.

Terror in the garment district came to a halt with the appearance of Seafarers on the picket lines. Because the majority of its members are women and elderly men, the garment union called on the Seafarers for help in conducting the organizing work on some 30 non-union outfits, most of which are in West 35th Street. Up to the time Seafarers appeared on the scene, strong arm men had been terrorizing the garment workers at will.

The District Attorney's raid took place Thursday, Oct. 8 in the 35th Street area between Eighth and Ninth Avenues. At 10:30 a.m., 20 detectives, acting on orders from District Attorney Frank Hogan, began rounding up the Seafarers, who were serving as paid organizers for the

ILGWU's Dress Joint Board. In their organizing, the men worked jointly with committees of ILGWU people. None of the men was picketing at the time. They were standing in small groups in the street. They were taken in vans to the DA's office for questioning.

Later, five members of the Dress Joint Board were also also questioned.

At the offices of the ILGWU, officials were shocked at the DA's turn-about attitude. Shortly after the raid, Julius Hochman, general manager of the Dress Joint Board, issued the following statement to the press:

"We are surprised by the 'round-up' of our pickets by the District Attorney's office. We informed the District Attorney, when we last saw him with regard to our charges against racketeering in the industry, that if he wanted to see or question any of our officers or any of our pickets, to notify us to that effect

and they would immediately be made available.

"We shall seek any early appointment with the District Attorney to discuss with him the incidents today."

Hochman said further that the ILGWU would continue asking the Seafarers for aid as pickets.

"We consider them good union men," the ILGWU official said.

The current situation in the garment industry is the second time that gangster elements have been the object of attack by the garment worker's union. The ILGWU won considerable praise and prestige in all quarters in the late Thirties when it was responsible for the clean-up of "Murder, Inc.," an organization of ruthless parasites headed by the notorious Lepke and Gurrah, preying on industry and labor alike.

SIMILARITY

Incidents of terror in the past few months markedly similar to those perpetrated by the "Murder" gang touched off the ILGWU's drive on the hoodlum-protected anti-union garment shops.

The particular mystery to observers who have been watching the garment industry situation is the DA's failure to take any steps against the racketeering element, despite his previous loud proclamations that he would not tolerate terrorism.

Although indictments were returned against two of four goons who invaded the Dress Joint Board offices and beat up several union officials several weeks ago, the District Attorney still has not arrested either of them. Reports from the DA's office say they are not in New York.

In fact, after the DA's initial promises to bear down on the racketeers, his policy has shifted

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Attention, Draft Registrants!

According to the law, all draft registrants, when leaving the country, must notify their Selective Service Boards, and give the following information: (1) the name of the ship they are on; (2) the name of the company operating the ship; (3) the port from which they are departing; and (4) the approximate length of the trip.

This is important, for the Union cannot supply this information and, without it, the Draft Board may feel you are attempting to evade them, and issue induction papers.

The dates set aside for draft registration have passed, but 18 through 25 year-old seamen who have been out on ships have five days in which to register after reaching a U.S. port.

If the seaman lives in the port reached, he should register at the board nearest his home; if not, he can get the address of the nearest board from the Dispatcher in the SIU Hall.

For men hitting New York, the following are the addresses of draft boards easily accessible from the Union Hall: 80 Lafayette Street, Manhattan (near City Hall), and 44 Court Street, Brooklyn (near Boro Hall).

SEAFARERS LOG

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Battened Down

The SIU is setting out on a two-year voyage as a well-stored ship fully secured for sea.

For one thing, there is the new contract. Its two-year life establishes the length of the voyage. Its wage clauses, its manning scale guarantee and other provisions establish the conditions under which the Union will sail. And it looks like smooth sailing.

For another thing, there is the new assessment for the General Fund. If nothing else points to smooth sailing, the assessment does. The new dollars in the Union's account mean stable operations in all ports at all times. Never will there be any difficulty in accomplishing the Union's daily routine which is financed by the General Fund. To carry out the figure, the assessment will act as a gyro-stabilizer if we encounter heavy seas.

The SIU thus goes into what may be another period of painful readjustment for the entire American Merchant Marine better equipped than any other maritime union. The membership can be proud of their foresight. If the storm comes, they are ready for it.

Who Blew The Whistle?

Last week, the police and the District Attorney of New York suddenly took the heat off the racketeers who have been infesting the city's garment industry, and turned on the unions—the International Ladies Garment Workers and the Seafarers, who have been battling the return of "Murder, Inc." to power.

In a move that had no legal or moral justification, a score or more of detectives swooped into West 35th Street and arrested 42 Seafarers employed as organizers by the ILGWU.

The 42 seamen were picked up for "questioning." Nine of them were released under bail for grand jury "investigation," and the remaining 33 were let go.

The point is that the 42 SIU seamen were grabbed not because they were doing anything illegal, but because they were seamen, and members of a militant union which was aiding another union in a struggle with gangsters. They were organizing the unorganized. Not even the Taft-Hartley Act forbids that.

Apparently the 42 Seafarers, particularly the nine bound over for further questioning, are the first victims of a new local witch hunt. If so, it looks good for the union-busters not only in New York but elsewhere.

So far as the seamen involved are concerned, none of them is a "first-tripper." All of them have been around. They, like all SIU oldtimers and many younger Seafarers, have met up with union-busters and their legal guardians before, and broken cops' clubs with their heads—increasing local taxes. They ask no favors.

So far as the labor movement in New York and across the country is concerned, the arrest of the seamen must be viewed as the forerunner of things to come.

If union organizers are to be picked up by cops for organizing, not a union in the nation is safe.

Meanwhile, the union-busters played into the hands of the commies as usual. The commies are always ready to take advantage of anything they can twist for their own use.

This week, one of the commies' leading hatchetmen was pounding away on his typewriter as hard as he could,



STATEMENT OF OWNERSHIP

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACTS OF CONGRESS OF AUGUST 24, 1912, AND MARCH 3, 1933 OF THE SEAFARERS LOG published weekly at General Post Office, New York 1, N. Y., for October 1, 1948.

State of New York,
County of New York, ss

Before me, a Notary Public in and for the State and county aforesaid, personally appeared George Novick, who, having been duly sworn according to law, deposes and says that he is the Editor of the SEAFARERS LOG and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, as amended by the Act of March 3, 1933, embodied in section 537, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are: Publisher Seafarers International Union of North America, Atlantic & Gulf District, 51 Beaver St., New York 4, N. Y. Editor, George Novick, 51 Beaver St., New York, N. Y. Managing Editor (none) Business Managers (none).

2. That the owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent of more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a firm, company, or other unincorporated concern, its name and address, as well as those of each individual member, must be given.)

Seafarers International Union of North America, Atlantic & Gulf District, 51 Beaver St., New York 4, N. Y., Paul Hall, Secretary-Treasurer, 51 Beaver St., New York 4, N. Y.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent of more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. That the two paragraphs next above giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the twelve months preceding the date shown above is 32,340.

(Signed) GEORGE NOVICK, Editor
Sworn to and subscribed before me this 1st day of October, 1948, ROSE S. ELDRIDGE, Notary Public. (My commission expires March 30, 1950.)

saying, in effect, that the Seafarers might as well turn commie—because look what happens to such non-commie unions as the ILGWU and the SIU.

Of course, this commie hack was writing nonsense. Seafarers know too much about commies. They have spent 10 long years fighting the commies on the waterfront, while a lot of people who would like to forget their pasts played footsie with the commies.

But the situation demonstrates how the police and the bosses by their blundering tactics feed grist into the commie mill.

The main fact is that the SIU will not be beaten by any such hard-timing. As usual, the SIU will fight to improve the wages and conditions of seamen, and will lend a hand when other honest, non-communist unions need help.

Personals

JACK MAURIER or MIKE TOINER

Please send me your address, as I would like to send you the money I owe you. John Crews, 260 South Conception Street, Mobile, Alabama.

FRANCISCO MIGUE

Your father wishes to hear from you.

ANGELO MORENO

Call Junior Shelton at Circle 7-2095, New York City.

MANUEL PASOS

S. E. Sampliner wants you to communicate with him. You can reach him through Abe Rapaport, Room 1711, 42 Broadway, New York City.

ROBERT CARRASGO

Get in touch with your father.

WILLIAM T. PRESLEY

Write to your mother in care of Fred Biggers, Route 1, Box 1, Dyersburg, Tenn. Very important.

MICKEY

Mrs. David Melendy, your sister, wants you to know that she is living at South Londonderry, Vermont—Box 428.

LAWRENCE EDWARDS

Contact your mother, Mrs. L. Edwards, 9406 Edwards Avenue, Cleveland 6, Ohio, regarding your tax.

WILFORD "DICK" TRACY

Thomas "Dixie" Mason would like for you to get in touch with him. His address is 332 Union Street, Jackson, Michigan.

DA Takes Heat Off Racketeers, Turns On Unions

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and bears a striking parallel to the policy laid down by the Hearst papers in New York which have taken up the cudgels for the anti-union elements in the garment industry, with complete disregard for their gangster taint.

A very clear answer to the District Attorney's action came from the SIU, which issued a statement shortly after the shocking "round-up" occurred. Reaffirming its intention of supporting the ILGWU "in its attempt to rid the dress industry of open shop racketeers and gangsters," the Seafarers said it would not be frightened away by the District Attorney.

"If the city administration is really interested in promoting industrial peace in the garment area, it should crack down on the hired thugs employed by the open shop operators who have terrorized the garment workers for years," the SIU statement said.

VICTIMS OF DA'S SWITCH IN GARMENT RACKET PROBE



A sudden switch in tactics of the New York District Attorney's office has resulted in nine Seafarers being booked pending further questioning by Grand Jury. They were employed as organizers by International Ladies Garment Workers Union, which is trying to sign up non-union jobbers operating with strong arm support of union-busting racketeers.

The nine were the only ones held of 42 Seafarers who were hustled to DA's office for "questioning." Five ILGWU officials were also interrogated. Targets of the DA's witch hunt, all of whom were released on bail, are: Joseph Carroll, Carl Carlson, Louis Holliday, Ervin Moyd, Herman Whistmant, Gene Daniels, William Armstrong, Jack Turner and Thomas Gower.

Referendum Passes By 88 Percent

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several Brothers voicing their support of the measure.

"In the past two years," Cowl said, "the organization—by practicing operating economies and by developing more efficient machinery—has been able to pull the General Fund out of the red."

If the assessment were to be adopted, he pointed out at the time, "it would double our operating and organizational fund immediately." The economies and efficiencies which have successfully brought us out of the hole can be maintained while the Fund itself is doubled for more intensive organizational work."

SIU SECURITY

A considerable measure of support for the assessment proposal came from Union oldtimers who vigorously stressed the urgency of making the Union more secure at every point.

In strengthening the General Fund the assessment will enable the Union to increase organizing activity and bring in more jobs for all hands. The Union will be in a favorable position to seek that objective because of the "breathing period" afforded by the new two-year contracts.

Serving on the Tally Committee were Sam Luttrell, Deck Department; Frank Smith, Engine; J. Murphy, Deck; J. Pacheco Stewards; D. Mease, Stewards, and Lars Hillertz, Engine.

RETIRING BOOKS

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

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

Union Actions Pulled Seamen Out Of Slavery

By JOSEPH VOLPIAN
Special Service Representative

The union-busters are fond of saying that seamen don't need unions because they are amply protected by federal laws.

Of course, the people who voice such statements never sailed an unorganized ship. They never went out East on an Isthmian ship under the "Isthmian bible" a couple of years ago.

Nor are they riding Cities Service tankers these days for an invigorating breath of salt air.

They've never gone up against a bucko Mate or Chief Engineer.

It is true that there are Federal laws "protecting" seamen. Measured by 19th century standards, they do afford a fair bit of protection by guaranteeing at least a three-watch system under most circumstances, a couple of holidays and Sundays off in port, and one or two other things.

However, the Federal protection sets the very minimum standards under which life at sea would be barely tolerable. It is the unions, with the SIU setting the pace, which have made seafaring a dignified profession.

CS. FOR INSTANCE

If anybody doubts this, let him take a trip on a Cities Service tanker, as hundreds of Seafarers have in the campaign to bring that company under the SIU banner. On a Cities Service ship he will have all the protection the Federal statutes will give him—and nothing else.

That is why Cities Service will be under SIU contract one of these days. When that day comes, all credit will be due the Organizers who sailed these ships under non-union conditions.

Let's see just how much "protection" a seaman does get from Federal law. If you will look at Title 46, Section 673 of the United States Code Annotated, you will find out. It's not much.

Everything else has been added by the unions. The law can be read in about 10 minutes, so you can see for yourself.

Let's run through the law briefly. It says that on any American flag vessel of 100 tons or more, with some exception, seamen in each department must be divided into three watches, except that on a tug or barge making a voyage of less than 600 miles they may be divided into two watches.

In an emergency, as any seaman knows, everybody works as long as is necessary, a point provided for both in the law and in union contracts.

The law specifically authorizes the Master of a ship to call lifeboat drill any time he wants to—which, of course, is just what those Isthmian skippers used to do.

It says that no seaman shall be required to do any unnecessary work on Sundays, or on New Year's Day, the Fourth of July, Labor Day and Christmas, while the vessel is safe in port.

80-HOUR WEEK

In other words, the law allows a 56-hour work week at sea. In practice, the company-minded officers of non-union ships sometimes work men 70 to 80 hours a week without overtime, claiming that the safety of the ship is at stake.

For violations of the law, the owner may be fined 500 dollars and the seamen may be paid off. That's your Federal protection. Of course there are other laws, but they are highly technical and pertain more to procedures than to protection.

Now look at the SIU's new two-year dry-cargo agreement. That's where the real protection is to be found.

For instance, Federal law does not guarantee a full manning scale. All the government says is that the men aboard must be those "essential" to sail the ship.

Very few men are "essential" to move a ship. Captain ratings

might be unnecessary, by a narrow interpretation. That is why the Negotiating Committee insisted on a guaranteed manning scale for each type of vessel when they were getting the new contract.

Look at some of the other things that the Union has won. First there is overtime. Then there is penalty work, not to mention penalty cargo. You'll find no mention of these matters in the law. They are Union victories.

SHORT WEEK

The law allows a 56-hour week at sea, a 48-hour week in port. In contrast, the SIU contract says 44 hours at sea, 40 hours in port.

