

Seamen Draft Status Up To Local Boards

Although no rules or regulations have yet been established to carry out the draft deferment procedure, men now sailing U.S. ships are expected to receive "most careful consideration as individuals by local boards," according to an announcement made recently by national headquarters of the Selective Service System.

Apparently no blanket deferments will be made. Instead, the announcement explained, each case will be considered on a purely personal basis.

Section 6(h) of the Selective Service Act of 1948 authorizes the President, "under such rules and regulations as he may prescribe," to grant deferment to persons whose occupation is essential to the national health, safety or interest.

NO RULING YET

"The rules and regulations to implement this provision of the Act have not yet been issued," the Selective Service office said.

The announcement indicated that all merchant seamen will receive careful consideration, but that particular attention will be given to men with technical training and experience.

Application of the regulations to be issued will be determined solely by each local board, which has the authority to grant deferments individually to registrants whose employment is regarded as necessary to the maintenance of the national health, safety or interest.

The draft law does not provide for the recognition of a seaman's wartime service, because the merchant marine "was a civilian service," Selective Service declared.

Coming Soon

Because of several last minute suggestions which will be incorporated in the proposed Stewards Department Working Rules, this issue does not carry these recommendations as originally intended.

They will appear, however, in a forthcoming issue, for membership consideration.



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

VOL. X

NEW YORK, N. Y., FRIDAY, SEPTEMBER 10, 1948

No. 37

Report To The Membership

By PAUL HALL

Secretary-Treasurer, Atlantic and Gulf District

An alert membership is the most valuable asset a labor union can possess—or hope to possess. In this respect, the Atlantic and Gulf District of the Seafarers International Union boasts assets far beyond that shown by the dollars and cents on the credit side of its ledger.

The material strength of our organization speaks for itself. We merely have to glance at the figures in our latest financial report and we will see that our measurable assets are rapidly approaching the one-and-a-half-million dollar mark.

Although no means have yet been developed for measuring the value of a membership constantly on its toes, we have been easily able to gauge its worth simply by surveying the successes of the Union.

In attaining virtually every one of our selected objectives in the past few years, our membership's alertness to a situation and its unanimous and decisive action have been the fundamental factors in the Seafarers' upsurge as the nation's leading waterfront Union. The formula for our victories has been simple. Once the membership has sensed a problem and decided on a course of action it has hit hard.

We ride hard. No fanfare, no hysterics—such as used for instance by the commies whenever they make a move—shroud our movements. We generally know what we are after, we set our sights accordingly and drive. A point in this fact is what happened in New Orleans several weeks ago, when we were negotiating for a new contract with the Mississippi Shipping Company. Our SIU membership knew what was at stake. Always conscious of the importance of their every move as applies to the entire Union, they displayed the straight-forwardness that has so often characterized other SIU successes. Like snapping your fingers, we had the results we wanted.

The first company was in line for the wage increases and other features of the two-year contract.

With the shipowners solid front cracked, the sailing became easier and after a few more instances of action at the point of

production by Seafarers in other ports on other operators' vessel, we pounded out a contract that has become the pattern for maritime. The contracts stand far above those of other unions in wages, working conditions and security features.

The operators obviously don't wish to fight with a solidly united union. They don't like to scrap with a strong and responsible organization. In short, they don't like to battle with the Seafarers. And this is not to imply that we think we are invincible. We're just taking stock of our assets in the same way our opponents do when a clash is coming.

Certainly we have every right to appraise our assets with a certain amount of self-satisfaction. We know that because we are sound and internally strong we have been spared much of the grief and confusion that now engulfs many another seamen's organization and its members.

Out on the West Coast a situation has developed that leaves the shipowners and waterfront employers standing with all their labor-hating viciousness clearly exposed. The strike of the CIO longshoremen has become the signal for a general attack against all other maritime unions in that area. While the shipowners, ranted patriotically about not wishing to do business with the longshoremen, they withdrew from negotiations with the MFOWW and MEBA just as the contract discussions were nearing completion. In other words, they have pulled a lockout on these unions. They did the same thing with the MCS. Our own affiliate, the Sailors Union of the Pacific, has been affected as a result of the shipowner's decision to go the hard way.

The strike and the resultant lockout pose a mighty serious question for all in maritime. While we are honoring our contracts and sailing our ships we must be on guard for any eventuality. We must, most of all, watch very closely to see what kind of a move the government will make. Already there are threats that the armed forces may be moved in.

We must stand ready to lend a hand in
(Continued on Page 2)

General Fund Increase Goes To A&G Vote

Voting on the Referendum calling for a \$10 assessment to build the Union's General Fund began this week in all Atlantic and Gulf District Branches. With the polls open but a few days—since September 8—brisk voting was reported in all Halls. Indications are that strong majority of the membership will vote in favor of the resolution. This is based on the enthusiasm shown by the membership in voting overwhelmingly for the original resolution at the recent membership meetings, and expressions of approval in the Halls.

The Referendum calling for a General Fund assessment was authorized by membership vote in the majority of the Branches up and down the coast on August 25. The vote came in approval of a resolution submitted by 37 SIU members in the Port of New Orleans calling for the General Fund boost.

Balloting which began on September 8 will continue for one month, with the polls closing on October 8.

ONE QUESTION

The Referendum Ballot requires only Yes or No to the question: "Are you in favor of a \$10.00 assessment to build the General Fund?"

The original resolution submitted in the Port of New Orleans and adopted by all ports except Boston and Norfolk is as follows:

"WHEREAS: The A&G District of the Seafarers International Union of North America has set the pace with a new contract and raise in wages, making the seaman's wage the highest ever obtained or imagined, and

"WHEREAS: Through job action and solidarity of the SIU membership and officials, we were able to make the shipowners come in line and sign this contract, and

"WHEREAS: The life blood of any organization is its solidarity and finances, and this definitely helped us with our negotiations with the shipowners, and

"WHEREAS: All our funds are definitely established for certain purposes, such as Buildings, Strike, etc., and our General Fund is our working fund, and

"WHEREAS: We will definitely have a struggle in future negotiations, and now that we enjoy these high wages we should do our utmost to build our funds so we will be better respected by the shipowners, and in a better position to fight them, so therefore be it

"RESOLVED: That we go on record assessing ourselves \$10.00, to be a General Fund assessment, and be it further

"RESOLVED: That copies of this Resolution be sent to all ports to be acted on at the next regular meeting August 25th, 1948, and they in turn wire the Secretary-Treasurer of their action, and be it finally

"RESOLVED: That if this Resolution is carried that the Secretary-Treasurer be instructed to put in motion the necessary machinery to conduct a referendum ballot."

Dock Strike Ties Up West Coast Shipping

A long struggle was predicted by both sides as the West Coast CIO longshoremen's strike for the hiring hall and wage increases goes into its second week. The strike, which began Sept. 2, left shipping in all major coast ports at a standstill.

Some 12,000 striking members of the International Longshoremen's and Warehousemen's Union, headed by Harry Bridges, are picketing in ports from the Canadian border to Mexico, while approximately 16,000 seamen have thus far been made idle. More than 120 ships have been tied up as a result of the beef.

The strike developed mainly from the dispute over provisions covering hiring hall operations and wages and began as soon as the 80-day injunction, imposed by the government under

the Taft-Hartley law as a "cooling off" period, was dissolved.

Also involved in the strike are the CIO Marine Engineers Beneficial Association and the Independent Marine Firemen, Oilers and Watertenders who have charged they have been locked out. The shipowners suddenly withdrew all offers made to these unions just as contract negotiations were nearing completion.

The CIO Marine, Cooks and Stewards, led by Hugh Bryson, and the CIO radio operators have taken strike action. All unions stated previously that none would sign a contract until the others were satisfied with theirs.

It was reported that the employers had agreed to let the hiring hall remain as it was in the old contracts until a "court of competent jurisdiction" ruled

on it legally. Bridges replied that his union wouldn't accept "a hiring hall with strings attached to it."

SEES LONG STRIKE

Bridges has predicted a strike of four to six months. He also made a statement that has been interpreted as revealing the communist party line of complete disregard for the welfare of the union members involved. He painted a picture of disaster for the workers.

"When this strike is over," Bridges added, "we will be out of business or they (the shipowners) will be out of business."

The shipowners and waterfront employers association contend that their stand is now one of "meeting head-on the issue of communism" in the Pacific maritime unions that have been spearheaded by Bridges.

"No more negotiations will be held and no contracts will be signed with any such unions," they said, "until their officers have disavowed communism."

REFUSE TO SIGN

Officials of the CIO longshoremen's union and those of the Marine Cooks and Stewards and the radio operators have refused to sign the non-communist affidavits required under the Taft-Hartley law.

However, officers of the MEBA and the MFOWW have signed such affidavits, which shows the shipowners to be inconsistent on that score and possibly indicates that they are using the issue as a total fight on the maritime unions.

Several SIU-contracted ships have been tied up in West Coast ports as a result of the strike.

SEAFARERS LOG

Published Weekly by the
SEAFARERS INTERNATIONAL UNION
OF NORTH AMERICA

Atlantic and Gulf District

Affiliated with the American Federation of Labor

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

HANOVER 2-2784

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



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Report To The Membership

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any manner necessary to our Brothers of the SUP, our West Coast affiliate, just as much as we would if they were pushing a beef. We must remember that it is just as tough to be locked out as it is to be hitting the bricks, maybe tougher.

As this West Coast situation develops, it is imperative that our watchword in the Atlantic and Gulf District be "preparation." Our sound position of today is the fruit of previous preparation. But being on constant guard is the price of all seamen's security. There is no assurance that we are to remain exempt from the effects of the West Coast beef.

There is assurance, however, that our membership once more is alert to a really bad and dangerous situation. Sensing the really dangerous situation, our membership is prepared for anything. The ten-dollar General Fund assessment, for instance, which the membership has placed on the referendum ballot is one indication of this. Another is the continued tightening of our organizational setup.

Too often, as we go about our daily work, we lose sight of the significance of all these things in the overall picture. Were our membership not so alert, were they not so united on most all issues affecting us, were we not strong financially, we, instead of the West Coast unions, might now be fighting to preserve our security, rather than enjoying the fruits of the recent two-year contract victory, with its higher wages and improved conditions.

While we move forward, other organizations are even now split by internal battles as they are engaged in dangerous struggles with the seamen's enemy — the shipowners.

At times, unbelievable as it may sound, some of these same unions have even accused our union of being intolerant of those who seek to come into our membership meetings with problems that do not concern our organization or our membership's welfare. In the seamen's unions, where the security of the membership hangs in constant danger of being cut down by shipowners, waiting for the opportunity to smash all maritime organizations, there is no room for anything but the direct shipboard and economic welfare of all hands.

The Union is either for the membership in these things—all the way—or it is not.

In some sections this welfare of the membership doesn't appear to be the purpose. While their organizations are in death-grips with the shipowners, "Sister" Bryson, of the MCS, and Bridges, the chief fink of the commie party in maritime, still have time to display more and more of an interest in the phony "Wallace for President" movement than in the memberships of their respective unions. Let us hope that the membership of those unions realize this and put the boots to these two commie prostitutes while they are in the process of settling their current beef.

Such a sorry state of affairs would not be tolerated by the alert SIU membership. Tolerance is a relative thing and while the SIU membership possesses a broad view it has not and will not tolerate any moves which will weaken its internal structure and thus set it up for a knockdown by its enemies.

The MCS and the ILWU are perfect examples of the commie strategy, which now finds the membership of the two organizations facing the shipowners on one side and the party interest on the other. The commies have continually used the membership of these two unions,

"Charting a true course"



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 MARINE HOSP.

B. HARRIS
E. E. GROSS
GETTIS LIGHTFOOT
B. HUNT

C. J. MITCHELL

F. BECKER
C. SIMMONS
F. PASQUALI
R. KEHRLY

as they have in others, as a proving ground for party policy. As a result, the organizations are now split and weakened, and thus are at a disadvantage in conducting a struggle against the shipowner on any issue directly involving not only their welfare—but their very lives as well.

We Seafarers know that as seamen we have few friends outside of the labor movement. Our individual strength only exists in the might of our collective unity. When we fight, we fight to win. Again and again we Seafarers have demonstrated we are keenly sensitive to this grim reality. That is why we chalk up victories that ultimately become the gain of all seamen. That is why we are able to chart a course that is calculated to bring us better living.

That is why we are already preparing, as a result of the recently concluded special agents conference, for an expansion drive to bring in more jobs at a time when other organizations are afraid to look ahead. And that is why, too, we are striving to make more friends in the labor movement and bring our union closer to the other sound, honest labor groups.

Our membership's alertness is a valuable asset. And it brings valuable results.

W. T. ROSS
C. B. VIKEN
P. DAVASON
P. M. KHEAUBER
E. C. SHAFFER
M. EL MOUR

MOBILE HOSPITAL

W. J. WOOLY
A. C. McALPIN
F. L. BARTLETT
J. H. ASHURST
R. ARMSTRONG
EUGENE SMITH
H. R. LOWMAN
C. E. GLOVER
C. EMMANUEL

BOSTON MARINE HOSPITAL

GEORGE W. MEANEY
EDWARD DUDEK
JOHN J. GEAGAN
VIC MILAZZO
CARL L. WALKER
EDWIN DAKIN JOHNSTON
RUSSEL S. NEARY

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

SAN PEDRO HOSPITAL

L. TICKLE
T. C. KELLY
M. BYERS

Taft-Hartley Act Still Menace To Labor

By KEITH ALSOP

Because the roof didn't fall in on every labor union in the country, the day in August 1947 the Taft-Hartley Act went into effect, a lot of people have been lulled into thinking that maybe it isn't such a vicious, finky law after all.

What these people don't realize is that the employers are using this law every day to weaken and smash unions. The maritime unions including the SIU have had just as much trouble with the law as anybody else—and will have a lot more. For this reason, Seafarers should know how this law works and what they have to do to fight it.

The plain truth is that it took the Taft-Hartley Act a year to get going in full force. It wasn't until this summer, for instance, that the maritime Hiring Hall became a matter of contention under the law. Meanwhile, however, the Act works in a thousand ways to slow up the unions in a hundred different fields. Only determination on the part of officials and rank-and-file alike will keep any union, the SIU included, from knuckling under as long as the law is in effect.

Everything "Illegal"

The fact that much of the working of the law is what they call "insidious" has hidden the truth from many trade union members. But any Seafarer who doesn't know that the Taft-Hartley Act is a powerful tool in the hands of the shipowners had better wake up to a few facts about the waterfront situation today. About the only thing you can't blame on the Act is



the state of shipping, and that you can attribute to the same politicians who voted to shackle labor.

Take what the SIU has been up against. No sooner did the Union Negotiating Committee sit down with the operators late this spring than the Taft-Hartley Act was flung in their faces. "You can't have a Union Hiring Hall, it's illegal," the operators said, all the while admitting that they themselves benefitted from the Hiring Hall. They maintained that the Hiring Hall constituted a "closed shop" which the Taft-Hartley specifically bans.

This issue immediately stalled negotiations. The Hiring Hall is the core of maritime unionism. Without it, the unions would be relatively powerless in the struggle to improve the wages and conditions of seamen. The SIU negotiators had no choice but to insist that the Hiring Hall issue be settled before there was any talk of other matters. The result was that it was July 1 before a Hiring Hall formula was found which the Union could accept. Weeks were wasted during which wages and conditions could have been negotiated. It was well into August before the Union, by resolute job action, settled the wage issue.

Cities Service Stalls

So far as the SIU's negotiations are concerned, the worst that can be said is that they were stalled. What the Taft-Hartley Act has done to the Cities Service situation is another matter. The SIU will, in the end, score a victory over Cities Service, as that outfit well knows. But meanwhile the company has grabbed every chance offered by the Taft-Hartley Act to hamstring and discourage the Union. In this, the National Labor Relations Board under the influence of the Act has played into the hands of the company.

Last winter, as every Seafarer knows, the SIU won a smashing five-to-one victory in a certification election conducted by the NLRB on seven Cities Service ships. At the time the SIU petitioned for the election the company had eight ships. The eighth was not voted because it failed to touch an American port during the voting period. Meanwhile, the company acquired eight additional ships before the NLRB acted on the election.

At this point the NLRB reversed its own precedent. In a similar situation concerning the Isthmian fleet, the NLRB certified the SIU as the bargaining agent for all ships of the company regardless of whether they had actually been voted. In the Cities Service case, the NLRB decided that the Union was the bargaining agent for only the seven ships voted. This put the Union in a very bad position and gave the company a powerful weapon.

The Editor of the SEAFARERS LOG has invited the Port Agents to submit a series of articles of general and vital interest to the membership. These articles do not take the place of the Agents' weekly surveys on the state of shipping in their ports and other matters, but constitute additional commentaries.

The Editor felt that, because of their position, the Agents would be able to comment wisely on a variety of subjects. The fifth article in the series appears on this page. It was submitted by Keith Alsop, Port Agent in Galveston. Members are urged to submit their own views on this and other articles in the series.

Keith Alsop is a veteran seaman with fifteen years of sea service behind him. His long experience on the waterfront has given him a thorough understanding of the problems faced by maritime labor, and he is thoroughly familiar with the devious tricks by which the operators are always seeking to smash the maritime unions.

