

SENATE PASSES NEW T-H BILL



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

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Alien Waivers, MC Chartering Extended To '50

A threatened last minute battle on the Senate floor against extending the Maritime Commission's right to charter, sell and operate ships failed to materialize, and the extension was written into law several hours before the June 30 deadline.

At the same time that the Maritime Commission's powers were renewed, the waiver on alien seamen was extended to June 30, 1950. Under the waiver, aliens are allowed to make up 15 percent of the crew aboard a subsidized ship and 25 percent aboard a non-subsidized ship.

(Officials of the SIU's Atlantic and Gulf District repeated the advice that all alien members who are eligible take immediate steps to obtain their US citizenship. The Union pointed out that this is the only way aliens could insure themselves against the effects of the waiver's expiration.)

The threat against the Maritime Commission came from Senator McCarran of Nevada, who criticized its policy, saying it was ruining Pacific shipping.

He threatened to fight the extension past the deadline, but backwatered at the last minute and gave the measure his approval.

His move, had it been effective, would have thrown the maritime industry into chaos. Immediate result would have been the government's recalling of over 300 ships now on charter and the transferral of their future cargoes to Army ships.

ECA shipments would have been cut, and coastwise shipping would have been severely curtailed.

STRONG WORDS

In making known his opposition to charter extension McCarran stated: "So far as I am concerned, so long as I can stand on my feet, I shall not allow this resolution to go through for the continuation of authority to this arbitrary and high-handed Commission."

Senator Magnuson, chairman of a subcommittee investigating the merchant marine, urged McCarran to reconsider and said that he was investigating the Pacific coast situation and hoped to correct inequities.

McCarran swung into line when he was told that for him to deny authority to the Commission would hurt thousands of workers in the maritime industry, and those people throughout the world dependent upon it for existence.

\$7.50 Pay Rise For All

With the signing of 33 steamship companies to a \$7.50 clothing allowance for all ratings during the past two weeks, the pay boost is now in effect aboard ships of all 50 SIU-contracted operators. Seventeen operators had signed the increase earlier.

The move for an increase got under way on June 17 when the A&G District notified the contracted companies by telegrams of its desire to negotiate for the \$7.50 increase. The companies were asked to fall in line with the increase by consent, thereby eliminating the necessity of bargaining sessions.

Within a matter of hours 17 operators signified their approval, and the remaining 33 operators had made agreements within ten days.

The increase went into effect on June 17 on all ships.

Seafarers Blasts Bill To Set Up 'Reserve'

WASHINGTON, July 6 — A spokesman for the Seafarers International Union today denounced the proposed Merchant Marine Reserve bill as a potential strike-breaking instrument, at a hearing held here by the House subcommittee considering the measure.

Matthew Dushane, the SIU's Washington representative, told the subcommittee that the legislation introduced by Representative Charles Potter (R., Mich.) was vigorously opposed by the Seafarers, and urged its rejection.

The proposed bill, known as HR-4448, calls for the establishment of a military reserve of licensed and unlicensed seamen, and would subject them to mobilization in time of war and "national emergency."

Inasmuch as the measure does not define what is meant by "national emergency," it could serve as a cloak for government-sponsored strikebreaking, the SIU spokesman pointed out to the Congressional group.

At an earlier hearing testimony was heard from Admiral Knight, head of the Maritime Commission's training program. Admiral Knight did not commit the Commission to a stand on the bill.

This was a blow to the bill's proponents, who apparently expected the Commission to come out unqualifiedly in favor of a Merchant Marine Reserve.

The only voice in favor of the Merchant Marine Reserve bill at today's hearing was that of Frank Rack, representing the Merchant Marine Veterans' Association, a small organization of former seamen which is sponsoring the legislation.

Rack said that his organization did not intend the measure

to be used for strikebreaking purposes but, despite his testimony, the bill could be used for precisely that.

"Other than Rack no person or organization has yet come out in favor of the proposed bill. In fact, the opposition of maritime labor, coupled with the Maritime Commission's stand-off attitude, is expected to move the committee to turn thumbs down on the measure.

Shipowners are also maintaining a hands-off attitude, some of them openly calling the measure "a hot potato."

The SIU opened its attack on the danger-laden bill when hearings were announced two weeks ago. At that time the Seafarers urged the committee to squash the measure. It called on all labor unions to fight the bill, which, the SIU held, might establish a precedent for strikebreaking that could be extended to all industries.

Senate Committee Probes Ship Transfers

A Senate subcommittee investigating all phases of the American merchant marine began hearings last week, and plunged headlong into a probe of ship transfers to foreign registry, particularly Panama.

Headed by Senator Warren G. Magnuson, the committee is expected to recommend legislation in the next session of Congress calling for stern curbs on ship transfers.

In its opening sessions, the principal witness called to explain his company's foreign flag operations was Millard G. Gamble, a Standard Oil Executive.