The law says nothing about officers doing the crew's work. The Union contract bars this practice. And there are dozens of other points which illustrate

the advantage of the union contract over the law.

Above all, the Union contract calls for the orderly settlement of beefs. On a non-union ship, a beef seldom is even heard, much less settled. In fact, the chances are that a man who voices a complaint will be fired in the first port and blackballed.

We could go on about the differences between a seaman's rights under Federal statute and his rights under union contract, but most of the oldtimers know them already. They struggled hard to win the union wages and conditions which Seafarers now enjoy, and knew what they were doing.

If any of the younger members have any doubts about the value of their SIU contract, they can learn it by taking a trip or two on an un-organized vessel.

The difference between Federal protection and SIU protection will be driven home—and hard.

Voting In General Fund Referendum

PORT					PERCENTAGE	
	YES	NO	VOID	TOTAL	YES	NO
Boston	54	55	44	153	49.5	50.5
New York	1300	136	12	1448	90.5	9.5
Savannah	43	10	2	55	81.1	18.9
Mobile	188	41	3	232	82.0	18.0
Tampa	99	15	1	115	86.8	13.2
New Orleans	389	38	8	435	91.1	8.9
Galveston	48	6	1	55	88.9	11.1
Norfolk	181	12	2	195	93.8	6.2
Baltimore	540	31	9	580	94.6	5.4
San Francisco	170	8	—	178	95.5	4.5
Puerto Rico	47	53	—	100	47.0	53.0
Philadelphia	134	22	1	157	85.9	14.1
Grand Total	3193	427	83	3703	88.2	11.8

HERE'S WHAT I THINK...



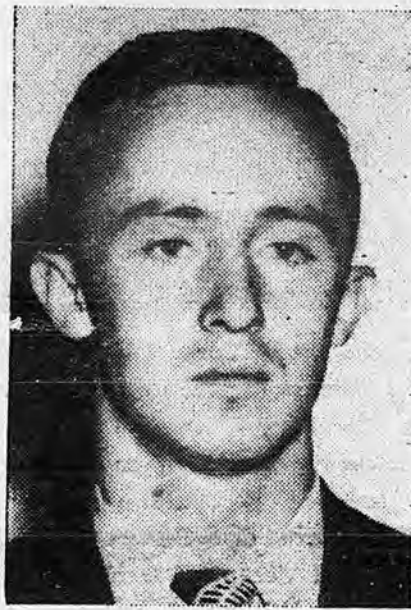
QUESTION: What personal qualifications do you think a man elected to Union office should have in order to successfully perform his duties?



LESLIE WILSON, Messman:



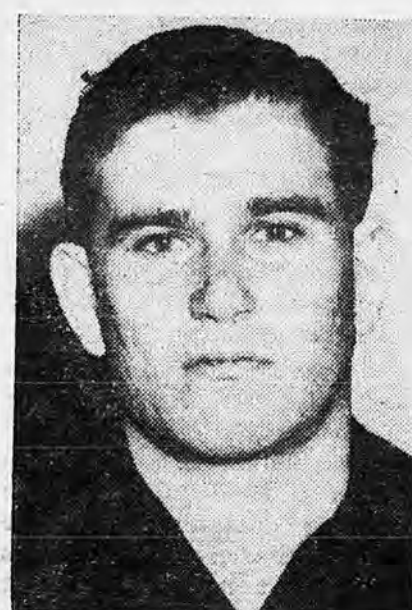
RAY GRIFFITH, FWT:



DANIEL CLIFFORD, Cook:



A. (Red) CAMPBELL, Bosun:



E. LEINONEN, Oiler:

I think that any man holding Union office must have something on the ball, besides meeting the qualifications necessary under the Constitution. A Union official has to have a personality that will help him mix with the men. He should know that there is more to settling beefs than just laying down the law. By this I mean that he must have some tact, and be able to make the guys understand why a certain rule is to be followed. That's the way we get harmony. He should realize, too, that he's in office to serve the membership's interests—not his own.

Anybody running for a Union office should have the seamen's slant of things. In other words he should understand the ship-board problems, the needs of the men and how they can be solved. It's pretty clear that you can't just have anybody in a Union position of responsibility. A Union official must be able to command the respect of the men he represents, and he must also have their complete confidence. Also, he should be a determined person, sure of what he is doing. He must know the score otherwise, no matter how hard he works, it'll come to nothing.

It's not possible to always know the personality make-up of the men for whom one is voting, but from reading the LOG and getting an idea of the men's Union records, it is somewhat easier to decide on the men one wishes to serve. I believe the men we elect should be able to get along with others, this can be determined from his previous Union activity. We definitely don't want gashounds or anyone else in that category. In addition, a man holding down a Union position should be capable of handling both Union men and company officials.

First of all, I'd say that a candidate for any Union office should be sufficiently interested in the Union to acquaint himself fully with the requirements of his rating. Also he should know completely the Union constitution, the Shipping Rules and the contracts. A man who wants to serve his Union ought to be alert and on his toes, and always on the lookout for improvements in shipping conditions. He certainly ought to ask lots of questions so he will know all about foreign ports, and thus be able to warn the men of conditions there.

Well, one of the most important personal qualifications, to my mind, is that he must be honest. And, almost as important, is that he be the kind of a fellow who isn't afraid to work. I certainly wouldn't want to see a lazy man in office. Some of the duties of Union office sometimes require long hours of hard work. The duties of a Union official also make it necessary for a man to be cool and level-headed. These qualities make it much easier for beefs to be settled in a sound way and leave everybody feeling satisfied.



E. F. LAMB, 3rd Cook:



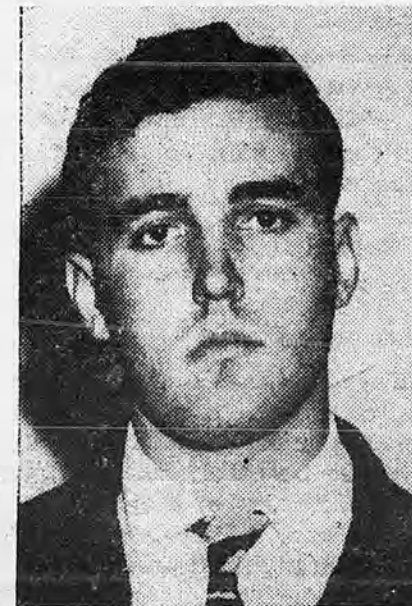
TOM HONG, Deck Engineer:



MARTIN BLUM, MM:



ABE GOLDFARB, AB:



JOHN HIGGINS, AB:

He should be a guy with an easy disposition who can get along with all the men. He should also be able to understand the men and their problems so that when they have a beef, he'll know what it's all about. Of course, you can't expect a man to understand every guy or be able to get along with everybody, but a Union official must at least be patient with all the men and remember that he is trying to give them service. A guy with Union responsibility should be honest. That's the least we can expect of any man, especially one who has the trust of his Brothers.

If we need a Patrolman to come down to the ships to settle beefs, he should be an oldtimer with ten years at sea, anyway. He must know the contract of course, but he must know the ships and the problems of the men who sail them, before he can really understand any sea-going contract, no matter how plainly it is written. Then he must have the kind of personality that is not awed by brass, but can stand up to all the officers and company representatives when the crew is right. And, for that matter, he has got to be able to tell the crew off when they are wrong, too.

The men holding down the elective positions in the Atlantic & Gulf District should be men of good character with strong personalities. They should be able to handle men and make order out of the confusion that so often surrounds a payoff. They should be a clean-cut men, honest and reliable. No performers should be entrusted with the guarding of our contracts and conditions. At the same time, the officials should be men who are well liked by the crews and not give the impression of lord-ing over them. I don't expect supermen, I only want men who will do their best.

Of course an SIU official should have firm knowledge of the Union and its agreements and possess level-headedness, so as to be able to handle men and get along with them. He also should have a reputation from his sailing days of being one of the boys. At the same time he must be allowed the normal failings of everyone (he wouldn't be human, otherwise) but have a steady character. Many men have some of the qualifications, but the men best suited for positions of responsibility in the SIU should, I believe, possess all of them. We want the best men possible at the helm.

Besides having all the qualifications required by the Constitution, a man running for Union office must be the right kind of a guy for the job he is seeking. He should be a good fellow, the kind that is able to work with the membership and who is able to win their respect and confidence. Any man in Union office should understand that all hands must be treated alike; therefore, he must be impartial in his dealings with the men. This doesn't mean he has to be an easy guy, because a Union official has to be firm. He should be firm—but he should be fair.

Rated Men Find Good Shipping In Galveston

By KEITH ALSOP

GALVESTON — The increase in grain cargoes in this Texas port continued through last week and shipping, therefore, is good. Although there are plenty of non-rated men on the beach, it appears that we will be in need of rated men in the coming week.

Two ships, one tanker and one freighter, paid off in this area last week. The SS Michael, a T-2 tanker belonging to J. B. Carras, Inc., paid off in Port Arthur on Wednesday and the SS George Prentice, a Waterman job, held a payoff in Houston the following day. All beefs were minor ones and were settled at the payoffs.

TWO SIGN-ONS

Likewise, there were two sign-ons during the period, with the SS Michael signing on at the point of payoff, and the SS Thomas Cresap crewing up in Galveston. Here, too, the beefs were of a minor nature and were handled at the sign-ons.

An unorganized vessel, the Winter Hill of the Cities Service fleet, called in this area during the past week.

At the last regular membership meeting in this port the membership discussed a timely topic and one of importance to the Union—the coming elections in which officials will be named for the year 1949.

WEEKLY SESSIONS

In line with the recommendations of the recent Emergency Agents Conference, this port is holding education meetings every Tuesday. The sessions are mighty interesting, and there is broad participation on the part of the membership. Aside from the value of this program to all hands, it seems to us that some pretty constructive ideas ought to come out of the proceedings.

Another phase of the Union's program that is being pressed to the greatest extent here is the Organizing drive. Everything possible to make it successful is being done in this port.

Among the several Seafarers on the Texas beach at this writing are R. L. Wilson, Mal Collins, C. Lynn and L. E. Jarvis.

AROUND THE PORTS

Mobile Sees Shipping Lift After Bad Time

By CAL TANNER

MOBILE — Shipping in the port of Mobile continues at a very slow pace with only three payoffs and two sign-ons for the week, one sign-on, the Monarch of The Sea, being on continuous articles. The other sign-on was the Maiden Creek. Payoffs were the Steel Ranger, Isthmian; Monarch of The Seas and Maiden Creek, Waterman.

For the week we shipped a total of fifty-four bookmen and eleven permits. We also had around fifteen or twenty relief jobs on the harbor tugs in port, all of which helped out quite a bit.

Two ships in transit here this week were the Daniel Lowndale of Waterman and the Nathaniel B. Palmer of Mar-Trade, one of the new tanker companies signed up a short time ago.

The shipping picture for the coming week looks a little better, however, with both Alcoa and Waterman due to have ships in for payoffs and sign-ons. One of the reasons for the slow shipping is the fact that Alcoa hasn't had a ship in here recently and that hurts—as they are one of the biggest operators out of this port.

This week's payoffs weren't as smooth as they have been for the past couple of months but, all in all, they weren't too bad. On the Steel Ranger were the usual run of Isthmian beefs, all of which were settled to the satisfaction of the crew. She had been out since April and the beefs had accumulated.

MATE CURBED

The Monarch of The Seas did not have any overtime beefs, but the Mate had attempted to fire two ABs who had signed on in Puerto Rico. After the Patrolmen had squared the bef away and left the ship, the Mate again decided to fire the men. He gave them fifteen minutes to get their gear together and be off the ship, if not, they would be

worked over. The men came to the Hall and reported to the Patrolmen. The three of them returned and the men were rehired, plus the payment of subsistence for the meals lost and a night's lodging. The ship then sailed with the men aboard.

The Maiden Creek, skippered by our "old Pal" Morgan Hiles, came in from the coast on what was supposed to be a run job, but when she arrived here orders came to send her to Hamburg with a load of nitrate, so the crew paid off with transportation and we shipped aboard a new crew.

Voting on the Referendum for the \$10 General Fund Assessment ended on the eighth, with a large majority of the bookmen in Mobile doing their duty at the polls. The talk around here points to a very large "yes" vote.

On the labor scene here, everything seems to be quiet with the exception of the Marine Cooks and Stewards strike against the shipyards. The strike ended yesterday when an injunction was granted the yards against the CIO Cooks.

Some of the SIU salts on the beach here at the moment include Homer Starling, Eddie Patterson, Otis Davenport, J. W. Oberly, L. Holbrook, R. Bunch, Mike Hynes, J. W. Demouy, J. H. Jones, J. P. Morton, Malcolm Cieutat, W. E. Morse, Claude Hollings, A. W. Gowder, E. Bowers, Charlie Kimball, G. W. Pederson and J. T. Tighe.

One thing we'd like to pass along before closing:

The hospitals will not take you in unless you have a discharge of less than ninety days, emergencies excepted. During the past week we had several Brothers turned down at the hospital, because their discharges were too old. We managed to have them admitted by explaining to the surgeon in charge that shipping was exceptionally poor and some of the men had not been able to ship in sixty or seventy days.

If you go to a hospital and are turned down because your discharge is too old, contact your Agent and he will see if something can be worked out for you.

From The Sixth Deck

By EDDIE BENDER

A man who is four months in arrears in dues and assessments, and who was not properly registered for shipping before going into arrears, is—according to the membership ruling—subject to a \$25 fine, in addition to the fact that he must pay up all such arrears before shipping, or registering for shipping or before retiring his book.

The only time a man may be excused from paying these arrears plus the fine before shipping, is when he can show proof of having been confined in a hospital or other institution during the time of his bad standing.

There is also a membership

ruling on men who have gone more than 12 months in arrears in their dues and assessments. Such men are automatically suspended, and they may not be reinstated. Such men have no one to blame but themselves. The only excuse in these cases that are acceptable to the Headquarters Reinstatement Committee (again upon the direction of the membership), is where a man can prove that he was in jail, actually hospitalized, or in the armed forces.

The same fine and required payment of arrears, stated above for book members who are four months in arrears, also apply to permitmen.

The membership has further ruled that permitmen six months in arrears, or bookmen 12 months in arrears, can only be reinstated through the Headquarters Reinstatement Committee in New York. Men who are not that far in arrears may, however, be reinstated in any of the Branches. In any event, the arrear fine is not to be waived under any circumstances, other than upon presenting proof of one of the acceptable excuses listed above.