Alsop sailed through the war and has been Port Agent in Charleston as well as Galveston. In addition, he has been a Patrolman in New York, New Orleans and Norfolk.

During the 1946 General Strike, Alsop was Chairman of the General Strike Committee for the Port of Norfolk. In the summer of 1947, he was Chairman of the Isthmian Strike Committee for the Port of Galveston.

Defines Finky Pattern

There was nothing, for instance, to prevent Cities Service from turning over the ships specifically named and appearing with a brand new fleet. And even if a contract were obtained covering the seven ships specifically named how could the Union protect its jobs and conditions if its agreement covered only half the company?

Of course, the SIU has petitioned the NLRB for an election on all remaining Cities Service vessels and will win the election when it is held. But since it may then be necessary to have a union-shop election, which the company can demand under the Taft-Hartley Act, on the entire Cities Service fleet, the inevitable conclusion is put off that much the longer.

In other words, the Taft-Hartley Act defines a finky pattern of action for employers which results in endless delays designed to discourage unions. Only if a union is strong and determined can it overcome the obstacles the law puts in its path.

Take the Calmar case for another example of how the Taft-Hartley Act emerges every day as an all around weapon by which the entrenched interests can try to smash labor.

First off, Calmar accused the SIU of an "unfair labor practice" when a crew respected a Longshoremen's picket line in Albany in May. Nothing came of this, but in June the Calmar people proceeded to sue the SIU in a Federal court for \$12,500 in damages, claiming that the Union had held up a ship in Boston and alleging that they had suffered to that extent as a result. The important fact about this suit is that it could not have been brought at all if the Taft-Hartley Act had not been passed. The Act specifically authorizes such suits against unions. Before the summer of 1947 such suits were barred.

NMU Hit Worse

The SIU is not the only maritime union to be attacked under the Act. The NMU's Hiring Hall on the Great Lakes has been declared illegal by the NLRB and is now going into the Federal courts for a decision. Again, the Hiring Hall is being denounced by the anti-union forces as a "closed shop" banned by the scabby Taft-Hartley Act. And the NMU has had even worse trouble.

For 80 days this summer, the NMU was under a federal injunction against striking for wages and conditions. The injunction was brought under the Taft-Hartley Act. When the injunction was up, the NMU was no better off than it had been before—until a determined SIU blazed a trail.

For 80 days the CIO longshoremen on the West Coast were under a federal injunction against striking. The injunction was brought under the Taft-Hartley Act. When the injunction was up, the dock workers were no better off than they had been before. They struck anyway, but 80 days were lost to the Taft-Hartley forces.

Meanwhile, on the East Coast, as soon as the International Longshoremen's Association, AFL, threatened direct action to get their wage demands, a federal injunction was thrown at them. They are under that injunction now. The injunction was brought under the Taft-Hartley Act.

Government by injunction was jettisoned 20 years ago. The Taft-Hartley Act brought it back—to smash labor unions.

Root Of Coast Beef

While there are many factors beside the Taft-Hartley Act involved in the current West Coast strike called by the CIO longshoremen, the Hiring Hall is a central issue along with the Taft-Hartley Act's requirement that union officials sign the non-communist pledge. (While no SIU official ever has had a single qualm about signing the pledge, and while all have signed, this requirement certainly is an unwarranted invasion of our personal rights as citizens.)

Where the Taft-Hartley Act does not strike directly it creates confusion, a fact which commie stooges like Harry Bridges and Hugh Bryson have been quick to seize upon to assert their positions. The current strike on the West Coast is the perfect example. The CIO dock workers need the Hiring Hall for the same reason Seafarers must have it—as a solid protection to their wages and conditions. To get it they have had to strike. In a vicious counter-move, the West Coast waterfront employers have locked out the seamen's unions by breaking off negotiations with the MEBA, MCS and MFOWW. The SUP is locked out along with the rest. Taking their cue from the men who wrote the Taft-Hartley Act, the employers are acting like the highbinders they always are when they get the chance.

There is no doubt but what the anti-labor boys are in the saddle. The pattern set by the Taft-Hartley Act will grow tougher and tougher as the months go by, and the maritime unions will always be a favorite target.

Bosses Back Raiding

Another point that is being missed by many is that the Taft-Hartley Act can serve the bosses indirectly by throwing organized labor itself into a state of chaos. The complicated rules for complying with the Act leave openings by which one union, can raid another with the boss shouting encouragement from the sideline.

Whatever differences there may be in the policies, practices and achievements of two unions in the same field, both eventually will be the losers if one raids the other. The boss cheers when it happens, because he knows that he stands a good chance of smashing both. Open rivalry in organizing is one thing. The union that is stronger and has more to offer new members can be sure of victory. But raiding is another matter because it destroys the common front which labor must have on basic questions.

We have to expect the Taft-Hartley front to become stronger. No union can afford to expect anything else the way events are shaping up. The SIU in particular must look for and be prepared for the worst if it is to maintain its position in the forefront of maritime labor. We didn't win the highest wages and finest conditions in maritime history by sitting still, and we will stay on top only if we keep moving.

There is no time like today to get ready for tomorrow. Or, to put it another way, you secure your ship for sea while you are still safe in port because the sea may be rough.

That is the reasoning behind the 10-dollar assess-



ment for the General Fund now being voted upon in all ports by referendum ballot. That is why every forward-looking Seafarer should vote "YES."

If the SIU is to sail through the troubled waters ahead, it must insure its internal health now when it is strong. Our day-to-day health depends on the General Fund. It is the General Fund that runs every activity of the SIU except those specific items covered by the special funds such as the Strike Fund.

The General Fund protects your contracts. It pays all expenses and salaries connected with policing the agreements, keeping the records, publishing the LOG and other literature, maintaining the Halls (except for new buildings and equipment), building supplies, clerical supplies, public utilities and various miscellaneous items that keep the Union going. No item is hidden, everything is in the open. Without the General Fund the Union could not operate.

Above all, it is the General Fund which must finance the running fight against the Taft-Hartley boys. That fight is part of the Union's day-to-day routine. The ship operators, seizing the Taft-Hartley Act as a club, have stepped up the pace of the battle. We must do the same if we are to keep ahead of them.

Top Commies Join NMU 99-Year Club

In a belated effort to eliminate disruptive communist influences, an NMU membership meeting in New York consigned three former top union officials to the 99-year club, confirming the findings of a trial committee.

The ousted members are Ferdinand C. Smith, ex-national secretary, Howard McKenzie, ex-vice-president, and Paul Palazzi, ex-New York port agent. They are expected to appeal the decision to the NMU's national council or national convention next month.

Smith, a native of Jamaica was already facing deportation by the Government as an alien communist. McKenzie, a "Riverboat Swifty" type, has long been a well-known commie stooge. Palazzi, a communist maritime theoretician, has frequently operated as a waterfront character assassin.

GANAWAY TOO

While Smith, McKenzie and Palazzi were on trial in New York, Clyde S. Ganaway, former port agent in Mobile, faced a trial committee in that port which recommended that he be placed in the NMU's 99-year club. The membership approved the decision.

The charges against Smith, McKenzie and Palazzi were filed personally by NMU president Joe Curran, who played "footsie" with the commies himself until his famous break in 1946.

Curran charged his three former colleagues with participating in leftist activities calculated to disrupt the NMU, and with misusing NMU funds. Their defense was that they were being tried for pushing the candidacy of Henry Wallace for President of the United States—who is being sponsored, pushed and publicized by the communist party.

In Mobile, Ganaway was charged with placing his personal aims and ambitions and those of the communist party above the welfare of the NMU membership and with neglect of his duties as Mobile agent.

Talks To Resume In ILA Pay Dispute

NEW YORK—Negotiations for a new contract were scheduled to be resumed late this week between the International Longshoremen's Association, AFL, and the New York Shipping Association for the first time since an 80-day federal injunction was thrown on the ILA on August 24.

The injunction, one more in the series slapped on maritime unions under the Taft-Hartley Act, was called for by the government on top of a 10-day temporary restraining order which was imposed when the ILA threatened direct action.

The negotiations affect nearly 50,000 longshoremen from Portland, Maine, to Hampton Roads, Virginia, the greatest concentration being in New York.

The principal issue in the dispute is wages.

Since the ILA has the "shape-up" system of employment, the hiring-hall is not an issue.

HERE'S WHAT I THINK...



QUESTION: What is the toughest job you have to perform in fulfilling the shipboard duties of your rating?



CASWELL WARREN, MM:

I'd say the whole job is pretty tough. A Messman has to please everybody by serving them all to their satisfaction—and at one time. It probably wouldn't be so bad, if you could handle the men's requests in groups of three or four at a time. Often one guy will holler and then the whole gang will chime in, and it's a race to keep everybody satisfied. You really have to keep stepping, if you want the boys to be happy. But I think with the right approach, and telling them "Take it easy, boys!" once in awhile, they all understand. I'm getting along at it okay.

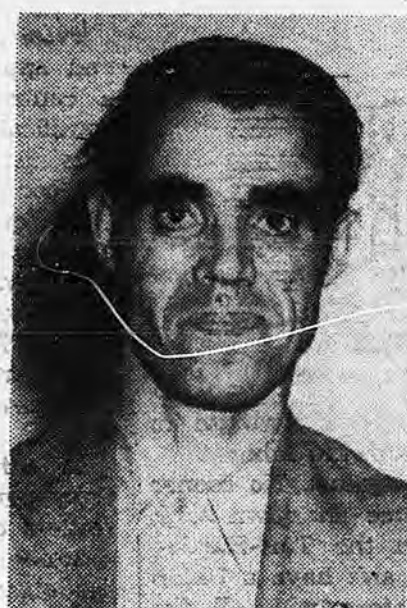
JULIO BERNARD, Bosun:

Satisfying all the men seems to me to be about the toughest part of being a Bosun. I get my orders from the Chief Mate, and it is my job to see that they are carried out—whether I like them or not. Some men don't understand this, or don't want to accept their responsibilities. When this happens the Bosun generally has to do their work because, no matter how you look at it, the work has to be done. We are all part of a good Union that sees to it we are the best paid seamen in the industry working under top conditions. All we need is cooperation on board ship.



S. T. BUTLER, MM:

I find that on short trips the men are easy to get along with and my job is fairly easy. But, on long trips, it's a little different story. After about two months out, a man gets homesick, crabby or just irritated, and he generally takes it out on the food or the service—although they haven't changed a bit. It's a Messman's job to kid them along, and not lose his temper so that every one's spirits are good. If you give the boys cheerful service along with good food you'll find their morale stays high. I rarely have any trouble, because I understand the nature of my job and the men.



JACK DIETRICH, FWT:

Toughest job in the engine-room for me comes when I'm on a tanker that is maneuvering in and out of port and constantly changing speeds. Maybe you get 50 bells in a period of 20 minutes. You've really got to keep hopping to cut down pressure, keep on eye on the pumps, work the valves and watch the bypass. Sometimes, during this maneuvering operation, you might also have to change or clean about 20 burners. But the hardest of all for me is the handling of the valves to keep the proper amount of water in the boilers. I always feel better when maneuvering is over and we're on our way.



ALBERT SEGRIF, FOW:

The toughest thing an FOW is up against is maneuvering into a harbor with the orders coming thick and fast. How bad it is depends who's on the bridge giving orders, but it's pretty tough anyway. You may get "Stop," "Cut Steam" and "Full Speed Ahead" in rapid succession, and you have to do some fast jumping. You can do a lot of things wrong and you have to know your business. You have to watch your water, and be careful you don't flood the place with oil or do something worse. You earn your pay. Of course, everything in the engine room is tougher on a tropical run.

K. KRISTENSEN, AB:

I think that one of the toughest things connected with my job comes up when you run into a tricky steam winch, just as you're about to top and lower gear. Generally this condition isn't discovered until the winch is to be used. Conditions like this can be dangerous. To avoid such occurrences, I believe the winches should be checked as soon as a ship arrives in port. On the Colabee, a few years ago, we had a gas head on a winch blow up and, as a result, a boom was dropped. Luckily, no one was hurt. I think this condition is a big headache to Bosuns and ABs.



CHARLES CARROLL, OS:

Personally, I don't think any part of my job is tough. I've been getting along very well as an OS. I do my job to the best of my ability, but everybody seems to cooperate, which makes everything pretty simple. What helps, too, is the fact that most SIU ships are clean. As far as sanitary duties go, it could be darned tough on a guy in my rating when he comes aboard a ship and finds that the gang that just paid off did so in a hurry and left a mess behind. I've seen this only once, though. Most SIU men are careful about leaving the ship clean.



THEODORE WILLIAMS, OS:

I've been sailing three years and a half and I guess an OS doesn't find one thing much tougher than another. The tough time is when something goes wrong. Worst I remember is once when I went up the mainmast of a Liberty in a Bosun's chair to fix the range light. The shackle at the top holding the chair broke and I started to fall. I was lucky enough to grab the mast and I slid, but it was a rough slide. I hate to think what might have happened if I'd missed. That was a close call, although maybe I've had tougher jobs.

AROUND THE PORTS

Philadelphia Seafarers Go For Assessment, Conference Plans

By LLOYD (Blackie) GARDNER

PHILADELPHIA — Shipping picked up considerably this week, with two payoffs, the SS John H. Marion—a Liberty tanker, one of the recent additions to the SIU, and a good ship with a clean payoff—and the SS George Gershwin, an Alcoa Liberty loading grain here for Germany. This also paid off clean, and took an entire new crew since this was a transportation payoff.

Incidentally, this new ruling which requires men to get off the ship when they get transportation money, has been received by the membership here as a damn good thing.

The consensus of opinion is that it is undercutting the spirit of the agreement, for a man to take the money which the Union has forced the companies to pay so that men can get back to the port where they signed on, and then to remain with the ship.

But to do this at the present time, when many Brothers are hard-up for a job, is hardly an action becoming a Union Brother!

There were a number of ships in transit which were contacted by the Patrolman: The SS Robin Goodfellow, the Robin Doncaster, the SS Cape Race of South Atlantic; and the John B. Waterman.

Several coastwise vessels also touched here. All of these ships were visited, and all left with the beefs cleaned up and everybody happy.

THEY LIKE IT

The reports of the Emergency Agent's Conference that were carried in the last LOG were well received here. Everyone is enthusiastic about the new program and this Port is back of it 100 percent.

The \$10.00 assessment for the General Fund, which is coming up on the Referendum ballot, will mean a lot toward seeing this program through. We feel sure that it will pass with flying colors, for the membership is aware of the importance of a

strong and expanding SIU in the tough days ahead.

After all, the sound condition of the Building and Strike Funds, which has made the Companies respect the Union and its ability to go through with whatever it starts, had no small share in gaining the recent raise and the new two year contracts.

An extra \$10.00 right now can be expected to do the same thing for the organizational drives and the expanding program of the Union.

NY Office Moves

The New York State Employment Insurance office for maritime personnel in New York City has moved to new quarters at 165 Joralemon Street, Brooklyn. All seamen's business, whether claims or weekly visits, is now handled by the new Brooklyn office.

Better accommodations for handling seamen are reported at the new office, which can be reached by any subway at the Borough Hall Station.

The old Unemployment Insurance office was at 277 Canal Street, Manhattan.

Shipping For Rated Men Fair In New York

By JOE ALGINA

NEW YORK—Business in this port is good, and shipping is still pretty fair for rated men in the Deck and Engine Departments. Stewards are having a harder time getting out, however.

One guy who gets a job for the asking is the AB who has a green ticket. The new Coast Guard rule says that two-thirds of the ABs on any ship must have the green tickets, and there are plenty of ABs with blue tickets who are eligible for the green one.

If you are an AB and have three years seetime, get yourself the green ticket if you haven't already. You'll be doing yourself and the Union a favor.

We had some pretty fair payoffs in this port during the past week. Among the good ones were the Steel Age, Isthmian; Stephen Leacock, South Atlantic; Canton Victory, Waterman; Algonquin Victory, Saint Lawrence Navigation; Seatrain New Jersey and the Carolyn, Bull Line.

BULL STUFF

We had another Bull Line vessel, the Beatrice—whose payoff would have been okay, if it hadn't been for a dispute over the Steward. The ship's officers claimed that the chow was bad and that either the Steward or the Chief Cook would have to leave.

It sounded like a bum beef to the Union since there had been an argument with Bull on the same score a few weeks back. So the SIU and the MM&P got together and looked into the question.

They found that the company had bought a lot of pretty unsavory food while the Beatrice was lying in New York during the ILA strike in Puerto Rico. This was at a time when the company had tried to fire the Steward. The Steward was not even aboard when the food was bought, since the SIU man was then in the process of getting his job back. To make a long story short, the Steward and the Cook are both still on the ship.

We also paid off two tankers belonging to US Waterways. They came in to be fireproofed in accordance with Coast Guard orders. Just how long before they will come out again we don't know.

We signed on some ships too, all with a minimum of trouble. In fact, we had a routine week.

BIG WIND

Labor Day was a typically windy holiday. All the politicians mounted their rostrums to proclaim that they were labor's friends and benefactors. They



shouted it loud, long and often—as they always do. And, as usual, all the yelling amounted to a flat nothing.

The politicians never give labor anything. Labor gets what it fights for, and no more. We'll keep on fighting for the seamen and let somebody else play footsie with the politicians. That's the way the SIU always has done things and always will.

Meanwhile the employers complain that strikes are "ruining" them and that labor must be held in check. The sometimes

Mobile Shipping Gains Slightly; SIU Fishermen Win New Waters

By CAL TANNER

MOBILE — Shipping here was fair, but no better than that during the past week. At least it was better than it was the week before—which is something.

We had five payoffs, two sign-ons and three ships in transit. There were jobs for 91 bookmen and 30 permits.

Ships signing on were Waterman's Governor Kilby and Alcoa's Ranger, plus two ships with continuous articles, the Alcoa Corsair and the Morning Light.

The payoffs were on the Pegasus, Ranger, and Corsair, all Alcoa, and the Governor Kilby, Morning Light and Lafayette, all Waterman.

There were no serious beefs on these ships, what there were being settled without any difficulty. In fact, the only beef of any proportions during the weeks was inside the Union.

On the Morning Light, the crew lost a few hours of overtime because five members of

the Deck Department were late for sailing on several occasions. The men who caused the trouble are being brought up on charges for their performing.

Shipping looks as if it were going to be pretty slow for a at least the next week and perhaps longer. Neither Waterman nor Alcoa reports much stirring.

With practically no ships in port, the Marine Allied Workers' Towboat and Riggers Division is finding thing a bit rough. Five tugs were laid up and the riggers, who had been working on the ships as they came in, are just about knocked off.

SOME IMPROVEMENT

However, this situation is looking a little bit better. Waterman sent two tugs outside and called back two small tugs from idle status for harbor work. When the tugs that went outside bring in the LSTs they are towing, there will be some work for the riggers.

The SIU Fishermen have succeeded in persuading the State Conservation Department to move the legal line so that they can shrimp further in than they have been.

Before the new line was set up, the shrimpers were not able to go past Arlington Pier in Mobile. However, they claimed that the shrimps inside the line were bigger and more plentiful.

The Unions and the state officials got together and agreed to make a test run of the water in-



side the line. After the test, the state discovered it would be okay to open up some extra water to the fishermen, which will be done right away.

There is nothing new on the unemployment compensation battle down here. There is an appeals court hearing scheduled for September 8, and we will represent all members involved. We expect a final and binding decision from the State Supreme Court in the very near future.

QUIET PICTURE

The labor picture in Mobile is quite serene this week, there being no beefs hanging fire. The other night, Brother Morris Alpert of the Teamsters was elected president of the Central Trades and Labor Council to fill out the term of Brother C. H. Applewhite who resigned a while back.

Brother Alpert, who is Business Agent for the Teamsters, is a member of Mobile's powerful Maritime Trades Council. Congratulations to Brother Alpert!

There always are a few old-timers around this port. Right now you can find the following: A. M. Wiggins, J. Walters, J. F. Dixon, H. Thompson, W. Reynolds, J. R. Mayes, H. Augustus, W. Marshall, A. F. Wright, J. P. Crawford, D. Saxon, L. Stone, Curley Price, C. Aubert, E. T. Hardeman, E. D. Scott, Lefty McNorton, E. De Angelo and Paul Chattey.

From The Sixth Deck

By EDDIE BENDER

Your book number is the surest way of identifying yourself in the Union so, if you have not memorized it yet, you had better do so. It will come in handy sometime, for one can never tell when or how his book might be lost or when he might have a beef to settle.

If you ever have to write to Headquarters, for a duplicate book, a beef, or what-have-you, it is best to mention this number. If you hold a permit, mention this number. It will facilitate the handling of your case, and you will get a quicker response to your communication.

When it comes to requesting a duplicate book or permit, always enclose the required \$1.00 fee. Payment must be in postal money order or a postal note. Make it payable to the Seafarers International Union, 51 Beaver Street, New York City 4, N. Y.

Be sure to place the notation, "Attention Sixth Floor," so that it will go directly to the Records Department at Headquarters, and insure the prompt handling of your case.

Shipping Slows, And New Hall Is Only Cheer In Port Tampa

TAMPA—This port is wallowing in the worst streak of bad shipping to hit here since the war. For the past two weeks all activities has been at a standstill. Tomorrow we get our first break when the John Laurence of Waterman will head in. Thursday we are scheduled to receive the Smiley.

Next week we are slated to receive the usual three Waterman ships and one Alcoa, but all jobs are as good as gone all ready. These berths will be snapped up by the bookmen waiting on the beach, so a permitman is wise if he steers clear of this port.

BROKEN HEARTED

An incident which should prove of interest to the membership, though I don't know what it proves, took place here last week. A member of the communist party chose this port for his swan song. In a real dramatic manner he gave his all to the cause.

The Moses Cleveland, a Luckenbach ship, came into Tampa to go into drydock. A Wiper aboard, an avowed communist, received word that the commies had been swept out of office in the NMU.

The news acted on him like a shot. He ranted and raved over the deck of the ship, swearing that the world had gone to ruin now that all the commies were out in the street.

SWAN DIVE

He proceeded to work himself into a frenzy and, finally, he grabbed his money, waved at his



shipmates, and with a yell of "to hell with it all" took a dive over the side.

The police fished his body out four hours later. His dough was missing.

At the inquest later, the crew told the commissioner that the man had preached the "doctrine" all during the trip, and that the defeat of the commies in the NMU elections had proved too much for him. He was a member of the MFOWW.

On the local labor front:

The Teamsters here are having a run-in with the Yellow Cab Company, the first unionized company in the area. The cab company's manager is doing all he can to break the union, but from all indications he is going to run into a snag.

There are a couple of SIU men pushing hacks for this company. Our men were also instrumental in organizing the Red Top Cab Company, a notorious fink outfit, which now has a contract with the Teamsters.

A little closer to home, and of more interest to the membership, is the report on the progress of the Hall. Our building is just about complete. It's a real swell lay-out. If business were only as good as our Hall we would have the best shipping of any port.

About the only things our members are finding to boast about are the contracts and building. At least we can crow about these.

FRIENDLY TENANTS

One side of the building is just about ready for tenants. The Office Workers and the Cigar Box Makers Union are waiting, and the Longshoremen also want space.

This arrangement will make things nice for all hands. The Cigar Workers have long been our friends. They assisted us during the General Strike and, if things ever come to swords points with them, we will be able to reciprocate.

The rainy season is about over, and while most of the country is sweating it out, we are having mild weather. In fact, nights are actually cool here.

Several oldtimers are hanging around waiting for the long one. Some of them are Harry Simmons, Markos Franggos, Buddy Baker, Morse Ellsworth, Joe Wreadand, Bobby Sheppard, to name but a few.

DOCK HUCKSTER IN EGYPT



A sketch by Seafarer Norman Maffie

Port Baltimore Reports Week's Shipping Rise

By WILLIAM (Curly) RENTZ

BALTIMORE — Shipping has picked up in the past two weeks. Most of the men have been taking the jobs and we have even had to send out to other ports for men.

We had payoffs on the Ore Line's Steelore, and Oremar; Isthmian's Cape Elizabeth, Steel Navigator, and St. Augustine Victory; the Governor Graves, Waterman; the Robin Goodfellow; and the Henry Rice, Alcoa. We are hoping for some good payoffs in the week to come.

Four ships signed on: Steelore, Oremar, Governor Graves, and St. Augustine Victory. We should have some more sign-ons next week with a few Isthmians that are at present in the repair yard, and several Alcoas.

There have been some Alcoas and Watermans here in transit that just pull in, load, and leave without calling for replacements. Most of them crew up in the Gulf. There have been a few minor beefs, but most of them have been straightened out right on the ship.

KNOWING THE SCORE

The crews are doing a good job in that respect for, by knowing the agreement and living up to it, most of the half-phony beefs are eliminated. The good beefs were straightened out right on the ship with all members present.

On a Waterman and a Robin ship there was not even one beef; while on the Henry Rice everything was okay, except for one man who started to get off and then changed his mind after a replacement had been dispatched.

When you start to get off, be sure that you do; for when you change your mind the last minute you ball everything up. It is not right, and it causes trouble for the Dispatcher and for the men that are shipped.

FIGHT DOES IT

Some other Unions cry that the SIU always gets the best of everything. They forget that the SIU has fought for everything that it has gotten, and has never sold out as some of the others have done. We are watching the tie-ups on the West Coast and wondering how it will effect us.

The MFOW and MCS are going out on strike here. They already have a few pickets out on their ships. We are standing by to see what is what.

There are some gashounds around, but they don't hang around the Hall, for they know that we are watching them and will lower the boom if they interfere with Union business.

One Cities Service tanker came in and we hit her right away. Everything was okay. She is in the shipyard for repairs and will be around for a while. Both Cuba Distillery tankers were in the shipyard, too, and one is still there. We hit them every day to be sure that everything is all right and stays that way.

The boys in the hospital are doing all right. That raise and the new contracts made them all feel a lot better. They are all anxious to start sailing again, and we sure wish them the best of luck.

Bridges' Strike Halts West Coast Shipping

By AL BERNSTEIN and FRENCHY MICHELET

SAN FRANCISCO — Shipping on the West Coast was brought to a complete halt the other day when the CIO Longshoremen, the MCS and the MFOWW hit the bricks.

With the strike now well into its first week, things are proceeding quietly—so quietly, in fact, that, except for the picket lines in front of them, the various terminals and docks look no different from the way they ever looked before. But shipping is at a standstill.

There has been no trouble of any sort in this port. In fact, the only place there has been any trouble at all is Wilmington, where there was a flare-up between the SUP and the CIO longshoremen on an issue that had nothing to do with the coastwise strike.

SHIP LINE-UP

The following A&G-contracted ships were in San Francisco when the strike broke: Monroe Victory and Steel Inventor, Isthmian; Yorkmar, Calmar; and Waterman's Malden Victory.

Due up the coast are the Lyons, Smith & Johnson; Isthmian's Clyde Seavey and Calmar's Marymar.

Scheduled to arrive at Broadwood on the Columbia River is Waterman's Purdue Victory. That is the complete picture of A&G shipping on the Coast at present.

The morning the strike began, we called a special meeting at A&G Headquarters here. We elected W. McKay, C. Quinnt, Joe Gordon and "Shorty" Foos as a rank-and-file committee to serve as strike observers at the docks where A&G ships might be affected.

They were instructed to talk

to picket captains, crews and everybody else involved. They were also instructed to report by telephone every 30 minutes.

The crews of A&G ships were instructed to listen to no orders, suggestions or requests from anyone except accredited representatives from the A&G's San Francisco Hall.

This policy paid dividends almost immediately. A sound truck operated by one of the striking unions cruised the waterfront urging all crews to pile off their ships. The A&G delegates checked with this office and were told to keep the men aboard to maintain the contracts.

CALLING CARDS

After due deliberation, we printed cards identifying our men and requesting picket captains to let them through. The cards read as follows:

"Picket Captain: Please pass Brother _____ of SS _____ at Pier _____ who is going aboard this vessel to maintain our contractual obligations and for safety of the ship."

"Under no circumstances will this Brother remain aboard the above-mentioned vessel in the event of strike-breaking tactics on the part of the operator."

The cards bear the letterhead of the San Francisco Hall and are signed by an A&G official.

Although the picket captains have honored the cards on every occasion so far, we have urged our members not to walk through the lines unnecessarily.

"Pass through only after the picket captain clears you, and then go about your business," we tell each man. We don't want any incidents. Not that we have much to worry about,

however, since the men on our ships here are first-rate Seafarers, A&G style.

'ROUND-THE-CLOCK

During the week, we have held a meeting every day to discuss what we have to do in the face of the strike and its relation to our ships. In addition we've had to keep the San Francisco Hall open 24 hours a day to cope with the situation.

Incidentally, the first man to volunteer for night duty was Brother H. Beckman, who checked calls all through the first night we were open. Since then we have had more than enough volunteers and we intend to stay on a 24-hour basis until the strike is over.

The boys have been enthusiastic about helping out. Several who had taken to the hills after recent payoffs to get in a little vacation time have called in long-distance to find out what they could do.

Incidentally, after one of our bull sessions on the strike, there was a Brother telling us what a swell time he had in Reno. His account didn't sound much like the Reno we knew, so we questioned him rather closely.

"Sure I was in Reno," he said, "and I can prove it by these pictures. I was right there in Reno de Janeiro."

On The Coast

If you have a beef or a problem when you're on the West Coast, contact the new A&G Hall, 85 Third Street. The telephone number is DOuglas 2-5475. Drop in between ships, and get acquainted.

SEAFARERS AND FRIENDS IN MOBILE



In photo above, SIU members are seen in Mobile Hall shortly after special meeting in which they discussed situation at State Docks during recent AFL Carmen's beef.

Below are members of a committee of AFL Tiptple Workers Union which holds its meetings in SIU Mobile Hall. The Tiptple Workers is another of the labor organizations with which the SIU enjoys a close-working relationship.



NEW YORK

SS LONGVIEW VICTORY

N. T. Curran, \$1.00; A. P. Permijo, \$2.00; J. Ekland, \$5.00; M. R. Salvador, \$1.00; S. C. Hudgens, \$3.00; A. Martinez, \$1.00; J. Cubano, \$1.00; H. J. White, \$5.00; R. L. Aiu, \$3.00; F. Castro, \$3.00; E. O. Suco, \$2.00; J. Fernandez, \$3.00; A. Wiessner, \$3.00; J. P. Macahillas, \$2.00; S. Pascual, \$1.00; A. C. Dejesus, \$2.00; L. R. Hynes, \$2.00; J. Rharriman, \$2.00; F. Tokarchuk, \$1.00; Grogan, \$1.00; E. Pacheco, \$4.00; V. Cellini, \$2.00; C. Ford, \$2.00.

SS STEEL EXECUTIVE

W. G. Harrington, \$5.00; R. Doupe, \$2.00; A. R. Swiszcowski, \$1.00; A. C. Belt, \$2.00; R. Finstrom, \$5.00; A. J. Jensen, \$2.00; L. Gocko, \$3.00; R. Anzalone, \$2.00; J. A. Smith, \$2.00; A. Saunders, \$2.00; J. B. Crowley, \$2.00; F. W. John, \$2.00; A. Adomaites, \$5.00; A. M. Cheverez, \$3.00; B. A. Graivberg, \$2.00; F. Rasmussen, \$3.00; B. B. Amequita, \$2.00; C. Reiff, \$2.00; B. L. Robbins, \$2.00; R. I. Pelayo, \$2.00; S. Potunia, \$2.00; J. B. Pereira, \$5.00; O. A. Payne, \$2.00; L. Rinaldi, \$1.00; J. W. Smith, \$2.00; B. A. Modo, \$5.00.

SS STEEL FABRICATOR

V. Suska, \$3.00; A. Sparrow, \$2.00; J. D. Howison, \$2.00; V. Sedes, \$5.00; Al Thomas, \$5.00; P. J. Welsh, \$2.00; W. R. Serpe, \$2.00; S. Gordon, \$2.00; P. Reyes, \$3.00; C. Flores, \$2.00; D. Blonstein, \$1.00; T. R. Tobiasen, \$3.00; C. Rodriguez, \$3.00; C. P. Rose, \$3.00; H. Aquio, \$2.00; V. Arevalo, \$5.00; M. F. Villacarte, \$3.00; E. Ojeca, \$1.00; R. P. Negron, \$1.00; M. Martin, \$2.00; P. D. Velez, \$2.00; M. Magdael, \$6.00.

SS SEATRAN HAVANA

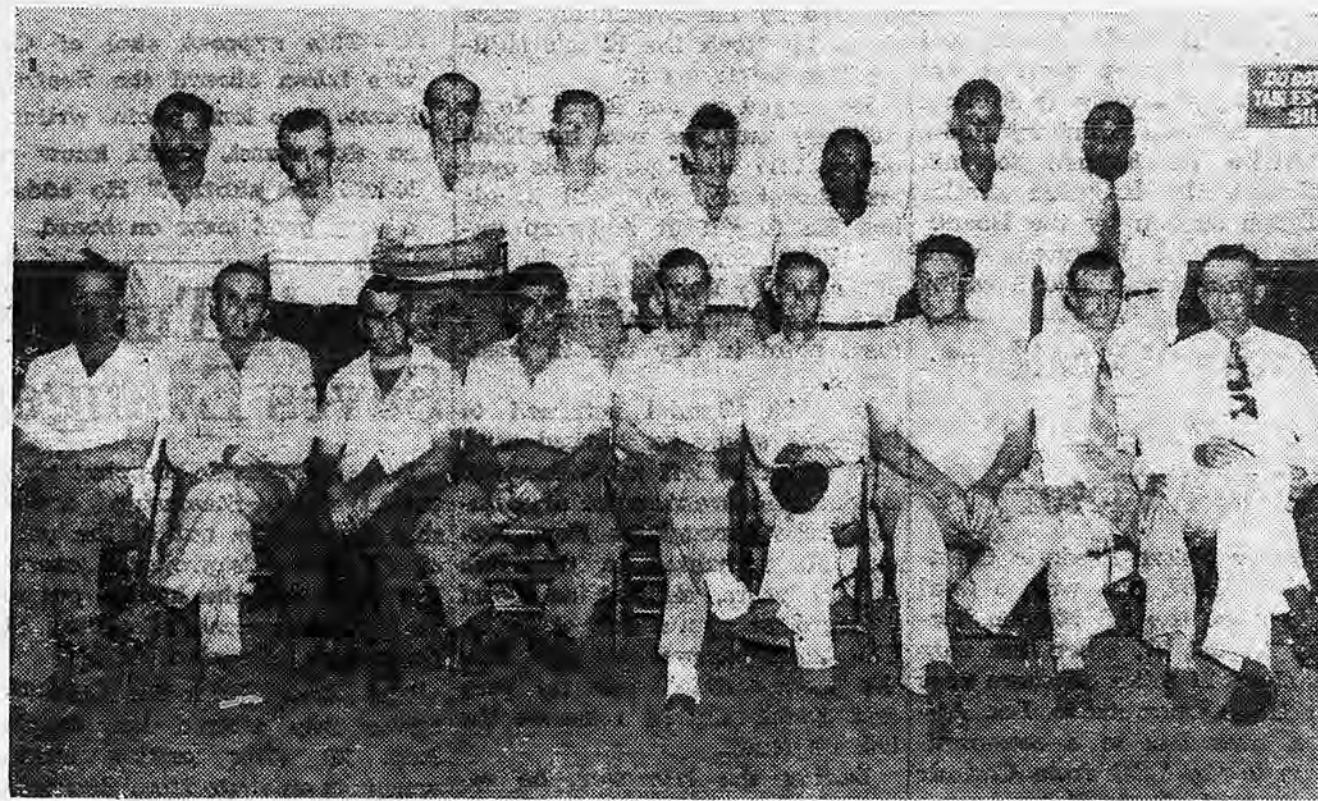
F. H. Pitts, \$5.00; J. J. Word, Jr., \$1.00.