In the event that a bookman pays off a ship and intends to remain ashore indefinitely, it is wise for him to retire his book. Remember, it can always be taken out again when he is ready to ship.

Retirement is a bookmember's privilege, as set forth in our Constitution. Anyone in good standing is entitled to do so, and there is no charge. There is much more to gain than lose by doing so, if you are going to remain ashore awhile.

Phony Jokesters Mar Good Trips For Shipmates

By WM. (Curly) RENTZ

BALTIMORE — Shipping has been a little better in this port. While we had only four actual sign-ons last week, a lot of the ships in transit took replacements which helped a good bit.

One thing that has held us down has been the West Coast beef. We have four Calmar ships and a number of Isthmians waiting to get back on their inter-coastal runs.

There was plenty of trouble on the six ships we paid off. Most of it was provided by a couple of practical jokesters on the Robin Trent and the Felix Grundy.

The wiseacre on the Trent just made things inconvenient for everybody. The character on the Grundy endangered the health if not the very lives of everyone aboard by his caper.

WHAT JOKES?

On the Trent, the Purser put out a customs paper for every crewman to sign. He left it in the messhall where some very smart-lad proceeded to sit down and sign a series of silly names. Oh what a smart chap! But this trick was childish compared to what the funnyman on the Grundy pulled.

Let's get back to that customs paper with the phony names. When somebody did the same thing about a year ago here in Baltimore, the ship involved was held up three weeks. Three whole weeks!

The ship just lay in the stream with nobody going ashore. The joke was over long before the end of the third week, you can be sure. We'll see how this one works out.

One wise guy certainly can foul up an otherwise good ship. What is more, this is the kind of beef the Union can do very little about. So was the business on the Grundy.

Just why anybody would think it funny to put lye in the sugar beats us. Yet that is just what somebody on the Grundy did.

Of course, a couple of men got their lips burned before the "joke" was discovered. The Steward got his burned too, because he tasted the sugar when the Captain asked him too.

It was plain luck that nothing worse happened. The Patrolman drank his coffee without sugar when he was aboard.

GOOD SKIPPER

We have to hand it to the Captain of the Grundy. At first he was going to call in the FBI and the Coast Guard and everybody else. Then he realized that the SIU was as anxious to reach the bottom of the matter as he was, and turned it over to us.

Well, we will get to the bottom of it. We know when it was done and some day we'll find out who did it. Whoever it was will be in for a very hard time.

If he was trying to square a personal grudge, he sure picked the wrong way to do it. If you have a grudge, call the man out on the dock and give him a beating or be beaten like a man. Don't burn out the mouths and stomachs of the whole crew with chemicals.

It's a thing like this, that gives the Coast Guard a chance to pounce. Don't forget, the Coast Guard is always ready to take over, or thinks it is anyway.

Here's hoping that the assessment passed with a bang!

Slow Shipping Still Holds Grip On Philly

By LLOYD (Blackie) GARDNER

PHILADELPHIA — The status of shipping underwent no change in this port last week. Things are still rather slow, despite three payoffs, because replacements were few.

The Bull line ships Monroe and Rosario came in from Puerto Rico and both paid off fast and clean. As usual, most of the boys didn't want to leave the Island run and only a small number of replacements went to these vessels.

Our other payoff was the SS Coral Sea, of the Coral Steamship Company. There were a few disputes on this one, but the Patrolman squared everything away to everyone's satisfaction. Quite a few replacements went to the Coral Sea, and all hands are now looking forward to a good trip to Greece.

Several men were taken off

the beach by the following vessels, which called in transit: Topa Topa and A. K. Smiley, both of Waterman; SS Steel Flyer, of Isthmian, and SS Robin Kirk-of Robin.

As in other ports up and down the coast, voting on the referendum for a ten dollar assessment for the General Fund came to an end here on Friday. Possibly by the time this is being read the results will be known.

HAVE IT COMING

Before I forget, I want to offer a few words of advice in the interest of our Brothers' welfare. If and when you are injured, or suffer an illness aboard ship, be sure you get a Master's certificate attesting to the fact before you leave the vessel. This should be done no matter how slight your injury or illness.

You are entitled to this certificate, so insist on it. Don't let

a Skipper or a Mate put you off with the story that the certificate wouldn't be necessary, because your discharge will get you into the hospital.

I repeat, for your own protection insist on a Master's certificate.

And while on the subject of shipboard illness and injury, here's another bit of advice. If one of your shipmates should be injured on board a vessel, do not sign any statements. It is not necessary that you do so.

Such a statement, no matter how innocent-looking it may appear at the moment, may be used by a company lawyer to ease your shipmate out of his just compensation.

Play safe! Make no statements—and sign nothing!

I guess I better sign off now before I start sounding like a sea-lawyer. Until next week, good sailing to everyone, everywhere.

New York Has Jobs For Deck Men But Other Departments Go Slow

By JOE ALGINA

NEW YORK — Rated men, especially those in the Deck Department, will find shipping somewhat to their liking in this port, but the men of the other Departments aren't faring too well. Black gang men in some ratings are finding offerings on the board, while Stewards Department members have small pickings.

Cause for the sad state of affairs in the Stewards Department is partially due to the lay-up of the Evangeline. She has anchored down here for awhile, and the Stewards Department men put on the beach are hard to absorb in other jobs.

The regular business of the week for this port centered around the paying off of the Kathryn, Elizabeth, both Bulls; the Evangeline, Eastern; Steel Recorder, Isthmian; Raphael Semmes, Caleb Strong, Waterman. All ships paid off in good shape with the usual number of beefs disposed of by the Patrolmen.

Sign-ons weren't too many but, with a good number of ships in transit calling for men, the week's tally wasn't too bad. We signed on the Topa Topa, Waterman; Robin Kirk, Robin; Steel Recorder, Isthmian; and Chrysanthy Star, Intercontinental Steamship Company. The ships in transit were visited by the Patrolmen and what beefs had come up were squared away.

SHAKEDOWN TRIP

The Chrysanthy Star had been in lay-up for quite awhile, and is now tankering in the coast-wise trade. We expect her in port in two weeks with the usual number of beefs that come up in a shutdown run after a long lay-up.

The port of New York now has the new registration rules in effect, with the suggested changes which were adopted at the last membership meeting incorporated in them. They've been posted conspicuously around the Hall, so everyone can see how to register. It's a good idea to become thoroughly familiar with them, so there will be no misunderstandings later on.

Misunderstandings bring to mind another matter, which often causes much confusion. When a man enters the marine hospital after a payoff, he should first come to the Hall and register. That is, if he wants a back-dated registration card when he is discharged.

The only exception to this is when a man is removed from the ship and taken directly to the hospital. In such a situation it is, of course, impossible for the man to register at the Hall.

HIT THE HALL

Sometimes men hang around the beach a couple of days, turn into the hospital and then a couple of weeks later show up at the Hall for their back-dated card. Not having registered before going to the hospital, they are out of luck. So, brothers, hit the Hall first and register if you're going into drydock.

One more matter before closing:

The biweekly membership meetings in the port of New York start at 7 P.M. A half-hour of grace is given to members who have been delayed, but

all are expected to be inside at 7:30. After that, registration cards will not be stamped by the Dispatcher at the door.

If an emergency arises where a man is later than one-half hour, he can present his excuse to the Dispatcher and, if valid, will be credited with attendance.

Just plain stragglers and slow-pokes will not receive credit for the meeting. It's up to them to see to it that they get to the meetings on time. Most of the members get there on time, and there is no reason why everyone can't do the same.

Just in case you're a little hazy as to the meeting place, it's the Roosevelt Auditorium, 100 East 17th Street, just off Fourth Avenue. Any East Side subway to 14th Street will put you in the neighborhood.

Shipping On Upgrade In Tampa; Surge In Miami Expected Soon

TAMPA—For the time being, shipping is really booming, and for the first time in many months we have shipped more men than we registered. Of course, all hands are keeping their fingers crossed.

Business in the port has also picked up, due mainly to the payoff of the Bertram Goodhue, South Atlantic, and the usual number of Waterman vessels which hit here. In addition, we have one Alcoa ship per week calling here and last week we had two tankers in Fort Lauderdale calling for replacements.

The good ship Florida goes into drydock the first of next month, but she will resume operation on the fifteenth. The Eastern passenger ships are due to start running into Miami soon and this will necessitate making more trips to Miami.

This garden state of Florida is

The Patrolman Says On Overtime

NEW YORK — Trading your overtime claims for time off is definitely against SIU policy, and always has been.

However, it's something that turns up every now and again. The other day, it was October 11 to be precise, we paid off the Bull Line SS Elizabeth over at Pier 22 in Brooklyn. To our surprise, there was only one man who claimed any overtime for docking in San Juan. The ship docked at 8:30 a.m., and this man was on the watch below, namely the 12-to-4.

After a while, everything became clear. The Mate disputed this man's overtime. He said that the man had agreed to let the overtime ride so that after the ship had docked all hands could go home.

Well, Brothers, you know that the SIU has been against this sort of thing since our beginning in 1938. You know that a man who trades his overtime for time off would be smart to have his gear all packed before the Patrolman comes aboard.

This stuff used to crop on Bull Line ships in particular. We hope we won't see any more of it.

Bennie Gonzalez

TAMPA HALL HAS ALL THE COMFORTS OF HOME



*Seafarers in the Tampa Hall listened to the radio broadcast of the classic baseball contest as a bunch of landlubbers known ashore as the Cleveland Indians and Boston Braves tried for each other's scalps in 1948 World Series. Indians routed the Braves, four games to two.



Coffee time is something all Seafarers are accustomed to, aboard ship and ashore. Here Ralph Seckinger, Tampa Dispatcher, keeps tradition going as he brews some fresh java for the boys relaxing in the Union Hall.

Probationary Books Await 20 Permitmen

The following named trip carders and permitmen who filed their applications for probationary membership and whose applications were approved by the Committee for Probationary Membership in November, 1947, may apply for their books in person at Headquarters or may apply through the mail if in an outport:

1. GENE T. BRYAN, TC No. A-972
2. JOSEPH I. BOOKER, P-3-10957
3. GEORGE CLARKE, P-3-241
4. FRANCIS T. DICARLO, P-3-482
5. JAMES K. DUBOSE, TC No. 11019
6. JESUS GARCIA, P-3-117
7. MARVIN E. GORDON, P-3-1488
8. WILLIAM L. HAUVER, P-3-226
9. HANSFORD T. HOOVER, P-3-6938

10. JAMES F. JOINES, TC No. 8577
11. JOSEPH KITCAS, P-3-1424
12. IRVINE B. LEDDON, P-3-4007
13. RICHARD L. MARKLEY, P-3-5175
14. LOUIS C. MUSSOLINI, P-3-6948
15. GAETANO PAGANO, P-3-1238
16. WESLEY A. PALMER, TC No. 5082
17. PIETRO PAULIN, P-3-5030
18. GEORGE A. SIMON, TC No. A-5457
19. MURRAY WM. SMITH, P-3-4019
20. BLAS R. VEGAS, P-3-663
21. GIDLOW WOOD, P-3-1615

In order to facilitate the work of issuing the books, trip card holders and permitmen are advised **not** to apply for books if their names do not appear on the above list. Remember—books are still closed!

They're Here — 1948 Bound Logs

Just arrived! Bound volumes of the SEAFARERS LOG for January through June, 1948. Description: Complete and unabridged, bound in sturdy tan buckram with dates lettered in gold. Price: \$2.50 per copy, the cost of binding. Copies are excellent for reference, home-use or just plain browsing.

How to order: Call in person or write to the Headquarters baggage room, 4th Floor, 51 Beaver Street, New York 4, N. Y.

Minutes Of A&G Branch Meetings In Brief

NEW YORK — Chairman, Earl "Bull" Sheppard, 203; Recording Secretary, Eddie Parr, 96; Reading Clerk, Lindsey Williams, 21550.

Philadelphia minutes were read. Motion made to non-concur with that part of the minutes pertaining to a Patrolman being placed on the coming ballot for election of officials. Under discussion it was pointed out that the membership of this Union is on record to cut expenses wherever possible, and it was felt that by not putting this office on the ballot it was in line with the membership's recommendation. Motion to accept the rest of Philadelphia minutes. Motion carried to non-concur with that part of the New Business in the Mobile minutes regarding key men on the shipping list for 90 days or more and unable to ship being kept on the shipping list. Under discussion it was brought out that this is not in line with our Shipping Rules. The rest of Mobile minutes were accepted. Motion carried to non-concur with that part of the minutes from Puerto Rico pertaining to a Patrolman being placed on the coming ballot for election of officials, and to accept the rest of the minutes. Discussion brought out the same reasons as applied to Philadelphia. Communication from Sal Colls, San Juan Agent, regarding additional personnel in that port. It was moved to refer this communication to the Secretary-Treasurer. Under New Business there was a motion by Shuler that a Tallying Committee be elected for the purpose of tallying the ballots on the \$10 General Assessment Referendum, with instructions to commence work Monday at the Union Hall. Amended by Algina, that any man elected that does not report for Committee work Monday, be replaced by a man to be selected at a Special Meeting Monday morning at the Union Hall. Carried. Motion by Williams that this Committee be used to check the credentials for candidates for the 1949 General Election of Officers. Passed. The Agent's verbal report was accepted. The Financial report was accepted. The Dispatcher re-



ported a total of 595 men registered, and 466 shipped. There was general discussion under Good and Welfare. One minute of silence was observed for departed Brothers. The meeting adjourned at 8:00 P.M. with 1,555 members present.

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BOSTON BRANCH — Chairman, J. Greenbaum, 281; Reading Clerk, E. B. Tilley, 75; Recording Secretary, L. N. Johnson, 108.