SS J. B. WATERMAN

W. V. Newhiff, \$1.00; C. A. Nickerson, \$1.00; H. C. Hill, \$1.00; D. S. Gardner, \$1.00; H. Kohv, \$2.00; P. R. Davis, \$2.00; B. Bugesson, \$1.00; S. Pateras, \$1.00; E. Belkner, \$1.00; E. Steele, \$2.00; F. Wonsor, \$2.00; A. T. Thibodeau, \$1.00; J. Boldizar, \$1.00; A. Oyhus, \$1.00; A. Plutes, \$1.00; S. Piusinski, \$1.00; J. Anderson, \$2.00; C. H. Buser, Jr., \$1.00; P. Richter, \$1.00; J. Sanlouzans, \$2.00; P. Pron, \$1.00; N. Tripp, \$2.00; C. H. Reiss, \$1.00; C. Andrew, \$1.00; J. Vilos, \$1.00; J. J. Monahan, \$2.00; R. H. Bridge, \$1.00; J. Jimenez, \$5.00; B. C. Simpson, \$1.00; E. Jusino, \$1.00; J. F. Pacheco, \$2.00.

SS ALGONQUIN VICTORY

W. G. Appleby, \$2.00; B. D. Friedman, \$1.00; E. Blevins, \$1.00; K. L. Hogan, \$2.00; A. S. Blomkvist, \$2.00; J. Bumgardner, \$5.00; J. S. Asavicius, \$2.00; F. Redman, \$3.00; K. E. Morie, \$2.00; J. R. Rodriguez, \$2.00; L. A. Gramboli, \$1.00; J. Czerwinski, \$3.00; J. Viga, \$1.00; L. A. Ware, \$1.00; W. Murrell, \$3.00; E. E. Roloff, \$1.00; N. J. Wright, \$2.00; W. J. Doyle, \$1.00; E. V. Smith, \$1.00; D. Ortiz, \$2.00; M. X. Pinto, \$1.00.



Gadsden Mate Makes Own Working Rules

By LOU GOFFIN and RAY GONZALES

On paying off the MV Gadsden recently, we discovered a Chief Mate who takes it upon himself to clarify our contract. Very officiously, this guy decided to make up a set of rules, which the sailors would have to abide by.

After we glanced at these rules, we informed the Mate that the SIU had a signed con-

clarifications were found necessary the Union and the company would make such decisions. On the Gadsden, a heavy lift ship carrying locomotives, the Mate has a little more authority over the sailors than on the usual run of cargo ships.

OVERSTEPS LIMITS

Regardless of his authority, he has no right to make his own working rules. Oddly enough, most of his working rules were pulled from the contract and then altered to suit his personal views.

This encounter with the Gadsden's Chief Mate is good reason for reminding all hands that we have complete contracts with our companies. All working rules, living conditions and wages are set forth in these agreements and private agreements are out—and how!

If crews require clarifications on any point, they can get them at any Union Hall. As long as we do our work in accordance with the provisions of the contracts, everything will run along smoothly.

Keep a weather eye open for these mates and engineers who try to interpret the contracts to

Mosoil Struck By Freighter, Runs Aground In Argentine

Bearing temporary patches, the Federal Motorship Corporation's SS Mosoil is bound for the States after an ill-fated South American trip during which she collided with a Belgian freighter and ran aground twice, according to word just received from Seafarer C. J. Hill, Deck Delegate.

The Mosoil spent about a month in Buenos Aires, undergoing temporary repairs on her starboard side, and left the Argentine port on Sept. 2. She is one of the vessels acquired by the SIU in its drive on unorganized tanker companies begun early this year.

Calamity first struck the Mosoil on July 12, as she left Buenos Aires and was proceeding up the river to Rosario.

"Our steering gear broke down in the channel," Hill says, "as we were approaching the Belgian steamer, Henry Jasper. The danger signal was given on the ship's whistle and the Jasper dropped her hook, but she

couldn't stop in time to keep from hitting us.

"She hit us forward of the bridge on the starboard side."

No one was hurt as holes were torn in several of the Mosoil's tanks and the starboard side of the bridge and shelter deck were torn off, according to the Deck Delegate.

The Jasper hit the Mosoil again on the after deck house, then bounced off. Hill said that none of the crew knew what had happened until it was all over, as no general alarm was sounded.

"A tug took us to anchorage," the Deck Delegate's account continues, "and the Engineers repaired the steering engine that night. We got underway for Rosario about six the next morning."

RUNS AGROUND

"That afternoon we ran aground. We were aground three days and nights. On the third night a small tanker came and took part of our cargo off, and the next morning we resumed our trip to Rosario."

Leaving Rosario July 29 for anchorage outside of Buenos Aires, the Mosoil again ran aground in the river.

The ship remained in that position for 12 hours, awaiting the next high water to get free. When she returned to Buenos Aires on Aug. 2, divers went down to inspect the damage and discovered "a rip about 40 feet long and eight feet wide, from the No. 1 to No. 4 tanks on the starboard side."

Temporary repairs were then begun.

CREWED IN SAVANNAH

Prior to the succession of setbacks in the Argentine, the Mosoil had left Savannah March 13 for Curacao. From there she carried oil to Swansea, England, returning to Curacao for another cargo destined for Santos, Brazil.

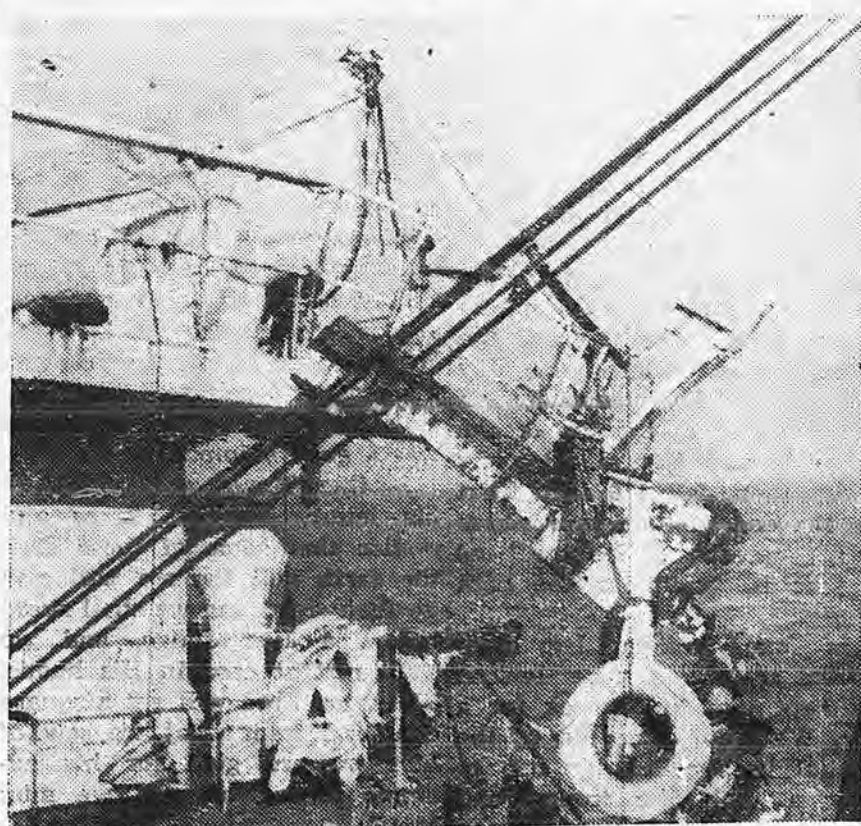
Discharging in Santos, the Mosoil again went back to Curacao, took on oil cargoes and headed for Buenos Aires, Rosario, and her unlucky experiences.

Built in 1920, the Mosoil formerly sailed under the Cities Service banner as the Kansas. Before she was acquired by the Federal Motorship outfit she was in the boneyard for two years.



tract with the company and that we expected, not only the unlicensed personnel to live up to it, but the officers as well.

He was also told that, if any



Starboard side of the tanker Mosoil's boat deck as it looked after being struck by Belgian freighter.



SHIPS' MINUTES AND NEWS

Seafarer Sam Vandal's Fifty-Year Career Studded With Colorful Jobs

The first morning Seafarer Samuel Louis Vandal was at sea he heaved a bucket of slops to windward—and learned his first lesson in seamanship the hard way more than 50 years ago. Of course, he was not the first fledgling seaman to make this mistake—nor the last. But perhaps there was more excuse for Sam Vandal than for most since he was only 12 years old. He had awakened that morning as a stowaway on a square-rigged grain ship out of Perth, on the south coast of Australia, bound for Europe, and had been put to work. It was the beginning of a long and colorful career as seaman, circus performer, shoreside baker and soldier.

That trip was Vandal's first experience with the sea, and it was to be a long time before he went back to it as a seaman. But he recalls the name of that old square-rigger. She was the

to which he was to return several times in the future, but he did not remain long on this visit.

Still anxious to see the world, he went to Canada where he joined the Colonial Mounted Territorials of the British Army. That was before Canada became a dominion and won control over an army of its own. As a member of the British Army, Vandal was subject to service anywhere in the Empire—or beyond if so ordered.

Vandal did two three-year hitchhikes, spending most of the first hitch in South Africa and India, and during the second seeing garrison duty in Ireland and on Britain's Salisbury Plain. In Africa he learned to talk Afrikaans, the language similar to Dutch spoken by the Boers.

The Colonial Mounteds were roving Military Police whose

duty was to keep order on the sparsely settled South African veldt. Vandal at various times was stationed at Capetown, Pretoria and Johannesburg. But, although the Boer War was still fresh in local memories, he reports that his South African tour was relatively uneventful.

Vandal left the Mounted Colonials in 1909 and returned to the bakery in Paterson where he remained until the First World War broke out in August 1914. After the German Kaiser started things going, Vandal was recalled by the British and once again he "took the King's shilling," as he terms it.

He served in the Royal Horse Artillery until he was invalided out in 1917 with gas in his eyes and throat and shrapnel in his leg. He fought at Antwerp under Kitchener, and was in the bitter 10-day British retreat from that port which always is a focal point in any war in western Europe.

In 1920, Vandal returned to Paterson where he worked until 1929 when he left the bakery to become a concessionaire at country clubs throughout New Jersey. He remained in this line for 10 years, serving as Chief Steward at a number of clubs. The chief drawback was that the money didn't pile up very fast. Eventually he resumed the baker's trade.

During the late war, he returned to the sea as a baker after trying to enlist in the armed forces. He has been sailing steadily ever since except for a recent stay in the hospital. He was hurt aboard Alcoa's Wild Ranger in May of this year and was drydocked in Trinidad for a spell before returning to the States. He's ready to go again now.

NOTHING EXCITING

Of his wartime sailing Vandal has little to say. "Nothing exciting" happened he claims. "No bombs, no mines, nothing." But when pressed he admits that he was under fire in Antwerp, an experience that vividly recalled his service with the British Army in the other war.

A staunch Seafarer, Vandal is proud of the SIU's achievements. He points to his own participation in the 1946 General Strike which was the biggest beef he ever was in. But he insists that the most important victory the SIU ever won was the Isthmian Strike which he missed because he was at sea.

He maintains that the victory over Isthmian gave the SIU tremendous prestige on every waterfront in the world. The seamen of other nations knew all about Isthmian, he says, and when the Seafarers made Isthmian say "uncle" the eyes of maritime labor in every maritime nation looked with respect at the most militant union of them all.

Brother Ofestley Dies Aboard Malden Victory

Brother Oskar Frederic Ofestley, SUP 1507, met with a fatal accident on the SS Malden Victory, August 27, when the ship was about 27 miles off shore near San Diego, enroute to Los Angeles, according to a communication to the LOG from Casimir Honorowski, Deck Delegate.

The latter writes that Ofestley accidentally slipped while working aloft on number three king post, and fell to the deck. He never regained consciousness, although he was immediately carried to the ship's hospital, and the Chief Mate and the Captain did all that was possible for him.

ALL EFFORTS FAIL

The Captain radioed for a plane and got a prompt response. The sea-plane arrived before the Deck Gang had the No. 1 lifeboat ready. He was transferred to the plane, which took off for a shore base. But Brother Ofestley passed on before the plane could land.

Ofestley was born in 1886 in Norway, and so far as is known he had no kin in this country or abroad. According to Delegate Honorowski, he was quiet and efficient, and was well liked. He took his place in the crew and was a good shipmate.

Brother Honorowski states in his letter, "we all know and realize that some of these days the earth and the sea will give up their dead and we shall stand before a Just Judge, and we shall rest at ease in His hands. We know Fred will get a square deal and from what we saw of him we are glad for his example among us, and we miss him."

A memorial service and a minute of silence was the crew's tribute to him.



SAMUEL VANDAL

Princess Alice, and she was master-owned which was a common practice at the time. She was a proud ship for her day, but a seaman's life was rough when Vandal first left his Australian home.

HIGH-POLE MAN

Shortly after arriving in England, Vandal, who was an agile lad, joined a traveling circus. He worked as a "high pole" performer with a troupe called "Daredevil De Caruso and Company." He stuck with the De Carusos for six years, traveling the length and breadth of the British Isles, Europe and the United States. Finally, one day in Cardiff, Wales, somebody left a loose board at the top of the high pole and Vandal, 18 years old by then, fell 118 feet. That was the end of the circus phase of his career. "I became," as he puts it, "unfit for the high pole."

His one broken leg, two broken arms and four broken ribs kept him in drydock for a year. When he came out of the hospital he recalled his trip to America with the troupe and caught a ship as a passenger. He ended up in Paterson, New Jersey, where he worked as a baker. It was a city and a job

KEEPING HER STEADY



This unposed shot of Quartermaster Charles Scherhaus was taken aboard the Seatrain Havana recently. Brother P. Reese, who took photo, writes that "Scherhaus, Deck Delegate on the vessel, didn't know what had happened until I released the shutter." He adds that the QM was just one of a very good crew on board.

Quick Turn-In To Norfolk Saves Evangeline From Gale

Some fancy side-stepping took the Eastern Steamship cruise ship Evangeline out of the path of a hurricane's projected course last week but she had to put in at Norfolk instead of calling at Nassau, as scheduled.

The New York-West Indies cruise ship altered her course Aug. 28 after getting storm warnings en route from Bermuda to Nassau. She would have had to cross the hurricane's path to make the Bahaman port.

SETS NEW COURSE

The Evangeline left Bermuda Thursday. That afternoon the hurricane's movement began and by Friday it was apparent the storm might cross the Bermuda-Nassau line. At 4 P.M., the ship's loudspeakers announced that a new course was being set for Hampton Roads because of the storm danger.

Buses met the vessel when she pulled into the Army base pier-side the morning of Aug. 29 and the passengers were taken to Virginia Beach to spend the day that otherwise would have been enjoyed at Nassau.

HEADS FOR GOTHAM

Next morning the Evangeline headed for New York so she could arrive on schedule.

Seafarer Jerry DeMeo, OS, who served as ship's telephone operator told the LOG the trip

was slightly rough but no trouble was encountered.

DeMeo said the Evangeline carries "a darned good crew of Seafarers. He added that "probably the reason we never have any trouble is that Frenchy Ruf is aboard."

Jerry has been a member of the SIU for three years. His brother Alex, also sails on SIU-contracted ships.

Whale Whaled

The Evangeline's sister ship, the Yarmouth, also had its moment last week. Entering Boston Harbor on September 4 the Yarmouth collided with a whale—the whale coming off second best in the engagement. No damage was suffered by the Eastern Steamship Company vessel, but it was necessary for the big passenger ship to back up to free the mammal impaled on its bow.

Thanks Cape Race Men For 'Brotherliness'

Seafarer Aardi Huffart really found out the meaning of the words "Brotherhood of the Sea" from the crew of the SS Cape Race, South Atlantic, last month.

Huffart missed his ship in Belfast and was left high and dry. However, he was picked up by the Cape Race and he says his SIU Brothers really took care of him.

They bought him gear from the slopchest, and after the ship paid off in Baltimore the other day they advanced him the fare to his home in New York.

"Those guys did everything in the world for me, and I'll never forget them," Huffart says.

ATTENTION!

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

Digested Minutes Of SIU Ship Meetings

LAKE GEORGE, Aug. 11— Chairman Edward Hayston; Recording Secretary Sidney M. Lipschitz. Brother Wilson elected Ship's Delegate. Department delegates reported no beefs. Under New Business motion carried to fine anyone allowing Arabs in the foc'sles five dollars, this money to go to the hospital fund. Under Good and Welfare, the Ship's Delegate was asked to consult Chief Engineer on having the fresh water tanks cleaned. It was decided to write to the Secretary-Treasurer to ask that the FWT who failed to report aboard ship after being shipped from the Hall be investigated, and to point out that the non-union replacement sent aboard has proved to be okay, and would be recommended to the Patrolman when the ship got back. One minute of silence for departed Brothers.



MORNING LIGHT, July 5— Chairman Leroy Nicholas; Recording Secretary Ralph Whitley. The Engine Delegate reported minor overtime disputes, and asked that the Electrician's book be checked for Isthmian strike clearance. Motion carried under New Business to have catwalks put on all deck cargoes for the safety of ships' crews. Motions to have delegates inspect quarters before payoffs, and for no one to pay off till beefs are settled. Minute of silence for departed Brothers.

MORNING LIGHT, June 24— Chairman Leroy Nicholas; Recording Secretary Ralph Whitley. Deck Delegate reported no beefs and that all books were in order except one which would be taken up in Mobile. Motion carried under New Business to make up a ship's repair list. Several motions carried relating to cleanliness of ship, laundry, taking care of ship's property, and keeping screen doors closed. Under Good and Welfare it was decided that the laundry machine be fixed or else be taken off the ship. Members were asked to return magazines to messhall when finished with them. One minute of silence for Brothers lost at sea.

OBERLIN VICTORY, July 5— Chairman Snow; Recording Secretary B. J. Schmitz. Old repair list was read by the chairman and accepted. A new repair list was turned in by the delegates. Overtime was reported okay by the delegates with a few minor exceptions that would be straightened out at payoff. One minute of silence for Brothers lost at sea.



OBERLIN VICTORY, at sea— Chairman Dixon; Recording Secretary B. J. Schmitz. Brother Snow elected Ship's Delegate. Motion by Chief Electrician Bowdre, seconded by Snow that a letter be sent to Port Agent at Mobile pointing out that several men had lost laundry and others had had their gear damaged by



the Samjoy Laundry of Mobile. Motions carried regarding cleanliness of laundry room, and messroom. One minute of silence for Brothers lost at sea.

RAPHAEL SEMMES, July 11— Chairman Maurice Norris; Recording Secretary James Terracino. No beefs reported by Delegates. The meeting went into Good and Welfare where the Deck Delegate suggested that the Mate be asked to inspect the sailors' foc'sles to see that they need sougeeing. There was discussion between the Night Cook and Baker, and the Chief Cook regarding the proper division of their work. The chair suggested that books be returned to library, extra linen be returned to linen locker. Brother Terracino suggested that new bed spreads be obtained. Vote of thanks to Stewards Department for good food. One minute of silence for Brothers lost at sea.



LAHAINA VICTORY, May 2— Chairman Bill O'Connor; Recording Secretary Fitzgerald. Delegates reports made and accepted. Motion by Brother Presto to check constitution to see if a Chief Cook can hold department delegate's job. Motion accepted by acclamation to name Harry J. Pollins Ship's Delegate. Under Good and Welfare there was discussion on piping water from the cooler to aft of the midship house for longshoremen's convenience. One minute of silence for departed Brothers.

SEATRAN NEW JERSEY, July 12— Chairman P. Chermosino; Recording Secretary John Pennell. Brother Stickney was elected Ship's Delegate. Motions under New Business to have the night lunch sliced before putting in ice box, and to have the dumb-waiter's speaker repaired. In Good and Welfare it was suggested that a wider selection of fresh fruits be ordered, and that the beverages being served be rotated. The Ship's Delegate asked the Steward to notify him immediately if bad eggs were sent down again in the stores. One minute of silence for Brothers lost at sea.

STEEL EXECUTIVE, May 8— Chairman Stanley Potowa; Recording Secretary A. Adomaites. Minutes of previous meeting read and accepted. Stewards Delegate reported disputed overtime

in Singapore and Hong Kong which would be turned over to Patrolman. Engine Delegate reported that it is alleged the Chief Engineer had tampered with the finished-with-engines record, and a motion carried to have this investigated upon ship's return. Deck Delegate reported disputed overtime. Under New Business, a motion was made by Brother Gransberg to have the rate of exchange allowed by the Master in giving draws in Hong Kong investigated, as it was below the published official rate for the day. Brother Mitchell reported that the Captain had failed to recognize a Ship's Delegate, as he stated that the Agreement only called for department delegates. Brother Mitchell's resignation was refused by the crew. Motion carried for the Deck Delegate to make up a separate overtime sheet of Mate's work on deck.

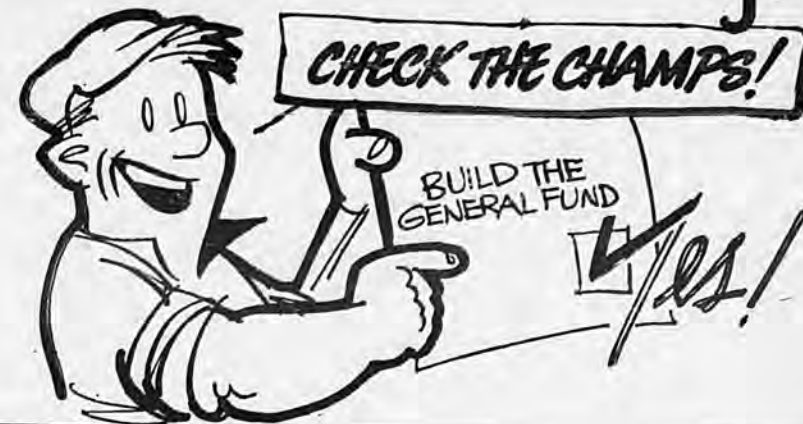


NATHANIEL B. PALMER, July 7— Chairman "Dutchie" Moore; Recording Secretary Worth Pittman. Under Old Business, "Dutchie" Moore reported that the crew had wanted an investigation made to find out why there was a large number of first-trippers placed on this ship. He said that it had been turned over to the officials. New Business: Motion carried that the Stewards Department use only their own showers and toilets. Motion carried that the crew refuse to sign on until the scuppers in the vegetable box are repaired. Under Good and Welfare, it was suggested that the Patrolman talk to the Captain about allowing wind chutes in the portholes. Under Education, the Steward talked on the comparison of ship life and working conditions before the Union gains were obtained with what they are today. Brother William Crazen explained the nature of the organizational work being carried on with the company, and the necessity of each man doing his job right, so that eventually the other ships of the company will be properly run. The meeting stood in silence for one minute for Brothers lost at sea.



WILLIAM BLOUNT, July 18— Chairman W. Chandler; Recording Secretary W. Gardner. Stewards Delegate reported that the scuppers and galley stove had to be repaired upon arrival. The Engine Delegate reported that the painting of the Black Gang foc'sles had been hanging over two trips and must be done. Motion made to instruct the Patrolman to have the next crew get it painted before signing on and not take the word of the First Assistant in the matter. Motion made to have the ship fumigated. Under Good and Welfare the Radio Operator was given a vote of thanks for his cooperation, and the Stewards Department was hailed for its good work. One minute of silence for Brothers lost at sea.

Seafarer Sam Says:



TWO YEARS OF PEACE LIE AHEAD OF THE A & G DISTRICT, BECAUSE OF THE NEW CONTRACT SIGNED BY OUR OPERATORS—TWO YEARS WHICH WE CAN DEVOTE TO BUILDING AND STRENGTHENING OUR ORGANIZATION, AND ADDING TO THE JOBS UNDER SIU CONTRACTS.

SO VOTE "YES" TO BUILD THE GENERAL FUND—SO WE CAN DO THE THINGS WE SHOULD—AND CAN DO!

CUT and RUN

By HANK

Brother "Dutchy" Moore, the Florida brother full of jokes and tricks, just came in from a trip to Germany. After talking with "Larceny" Pete Larsen, "Whiskey" Sam Luttrell (fresh out nowadays) and Bob High, who probably believes that all the world loves a joker, Dutchy spliced us the news about the only New York restaurant, to his knowledge, which dishes out real Florida-styled cooking, especially chicken and yellow rice. It's a Spanish place somewhere around 46th Street and Eighth Avenue... If the wives and mothers of our Brothers won't get offended, we'll try passing on a joke we heard. One guy asked another guy if he knew the definition of a lie detector. The other guy replied, "Sure, I know. I was married to one for two years."

Before leaving for Turkey on the Gadsden, Steward Thomas "Pops" Foster "pieced off" a few of his last cigars to a Brother. We wonder if "Pops" will try smoking those genuine Turkish cigars. We remember an oldtimer-baker whose only reason to go ashore in every foreign port was to buy cigars. Fortunately, we never did smell the cigars he bought ashore in India. Anyway, we wonder if regular cigar-smoking Seafarers try smoking the cigars of all nations? Furthermore, what are your experiences with good foreign cigars? Which foreign nations make the best cigars?... Brother John Jelletie, the Steward, sailed into town and sure looked happy with his mustache. He's aboard the SS Coral Sea.

Brothers, now that we have a big wage increase and two-years job security agreements, vote yes for the newly-proposed General Fund assessment. Let's keep the SIU on a true course. The future of a stronger and bigger SIU is in your hands now. It's your union—your jobs, contracts and responsibilities. The



true course you steer today will affect your seafaring life in the future... Although he was rather disappointed about not getting any mail, one Brother was still happy otherwise. He was singing—"Makes no difference now what type of ship they hand me. I don't worry, because it makes no difference now."

We have now discovered that Steward Fidel Lukban, the oldtimer, is a stamp collector from way back—retroactive to 1910. While he's proud and happy of his stamp collection, which is safe in a bank, he's waiting for the day he can be admitted into the 500 Club which requires stamp collections to be worth over \$15,000. His prize stamp is a black stamp of South Africa. It only cost him \$48. Brother Lukban now has about three thousand dollars worth of stamps to collect to be eligible for that 500 Club. Stick to it, Brother, and you'll have this stamp business licked yet... Brother "Happy" Harry Harper, the oldtimer, sailed this week to South Africa... Shipping has picked up fine. For some time it's been going at a snail's pace. Now it's up to the speed of a war-time convoy. About eight knots with the wind. Brothers, keep those ships clean and happy. Protect the contracts.

THE MEMBERSHIP SPEAKS



Electrician Blows Fuse; Would Change Ship Quarters

To the Editor:

Most freight ships built during the war required an addition to the ship's family in the person of the Chief Electrician. Because of the acute shortage at that time of qualified and experienced marine electricians, the United States Maritime Commission offered as an inducement to follow the sea, a warrant officer's rating and officer's environment aboard ship to those who would take the job.

When the brass halo and glowing epaulets were soldered on, he was baptised, and ordained by USMC officialdom as a 90 day wonder, and then taken into the flock as "one of us."

He was installed with the idea that as a gentleman he must not fraternize with the common, uncouth and vulgar crew, and that he rated special privileges by virtue of his apparent culture and superior IQ. He was then sprayed with DDT by an engine cadet before he shipped out of the USMC recruiting and hiring hall.

HOB-NOBBERS

On board ship he was assigned a cabin on the officer's deck and the privilege of eating in the officer's saloon with the use of officers' facilities such as toilets, showers and recreation quarters.

His feeling of importance was indescribable. This kingdom was his because he had no peers among unlicensed personnel.

The question of where to place this misfit in the postwar picture was a common topic with officers and crew.

Today the United States Lines requires the Electrician to be an MEBA Engineer. Somehow the NMU lost out!

EVOLUTION

But evolution of events caused the SIU rank-and-file to hold a firm grip on their men—in spite of some "officer conscious" Electricians. With the withdrawal of the Navy gunners, the SIU Electricians were gradually moved down from the officers deck.

But there are still some ships afloat where this change has not yet been put into practice—primarily on the Victory ships.

We Electricians are constantly reminded throughout the trip, by sarcastic innuendoes, to stay in our place. The high priests become nauseated in a contaminated atmosphere.

We are told: Don't use officer's showers or heads on this deck. The Crew facilities are next deck below! Don't bring your cots out on the officers' deck. Go down on the hatch with the crew! Don't drink out of the saloon fountain, the crew's fountain is below. Don't talk too loudly. The officers want to concentrate. Keep your door closed.

An injury to one is an injury to all!

On the same officers' deck, in one overcrowded room, are three Junior Engineers, thus five unlicensed men poison the atmosphere allocated for official concentration. The Junior Engineers' room is so small (it is strictly a one-bunk room) they have no space to put their baggage. After measuring all the crew foc'sles it was found to be the smallest by 133 cubic feet—a room nine feet by nine feet by seven feet.

SOLUTION

Here is a very practical solution for getting these five men below without changing the layout of the ship:

The hospital is on the crew deck, directly beneath the present Electrician's room. Change these two rooms around and the problem is solved. Then, you will note, the Black Gang foc'sles have three bunks, but are occupied by only two men. Distribute the three Junior Engineers so that each foc'sle has a complete watch. The ex-hospital room becomes a watch-foc'sle, leaving the Electricians to occupy their designated foc'sle on the crew's deck, as layed out in the shipbuilders' blueprint.

This will accomplish a moral victory on all Victories.

A Chief Electrician

Gear-Grabbers Hurt Union

The membership of the Seafarers International Union has consistently reaffirmed its position that gear-grabbers can't be good Union men. Any individual who stoops to pilfering gear such as coffee percolators, linens, etc., which are placed aboard SIU-contracted ships for the convenience of all hands, is, above all, guilty of a malicious disregard of his shipmates' welfare.

Crew conveniences on most SIU ships today are not there by accident. They are there because of the Union's successfully-fought struggles to bring greater benefits and comforts and to provide decent conditions for the membership while out at sea.

These hard-won conveniences are for the benefit of ALL HANDS. They ARE NOT to be appropriated by any individual for his own personal use. Violators of the membership's welfare will be dealt with in accordance with the firm stand taken repeatedly by Seafarers in all ports.

SS STEEL SEAFARER SEAFARERS



The hot Manila sun didn't keep crewmen of the Steel Seafarer from looking trimly spic and span, as this photo, taken shortly after vessel docked at Pier 7, shows. In the group are O. C. Bailery, Uno Viiporn, Gordon Malby, Johnny Trust, Whitey Hawks, George Gooden and Eddie Ely.

Finds Labor-Saving Devices Unwanted In Far East Ports

To the Editor:

One of the noticeable things throughout the Far East is the primitive methods they use in doing things. At Saigon, for instance, two men were unloading a small boatload of crushed stone. One man had a pole balanced on his shoulders with wicker baskets on each end of the pole holding not more than a shovelful in each basket. The other man remained in the boat, loading the baskets by pushing the stones into them with a stick, while the other man carried them to the wharf.

The man with the pole would drop the empty baskets from the pole and pick up the loaded ones and carry them to the stone pile on the wharf and dump them. By the time he returned to the boat, the man in the boat had the other baskets loaded.

This went on continuously until the boat was unloaded. How long it took, I don't know. It must have taken the entire day or longer. What a waste of human energy! One bucket crane which we use for this purpose in the States, would have them unloaded in a few minutes, for there was not more than three bucket-fuls in the boatload.

Upon inquiry, I learned that the employers do not want machinery because they can hire coolie labor cheaper than the cost of operating machines. And the coolies do not want it either because they would have nothing to do.

SAME EVERYWHERE

Throughout the entire Far East, in all countries we visited, we found the majority of the population overwhelmingly Chinese coolies, and their con-

ditions deplorable. They live principally on rice and fish, wear no shoes or clothes except a pair of shorts or a loin cloth. Most of them have no desire or interest in improving their conditions. On several occasions, and in different places, particularly in Saigon and Batavia, I had conversations with dock fore-



men and others who told me they often tried to improve their conditions by raising their wages, paying overtime, etc., but could not get them to work more than one day as long as they could get along without more working. If they are paid more than sufficient for one day's bare subsistence, they will not return to work next day, and they cannot get the work done.

They are paid at the end of each day. Most of them are illiterate and even in the countries where free educational opportunities are extended by the government, they will not take advantage of them. Their condition is hopeless—it doesn't matter much whether they are ruled by the Dutch, the French, the English or by a native government, they are doomed to exploitation in any event, and will be no better off.