New Business of Branch minutes was read and concurred in, with the exception of Philadelphia, where the part dealing with the adding of a Patrolman to the ballot was non-concurred with; and the Puerto Rico New Business, which was non-concurred with. The Agent reported that there have been no payoffs in the Port of Boston during the last two weeks; but that he had covered the payoff of the SS Yarmouth in Yarmouth, N.S., and signed her on for two

A&G Shipping From Sept. 21 To Oct. 5

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	25	21	44	90	30	22	36	88
New York.....	215	190	190	595	166	148	152	466
Philadelphia.....	37	33	40	110	49	37	32	118
Baltimore.....	183	174	112	469	127	99	79	305
Norfolk.....	82	68	55	205	30	32	35	97
Savannah.....	11	8	10	29	6	5	10	21
Tampa.....	13	11	11	35	33	26	23	82
Mobile.....	127	131	126	384	70	63	56	189
New Orleans.....	126	113	166	405	137	103	167	407
Galveston.....	33	36	14	83	61	48	33	142
San Juan.....								
San Francisco.....								
(No Figures Available)								
(No Shipping Due to West Coast Strike)								
GRAND TOTAL.....	852	785	768	2,405	709	583	623	1,915

cruises, after which time she will pay off in Boston on October 24. Further, he reported that he had covered the SS Yankee Dawn in Portland, Maine last week. Two Waterman ships are due in to load grain and one may payoff. The educational meeting last Tuesday could not be held, but it is expected that regular meetings will be held hereafter as there is so much of general interest to cover in them. Report accepted. The Patrolman reported that the SS New London had been paid off in Portland, Maine, today with all beefs settled before hand. The Dispatcher reported 90 registered, and 88 shipped. The report from Headquarters to the membership and the Secretary-Treasurer's financial report for week ending September 18 and 25 were accepted. The wire from Robert Matthews, Assistant Secretary-Treasurer, regarding the Balloting Committee was accepted. A Balloting Committee was elected to count ballots on Saturday, October 9. A. J. Melanson, W. J. Prince, W. W. Whitford, William McKenna, F. P. Failla were chosen to serve. There was no New Business. Under Good and Welfare various members hit the deck on the subject of the Shipping Rules. One minute's silence for departed Brothers. Meeting adjourned at 7:50 P.M. with 105 members present.

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TAMPA — Meeting called to Order at 7:00 P.M. A quorum was not present so no regular meeting could be held. A volunteer Balloting Committee was called for, to be on hand Saturday morning, and J. L. Jones, A. Ortega, and E. G. Ohman, volunteered. The Dispatcher reported 35 registered, and 182 shipped. Financial reports for September 24, and October 1 were made. The Agent reported that shipping has been good for this Port, with a full crew being shipped to the Bertram Goodhue. Business has picked up for the past week, and the Branch is in good shape with several ships due in—none, however is scheduled to payoff. Most ships call for a few replacements. The board now has several jobs on it, and there are no takers. Lake men are beginning to flock in as though they had heard that all that was necessary was for them to make a trip to Tampa and they would be shanghaied. This is far from true, as these men haven't a chance to make a ship since full book and permitmen are taking the jobs. The shipping list in Tampa is all non-rated men—ABs and rated men in the Engine Department can always make a job in a few days.

PHILADELPHIA — Chairman, D. C. Hall, 43372; Reading Clerk, Ray Oats, 25128; Recording Secretary, W. C. Luth, 896.

The minutes of all Branches having New Business were read and accepted. All special minutes of Branches were also accepted. The Agent's verbal report was made and accepted. All communications were accepted. Under New Business a motion was made by R. Muntinga that



direct and drastic action be taken against all men who miss their ships after taking the job from the Hall. Carried. The Secretary-Treasurer's financial reports, and the Secretary-Treasurer's report to the membership were accepted. The Patrolman's report was accepted. The Dispatcher reported 110 registered, and 73 shipped. Various nominations for union offices were made at this meeting. One minute's silence for our departed Brothers. Meeting adjourned at 8:30 P.M. with 128 members present.

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GALVESTON—Chairman, Jeff Morrison, 34213; Recording Secretary, L. E. Jarvis, 46976; Reading Clerk, G. Brightwell.

The Galveston Branch minutes for September 22, the Galveston financial reports for September 24, and October 1, and the educational minutes for September 28, and October 5, were read and accepted. The Secretary-Treasurer's financial report for September 25, and the Headquarter's report to the membership of September 22 were read and accepted. Minutes of Branches having New Business were read and accepted. The Agent reported on the shipping picture in the Texas area, and pointed out that there were four Isthmian ships due to hit these ports between now and the next meeting, with some of them paying off. Waterman has two or three ships that are known to be coming in, and there may possibly be more. Therefore, continued good shipping is expected for this area. The Agent explained that the MFOW and the MCS have a picketline around the SS Weaver, which is due to transfer to another company soon, which would put her under the SIU Contract. However, the policy that was outlined in the Agent's conferences would be carried out. Agent Alsop concluded his report with thanks to the membership for their cooperation in helping keep the Hall clean. Accepted. The Patrol-

man's report was made and accepted. The Dispatcher reported 83 registered, and 142 shipped. The Balloting Committee's report was accepted. The telegram from Assistant Secretary-Treasurer Robert Matthews in regard to having a Committee elected to count ballots on Saturday, October 9, accepted. Brothers Red Scales, Fred Hethcoat, A. H. Criss, Monast, Dail, Harris, and Jarvis were elected to serve on the Committee, with Brother Red Scales acting as alternate. One minute of silence for departed Brothers. Meeting adjourned at 8:00 P.M. with 90 members present.

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GALVESTON EDUCATIONAL MEETING, Sept. 28 — Chairman Keith Alsop, 7311; Recording Secretary, R. Wilburn, 37739; Reading Clerk, Jeff Morrison, 34213.

The minutes of the educational meeting for September 21 was read and accepted. Motion was made and accepted to open discussion on the new two-year contract, as was recommended at the last meeting. Question by S. Pearson as to the rider now in effect on the majority of our ships. Brother Alsop explained that, according to this rider, a man is only entitled to transportation when he gets off the ship. The rider was read, and all were of the opinion that this was of benefit to the Union, as it would speed up shipping, and in some cases break up the homesteading of a ship. Question as to why the Bosun received a \$25 raise while the rest of the crew only got \$12.50. Brother Morrison pointed out that this extra \$12.50 for the Bosun was to compensate him for the loss of high-man overtime on Saturdays, Sundays, and Holidays, which he got under the old contract, and which the Union wished to change in order to prevent the Bosun being used as a handy-man. There was general discussion of the duties of each man in the three Departments. Brother Alsop pointed out that every man has a job to do and that, if he fails to do it, he throws the work over onto his shipmates. Such a man gives the Union a blackeye. Brother Alsop recommended that the next meeting deal with the policies of the Union throughout its history in its relations with other Unions. Meeting adjourned at 12:31 P.M.

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GALVESTON EDUCATIONAL MEETING, Oct. 5 — Chairman, Keith Alsop, 7311; Recording Secretary, R. Wilburn, 37739.

Minutes of the previous educational meeting were read and

accepted. Motion carried to open discussion on the policies of the Union as recommended at the last meeting. There was discussion of the issuing of books to permitmen. It was pointed out that it was the policy not to issue more books than we have contracted jobs. It was the opinion of the members present that this was a good policy. In the discussion of our policy of helping AFL and other bona fide Unions in their beefs the meeting was of the opinion that we should at all times extend such aid. Discussion included the relationship of the Union with the companies. Here it was pointed out that every member should do his job and live up to the contract, in order that the Union would be in a strong position when bargaining for further contracts. Meeting adjourned at 12:20 P.M.

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MOBILE—Chairman, L. Neria, 26393; Recording Secretary, J. L. Carroll, 14-G; Reading Clerk, H. J. Fischer, 59.

Minutes of Branches having New Business were read and accepted. Puerto Rico minutes were referred to New Business. Cal Tanner, Agent, reported that Mobile is the lay-up port, with the result that many men come in on run jobs and register in this Branch, thus increasing the percentage of men registered to those shipped. He reported that many West Coast ships are coming into this Port for lay-up, and that the MCS, and the MFOW have picketlines around the Alabama Dry Docks. However, SIU men are given clearance to go aboard their ships as usual. He further reported that the Secretary-Treasurer has been asked to come to Mobile at his earliest convenience to help plan renovation of the building, as he has had a great deal of experience in this line in other Halls. He concluded by warning the members about loitering on the streets below the Hall. He pointed out that if this continued the SIU might get undue discredit by the actions of one or two of its members. He asked the membership as a whole to take action on this matter. Motion carried to accept



the Agent's Report. Patrolmen Jordan and Morris made their reports and were accepted. Under New Business it was moved and carried to non-concur with that part of the San Juan Minutes about putting a Dispatcher-Patrolman on the ballot. Motion carried to elect the Balloting Committee. C. Kimball, John Morris, J. Porter, C. Spencer, C. McNorton, Louis Neria, and Orle Price were elected. Charges were referred to the Trial Committee. The Communication from Headquarters was accepted. The Balloting Committee's report was accepted. One minute of silence was observed for departed Brothers. Under Good and Welfare, it was brought out that Charles Avera, who was injured on the SS Alcoa Pioneer on November 17, 1947, has been unable to contact all of the witnesses of the accident. It would be appreciated if any of the men aboard this vessel at that time

(Continued on Page 15)



SHIPS' MINUTES AND NEWS

'Atom Bomb Carrying' Steel Flyer Battles Eight-Day Blaze In Bombay

Isthmian's Steel Flyer headed into anchorage at Bombay, India, expecting to drop off a general cargo of goods, but before it reached its berth it was struck by a fire which burned for eight days and caused the crew aboard to be accused by a local newspaper of manning a ship carrying atom bombs and bacteria-warfare weapons.

The strange turn of events which befell the Flyer were related to the LOG this week by William McIlveen, Messman, who paid off the Steel Flyer October 1 when the ship arrived in New York.

According to McIlveen, the Steel Flyer arrived in Bombay harbor on June 21 and anchored in the stream. Early the next morning the air was suddenly rent with the sound of a terrific explosion from No. 5 hatch. The crew rushed to the scene and found flames shooting to the mast tops. The alarm was sounded and fire fighting gear was broken out and put to work.

For almost an hour the crew fought the flames in searing heat that buckled the plates of the deck. Finally the flames were brought under control—almost simultaneous with the arrival of the Bombay Harbor fire fighting brigade.

The fire was far from being out, however. For eight days the Bombay smoke eaters played their hoses on the hold as the blaze smoldered on and off and occasionally broke into flames.

SCARE STORY

It was because of the reluctance of the flames to die that the ship was accused of carrying atom bombs and bacteria-warfare weapons. The Bombay communist newspaper "Blitz," in



After a brisk bit of fire fighting the Bombay smoke eaters take time out for some of the Steel Flyer's coffee.

commenting on the fire, raised the question as to what was this mysterious fire which proved so difficult for the firemen to cope with and when seeming out would suddenly burst into flames.

The newspaper then suggested to its readers that there was a strong possibility that something sinister was afoot on the Flyer "as it is common knowledge that American ships carry atom bombs, bacteria warfare weapons and other means of death and destruction which pose dangers to Indian people and property."

Actually, relates, McIlveen, the ship was carrying general cargo of sulphur, lampblack, automobiles and such items in No. 5 hatch and were total losses.

The other newspapers, reported McIlveen, showed more restraint and covered it as a

straight news story. In fact, McIlveen managed to pick himself up a few bucks from the local newspapers by selling them pictures he had taken, two of which appear here.

In spite of the difficulty met in Bombay, the Steel Flyer discharged what cargo remained, pumped out the water which had caused a 14-degree list and continued its trip on schedule, arriving in New York on October 4. Commenting on the trip, McIlveen said, "It was a good trip in spite of the trouble met in Bombay. Some of the men were unnerved by the experience, but we had a good bunch aboard and the affair was taken in good stride. It did look for awhile though as if the Bombay firemen were going to stay aboard permanently."



Six days after the first blaze broke out water was still being played into No. 5 hatch through a hole in the deck. Brother William McIlveen's camera caught the firemen hard at work on what looked for awhile like a permanent job.

Master Insults Chileans — Oremar Men Turn Diplomats

The Master of the Ore ship Oremar missed a good chance to cement American-Chilean relations a few weeks ago, but the SIU crew came to the rescue, according to Seafarer Edmond L. Eriksen, who sent an account of the incident to the LOG.

Apparently the friendship of nations was not his dish.

GRACEFUL REPLY

The Oremar was in Cruz Grande. She had passed quarantine and was on port time. There was to be no work done by any of the crew except watch standers. Moreover, the weekend was coming up, and Saturday and Sunday were to be holidays for the celebration of the anniversary of Chile's independence.

Now, shore leave in Cruz Grande has been forbidden by the Chilean Government for many years. But on this occasion, the company agent, the company loader, the quarantine doctor and the American Consul came aboard and pleaded with the Master, Captain R. Redding, to allow the crew ashore to participate in the festival, presumably as unofficial representatives of a friendly United States.

The Captain, however, refused.

The crew, sensing that this was a matter of diplomatic protocol as well as a question of shore leave, decided to soften the slap-in-the-face which the Master had given the Chilean nation. After a couple of boatloads of Chileans finally visited the ship as part of the independence day celebrating, the Seafarers sat down to compose a graceful reply to the invitation they had received from the citizens of Cruz Grande. The text of their note follows:

"To the citizens of Cruz Grande: We the undersigned members of the crew of the SS



EDMUND ERIKSEN

Oremar wish to congratulate the citizens of Cruz Grande and their great country on the day of observance of their independence.

"We were unable to join you at your generous request to be present at your celebration ashore, but you brought the celebration to us.

"Such pride in one's country is to be greatly admired. We salute you.

"If such a feeling of neighborliness and benevolence were prevalent throughout the world today, we would not continue to live under this cloud of war which is forever present. Again we thank you, the citizens of Cruz Grande, from the bottom of our hearts."

The entire crew of the Oremar signed the letter.

Allegheny Crew Asks Revision Of Foc'sle Card

The crew of the SS Allegheny Victory, whose resolution protesting Army-like regulations of the Aramco Seaman's Club in Ras Tanura was published in the October 8 LOG, has submitted a resolution asking that the standard foc'sle card placed on the ships by the shipping commissioners be revised and brought up to date with present day conditions.

The resolution which follows was signed by all hands:

"Whereas, the present articles (foc'sle cards) is not up to the standard of present day conditions,

"Therefore, be it resolved that the present card be abolished entirely, and a new one conforming to present day conditions be issued in the immediate future, and that the Union take such action as is necessary to bring this to the attention of proper authorities in Washington, D. C."

ASK QUICK PAYOFF

The crew further suggests that the Articles should read: "The ship must payoff in the final port of discharge in the continental United States, or (when returning in ballast from a foreign voyage) the ship must payoff at the first port of loading in the continental United States."

No doubt the crew is aware that the present foc'sle card is based upon federal statutes now in effect, and their intention is that efforts be made to have these statutes revised in order to have minimum conditions, under the law, boosted up toward the standards now obtained by the Union.

Check It — But Good

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

Digested Minutes Of SIU Ship Meetings

CITY OF ALMA, Aug. 29—Chairman C. Moore; Recording Secretary J. Pursell. The Deck Delegate reported some disputed overtime. There was some dispute in the Engine Department. A Wiper had been called for in Honolulu, but none was available. Under Good and Welfare there was discussion of a fight in the messroom in which a crewmember had been injured. It was decided to make up a complete repair list before arrival in New York. One minute of silence for Brothers lost at sea.

SEATRADER, Aug. 28—Chairman Frank Boyne; Recording Secretary W. R. Gogerty. All permits and Books were collected by the Delegates. The Deck Department voted that OS Steel be given another chance to ship. The Ship's Delegate was asked to see the Captain about wiring in for a draw upon arrival. Fumigation of the ship was asked. The Patrolman would be asked to see about changing the Oilers' and Maintenance men's foc'sles so that the Oilers could be in one foc'sle. The Ship's Delegate was asked to see the Captain about sougeeing and painting the rooms. One minute of silence for departed Brothers.



ROBIN HOOD, Aug. 29—Chairman Gustav Thebe; Recording Secretary Paul Bistline. The Deck Delegate reported that a repair list had been given to the Chief Mate. The Engine Department Delegate reported 65 hours disputed overtime and stated that the Patrolman would be consulted about the number of Wipers that this ship should carry. He asked that the ship be fumigated. Under Good and Welfare it was pointed out that the innerspring mattresses were coming apart. Vote of thanks to the Stewards Department. It was decided to have the library changed in the first port. One minute of silence for lost Brothers.

FAIRLAND, Aug. 29—Chairman R. French; Recording Secretary J. Boyles. Motion carried to accept the minutes of previous meeting. Delegates reported 32 books and 3 permits. No beefs. W. Paschal nominated for Ship's Delegate by J. Boyles. Second by C. Turner. Carried. Motion carried to see the Chief about the dirty wash water, and steam leaks in galley. Under Good and Welfare the Steward asked that cots be taken care of and linen not be left on deck. He warned that linen would only be issued for pieces returned. One minute of silence for departed Brothers.



JOHN W. BURGESS, Aug. 29—Chairman James Lee; Recording Secretary S. Lagayada. Departments squared away with no beefs, reported Delegates. Under Good and Welfare there was discussion on the ringing of the breakfast bell, as some members complained it woke them up unnecessarily, but it was decided to continue ringing it. The Steward was asked to see to it



that perishables were put out before they rotted in ice box. A vote of thanks was given the Stewards Department for cleanliness and good food and cold drinks. The crew went on record as stating that it was a good ship with good officers and crew, and a satisfactory trip all around. One minute of silence for departed Brothers.

AZALEA CITY, Aug. 30—Chairman John Lane; Recording Secretary Charles Scofield. There was a motion under New Business to have the Ship's Delegate, John Lane, see the Captain about painting the crew's quarters and showers. Carried. Motion to remove the potato peeler from galley and install shelves for the benefit of the Baker. Motion to have the slopchest checked by the Patrolman before signing articles. Vote of thanks to Stewards Department. One minute of silence for departed Brothers.

MEREDITH VICTORY, Aug. 29—Chairman Gordon Marbury; Recording Secretary Edward Yancey. Deck Delegate James Saliba. Engine Delegate Edward Yancey, and Michael Eschenko. Stewards Delegate, made their reports. Minor beefs and some disputed overtime. Motion carried to have the Patrolman take care of the water situation. Under discussion it was pointed out that the water was so hot that a man could not take a bath—apparently because the Engineers wanted to save water. Motion carried that the Department Delegates make up a repair list. One minute of silence for departed Brothers.



SEATRAN TEXAS—Aug. 22—Chairman Windborn; Recording Secretary Pepper. The Delegates reported the standing of the members, and stated that there were no beefs. Under Old Business, foc'sle keys and new mattresses were discussed, and the Steward reported on what had been done on them since last meeting. Brother Zarkus reported that the Cook who fouled up in New York had been given a new shipping card. Motion carried under New Business to assess each member ten cents to defray costs of Delegates attending to ship's business in port. The fund is to be in the care of the Ship's Delegate, and is never to exceed ten dollars. Brother Phelps suggested under Good and Welfare that a ten minute meeting be held before the payoff to discuss various beefs with the Patrolman. The Steward told the crew that the

Port Engineer in New York told him that a room was going to be prepared for the Night Cook and Baker, so that members of the Stewards Department would not have to be quartered with the Deck Department.

STEEL AGE, Aug. 29—Chairman P. P. McGrath; Recording Secretary J. T. Vallenga. The Ship's Delegate reported that the grievance committee had had three meetings since the last ships meeting and had a full report to hand to the Patrolman. He reminded all hands to have their foc'sles thoroughly clean before payoff, and instructed the membership that no one was to pay off until getting an okay from their Departmental Delegates. Under Education the Brothers were told by the Deck Delegate Karrman to study the Union Contract. Motion carried to have the grievance committee and the Patrolman check with the Steward on his requisitions. Motion carried to make up a list of donations to the Merchant Marine Library Association. One minute of silence for Brothers lost at sea.



COLABEE, Aug. 21—Chairman Matthew Sams; Recording Secretary Francisco Armstrong. The Ship's Delegate asked that beefs be brought to the meeting and not discussed around the ship. No beefs reported by Department Delegates. Motion by Brother Mahan under New Business that the Patrolman investigate the launch service in Baie Cameau and take the matter up with the Master. A petition was signed by many members to have a Brother removed from the ship for being a disrupter and trouble-maker. One minute of silence for departed Brothers.

NATHANIEL B. PALMER, Aug. 21—Chairman Terrance M. Jones; Recording Secretary Joseph M. Aimee Jr. Terrance M. Jones was elected Ship's Delegate. Under Good and Welfare it was suggested that extra fan parts be procured as soon as possible. The Steward stated that when the night lunch ran out in the ice box, another plate could be obtained from the dairy box. The Stewards Department was given a vote of thanks for the excellent food. It was decided to make up a repair list. One minute of silence for departed Brothers.



SEAFARER SAM SAYS:



IF YOU ARE GOING TO ENTER A MARINE HOSPITAL, TRY TO GO TO THE NEAREST HALL FIRST AND REGISTER... SO THAT YOU CAN GET A BACK-DATED CARD WHEN YOU GET OUT.



CUT and RUN

By HANK

For the good and welfare of the Brothers we would like to illustrate the importance of the medicine chest aboard ship with this news item: "Six hundred miles from Southampton, England, in answer to a radio request, a doctor was transferred by lifeboat from a passenger liner to a freighter, to treat a seaman seriously ill from an infection. The American freighter lacked penicillin necessary to prevent further spread of the seaman's infection." We would like to know definitely how much of various medicine is stored on all ships. Is the amount greater for longer voyages than the short ones? For example, penicillin can cure and prevent illnesses and it can, like a snap of a finger, save a life at sea, too. The ship's delegates should check medicine supplies, especially before the ship leaves American ports. He should continue to check on them while the ship is out in foreign waters. Some unexpected day out at sea or in a foreign port your shipboard medicine may save yours or your shipmate's life.

Brother Henry Clemens from Chicago, who says he'll be grabbing any ship he can get, tells us his parents really enjoy reading the LOG every week. Furthermore, if he ever hits Jedda, Arabia, again he'll buy those odd Arabian stamps for his railroad-working, stamp-collecting father... Bob "Standby" High says his shipmate, Arnold "Tommy" Thompson, the old-timer, is in town right now.

Harold Farrington was asking where his shipmate Henry Beckmann, could be nowadays. Another shipmate, Frank Bose, met Harold and laughed, telling Harold, "I still have your poem—the one called 'I Learned About Women From Her'..." One Brother bought a lot of dates in Persia. However, he couldn't bring them ashore here. The Department of Dates, Vegetables and Tea-balls (as we'll call the agency) confiscated these Persian dates. So, Brothers, save your money and don't buy Persian dates to bring home.

Here are a few oldtimers who may be still in town: W. Walsh, C. J. Biscup, George Simpson, R. Garcia, F. Bruggner, M. Dorfman, A. S. Thorne, D. E. Bragg... As requested, the LOG will be going free of cost every week to the homes of the following Brothers: Carroll Kenny of Minnesota, Frederick Swanson of Massachusetts, O. L. Ragland of Texas, Leo Dulle of California, Norman Hyde of Louisiana, E. G. Kelley of Alabama, Antonio Lipari of Maryland, Joseph Pehm of Ohio, W. W. Bunker of Florida, Ted Daly of Louisiana, Neil Boyle of New York, Wilbur Coutant of Kansas, William Aycock of North Carolina, John Mina of Louisiana, John Zhimeck of Pennsylvania, B. F. Pace of Kentucky, Robert White of Louisiana, Clyde Parker of California.

Brothers, we hope the day never comes when the New York police will arrest some Seafarer just because he's wearing a white cap, while he's buying a cigar or a hamburger... Well, the Brothers on the beach sure read everything they can. One Brother with an Irish name was reading a newspaper—it's called the Irish Echo. And recently we heard of one Brother who faithfully reads True Story. This magazine is full of hot, cold, and tepid stories of marriages, romances and divorces. We'll still take the comic magazines... Ever hear this joke before? It might make you laugh. After a thorough examination the dentist scratched his scalp, tilted his head, gave the patient a professional smile and said—"Well, your teeth are okay, fella, but your gums will have to come out." Yak! Yak!

THE MEMBERSHIP SPEAKS



Big Fish, Tall Stories, No Logs Made Voyage Of Leacock Pleasant

To the Editor:

The last trip was different from the one before. There was a Skipper aboard the Stephen Leacock by the name of Captain (Cutie) Kuda, plus a couple of performers. The Skipper and the performers were pulled in Baltimore. The Mate was warned to stay off the deck or we would take the necessary action.

Next to Philadelphia, and a word about the "paddy wagon." In the Quaker City, while loading coal a couple of miles from the end of the bus line, three of us started back for the ship. No, we didn't make the jail. They merely gave us a lift back to the ship to save us a long hike. Thank you again!

We made a good trip to the city of Cherbourg, and thence to Rouen, France. The battle of Rouen was interesting, but the casualties were minor. The Arab guard, on being ordered out of the messroom by the Bosun, went into action and bit the end of the Bosun's thumb off. It's a cinch he won't be back on a South Atlantic ship for a long time to come! Rouen, though, is a good town—the prices are better, and there is more for your money.

PLENTY OF WORK

Back to Dingwall, Nova Scotia. The Deck Department worked better than 37 hours straight through. I have pictures of them as we were going out. More about the Chief Mate: After working day and night, he insisted on three tarps for the hatches, instead of one that was necessary. In the meeting he was voted off the ship to teach him that he wasn't running a crew on a sailing ship or a non-union tanker. The vote was not to take his livelihood away from him, but to educate him. He was warned again in New York

at the payoff, but action wasn't taken since the ship was going to the boneyard in Mobile. In Mobile he was told in very plain words that it was his last warning. We had a good gang from New York to Mobile, and a Bosun that was hard to beat, by the name of Forjatin.

The refrigerator broke down in New York, and the standby crew had to eat ham and corned willi for the last couple of days. After working on the boxes for five days, they worked for exactly one day.

More trouble and headaches for the "stupid" Department! We used the best food first to keep from losing it. We stopped at Wilmington, N.C., and picked up three tons of ice to bring her on in. When we tied up, the box smelled like a well-used sewer.



The Leacock's Black Gang delegate Lekmos (right) with fellow crewman, Irish, or Patty, as the boys called him.



According to Whity Gann, these are the back and brains of the deck department. Leonard Wallfry and Les Clark haul in the line following the Leacock's departure from port.

The shipping in Mobile didn't look too bad, except that there were seven boneyard jobs in five days. However, the stack wasn't painted out on all of them—if that means anything to our cause.

I almost forgot to mention, that in Dingwall the sword fishing was going full blast. We picked up several swords for souvenirs and the boys caught enough fish to keep the Cook cleaning fish for an hour-and-a-half. They were damned good eating. There were all kinds, but the best was cod and smelt. The Captain, "Windy" Oliver, bought ten pounds of sword fish for us. We had fish galore, and fish left for night lunch.

The crew was agreeable to my writing this. Captain Oliver was Captain "Cuties" replacement. He does shoot the bull a lot, but has a lot of bull to back it up with, also. At the payoff, in Mobile, he said to tell his old crew that he was going on the SS Goodhue, and would be glad to see any of them back with him. There wasn't a log the whole trip, and the payoff was fast.

C. Gann, Cook

HOW TO PLEASE EVERYONE AT ONCE



According to Ray Pourciaux, who made this sketch, life of a bellboy on the Del Norte was nothing short of rugged.

Pop Foster Finds Western Dress Popular In Turkey

To the Editor:

Here we are in the land of plenty, where everyone lives on native fruits and vegetables. You can eat a lunch of grapes, drink a glass of spring water, and gaze at some of the hand painted pottery and imagine what a great artist you will be. I wear my Arabian turban, though I found it was quite obsolete, as this type of thing was discontinued 21 years ago this month.

Well, that is why they call me Pops. I am just slow on getting around. It is certainly remarkable how the new regime is streamlining things over here. The fair sex has even discontinued the veil.

However when you are so many years young, you simply have to let the styles roll along.

SAW THE SIGHTS

The gang on here is fine. They have enjoyed some afternoons off and have taken in the sights. We are all looking forward to seeing the Patrolman at the payoff, due in New York on October 20.

Texas SIU Man Wants Pop To Have LOG

To the Editor:

How about putting my Pop's address on your mailing list for the LOG?

Everything is fine in Texas, only they aren't being fully informed about the Seafarers. Best regards, and thanks.

Jerry J. Palmer

(Ed. Note: The LOG is being sent to your father, as you have requested.)

I want to thank Hank for the write-up in the September 3 LOG. The article was mailed to me by my family in Detroit. They read the LOG in preference to the home-town paper.

Thomas E. Foster
Chief Steward
M. V. Gadsden

Chief Stewards

If your requisition is cut, or if the food is not up to par, notify all three Delegates at once so that the ship will not sail until the matter has been straightened out.