Ernest Bossert

SEAFARERS QUIZ

By ROCKY BENSON

How is your IQ, Seafarers? See if you can answer these 10 Questions. Score Yourself: six—fair; eight—very good; and 10—tops. One point is allowed for each question.

1. Which was the first SIU ship to go into passenger service after the war?

1. George Washington
2. Del Norte
3. Florida
4. Yarmouth

2. If a ship is lost at sea, how much money do you get for your gear?

1. \$100
2. \$200
3. \$300
4. \$400

3. Which one of these three is not considered a penalty cargo?

1. Bonemeal
2. Sulphur
3. Greave Cakes
4. Butane Gas

4. Who stands the donkey watch on a steamship?

1. Oiler
2. Deck Engineer
3. Fireman
4. Wiper

5. How many members in good standing are needed for a Supreme Quorum?

1. 25
2. 50
3. 100
4. 150

6. Where is alcohol carried at all times on a ship?

1. Captain's cabin
2. Binnacle
3. Under the Electrician's bunk
4. Bosun's foc'sle

7. What is the signal for abandon ship?

1. Six short blasts and one long
2. Six long blasts and one short
3. Five short blasts and one long
4. Seven short blasts and one long

8. How many fathoms in a shot of anchor chain?

1. 10 fathoms
2. 15 fathoms
3. 20 fathoms
4. 25 fathoms

9. When a ballot for Union officers takes place each year, for how many days is the ballot box open?

1. 30 days
2. 40 days
3. 60 days
4. 90 days

10. From what port do the most SIU passenger ships sail?

1. New York
2. New Orleans
3. Mobile
4. Baltimore

(Answers will be found on page 13.)

COLABEE'S SOFTBALLERS AND TRAINING TABLE CHIEF



When the Colabee, American-Hawaiian, hits Baie Cameau, near Quebec, in Canada for its regular load of newsprint for New York and Chicago newspapers, the SIU crew dons uniforms and trots out to meet the local softball team. Juan Colpe, Colabee messman, who submitted these pics to the LOG, admitted with a smile that the local boys usually triumphed. Here's the Colabee's line-up. Front

row, left to right—Castelo, "non-player; Murphy, outfield; A. Ortiz, 2nd base; H. Bonewald, shortstop; "Brooklyn," outfield; 2nd Mate, pitcher; "Blackie," short shortstop; J. Synnott, catcher. Back row—Mahoney, non-player; R. Augsbach, 3rd base; Dixon, non-player; R. Kline, 1st base. Leaning over are: Bill, non-player; Johnny, outfield, and Ortiz, non-player.

Finds Shipping Tough, But Java Good In Savannah

To the Editor:

I take pleasure in giving a note about Savannah, Georgia, the home of the South Atlantic ships. First, the shipping is on the bum here, with about one ship a week, and hundreds of Seafarers in all Departments are on the beach.

Stewards, Cooks and Messmen are here in numbers enough for 10 ships, and so are Deck and Engine Department men. Permitmen are the largest list at the Hall. One ship is in port, the SS Southwind, and she took four men—nothing in the Stewards Department. The Southwind lays off for two weeks and then she will sail for Africa for the Robin Line.

What will the men do—no ships and no money? I have been here for two months on top of the shipping list, and am still on top. But when will I ship out?

Some seamen are busy painting the new Hall, which is just across from our old Hall. It will be ready soon, but many boys do not like the location on the ground floor. We will miss the sight from the old Hall's back window where we could watch the ships pass (if any), and look over the river-front.

COFFEE LIKED

Coffee time at the Hall is appreciated by the boys standing by all day. The coffee was donated to the Hall from the SS Felix Grundy when she paid off June 16. Sugar, milk and cake are bought from the Hall's donation money.

Savannah needs a good Hall such as Tampa has, so an outside Seafarer can find a place to sleep at reasonable prices. It is tough for members who live in Florida and come to Savannah to attend meetings, and find that they cannot find a place to stay.

We hope shipping starts up, or we will have to hitch-hike to New York or some other port to ship.

Uncle Otto Preussler



The Kingfish (center) and his aides, Frank Antonetti, Night Cook and Baker and N. E. Davis, 3rd Cook, are the chow dispensers responsible for the fine physical condition of the baseball stalwarts. According to Ship's Delegate V. D. Mahan, Kingfish really knows how to cook. Mahan reports that the Kingfish is always in the messroom at mealtime to see that all eat and enjoy the food. He also recommends that Seafarers wanting a good feeder, and are not fussy about the age of the ship, should throw in for the Colabee.

Commie Line Bait Suckers Only, He Says

To the Editor:

I see on the front page of the New York Times for August 25, an article about the comrats' contribution to the condition of workers in their satellite state, Czechoslovakia. It seems that the communist party in control is going to see to it that they get their full right to work. It is spelled w-o-r-k.

According to the article, the "Communist-run General Confederation of Labor is engaged in a propaganda campaign against the five-day week and for the six-day week."

It is pointed out in the article that the "Confederation of Labor" holds that the five-day week represents personal inter-

ests, and the six-day week national interest.

This despite the fact that under the "decadent" semi-capitalist administration preceeding the communists' armed coup and subsequent purge of democratic elements, Czechoslovakia developed one of the most efficient and productive industrial machines in Europe, and at the same time had one of the highest standards of personal liberty for its citizens and workers.

SOUNDS WARNING

Those misled laboring groups in this country who give support to the communist-led Progressive Party in America may well take a tip from this!

If a communist program were

Bosun Needs Elbow Room In Yaka's Wee Quarters

To the Editor:

I read an article in the May 21 LOG titled "Need Olive Oil To Get In Bunks." It interested me very much, for we have the same trouble on Waterman's modern C-2, the SS Yaka.

In his article, Brother Elie stated that they needed olive oil to get in and out of their bunks. We need the same thing to get in and out of our quarters as well as bunks. As it stands now, one day man bunks in the Bosun's quarters here.

When the day man comes in the foc'sle and I am shaving I jump to the side and hope that the door doesn't hit me, so that I cut my throat—and he does the same if he is the one using the wash basin. The door is located just to the side of the wash basin, and when opened or closed, you receive a good whack if you are standing there.

ONE AT A TIME

If the door is closed and you are washing, you have to move in order for the other fellow to pass. If you want to get in your locker, the other fellow has to quit washing or shaving, and close the door in order for you to get into the locker.

Yes, I know it's a hell of a lot of moving and opening and closing of doors, but that's the way it has to be in this foc'sle when one is trying to get washed or shaved. As to getting on our gear in the mornings, we have a space of four by four and a half feet in which to get around. One of us has threatened to turn in overtime for getting up earlier, in order to put on clothes, and get out ahead of his partner. There just isn't room enough for both of us to dress at the same time.

As it is, one of us goes up the deck, still pulling on clothes so that the other fellow can finish in the room.

FULL HOUSE

We both agree that one of us has got to move if we don't get larger quarters. But that is not up to us. We will turn it over to the Brothers who handle such matters ashore. We hope that when new contracts are drawn up they will remember us.

There are many situations on ships in which this problem comes up. Brothers, we think this situation should be looked into, so that the men who sail the ships will have sufficient space to live in.

Here is one solution for the

problem. The hospital could be moved up to the cadet's room (which is only being used to hang up the officer's clothes at present), and the Bosun could move into the old hospital. The Deck Engineer could move into



the Bosun's old quarters and let the day man go back to his quarters.

Doing this, we won't need olive oil to get in and out of our quarters—and we don't mean Popeye's girl friend, either!

W. A. Perry, Bosun

V. Walainen, day man

Seafarer Seeks Straight Info On Vacation Pay

To the Editor:

I am doing a little checking on something that might mean some dough for me. My last trip was a long one and the agreement changed while I was out. But from what I understand, crewmembers are entitled to two weeks vacation per year.

Does that have to be unbroken service? Or are you allowed one week after the first six months?

I have been on the beach for three months now, and have had some great times, I can tell you! So right now an extra week's pay would come in handy.

The trip was eight and a half months long from July 24, 1947 to April 13, 1948 on the Blue Island Victory. I shipped as Bosun. If I have money coming I would appreciate it if you would let me know.

William Young

Sainte Ignace, Michigan

(Ed. Note: According to the contract, no vacation pay is made for less than one year of continuous employment on a vessel.)

Prove Identity

To all members who have checks held for them at branch mail rooms:

Port Agents will not give out any mail containing checks, unless the addressee shows sufficient evidence of his identity, such as Union book, seaman's papers, discharges, etc.

An instance has been reported of an envelope containing a check being picked up by a phony who later forged a signature and cashed it. To prevent a recurrence, a check will be given only to the person to whom it is addressed, and then only after full identification is made.

Ralph Larrie

Answers Chicago Tribune Editorial Attack On Seamen's Wages, Ability

(The following letter was written by Seafarer Virgil Vogel to the Chicago Tribune in answer to an editorial attacking the discipline of union crews. The editorial said seamen are paid outrageous wages "in a field where the wage scale has always been the highest in the world," and urged a cracking down. The Tribune owner, Robert R. McCormick, has never been a lover of Labor and prior to the late war was accused of being sympathetic to Nazi Germany. Brother Vogel states he is indebted to Verle McNeil's article in the August 27 LOG for some of his factual information.)

To the Editor, Chicago Tribune:

Your editorial entitled "Merchant Marine Discipline" in the August 31 issue shows either a profound ignorance of facts or a deliberately malicious distortion of truth.

One of the more startling falsehoods is the statement that wartime merchant seamen "were taking fewer chances than combat soldiers and sailors." Of course, as the Tribune knows, not all service men saw combat, but all salt water merchant seamen entered the danger zones, and figures show they suffered a higher percentage of fatal casualties than any branch of the armed services.

Out of 8,300,000 men inducted into the Army, 223,215 (2.7%) were killed. The Navy inducted 4,204,662 and lost 30,702 (.7%). The Marine Corps lost 15,460 men out of 599,693 (2.6%). Out of 210,000 merchant seamen, however, 6,592, or 3.1% were killed. In addition to deaths, 23,000 seamen had ships shot out from under them, and thousands more were strafed and bombed from the air.

The editorial further alleges that "The wage scale, always the highest in the world, is now 300 per cent over pre-war days and 50 per cent higher than the inflated war bonus wage." I have before me the latest wage scales of the Seafarer's International Union, AFL, which the NMU has about succeeded in match-

Hospitalized in PR, Brothers Yearn For Mail

To the Editor:

The following SIU Brothers are at present in the Marine Hospital at San Juan, Puerto Rico: Angel Silvestre, Ramon Oliveras, Ramon Seijo, Estiban Cruz and George Litchfield.

We would enjoy hearing from any of our friends in the SIU. Send us a post card once in awhile just to let us know that each other is still around.

Brother Salvador Colls and Rafael and Tony have been in twice a week to visit us with cigarettes and our very much needed SEAFARERS LOG. There's nothing that can be said about the Hiring Hall victory. There are no words that can express our feelings in this matter.

Our flag will be there always, testimony to the strength of the SIU regardless of the odds placed before us.

George Litchfield
San Juan, P.R.

ing, according to news reports. Base pay of an Ordinary Seaman under the latest contracts is \$189.97 a month. Does that sound like great wealth in these times of high prices, higher shoreside wages, and higher profits? An Able Bodied Seaman, who must pass a rigid examination and have 3 years sea service, gets \$222.51 a month. Unlicensed men in the engine department start at \$210.68, and in the steward department at \$189.97.

DANGEROUS JOB

In considering these "fantastic" wages, it should be noted that National Safety Council figures rate shipping as one of the more dangerous occupations; that seamen are often away from home for six months at a time, living in cramped quarters; that they must endure great extremes of heat and cold, and often wait on the beach for long periods while waiting for a ship, without benefit of unemployment compensation.

The wages they get for all this are indeed the best maritime wages in the world, and why shouldn't they be? This is also the richest country in the world, and if the shipowners are always milking the government for subsidies to guarantee their profits why shouldn't the seamen get comparable to those of other American workers? Or does the Tribune want to go back to conditions prevailing in the depression days?

The Tribune is inconsistent in demanding more Coast Guard and naval control over seamen. Seamen, despite their war service, get no veteran benefits because they were and are civilians. For the same reason, they are not at present exempted from the latest draft. Since they are considered civilians in the above in-

stances, by what criterion should they be subjected to militarized control? Military control of civilians is simply fascism, which the Tribune professes to oppose vehemently.

Once we start it with seamen, where shall it stop? The maritime laws of the United States provide severe penalties for insubordination and mutiny through civil courts. But the days when merchant seamen had no rights at all which had to be respected by officers are past, partly because of the enactment of the LaFollette Seamen's Act of 1915, which was fathered by Andrew Furuseth, and partly because of the organization of unions to ensure protection of seamen's rights.

Maritime unions have the same function as any other union, for the merchant marine is, after all, still a private business, and not a branch of the navy, as the Tribune seems to assume.

NO COMMIES HERE

Throughout the editorial, finally, is expressed the fear that American seamen "in the event of war, would be poor loyalty risks." Where are all these commies the Tribune fears? The rank and file of the National Maritime Union in its latest election ran every Comrat out of office. Further, the Seafarer's International Union, AFL, which you conveniently fail to mention, has never had a trace of comrat influence in it. Bonafide seamen have no use for Moscow agents.

Before the Tribune editorial writers launch their next labor baiting tirade against seamen, I suggest they bone up on the facts first, and give them honest consideration.

Virgil J. Vogel

Morgan Hiles Defies Army, Loses Battle

To the Editor:

Every trip has its humorous incidents, a lot of which you never hear about. This one is too good to keep until we get home.

We are on the SS Maiden Creek, Waterman, of which none other than Morgan Hiles is Master.

Now all of you have heard of Captain Hiles, a very stern man when it comes to the law or a log—and I do not mean the SEAFARERS LOG. There is only one law and that is his. At least he always supposed so until he sailed into Kobe, Japan, for a few hours stay.

A sailor will sell almost anything, even his shoes, if necessary to make a little spending sary, which one man did in Manmoney. That was not so bad, but a couple of the crew on the Maiden Creek sold a little saccharine in Kobe—and were caught by the MPs.

200-FOOT TRIP

Word was sent to the ship for the Old Man to visit the Provost Marshall to see about these men. When the Skipper returned he said that the MPs were going to keep the men over night and send them to Yokohama, our next port of call, to catch the ship.

In fact as soon as the Master came back aboard, "Stand by fore and aft" was given. It was 7 P.M., which actually was our sailing time. We let go and were about 200 feet away from the dock when the MPs came running down the dock, ordering the ship to return to the dock and the Old Man to report to the Provost Marshall again at once.

Everybody on the ship could hear what the MPs wanted, nor did we think at the time that the Old Man didn't.

But, a few moments later, we heard a siren blowing and spotted an Army launch overhauling us. The MPs came alongside and issued the same orders as before. The Old Man said he would see the Provost Marshall in Yokohama. "Nothing doing," the MPs said. "You turn around and put back to the dock at once."

GREAT MOMENT

A great moment had arrived. Could Morgan Hiles defy the United States Army? Sometimes Army orders are screwy, but they are orders nonetheless. Everybody was as quiet as a mouse, all eyes on the stern. Yep, there she went around. We were going back!

We tied up to a buoy and the Captain went ashore. Half an hour later back he came with

the two men who were to have been left behind. It turned out that the sole purpose of going back was to get them. The Provost Marshall had said to wait for them but the Old Man hadn't.

We asked the men what had happened. They disclosed that when they found out the ship was leaving, or had left, they said they would take a train to Yokohama. But the Provost Marshall replied, "No. I'll have your Captain come back for you. I don't like his attitude anyway."

Captain Hiles didn't say anything, but I sure would have liked to read his mind.

Frank Van Dusen

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.

'The Voice Of The Sea'

By SALTY DICK

Are you a numerologist? I know a good Joe who has book number 69 and signs articles number 69. . . . Everyone is talking about taxes. If you buy an item and have it sent to your ship you'll pay no taxes. You are exempted providing the merchandise is sent to the ship. Try it. . . . A passenger, owner of a chain of theatres in New Orleans, was asked by a certain party for a free pass. . . . Tom Kotalik has fallen in love and he looks very bad. Perhaps he can't eat. . . . What Quartermaster (from Georgia) has lost his heart in BA? Everytime the ship leaves she is there to wave good-bye. He knows how to pick them, I must admit!

Recently I came in contact with James Fitzpatrick of the "Voice of the Globe." The only difference between him and me is that he's got the money. . . . Did you ever go to the doghouse (Seaman's Church Institute) in New York? I've been there on several occasions and I believe the seamen laugh more at Mickey Mouse than anyone else. Drunk or sober they were all there to see and hear Mickey.

Ralph McInturf is heading for the hospital. He's having stern trouble. Earl Vanney was seen walking down the street in a tailor-made play suit. He looked like a million. . . . The other day a ship was found with \$25,000 worth of stones aboard. And some of the boys wonder why the customs search the ship.

Who was the guy who went to see a senorita in Santos and was told to go back to mummy? He was short of something. Too young, sez she. . . . It's been a long time since I heard the word, "Belly-robbor." They're still kicking about the chow, but the

wording is different. As long as there's a Stewards Department on board a ship they will be the scape-goats. But I knew of a Steward who was a smart guy. He always said, "When a baby cries give him milk". So he used this formula on the boys. Then the crew started crying he would go in the galley, make a batch of do-nuts and some fresh coffee and shout, "Come and get it!" This always did the trick.