It is the responsibility of the Steward to check the stores before the ship sails, and any complaints made far at sea won't do the crew any good if they have to eat short rations or poor food.

AT THE END OF THE TRAIL



The best part of the trip arrives for these crewmembers of the Navy tanker Shawnee Trail who are all smiles as they wait the payoff. Left to right—Morgan, Pumpman; the Bosun; Bruce Denton, Deck Maintenance and Delegate. Ship was in Marcus Hook. Photo by John Clamp.

Crew Has Money Problems: Master Takes It, Cabs Don't

To the Editor:

There were a number of men logged on this trip of the Arizpa to Germany, and we of the crew feel that under the circumstances most of these logs were unjustified.

In the first place those who couldn't make the sailing time at Hamburg, September 9, were held up by the poor launch and taxi service and not through any fault of their own. At all times the men running these taxis and launches prefer cigarettes to money, but between 3:00 and 7:00 A.M. it is practically impossible to get a ride unless you have cigarettes with you as a bribe. The boys — not being black-market operators — didn't



have them, and as a result came back late and were logged.

Again in Bremen men were refused shore leave for 41 hours, including Saturday, and then were logged for minor infractions. The Steward was logged for giving the Baker time off to visit his wife in Norderhan, despite the fact that both the Steward and Baker were good men who did their job to the full satisfaction of the entire crew.

WELL-KNOWN RECORD

The 12-4 Oiler was logged wages and bonus to the amount of \$56 as well. Captain Hurlston has a record for logging that is well known to a good many of the members, so I won't have to elaborate further on that score.

He has developed another practice recently that is particularly disagreeable, and that used to be common ten years ago among Union-hating Skippers. It is the matter of calling men out of their bed at any time, without any consideration of the watch they have to stand or whether they have had any sleep or not.

A few hours before leaving Hamburg he woke everybody up between 4:00 and 4:30 A.M. to collect the shore passes, when he could just as well have posted a notice in the messhall at supper time to have the passes turned in earlier, if men were going to sleep.

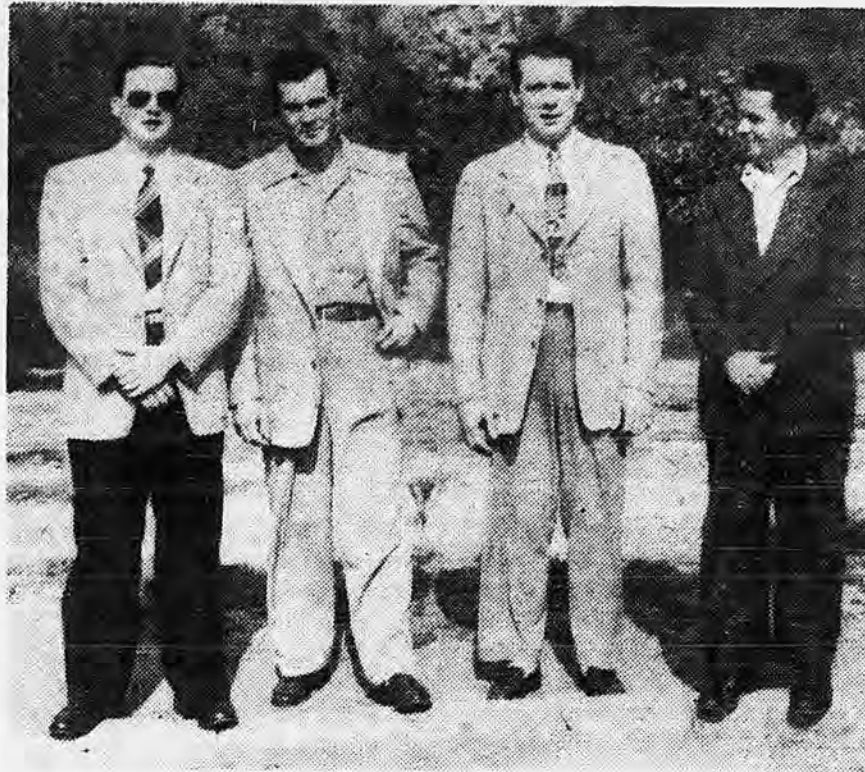
That same morning, after the 12-4 watch had gotten to sleep, he again woke every one up to make a personal search of the lockers and rooms, for, of course, a declaration sheet must be made up between Hamburg and Bremen. Again in Bremen he woke everyone up to pass the doctor, although the doctor was supposed to remain aboard till midnight.

It is pretty miserable working a man who has to stand port watches from midnight to 8:00 A.M. He required the Steward to be aboard every morning at 6:30 A.M. — even on the morn-

ing following the first night ashore.

In all departments the Patrolman who pays this ship off in the States will find plenty of beefs stemming directly from the attitude and high-handed policies of this Captain.

Luis A. Ramirez



Four Arizpa crewmembers wait for transportation to Bremen while their ship tied up in that port recently. Left to right—Jimmy Baumgardner, Bud Benson, Bob and the Stewards Utilityman. Photo by Luis Ramirez.

Brother Sweats Out Strike Behind Pop's Pacific Bar

To the Editor:

Being home and tending bar in my Dad's place, I thought I'd devote a few lines to the LOG.

As you all know, the whole West Coast is tied up, so it looks like I'll be on the beach for quite some time.

All of my time at sea has been on SIU ships, so I'm going to miss all those SIU guys I sailed with. My last ship was the Steel Maker. I send my regards to all of you guys who were on it.

We receive the LOG here at the house, and I can still keep track of all of your doings. I would still like very much to sail on SIU ships. I want to say hello to Curly Masterson, Thomas Frazier, Lee John, and all those guys from Baltimore.

Enclosed are some snapshots taken on the trip around the world on the Steel Maker.

Any of you fellows who come into Frisco, shoot over to my joint, and I'll buy you a drink. It is the Mario Hotel, 733 Bay Shore Highway, South San Francisco.

It sure feels funny to be on the wrong side of the bar. Everybody tells me their troubles. Oh well, the strike should be over soon. So-long for now, and if anyone sees Peter Walsh, tell him I have a \$7.50 shirt for him.

Bennie L. Murillo

Ships Delegates

Aboard ship the arm of the Union is the Ships and Department Delegates. A good crew, for its own protection, picks its Delegates early, and carefully. Have you and your shipmates elected your Delegates? If not, do it now!

Feels Labor Unions Sole Fighters For Better Way Of Life In World

To the Editor:

American Labor is on the march. Millions of men and women working persons are fighting for a chance to live better lives. Whenever they win, life

is better for all of us together.

The word "labor" is sometimes confusing. Suppose we put it this way: If you spell labor with a small "L" you mean work, and if you spell Labor with a large "L" you mean people.

There are about 30 million men and women in this country who work — or would like to work—for wages. They do not employ others: they are not members of the professions. No doubt they are workers, but one cannot say what the mass of them want, or where they are going, or what they are trying to do. They have never gotten together and decided on these things. They have no one to speak for them, or to lead them. They have no way of planning and acting together as a whole group to help make the life of each individual better.

So it is only the workers organized in labor unions who can be counted on as a force in the country. They have spokesmen who can be counted on as a force in the country. They have spokesmen who let their wishes and opinions be known. Acting together, they have developed great power over their own lives, and they deeply affect the life of the country as a whole. When you speak of American Labor, then you mean organized working men and women.

INCLUDE ALL

Unions are not made up of any particular sort of person, for almost every type of American is represented in their ranks. There are college graduates and people who have never learned to read. There are Negroes and Chinese. There are members of the country's proudest families, and people whose parents never took a bath in winter. There are also men of sound judgment and fools. There are savage fighters and smooth diplomats. There are those who will gladly lay down their lives for a cause and those who will betray any party or any person for power or money. There are those who see ahead with clear eyes, and those who follow blindly after the man of the hour.

Labor could be expected to do certain things and it was generally felt that certain things could safely be done to Labor. The "yellow dog contract" which bound the worker not to join a union was upheld and protected by the courts the same as the Taft-Hartley Law.

Labor injunctions were issued preventing men from doing, as organized groups, the thing they had a lawful right to do, and compelling them to do things that they had a lawful right to refuse to do. This is true of the Taft-Hartley Law.

ASK ONLY RIGHTS

Labor does not ask much. We the people only ask the things we have a right to: First, stable conditions of employment. Steady jobs. Second, a reasonable standard of living through fixing a minimum wage by law, that will insure a fair income. And third, collective bargaining in regulating relations between employers and employees, and in managing the nations economic structure.

In general, this is what the fighting and shouting is about.

Labor wants most of all the freedom to fight for better conditions. Laws already on books have broken the shackles of old oppressions, and Labor asks only that it be allowed to go its way unfettered by new chains. In dealing with both employers and the state, it is after the same thing, whether in a demand laid down on a conference table or in a bill introduced in Congress.

If they had a choice, American labor unions would always rather deal with employers than depend on laws passed by Congress or by state legislatures. The reason is clear. Labor takes an active part in negotiations with employers. If mistakes are made they can be corrected in later agreements.

American Labor has marked out no point at which to place a banner and say "This is the end of the road."

So far as we know there is no end of the road. We shall go on and one striving to make each year better for humanity than the year before.

LABOR WILL FIND IT

There may be a better state of society and a better way of life than we can now think of. But if there is a better way of life, Labor will find it and try to succeed in gaining it for the people and make this a better world to live in. Labor will always fight for democracy. So it will mean that each and every member of our Union will have to comply with the Union regulations and laws.

I wish to congratulate Earl "Bull" Sheppard for his article in the past LOG. I believe if each member will study the LOG more carefully, they would learn that he or she would better themselves in order to better the Union and its principles.

W. Bill Mitchell

STEEL ADMIRAL RUNS AGROUND IN PORT SAID

To the Editor:

This is the first letter that I have written to the LOG. I think it's about time, so here goes:

We left New York bound for Ras Tanura September 2. On our trip to Suez we had a fair trip except for the Second Mate and the Chief Engineer. The Second has been a little Hitler all the way and has taken every opportunity to pull his rank. The Chief is just as bad. Between the two we have caught hell.

We stopped at Port Said to pick up a small tug that goes to Ras Tanura. When we left Port Suez, we ran aground on a sandbar. As a result we are going to have to spend two weeks unloading to lighten our draft, and another two weeks putting the cargo back on—so that's not so bad after all.

The Captain and the Chief Mate are good people. This is my third Isthmian ship, and it is sure a surprise to get two good "Joes" like them. Our Stewards Department is doing fine—so far so good!

Norman J. Magill
SS Steel Admiral



BENNIE MURILLO

Bill Dennis Seeks Former Shipmates

To the Editor:

I receive a copy of the LOG every week and am sure glad to get it. I haven't seen any pictures of old shipmates as yet, but hope I will soon.

I would like very much to get in touch with Dick Doughty, SUP, who ships out of Frisco, and who was Bosun on the old Sarazen, in 1946. Also, I would like to get in touch with Elroy Abbot, Waterman Mate, out of Mobile, and D. O. Whitwell, SUP, out of Amarillo. If anybody can give me information about these men, I sure would appreciate it.

Enclosed, you will find two dollars for the LOG. I retired my book this year, although I haven't sailed since 1946.

William Dennis
Clinton Lumber Co.
Clinton, La.

Feels NMU Poor Conditions Due To No Performer Curbs

To the Editor:

Just a line to the membership about my experience on an NMU ship as a repatriated seaman, following my discharge from the Army Hospital in Germany. We SIU members often take our conditions for granted, and do not realize how darn lucky we are until we chance to ride a ship such as the one I have just left.

I had to take this ship on orders of the consul. There was no choice in the matter. Upon



boarding the ship, I was immediately invited into about six different whispering campaigns. These I politely declined to join.

They all began by telling me what a bunch of dirty rotten so-and-sos the others were, and how the others had completely disrupted things on the ship. I was inclined to agree with all of them on that score!

The Radio Operator tried to commit suicide while over there, and after I had been on board a few days I began to see why. John Barleycorn really reigned on that ship! For three days preceding my signing on, none of the Oilers would go down below to stand their watches at

sea. The Deck Engineer was beginning to wonder if he had signed on as Oiler. The log book was a thriller in itself. Nearly everybody had their name in it for some misdemeanor.

LACK OF CURBS

The men in the NMU evidently don't realize that performers are a detriment to any organization. Perhaps that is the reason the NMU officials have to call on outside help when it comes to negotiating for wages and conditions.

A good many of these men, upon finding that I belonged to an AFL organization, confided to me their desire to join the SIU. Others told me that they knew that our contract was superior to theirs, but seemed reluctant to do anything about it. It seems a pity that some of these men, who are good union men at heart, have to be dominated by the political bums they have in their union.

We came close to starving that last week prior to arriving in the good old USA. French toast and weeviled hotcakes every morning became mighty monotonous.

Well, you have to experience the bad things in life in order to appreciate the good things when you have them. So here is to the SIU—the Union of my choice—where a seaman has the good things!

Well, Ed., I probably didn't mention anything that the fellows don't already know, but I had to get it off of my chest. I will close by thanking the Negotiating Committee for the grand conditions we have on board our ships, instead of the lousy conditions the men of the NMU must put up with.

Smoky Bor

Texas Colts Challenge 'Muscle Men'

To the Editor:

Here is a challenge to all Seafarers: Attention muscle-bound seafaring men! Here's some sound advice from one who knows.

Visiting the former counter Patrolman of Baltimore are his three nephews. Imagine, three of them! Boys at that. Nice fat and rosy—and all from Texas. They have been in training (all of them) for the Golden Glove Cup!

After eating a heavy meal of

beans, the oldest nephew felt the muscle of his arm, which is getting soft since being here, and said, "Golly, I'm losin' weight, Uncle Pat, I gotta git back in training so I can lick 'em in the ring!"

So my advice to you seafarin' men is to eat plenty of beans and get yourselves in fightin' condition, because these here three Texans are challenging any and all so-called "Seafarin' muscle men" ranging in ages of two, three, and four only!

Pat Robertson

The Palmer's Chef



The Nathaniel Palmer's crew swear by Peter, the Palmer's Chief Cook. If you want to gain weight, they say, don't take a Charles Atlas course, just ship with Peter. In addition to being tops in the galley, the Brother is reported to be a champion pinochle player.