What waiter went to Kentucky to operate a moonshine still, but had to come back to New Orleans on account of certain men interfering with his business? I have a feeling those fellows were Fed's.

Did you ever cross the equator in an air-conditioned ship? Nothing like it! Most of the time I sleep under a sheet, spread and blanket cause my room is chilly. And some kick!

Note To Jealous Wives: Trust Your Seagoing Men

To the Editor:

I don't know much about writing things like this, but if you feel that it is fitting, you may print it in the LOG. I enjoy reading the LOG and the poetry the seamen write. Let's have more of it!

I'm proud to be the wife of a seaman. Thank you, and sorry if I am wrong in writing this; but I don't like to read or hear anyone who thinks seamen are different from other men in this world.

After reading in the LOG of August 27th where a wife asked for a different type of poetry, and for the LOG to have pity on us married women in love—(this woman was upset over Brother Legge's poem, "The Sailor And His Love," in the July 30 LOG), I would like to say that I never worry about burning kisses of Latin American girls. My kisses burn just as much as theirs! So my husband saves his kisses for me.

We have been married seven years and have a son and daughter, and am expecting another little one in October. Yes, we are still in love! The reason? Trust! I trust my husband and don't listen when people talk about seamen. Yes, we all know that a lot of people don't feel that a seaman is a person.

MY MAN

Well, I know for a fact that my seaman husband is a better person than anyone I know. I have met some of his friends, and liked them very much.

This wife also asks what Brother Legge looked like—"cross eyed and bald?" No one can say what a person looks like by what he writes.

Well, I know this must be boring, but I would like to say this to all seamen's wives that feel as this Washington wife does: Don't get grey hair over Latin American kisses!

Give your hubbie your own burning love and all of your trust, and he will be glad to wait for you and come home for his love.

Mrs. E. V. G.
A seaman's wife

Agrees With Agent's Views On Policy; Likes Frankness

To the Editor:

There is one thing I always admire in a man and in an organization and that is frankness. Straight from the shoulder stuff with no hedging around is the way I want it put to me. Reading Bull Sheppard's article (Membership And Union Policy, LOG August 27) I felt that here was a person who said what he felt and didn't leave anything to chance.

I especially liked the way he covered his subject. When he spoke of Union policy and what has happened in the past when "dissidents" didn't like what the majority had decided upon, he pulled no punches. It pointed up fact that winning a beef sometimes means more than hitting the bricks and holding on tight until the operators give in. It showed that the Union sometimes has to defend itself from within.

It was good to see aired what had happened in the Isthmian campaign and the 1946 General Strike. The guys who thought their interests came before those of the Union as a whole were taken care of in a manner which has my wholehearted approval. It is easy to see now who was right and who was wrong.

Like Brother Sheppard, I believe that an issue has to be hammered out at the membership meetings and have the ap-

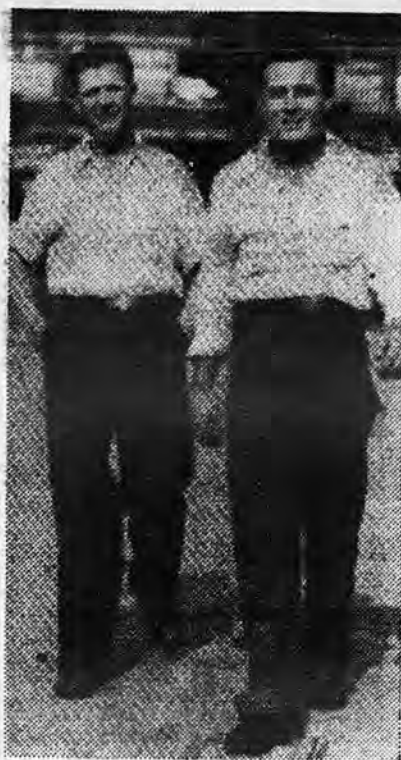
proval of all before the course can be set. I want to know what is going on and I want my say before I'm committed to a program. Some guys sit back and listen with but half an ear when these important matters are being discussed. Not me! I want to know what is up and offer my suggestions or criticisms. After that, I'll go with the majority, whether or not I'm in favor of it.

"We'd never have a strong Union today if it was any other way and we'll grow no stronger if that does not continue to be our method. If we decide on a program of action and then gallop off in all directions, no program has been adopted. We've only succeeded in cutting ourselves up into small pieces. "All the better to eat you, my dear," says the Shipowner.

Give a guy a few inches of paper and look what happens: he starts to preach a sermon. I've had my say and that is to express my agreement with Bull Sheppard. He built a strong case in his article for complete solidarity within the ranks of the Union. My letter can add little to the advice given by Brother Sheppard. It is our duty to see that we remain strong internally.

Robert L. Nashe

Dutch Stroll



Seafarer Jerry Palmer (right) takes a walk near Quick Dispatch pier in Rotterdam, accompanied by an unidentified Norwegian seaman, whom Palmer and Carl Sivertsen, AB, met while the Afoundria was discharging cargo.

Palmer writes that their Norwegian friend "was from a place in Norway near Carl's home town and he told us many things about conditions and wages on Norwegian ships, another reason why Carl and I are glad we're in the good old SIU."

Crew Of SS Raphael Semmes Calls For No Amendments To SIU Registration Rules

To the Editor:

In a regular shipboard meeting on August 1, the crew of the Raphael Semmes went on record as opposed to changing the shipping rules in the port of New York to require men to register and ship in one rating.

This was carried in the form of a motion with the amendment to write a letter to this effect, signed by the entire crew, and deliver it to the Secretary Treas-

urer so he can read it to the membership at the next headquarters meeting.

The backbone of the SIU is rotary shipping. That has always been accepted as the fair and democratic way of hiring.

The man who has been the longest time on the beach is most likely to have the least money and to need the job more than the fellow who has been ashore for only a short period.

What are we going to do? Hang this man up in a slow-moving rating, put him on the bum, while guys with a few days ashore take the lower and more plentiful ratings? This will cause plenty of our long-time-ashore men to go hungry and be very unhappy about the way things are being run, while men who have not had to spend their money ship out again.

Let's be fair to everybody, and keep smooth sailing in the SIU.

Signed by the entire crew of the SS Raphael Semmes

(Ed. Note: Rank and file committees in all ports were elected some time ago to make recommendations for a standard set of registration rules that would be the same in all ports. The recommendations of these committees were forwarded to Headquarters where another over-all registration committee was elected to sift through these reports from the ports and make a recommendation to the membership for action up and down the coast.

These recommendations will go before the membership shortly. The entire shipping picture was considered by the committee, including the points raised in your letter, and they will recommend procedures which they feel are fair to all. The entire membership will then have an opportunity to voice their opinions before voting.)

BROTHER COLLINS' WIDOW THANKS SIU MEMBERSHIP

To the Editor:

I want to thank the officials and all the members of the SIU for their kindness to me when my husband died. I would like you to put a piece in the LOG saying how much I appreciate all the SIU members did in helping me put my husband away so nicely.

I would like to say also, that the SIU is a wonderful organization, and the members are all swell fellows. I am proud to say that my husband was an SIU Brother.

Again, I thank you for your kindness.

Mr. Wm. E. "Red" Collins

Quiz Answers

1. George Washington
2. \$300
3. Butane Gas
4. Fireman
5. 150 members
6. Binnacle
7. Seven short blasts and one long
8. 15 fathoms
9. 60 days
10. New Orleans.

Says Chips' Duties Still Not Clear

To the Editor:

Thanks for publishing my letter, "Chips is Forgotten Man; Urges Duties Be Clarified," in the August 22 issue. So far as the provisions on the agreement for the soundings, we had that on the old agreement, but the Branch here in New Orleans made some kind of a deal with the Delta Line where on the C-2 type of ship the Carpenter has to go down in the engine room and shaft-alley to take number three and four bilge soundings without the payment of overtime except on Saturday afternoon and Sundays at sea, and Saturday and Sundays in port or on legal holidays.

I was one of the lucky fellows who got pay for the soundings below when last year's agreement was new. Since then they have quit paying it and the Patrolmen say that we have to keep on doing it as part of our work. So I believe it will be the same thing now, for I fail to see in the new agreement where the Carpenter has to get OT for going in the engine room to take soundings. So far as I know, no other Carpenter on the Delta Line C-2 type ships have been getting pay for this whether they put in for overtime or not.

I can tell you plenty more about the way the Carpenter is mistreated on the ships, and in some cases even by the crew. The youngsters on the ships think that the Carpenter does what he pleases. Some fellows go so far as to order Chips to make shelves for their bunks. When you tell them that the proper way to get it done is to see the Delegate of their department and he in turn will talk to the Mate about having the Carpenter do it, they raise hell and tell you what kind of a Union man they think you are.

Another thing, on ships where they want you to furnish your own tools, and pay you tool money, the Mate expects you to bring with you two thousand dollars worth of tools from the finest to the heaviest.

Tell me what Carpenter is going to carry such an amount of tools for a \$255.04 per month job? This is out of proportion. I know several ship's Carpenters that have quit sailing in that rating; because as an AB you can beat the Carpenter's pay, and you don't have to know as much or work as hard.

J. S. Arzamendi

Scraping And Painting Jobs Liked By All, Says Bosun

To the Editor:

The SIU shore gang has received no end of praise from the shore Captain of the Waterman Steamship Company for the work it has done under the contract between the company and the Union which started three months ago. In the beginning it was hard to get the men to stick at this work, but now that we have tools, gear, and air-hammers to work with, you couldn't

drive those on the job out with an atom bomb.

The job requires men with deck experience in handling gear, shifting ships, chipping rust with an air-hammer, painting, splicing rope and wire, cleaning holds, etc. It should be understood, however, that there is no sea contract with this job. It is strictly a shore job hired through the Union.

There are nine men in the regular gang and at times I am obliged to contact the Hall for additional men for hold work—which no doubt puts a few dollars in the boys' pockets when shipping is a little rough. The money is good with overtime. I believe that there are other shipping companies with SIU contracts watching the progress of the Waterman gang and that they, too, will find out eventually that it pays to hire skilled SIU men who are competent in doing any work called for in the Union agreement.

HELPS OUT

As soon as any big job comes up I contact the Union Hall for more men and only hope that it is a long job so that it will help the men who are on the beach and provide them with enough money to tide them over until they can get a ship.

Some of the ships that come in are in bad shape such as the Azalea City, which came in recently looking like a garbage can, so thick was her coat of rust; but the shore gang worked on her day and night to get her back in shape and out on schedule; and believe me the OT was good!

So you see, this is the right job for the right men who intend to stay ashore awhile.

Carl R. Lawson,
Bosun

Send Those Minutes

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

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



Waterfront Interlude

By AUSSIE SHRIMPION

1.

They loved each other with fierce love brief,
He was a seaman, she was a thief;
As they told of their lives for many hours after,
They'd lie on her bed and roar with laughter.

2.

The day was spent with reckless zest,
At night with passion he lay at her breast;
Then his leave ended and shortly after,
She mocked and forgot with a strumpet's laughter.

3.

He sent word saying, "O come with me,
I need and love you most bitterly
Here and now—and always hereafter"
But she shook her head with laughter.

4.

At six in the morning the lines were cast,
At seven she heard the farewell blast,
At eight she'd forgotten and gaily quaffed
Cheap red wine, and sung with laughter.

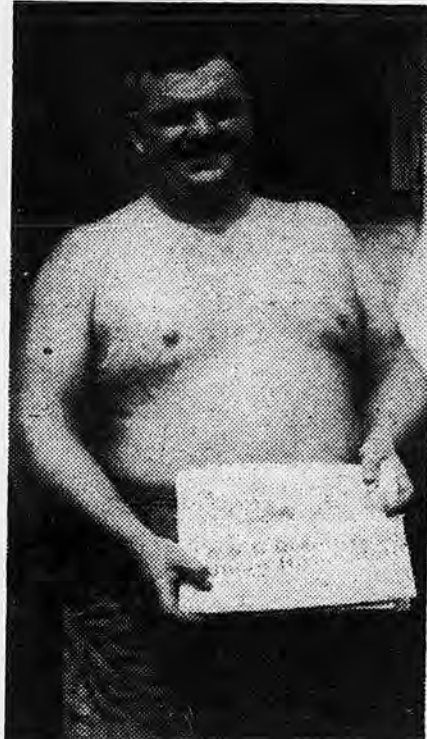
Maiden Creek Takes Time Off In Manila



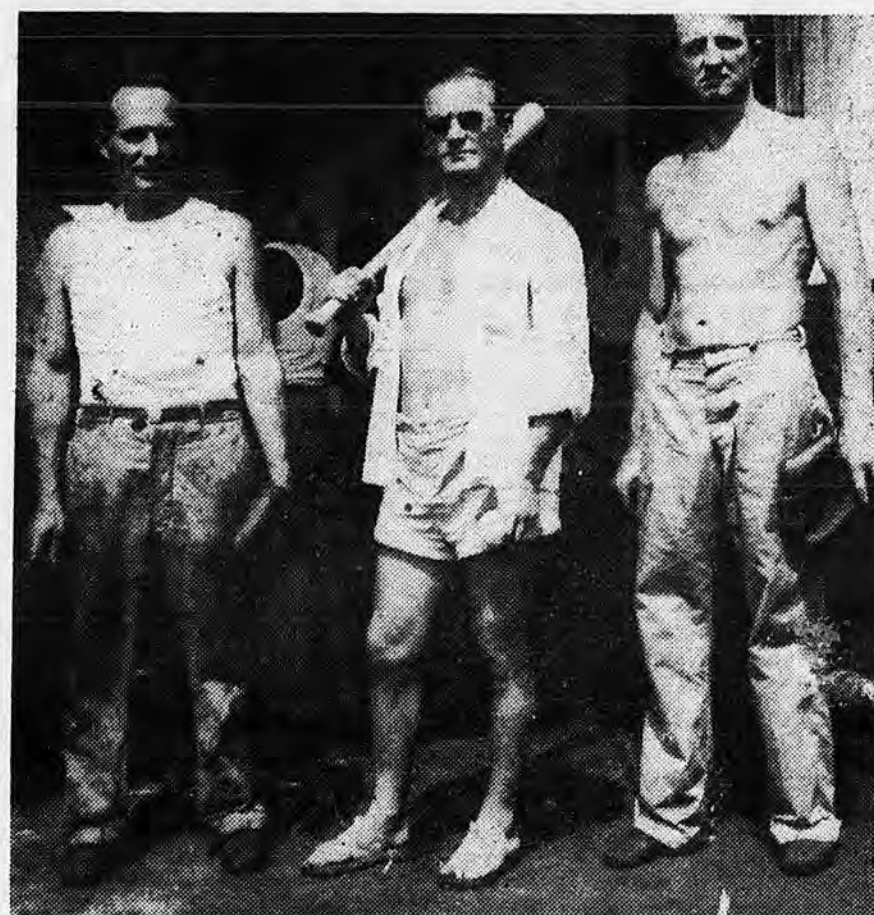
Properly-fed crewmembers are as important to smooth shipboard operation as well-oiled engines. That's the view of the Maiden Creek galley crew pictured here from left to right: B. Santos, C. C. Kenny, E. B. Youngblood, C. J. McDonough, Frank Perry and William Nachtingall.



Agulto found these Brothers agreeable subjects for his picture taking. Among the group are Carmine Tufaro, John Popa, Nick Tatar, Henry Adamowicz, Frank Van Dusen and Saloski. Names of the other Seafarers were not given.