'The Voice Of The Sea'

By SALTY DICK

A new Seamen's Club just opened up in New Orleans on St. Charles Street. One of the best I've seen, and here's hoping it will always remain so... Mississippi is building a new, large liner to carry 250 passengers on the South American run. She'll be ready within two years. So don't rush to New Orleans!

The quiz by Rocky Benson is a very good idea. Let's hope he will continue this... All the boys seem to enjoy "Seafare", by Eddy Smith. I liked the one where he had the umbrella to paint the stacks with. ... Pete Hummel is considered the best dressed waiter on the Delta ships. And also the best boogie woogie dancer.

Ernest Castelberry is through waiting on people. He says he's going back to Arkansas and feed the pigs... Sol Colls, how does it feel to be in the Island of Palms? Don't you miss New York?... Dick Merritt flew down to New Orleans from Indianapolis and was met at the airport

by a cotton picker... Fred Minco left Vineland, N. J. to see the world, and he's surprised the world is so big.

"Big Ward," Electrician, is one fellow who likes a drink and at the same time knows when to stop. We should have more like him... When a Skipper is a rat, you should let the others know it. The same goes if he is an Ace! Captain Olsen is a fine Skipper and a gentleman.

We are waiting for the day when we can have our own Hall in New York. Let's make sure it's a good buy... The famous old saying in Brazil is, "business is business and love is censored."... Bill Kaiser (Steward) blew his top when Gary (Waiter) blew his cornet in the dining room... Lonnie Akridge was enjoying himself at the Copacabana Hotel in Rio, until he was presented with the bill. I hear he passed out... Philip M. Reyes wrote a fine piece warning the boys about the slick operator in Bremen. Boys, take advice and keep away from this rat.

James Watt writes for the boys to go uptown while in Ponce. I suggest you practice this in every port. Stay away from waterfront dives... Some of the boys are interested in Brazilian stones. Some day they will be breaking up big stones into little ones, if they don't watch out... Did you know Florida's biggest industry is tourists, and that she rates second in raising cattle? Now I want my friends not to call me swamp-rat... Dick Miller (Smoke Room Steward) was standing by the gangway in port giving his good-bye to passengers. I took notice he had one hand stretched out. He also had a little bag nearby. Perhaps for the tips!

A bouquet of roses for the crew of the Del Sol for helping those refugee kids... Tex Suit is now sailing Bosun. I always said he looks more like a cowboy than a sailor (no offense)... Mobile is getting good business. I hear shipping is good but be careful with those cops. They don't even like to smell coca cola on your breath.

I'm no company stiff, but I'm a good Union man. I saw a bedspread hanging on a line in a foreign port and right away I knew where it came from. I asked the girl and she told me. This sort of thing must cease. Give a present to the girl if you so desire, but make it personal. Let's do the right thing.

Gals Enliven Cape Nome's Voyage

To the Editor:

Here we are at Charleston, S.C. Arrived on the Cape Nome at 7:00 A.M. from Norfolk, Virginia, where we stopped for ten hours to unload our passengers—eight of them.

Oh boy, there were five ladies, and three of them were beauties! Just the type you see in pin-ups. They certainly enlivened our trip across the smooth ocean from London to Norfolk.

There was dancing in the large dining room (officers only) in the evenings after 7:00 P.M., and card games with plenty of money on the tables—Monte Carlo style.

One of our lady passengers was an English doctor who treated some of the crew. She was very popular. When we arrived in Norfolk her husband was on the dock with his car.

The trip was fine until we hit the hurricane trail in mid-ocean, and it got tough. We

stopped for nearly two days, making only about three knots to keep up with the waves. As we carried about 300 new autos, we could not go full-speed against the strong waves, and were two days late getting in. The crew was fine all trip.

LIKED STORY

I read the September 24th issue of the LOG as we docked at Norfolk. The Cape Nome story of my previous trip was very good. I guess I will soon be too old to sail the waves, and then will stay at my camp at Port Orange, Florida. There I'll look over my collections and finish my big book which I started several years ago.

Many members will quit at Charleston, as we will pay off on Monday, October 4th. Everybody wants to be paid off today—but no dice! So there will be jobs for many on the Cape Nome at Charleston.

The South Atlantic SS Co. office at the Norfolk Docks was moving and packing up. Port Steward Killpatrick met me and told me there was no more business, and that he is being transferred to Savannah, Georgia. This looks bad. We got some stores just in time, as they were closing up the business.

I will close with regards to all. Uncle Otto Preussler

ATTENTION!

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



SEAFARERS QUIZ

By ROCKY BENSON

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

1. Whose picture is on \$20 bill?
 1. Jackson
 2. Washington
 3. Lincoln
 4. Adams
2. On the thirteenth wedding anniversary, what present should you give?
 1. Steel
 2. Lace
 3. Ivory
 4. Diamond
3. What is Article 20 in the SIU Constitution?
 1. Income
 2. Assessments
 3. General vote
 4. Offenses and punishment
4. During what month of 1941 was the SS Robin Moor sunk?
 1. May
 2. June
 3. September
 4. December
5. What year was the first Safety At Sea Conference held?
 1. 1913
 2. 1921
 3. 1929
 4. 1948
6. How many feet and inches is it from the heel to the top of the head of the Statue of Liberty?
 1. 115 feet, 3 inches
 2. 151 feet, 1 inches
 3. 111 feet, 6 inches
 4. 205 feet, 6 inches
7. What is the monthly rate of pay for an Assistant Cook on an Alcoa ship?
 1. \$255.04
 2. \$231.38
 3. \$219.55
 4. \$189.97
8. How many times have the SIU Constitution and By-Laws been Amended?
 1. 6
 2. 8
 3. 10
 4. 13
9. During what month in 1941 were the SIU dues increased to \$2.00 per month?
 1. April
 2. May
 3. July
 4. September
10. How many nautical miles is it from New York to Hamilton, Bermuda?
 1. 697
 2. 2,269
 3. 907
 4. 1,070

Quiz answers on page 15.

HOSPITALIZED BROTHER ASKS LOG FOR MOM

To the Editor:

I am enclosing my mother's address and would very much like to have you send the LOG to her in California. I know that my folks would enjoy it as much as I do here in the Hospital.

I don't know of anything right now to say that you could use in the LOG. I wish I did though, and I will write anything of interest that I might run across.

Richard [unclear]

N.O. Marine Hospital

(Editors Note: You forgot the address. Please send it to us.)

HAPPY FACES AND SMACKING LIPS



The Gadsden's Chief Cook J. J. Reinosa (right) displays one of his culinary masterpieces. Each week he makes a present of his handiwork to the oldest crewmember aboard. If a youngster stays aboard the ship long enough, Brother Reinosa will honor him with a tasty bit of pastry, says Thomas Foster, who sent the pics to the LOG.

Puritan Seafarer Suffers From 'Shuttle Run Allergy'

To the Editor:

Just thought I would drop you a line and let you know that the old Puritan is shuttling again.

You can call me the shuttling kid; for about a year ago (June of 1947 to be exact) I woke up



JOHN CREWS

one sunny morning to run down to the Hall in Mobile and catch a ship going to France. Well, we went to France all right, but as you know, we were not back in New York till 11 months later!

That was on the old Petrolite. Well, I said right then that there would be no more shuttling for me. I went back to Mobile, stayed on the beach a few weeks and caught the Alcoa Puritan—yes! The good old Bauxite run again.

We were back in Mobile in six weeks, and I said to myself, "Oh that's the run for me!" I signed on for another trip. Well, here I am shuttling again. Looks like I just can't get off the old shuttle run.

I want to say one thing though, and I think I can speak for the whole crew: This is the best crew I have ever sailed with. We have a lot of oldtimers on here, Blackie Stevens, Bosun; Charles Stringfeller, Steward; Johnny Walker, Oiler; and last but not

least, old W. Tracy of the Manhope Knot.

That's about all for now. I sure wish I could get on a non-shuttling ship; but it sure looks like we are stuck for the winter.

John Crews

Percy Tells Of Moon's Rise To Fame

To the Editor:

Way back in the good old days (as we sometimes say), when I made my first trip to sea to see what I could see, I grabbed a rust pot out of New Orleans, bound for the wide open spaces. Before the ship sailed I noticed a big-headed, ugly looking paper boy selling papers aboard ship every day.

Three years later, having taken to the sea himself, I met him in Rotterdam, Holland. Still not knowing his name, I took in a prize fight in New Orleans a year or so later, and in the main bout, who should come out swinging like he had the fits, but this big-headed, ugly, homely looking ex-paper boy!

I paid strict attention to the announcer as he said, "and in this corner, wearing purple trunks weighing one hundred forty-eight and a half, the sensational welterweight of the South—Moon Kouns.

WHY MOON?

As the years rolled by, he established a new name for himself, by being called the Bing Crosby of the SIU. Scores of people ask me every day why some call him Moon. I reply that if they take one little teeny weeny look at him, they wouldn't ask that question twice.

But what I am so all burnt up about is that he once started a comeback—and I was his lucky manager! I presented him with a new robe, and to make a long story short he took it ashore and hocked it.

Percy Boyer

Gulf Heat, Bucko Engineer Worse Than War, Crew Says

To the Editor:

After the story and pictures of the last trip of the Queens Victory were published in the October 8th LOG, I talked it over with some of the crewmembers, and decided that we had forgotten a number of interesting events, so I'll give them to you now.

We joined this ship in Baltimore because of the bad shipping, and the fact that we were tired of eating Baltimore hot dogs. There was no alternative financially.

Our first stop was Port Said, where the natives stole everything but the ship's whistle while we were lying at anchor. The Arabs were even passing American counterfeit money around! My advice to any ship stopping there is to be on the alert for the "forty thieves."

Next we went to the Persian Gulf, where the air temperature was 152 degrees, and the sea temperature 95. We stayed for about five weeks of hell on earth. You couldn't sleep or eat, and perspired twenty-four hours a day. At daybreak the flies made their attack, coming overhead in squadrons and peeling off like dive bombers, where we were the target.

We will never be caught in the Persian Gulf again during the summer months, for it is really blood money—there should be a bonus paid for sailing there at this time. The crew agreed that they would rather go through the hell of World War II again, rather than make another summer run to this area.

COOLIES STAYED COOL

The heat was so bad that the Deck Department only worked in the mornings. Even the coolies, who unloaded the ship, did not work in the afternoon—the hottest part of the day.

But in the Engine Department, the First Assistant had other ideas. We worked from bell to bell. This fink layed out the work he wanted done, and then took off to the deck, because it was too hot for him. He claimed he was a supervisor and did not have to work.

Then he decided to bust a Junior Engineer to Wiper, who was from Mobile, claiming that no man from the South was any good. The pay-off is that the First Assistant is from Florida!

He stated that he has to be tough with men on these ships. I reminded him that it takes more than one to play the game. He got a bad time from the entire crew—including topside. He disputed practically all the overtime except Sundays. One crewmember mentioned that it must be against his religion to dispute overtime on the day of rest.

MR. YOUNGBLOOD AT WAR

Every day he found cartoons, notes, etc., posted up stating how phony he was. He complained that the black gang was waging psychological warfare on him. All he did was stand around with a pipe in his mouth. This disappeared one day. He was caught painting a storeroom. His paint brushes vanished the following day. He went to open a tool locker door and a bucket of water came down on him. He ran to the Chief, and moaned that the black gang was setting booby traps for him. I was approached about this, and told him that there must be an ex-Marine on board for who else

would know how to set booby traps?

He then changed his attitude, which we expected. The Chief Engineer was just as bad, but he never showed his face around. These two phonies are against Labor, and everything that unions stand for.

HOME RUN PAYOFF

But they gave us our blood money in Baltimore. Curly Rentz, the Agent, and the Steward Patrolman, Johnny, went to bat for us, and came in with a home run. We all owe them our thanks for the swell job of representation they did for us.

The Port Captain for Isthmian said that this ship was in worse shape than any ship ever to enter the port of Baltimore, so bad was the overtime messed up by these gestapo characters the First Assistant, and the Chief Engineer.

The Second Assistant was condemned by these two, because he was a typical seaman who knew his job (which they didn't). He was well liked by the crew, who considered him a regular guy.

The latest rumor is that you have to register for the draft if under 26. There is no chance of anyone being drafted that made this trip; for they will either end up in 4-F, or in a straight jacket. I reckon I will meet the boys at the hot dog stand. To the new crew I will say, "smooth sailing!"

P. Salvo
Engine Delegate



Departed Brother

By WANDERING SEAFARER

Just a dead seaman
On a foreign shore;
Just a dead seaman,
A word—no more.

Died on his ship
And that was all;
Just a poor seaman
Who answered his call.

Just a poor seaman
Gone to his rest;
Just a poor family
Hurled to distress.

He was the provider
By the sweat of his brow;
God's trumpet has blown
And he's answering now.

Just an SIU member,
Dead on foreign shore;
Just a well loved Brother
We shall see no more.

Our flag dips in tribute
To our dead member there;
To the widow and orphans,
May God grant them care.

~ ~ ~

For The Educated

By BILL GILSTRAP

Oh yes, I'm just a child;
I know, of course, its true,
And yet I feel as much as you,
And maybe more.
You claim to see just dust
Where I see dreams and then,
With the constant rust
Of spoken words you
Brush my dreams away
And sweep them far—
"Just trash", you say.

The Log Tours Ellis Island Hospital

The work of psychiatrists in the rehabilitation of persons suffering from emotional disturbances has, in recent years, been the subject of much publicity in the magazines and motion pictures. To seamen, the aid these specialists offer may seem distant and beyond their reach should the need ever arise when psychiatric guidance is needed. Actually, however, the finest treatment available is no further from a seaman than a short ferry ride to Ellis Island Marine Hospital in New York Harbor, where, in addition to medical and TB sections, a neuropsychiatric section operates.

These doctors, nurses and social workers combine to form a team that diagnoses, observes and treats the illness of a seaman much in the same manner that a delicate operation would be approached by a crack surgical team.

DIFFICULT JOB

Unlike a broken leg, where treatment is pretty well established, getting to the root of an emotional disturbance is often a difficult job. The set-up at Ellis Island is to first have the seaman confer with one of the nine psychiatrists on the staff. He is then visited by a trained social worker, who tries to help the patient work out his problem. Sometimes it is a difficulty with his family. In this case, the social worker communicates with his relatives and tries to unravel the situation. She also attempts to aid him in his adjustment to hospital life and encourages him to take part in the affairs of the hospital.

The seaman is then encouraged to take part in occupational therapy. Although this service is under the direction of the Daughters of the American Revolution, in all phases of its work it operates in close cooperation with hospital officials.

R. S. Fagan, the hospital's administrative officer who accompanied the LOG reporter on a tour, and Doctor L. E. Hooper, the medical director, stressed the attempt of the hospital to provide every means possible to return the seamen to normal life within the restricted funds available. Testimony to the fact that quality at the hospital does

not suffer is that Ellis Island Hospital is on the approved list for doctors wishing to study neuropsychiatry. Of all the marine hospitals, Ellis Island offers the most extensive service in the neuropsychiatric field.

According to Vernam T. Davis, head of the neuropsychiatric service at the hospital, the doctors' main objective is to "get a complete picture of the individual, his illness, his complaints and find out what brought them on so he can outgrow or overcome them himself." It is to this end that the teams work.

The hospital estimates that the average stay is about three weeks, with incoming men suffering anything from a minor nervous condition to a disease of the brain or spine. Sometimes the work of the hospital staff brings quick results, other times it is painfully slow with little improvement noted. While the work of the hospital isn't always successful, the staff is far from discouraged. They know that they have benefited dozens for every case they have been unable to dent. That alone is worth all the effort.



In the general shop are the looms and handicraft tools. Here a seaman is working on a rug—the pattern, which he designed himself, before him. All items created become the property of the seamen.



Men entering Ellis Island Hospital are first bedded in the admitting ward, pictured here. During their stay here the doctors call them into private consultation and determine the course of treatment to be followed. They are then assigned a permanent ward accordingly.

§ § §

At left a seaman tries his hand at making candlesticks on the wood lathe in the occupational therapy wood shop. During their stay, men are given the full freedom of the hospital grounds and most receive passes into New York City over the week-ends.

In the occupational therapy clinic they are encouraged to try their hand at weaving, wood-working, metal-working, painting and all the other crafts that are productive as well as time consuming.

Often men discover unknown skills while working here, and several have continued to pursue them as their trades ashore.

§ § §



In one of the two music rooms fitted out with all the comforts of a home, a patient studies the music before him. Radios, phonographs and musical instruments are also put at the disposal of the seamen.



In the large and spacious recreation room provided by the American Red Cross and the Social Service Auxiliary several seamen gather around for a fast game of pool. The recreation room is available to patients of all sections of the hospital and offers a multitude of amusements. Several times a month movies are shown and entertainment from New York provided.



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.

BALTIMORE HOSPITAL

C. J. MITCHELL
C. L. HAMER
C. A. JSATI
J. D. ANDERSON
M. E. MORES
J. P. THRASHER
C. SIMMONS
J. FITZSIMMONS
W. T. ROSS
F. PASQUALI
S. B. SETTLOFF
T. KARAVOKYOUS
R. A. LEVASSEUR
G. BUSH
F. BECKER

NEW ORLEANS HOSP.

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

SIU HALLS

SIU, A&G District

BALTIMORE14 North Gay St.
William Rentz, Agent Mulberry 4540
BOSTON276 State St.
E. B. Tilley, Agent Richmond 2-0140
Dispatcher Richmond 2-0141
GALVESTON308 1/2-23rd St.
Keith Alsop, Agent Phone 2-8448
MOBILE1 South Lawrence St.
Cal Tanner, Agent Phone 2-1754
NEW ORLEANS523 Bienville St.
E. Sheppard, Agent Magnolia 6112-6113
NEW YORK51 Beaver St.
Joe Algina, Agent HAnover 2-2784
NORFOLK127-129 Bank St.
Ben Rees, Agent Phone 4-1083
PHILADELPHIA614-16 No. 13th St.
Lloyd Gardner, Agent Poplar 5-1217
SAN FRANCISCO85 Third St.
Steve Cardullo, Agent Douglas 2-5475
SAN JUAN, P.R.252 Ponce de Leon
Sal Colla, Agent San Juan 2-5996
SAVANNAH2 Abercorn
Charles Starling, Agent Phone 3-1728
TAMPA1809-1811 N. Franklin St.
R. H. Hall, Agent Phone M-1323
HEADQUARTERS. 51 Beaver St., N.Y.C.
HAnover 2-2784

SECRETARY-TREASURER

Paul Hall

DIRECTOR OF ORGANIZATION

Lindsey Williams

ASSIST. SECRETARY-TREASURERS

Robert Matthews J. P. Shuler
Joseph Volpian

SUP

HONOLULU16 Merchant St.
Phone 5-8777
PORTLAND111 W. Burnside St.
Beacon 4336
RICHMOND, Calif.257 5th St.
Phone 2599
SAN FRANCISCO59 Clay St.
Douglas 2-8363
SEATTLE86 Seneca St.
Main 0290
WILMINGTON440 Avalon Blvd.
Terminal 4-3131

Gt. Lakes District

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

Canadian District

MONTREAL1227 Phillips Square
VICTORIA, B.C.602 Boughton St.
Empire 4531
VANCOUVER565 Hamilton St.
Pacific 7824

P. L. SAHUQUE

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

STATEN ISLAND HOSPITAL

A. EWING
A. VANELZUELA
M. CASTRO
J. McNEELY
A. JENSBY
D. DeDUISEN
T. ZEMRZUSKI
W. H. NUNN
J. BOUYEA
W. HUNT
R. L. JOHNSTON
K. C. CROWE
C. OPPENHEIMER
W. H. PERRY
T. MANDICK
C. NANGLE
C. W. HALLA
P. G. DAUGHERTY

GALVESTON HOSPITAL

W. McCUISTION
JAMES MATTHEWS
H. R. WILLIAMSON
J. A. GIVENS
D. HUTCHESON
J. MAPP

BOSTON MARINE HOSP.

JULIUS HENSLEY
VIC MILAZZO
JOHN J. GEAGAN

MOBILE HOSPITAL

R. ARMSTRONG
JAMES CARROLL
CHARLES E. GLOVER
JOHN F. GERSEY
HARRY J. CRONIN
A. C. McALPIN
T. W. TAYLOR
WILEY HINTON
H. R. LOWMAN
J. H. ASHURST

SAN JUAN HOSPITAL

W. EISENDER
J. B. GARDNER
E. RICHARDS
R. TORRES
E. B. HOLMES

Minutes Of A&G Branch Meetings In Brief

(Continued from Page 7)

would contact Brother Avera at the Mobile Hall, in order that he may obtain the necessary information needed to take action regarding his claim against the Company. Several members took the deck and asked that the Brothers be more careful about loitering on the sidewalks around the Hall, and making remarks that would bring ill-repute to the Union. Meeting adjourned at 7:55 P. M. with 260 members present.

PUERTO RICO — No meeting was held as there were not enough present to form a quorum. The following Brothers volunteered to audit the books and bills: E. F. Martinez; J. Sanchez, and R. J. Morgan.

NORFOLK — Chairman, Carlson, 39664; Recording Secretary, Rose, 3139; Reading Clerk Woolford, 100935.

All Branch minutes were accepted, save for Puerto Rico, which was referred to New Business. The Agent's and Patrolmen's written reports were read and accepted. Under New Business the floor was opened for nominations for Union office. The following Brothers were elected to the Trial Committee: J. Glover, C. Aycock, Joe Lupton, J. Hodges, and P. Adkins. A Committee was elected to count the ballots, to meet at 10:00 A. M. Saturday. Brothers L. Paradeau, C. Gardner, H. Dennis, L. Wright, W. Strickland, and C. Newman comprised the Committee. Under Good and Welfare, several members spoke on welfare and conditions on the ships. 205 men were registered, and 97 shipped. Meeting adjourned with 325 members present.

BALTIMORE—Chairman, William Rentz, 26445; Recording Secretary, Ben Rees, 95; Reading Clerk, Al Stansbury, 4683.

Motion carried to suspend the regular order of business and go into Obligations and charges. The following Brothers were Obligated: N. Jackson, R. Wright, C. Martinez, S. McCormick, C. Inman, A. Sweigart, M. Bugawan, A. Weir, M. Vanckwicl, Charles D. Rumney, Gilbert N. Prince, James Townseny, James H. Broot, G. D. Martin, J. G. Salmon, S. T. McKinney, W. Walters, Lionel Abramson, G. McNice, R. Fontaine, M. Laakso, H. Shiba, C. Scott, E. Max, and J. Karalewski. Motion carried to accept the Trial Committee's report. The Baltimore minutes and the Baltimore financial reports for September 24 and October 2 were read and accepted. The Secretary-Treasurer's weekly financial reports for September 18 and 25 were accepted. The Philadelphia minutes were read, and a motion was made to non-concur with the motion concerning placing an extra Patrolman on the ballot, and to accept the remainder of the minutes. Carried. A motion carried to non-concur with that part of the

Galveston minutes concerning shipping rules, and to accept the remainder. A motion carried to non-concur with the Puerto Rico minutes. Other New Business of Branches holding meetings was read and accepted. The Agent's report was accepted. The Patrolmen's reports were made and accepted. The Dispatcher reported 469 registered, and 305 shipped. The Hospital Committee's report was accepted. Under New Business a motion carried to instruct the Agent to have the chairs in the Hall repaired and to get two tables that are needed. One minute of silence for departed Brothers. Under Good and Welfare various members spoke concerning the good job the Balloting Committee was doing. There was discussion on the Ore ships. Meeting adjourned at 7:50 P. M. with 299 members present.

NEW ORLEANS — Chairman, Tex Suit, 6951; Recording Secretary, Herman Troxclair, 6743; Reading Clerk, Buck Stephens, 76.

New Orleans previous minutes, and financial reports of September 25 and October 2 accepted. The Secretary-Treasurer's financial reports for September 18 and 25 read and accepted. Motion carried to read only New Business from the Branches. Motion to non-concur in that part of the Philadelphia minutes regarding placing a Patrolman on the ballot and to accept the rest. Motion carried. Motion to non-concur in the San Juan minutes regarding the putting of a combination Dispatcher—Patrolman

on the ballot. Carried. Acting Agent Buck Stephens reported that Agent Bull Sheppard was in New York assisting in the beef between the ILGWU and the garment industry thugs, and would give a report of the part played by the SIU upon his return. Business affairs of the Port are in good shape, but New Orleans shipping has fallen off. There have been ten payoffs and six sign-ons since last meeting, and there are about the same number of payoffs scheduled for the next two weeks. In the last two weeks there have been three lay-up jobs. Two were Alcoa ships and one was an Isthmian. There are five Alcoa ships lined up for payoff and all five are to go in the boneyard. Crescent Salvage and Towing Company has signed a contract, and the membership is advised that it is all right now to take the lines of their tugs. The MFO&W are to start picketing Bisso Tugs due to their moving hot ships in the harbor, and when this starts the membership will be informed so they will know not to allow these tugs to handle our ships. Report accepted. The Patrolmen's reports accepted. The Dispatcher reported 405 men registered, and 407 shipped. The communication from Headquarters regarding electing a Balloting Committee to count the ballots for the General Fund Assessment was read, and a motion was carried to elect the committee at a special meeting Friday afternoon. The Secretary-Treasurer's report was accepted. A committee elected at the educational meeting reported on members loitering in front of the Hall and recommended: First, that a sign be placed at the bottom of the stairs stating "No loitering or disorderly conduct will be tolerated in front of this building. This by orders of the membership;" second, that this ruling be strictly enforced by the Doorman; And, third, that any member failing to adhere to this ruling will be subject to appear before a trial committee and fined a maximum of \$10 for the first offense. Report accepted. The Tallying Committee's report was accepted. One minute of silence for departed Brothers. General discussion under Good and Welfare. Meeting adjourned at 9:30 P.M. with 320 bookmen present.

NOTICE!

JOSEPH RUDOLPH

Your wallet and discharges were found on the Robin Trent and are being held for you at the 4th Floor Baggage Room, New York Hall, 51 Beaver Street, New York.

Anyone finding Pete Triantafillos' wallet which he left on the Sixth Deck in New York please send it to Pete at 625 Northeast 22nd Street, Miami, Florida. Pete especially wants back the picture of his late father, his Masonic card and other papers.

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.

Quiz Answers

1. Jackson
2. Lace
3. Offenses and Punishment
4. May
5. 1929
6. 111 feet, 6 inches
7. \$219.55
8. 6 times
9. July
10. 697 nautical miles

The Miracle on 35th Street

OR

WHO TOOK THE HEAT OFF THE GANGSTERS?



The SIU and the ILGWU move against the racketeer in the garment industry

1. SEPT. 21, 1948

Continued on Page 30, Column 2. Continued on Page 22, Column 1.

Thugs Invade Union Office, Beat ILGWU Pickets Set Upon in Street

By A. H. RASKIN

Five thugs stalked into the offices of the city's biggest union late yesterday afternoon and beat three organizers, injuring one so badly that he required seven stitches in his scalp and hospital attention.

A half-hour later, pickets representing the same union—the International Ladies Garment Workers—were assaulted in the street.

2. SEPT. 24, 1948

Postoffice, New York, N. Y.

Grand Jury to Start Inquiry Into Garment Racketeering

Beatings of Union Men to Be Studied
Full-Scale Investigation—Ex-Convict Believed Head of Gangster Ring

By A. H. RASKIN

A grand jury will begin today a full-scale investigation into the resurgence of racketeering in the garment industry.

The decision to submit evidence to the grand jury was reached yesterday by District Attorney Frank J. Hogan and his aides.

3. SEPT. 25, 1948

Hogan, asserted tonight that it had

TWO THUGS INDICTED IN GARMENT RACKET

13-State Alarm Is Sent Out for Ex-Convicts Accused of Beating Union Officers

By RUSSELL PORTER

Two ex-convicts were indicted yesterday on charges of participation in the beating of three union organizers and seven pickets in the garment district last Monday.

Then, suddenly...

5.

GRAND JURY TO GET GARMENT DISPUTE

Evidence Accusing 9 Seamen of Coercion in Organizing to Be Presented Monday

HOCHMAN BACKS PICKETS

Says They Never Visited Shops, Lays Complaints to Truckers—He and Hogan Confer

OCT. 9, 1948

By STANLEY LEVEY

A grand jury will receive on Monday evidence accusing nine seamen of coercion in connection with organizing activities in New York's multi-million dollar garment industry, it was announced yesterday.

What next?

WHY

is official pressure being put on the Seafarers and the ILGWU? What has happened to the investigation of racketeers?