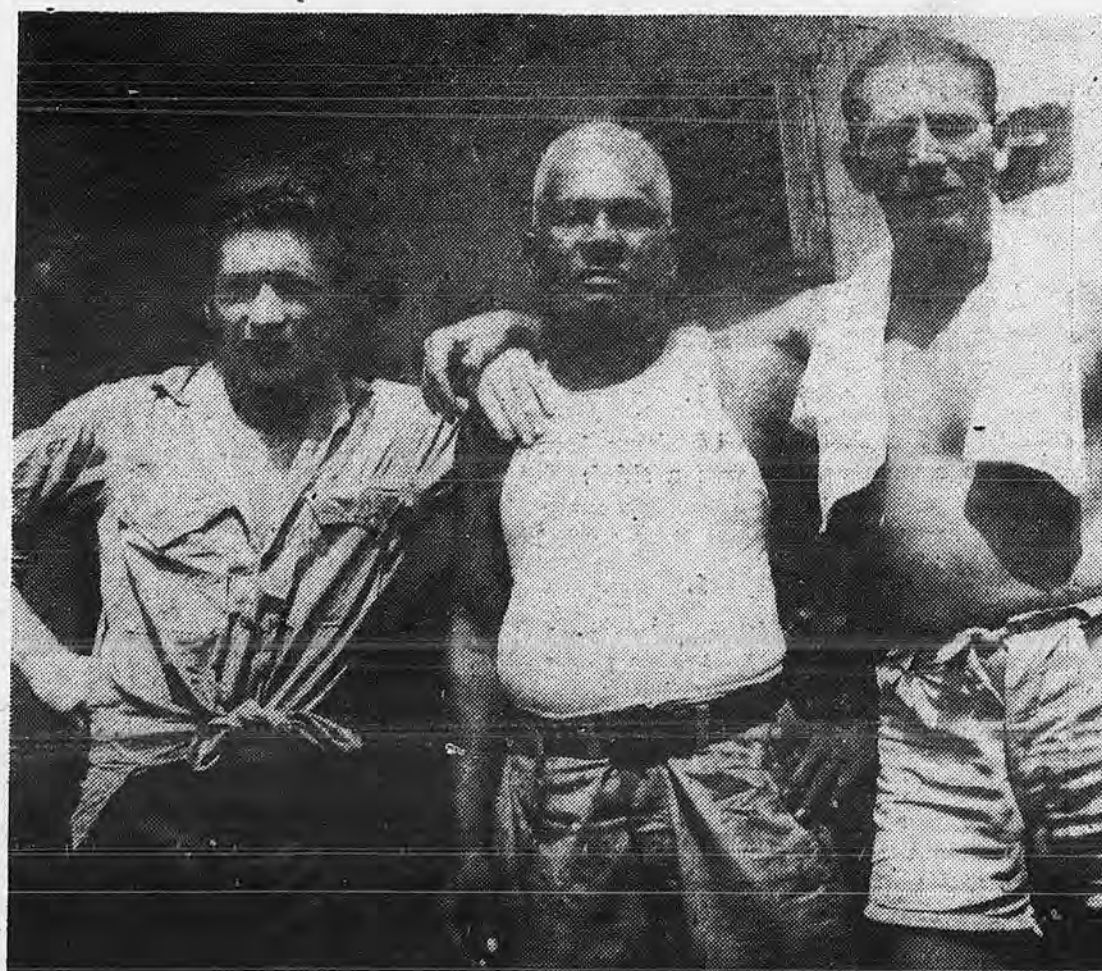
Frank Van Dusen, Ship's Delegate, appears happy with LOG headlines telling of Hiring Hall Victory.



Soft ball enthusiasts (left to right) Joseph Miluhaz, Anthony Beck and the Deck Engineer, line up with their gear for a pre-game photo. Each of the lads look capable of belting the old apple way out yonder.



Seafarers Nick Tatar and John Popa compete in card game aft on the Maiden Creek. Information accompanying photo said "they were doing their best to forget Captain Hiles, skipper of the vessel, and his 'good' deeds." Looks like they succeeded, too.



Black Gang men (left to right) Dallas Ben, E. Trainer and G. Hudanich came up out of the engine room so their department could be represented in Maiden Creek photos. All pix were taken by Agulto as the Waterman ship lay alongside Manila's Pier 13.

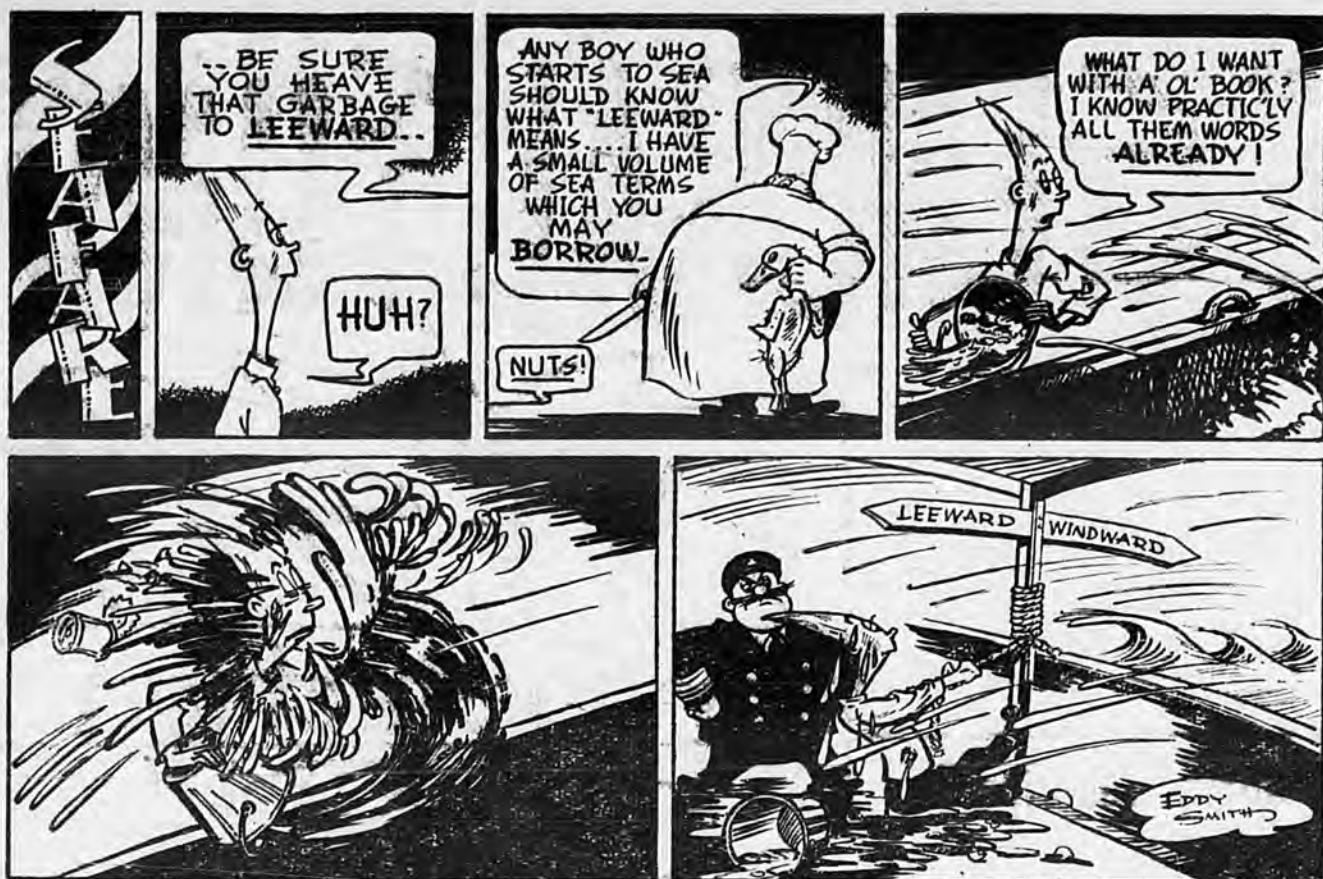
Two of the SIU-contracted vessels making the Far East run arrived in the Port of Manila, P. I., almost within minutes of each other Sunday morning, August 8. One was the very appropriately named SS Steel Seafarer, an Isthmian vessel; the other was Waterman's SS Maiden Creek.

As is his custom, Ludovico Agulto, "the Manila Watch," was on hand to greet the Seafarers crews with the latest copies of their, Union publication, the SEAFARERS LOG.

After discharging his duties of distribution, Agulto took advantage of the sunlight conditions and roamed the decks of the Maiden Creek taking shots of the SIU crewmen, some of whom appear on this page.

One of the issues of the LOG distributed carried the story of the SIU's Hiring Hall victory, which was enthusiastically received by all hands, Agulto reported.

He added that although a few beefs exist aboard the Maiden Creek, the lads are doing their jobs in first-rate Union style. They're waiting patiently until the ship arrives in New York, where they will let SIU Patrolmen take over and settle the matters in dispute.



PERSONALS

MIKE VOCOLAS (VOUKOULOS)

Get in touch with your wife care of Gelb and Gelb, 148 St. Georges St., Capetown, Union of So. Africa.

ETTORE SCIALPI

Get in touch immediately with

SIU HALLS

SIU, A&G District

BALTIMORE14 North Gay St.
William Rentz, Agent Calvert 4539
BOSTON276 State St.
E. B. Tilley, Agent Bowdoin 4455
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 Colls, Agent San Juan 2-5996
SAVANNAH220 East Bay St.
Charles Starling, Agent Phone 3-1728
TAMPA1809-1811 N. Franklin St.
R. H. Hall, Agent Phone M-1323
HEADQUARTERS...51 Beaver St., N.Y.C.
HAnover 2-2784

SECRETARY-TREASURER

Paul Hall

DIRECTOR OF ORGANIZATION

Lindsey Williams

ASSIST. SECRETARY-TREASURERS

Robert Matthews J. P. Shuler
Joseph Volpian

SUP

HONOLULU16 Merchant St.
Phone 5-8777
PORTLAND111 W. Burnside St.
Beacon 4336
RICHMOND, Calif.257 5th St.
Phone 2599
SAN FRANCISCO59 Clay St.
Douglas 2-8363
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
CLEVELAND2802 Carroll St.
Main 0147
DETROIT1038 Third St.
Cadillac 6857
DULUTH531 W. Michigan St.
Melrose 4110
TOLEDO615 Summit St.
Garfield 2112

Canadian District

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

Richard O. Kruger, 2447 19th Avenue, San Francisco 16, California, in regard to your accident aboard the Alcoa Cavalier.

GEORGE A. CARROLL BERA SMYLEY

Communicate with Mr. Murphy, care of Barnes and Cook, 39 Cortlandt St., New York City. Phone Cortlandt 7-0040, ext. 58.

HARRY BUDNISS

Get in touch with Alvin Miller of Battle, Levy, Fowler and Neaman, 30 Broad St., New York City. Important.

JOSEPH LEO GLEASON

Get in touch with Miss A. Guenrekian, 124 Read Ave., Crestwood, New York.

NOTICE!

SS SANTORE

Will brothers who were on this ship and know the whereabouts of gear left aboard by Norman West, please forward it to him collect at Jonesport, Maine. All his clothes and belongings, including Union book and discharges are in the suitcases he is seeking.

SS NEWHALL HILLS

Former crewmembers at the time of its salvaging by the M. V. Pigeon Point on Sept. 14, 1946, off Nantucket, contact Abe Rappaport at the offices of Ben B. Sterling, 42 Broadway, Room 1711.

Boston Hospital

The Boston Branch hospital delegate will visit Seafarers confined in the Boston Marine Hospital every Thursday between 2 P.M. and 4 P.M.

Members entering the hospital are urged to notify the Branch Hall by post card, making sure they give their names and the numbers of the wards they occupy.

The Union has left a supply of mimeographed, addressed post cards at the hospital's social service desk, where they are available at no cost to SIU members.

So that the delegate does not pass you up, do not fail to notify the Union that you're in the hospital.

Send 'Em In

Don't hold your pictures and stories of shipboard activities. Mail them to the Seafarers Log, 51 Beaver St., New York 4, N. Y. If you haven't the time or don't feel in the mood, just forward details. We'll do the rest. Pictures will be returned if you wish.

The Patrolmen say:

Topside Tyrant

Oh, the Skipper was a mighty man, a mighty man was he. For he was god almighty and supreme king of the sea.

In fact, this guy was a character. Who? Why the Skipper of the Aram J. Pothier. He just couldn't bear to see the Mates idle one moment, whether they were on watch or watch below. To keep them occupied and out of "mischief," this Skipper would order them to splice wire and hawsers.

The Mate received a succession of orders to top booms, and break out or stow lines with the watch on deck (in violation of the agreement). All this and coffee, too. What this character needed was a number one boy or a valet, for he couldn't eat with the common people. On several occasions he ordered some of his meals brought to his room.

ROYALTY

But the payoff came when he used to walk past the coffee urn, stop, look back at it and then order the first AB or OS to pour him a cup of java and



bring it to him topside. I imagine he must have served his apprenticeship on a Chinese junk, where he had the use of coolie labor.

This guy would taunt the

Seafarer Suall Is Awarded Oxford Labor Scholarship

Seafarer Irwin Suall, one of five rank and filers selected from the ranks of AFL and CIO unions throughout the country to study under a labor scholarship at Oxford University, leaves this week for England.

Termed the Ruskin scholarship to Oxford, it is sponsored by the British Trades Union Congress and offers American union members the opportunity to study economics and social problems from a labor viewpoint.

Brother Suall was chosen by a board of selection composed of AFL and CIO educational directors and is the first seaman ever selected for the school.

The scholarship is for one year and covers tuition, room and board. Brother Suall says he will concentrate on a study of the maritime labor movements in the major maritime nations.

The original notice of the Ruskin Scholarships was carried in the SEAFARERS LOG. Brother Suall then applied listing his Union record. During the 1946 General Strike he was a member of the publicity committee in the port of New York and served as a volunteer organizer during the Isthmian campaign. He has been delegate aboard many of his



IRWIN SUALL

ships, the last one being the Marina, Bull Lines.

Brother Suall sails as OS and will return to sea upon the completion of his studies.

The other four students hail from shoreside unions. The Unions sending members are the Transport Workers, CIO, Chicago local; Railroad Switchmen, AFL, Wisconsin; Auto Workers, Detroit local; and the Chemical Workers, Atomic Energy Local, Oak Ridge, Tennessee.

Mates until they almost went mad. Finally they would go out and do sailors' work so they could have a little peace on the trip.

He certainly required the ultra in comfort, too. He only had six fans in his room. For the common people—the crew, that is—one fan was enough in the Persian Gulf. Of course, they also had the ocean breezes to ease the 120-degree heat.

This potentate of the Pothier didn't confine his needling to the deck officers. What happened to them also happened to the Engineers, who thus became guilty of doing Deck Engineer's work.

When overtime was submitted for this work, as per agreement, the Chief made a written statement that he had done the work because "the replacement of the new parts on this vital piece of machinery require a degree of skill ordinarily not to be entrusted to other than one of the licensed engineers." I'm quoting from his statement.

The topper came later when he had the Deck Engineer do a few more complicated jobs—who by this time, I guess, had acquired that degree of skill ordinarily entrusted to licensed Engineers.

Yes, you guessed it. It's an Isthmian scow.

Jimmy Purcell

Blue-eye Guy

Do you know what a "blue-eye" is? The oldtimers know; and for the benefit of the younger men I'd like to explain that a "Blue-eye" is a free-loader—one of those characters who plays up to the bosses, figures out ways to get off with more

than you can, and does less work than his shipmates.

Maybe you have experienced going ashore with a couple of fellows and getting back to the ship late, only to find that you were logged while one of these guys got off clean. That's right! He's a "blue-eye!"

When a guy adopts a "so what?" attitude when he is assigned to work with you, and yet gets all the breaks, you can know there is a "blue-eye" in the picture. He can be identified by constant favoritisms that are granted him from topside.

Usually he claims the port Union officials are in his corner, right or wrong; he knows it all



whenever there is a discussion; and he makes a practice of creating a helluva lot of beefs to foul up the other fellow.

He's got an inferiority complex that delights in someone else's failure or trouble, for it releases him of a fear of appearing inferior—which he knows himself to be.

Keep a watchful eye on this guy. He's a "blue-eye." He's a danger to his shipmates and to Union conditions wherever he may be. That's him! A real "blue-eyed boy!"

Freddie Stewart

BUILD THE GENERAL FUND!

SAMPLE BALLOT

REFERENDUM BALLOT

Seafarers International Union Of North America
Atlantic and Gulf District

REFERENDUM BALLOT

Voting Period From Sept. 8 To Oct. 8, 1948

INSTRUCTIONS TO VOTERS: Vote either YES or NO on the following resolution by marking a cross (X) in the appropriate box. Do not use a lead pencil in marking the ballot. Ballots marked with lead pencil will not be counted. Mark your ballot with pen and ink or indelible pencil. DO NOT PUT ANY OTHER MARKINGS ON THIS BALLOT.

FOREWORD

At the regular business meetings held up and down the coast on August 25, the following resolution, submitted by 37 members in the Port of New Orleans, was approved and is therefore submitted to the membership as a resolution.

SAMPLE BALLOT

RESOLUTION

WHEREAS: The A&G District of the Seafarers International Union of North America has set the pace with a new contract and raise in wages, making the seaman's wage the highest ever obtained or imagined, and

WHEREAS: Through job action and solidarity of the SIU membership and officials, we were able to make the shipowners come in line and sign this contract, and

WHEREAS: The life blood of any organization is its solidarity and finances, and this definitely helped us with our negotiations with the shipowners, and

WHEREAS: All our funds are definitely established for certain purposes, such as Buildings, Strike, etc., and our General Fund is our working fund, and

WHEREAS: We will definitely have a struggle in future negotiations, and now that we enjoy these high wages we should do our utmost to build our funds so we will be better respected by the shipowners, and in a better position to fight them, so therefore be it

RESOLVED: That we go on record assessing ourselves \$10.00, to be a General Fund assessment, and be it further

RESOLVED: That copies of this Resolution be sent to all ports to be acted on at the next regular meeting August 25th, 1948, and they in turn wire the Secretary-Treasurer of their action, and be it finally

RESOLVED: That if this Resolution is carried that the Secretary-Treasurer be instructed to put in motion the necessary machinery to conduct a referendum ballot.

ARE YOU IN FAVOR OF A \$10.00 ASSESSMENT TO BUILD THE GENERAL FUND?

YES

NO ☐

X

YES!
For Protection

YES!
For Security

YES!
For Expansion

YES!
For the Future

YES!
For Jobs

VOTE
"YES"

TO KEEP WHAT WE HAVE
TO GET WHAT WE NEED