Gamble told the committee that his company had sought the Maritime Commission's ap-

proval of a plan to shift six old tankers to foreign flag operations. In return the company would put four new tankers under the American flag.

The Commission turned down the request, he reported.

Gamble then told the committee that the company would keep the six old ships under the American flag and put the new vessels under foreign registry.

Gamble's argument was that the company did not make money in American operations and already had nearly twice as many vessels as it needed for its domestic services.

The scope of Standard's foreign operations was brought out

The US Senate, by a 51-42 vote, last week re-saddled organized labor with the Taft-Hartley law. The upper House rejected the Administration's labor-backed repealer and adopted Senator Robert Taft's substitute amendments, which left the present vicious anti-labor law virtually intact.

The Senate bill gives the federal government power to use strikebreaking injunctions and to seize industrial plants to force the settlement of industrial disputes which threaten to bring about a national emergency.

Prospects are that the new Taft-Hartley law would die as a result of inaction in the House of Representatives or a presidential veto. But whether the bill passed by the Senate finally becomes law or not matters little, since there is no fundamental difference between it and the original T-H act.

T-H REPEALER

The measure which the Administration had been pushing, with strong support from the organized labor movement, would have repealed the Taft-Hartley law outright and substituted a modified Wagner act.

In view of the important part organized labor had played in the elections last fall, repeal of Taft-Hartley in this session of Congress was regarded as almost a sure thing.

With Taft-Hartley repeal as a major issue, the trade unions were the only groups to give solid backing to President Truman's campaign for re-election. Virtually every candidate for Congress who ran with labor backing won out over his anti-labor opponent. However, a large number of anti-labor legislators did not come up for election and, as a result, these forces were able to stave off repeal of Taft-Hartley in the current session of Congress.

Organized labor is reconciled to the fact that the labor-haters have the edge in Congress and that there is little chance for repeal—or modification—of T-H in 1949.

In fact, organized labor is already training its sights on the 1950 elections and is determined to blast the remaining Taft-Hartleyites out of the political picture.

TAFT, TOO

Presidents William Green, of the American Federation of Labor, and Philip Murray, of the CIO, emphasized that their organizations would look to 1950 to defeat Senator Taft and the

(Continued on Page 11)

British Labor Rips Commie Disruption

Already repudiated by Bristol and Avonmouth dockworkers, communist agitators are now concentrating on the London area in a renewed effort to cripple Britain's shipping.

Communist leaders of the Canadian Seamen's Union, working hand-in-glove with British communist party hacks, have succeeded in fomenting a wildcat stoppage on London docks.

British trade union officials have condemned the unauthorized action, and have pointed out to the misguided London dockers that they were being made dupes of by communists trying to upset the British economy by disrupting imports and exports.

Communist leaders of the wildcat stoppage defied official union orders and urged the dockers not to work on two Canadian ships under contract with the SIU Canadian District.

The ships are the Beaverbrae and Argomont, whose CSU crews were ordered not to return to Canada by CSU commie officials.

Clement H. Attlee, Prime Minister of Great Britain, and Labor Minister George Isaacs, along with waterfront union officials, appealed to the dockers to ignore the disruptive tactics of the communists.

Four Labor members of Parliament conducted a waterfront investigation, during which they boarded the two Canadian ships. They reported that aboard the ships they learned that the strike "was communist inspired" and was a "plot to wreck this country's (Britain's) economy."

Two weeks ago the communist plan to tie up Bristol and Avonmouth shipping collapsed when dockers voted to ignore the phony CSU beef and return to work.

in testimony, when Gamble stated that Esso had 23 vessels under Panama's flag. Ships are also registered in several European countries.

"In fact," Gamble stated, "approximately half of our total sales are outside the United States."

An indication of the profitable arrangement Standard Oil enjoys through its foreign flag operations was Gamble's statement that Panama Transport Company, a Standard subsidiary, paid the parent company a dividend of \$20 million this year.

The hearings are expected to continue with representatives of other American shipping companies scheduled to appear.

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Waiting For '50

By re-enacting the essential provisions of the Taft-Hartley law last week, a coalition of 51 US Senators declared, in effect, "The working men and women of America be damned."

Despite the 1948 election mandate, which was accepted universally as a clear authorization by the voters of this land for repeal of the Taft-Hartley law, Congress has failed to respond to the will of the people.

In the Senate, a 51 to 42 vote squeezed through Senator Robert A. Taft's substitute amendments to the Administration's labor-backed bill, thus leaving the Taft-Hartley law substantially intact. In the House of Representatives, the question of a new labor bill has been re-submitted to committee, but there is little likelihood that any action will be forthcoming.

Either the bill passed by the Senate will die as a result of inaction in the House of Representatives, or it will be vetoed by President Truman, who repeatedly has acknowledged the important role played by organized labor in the 1948 elections. Labor, nevertheless, still remains pinned down. New Taft-Hartley or old, it's still the same old straitjacket.

All of this foreshadows a bitter battle at the polls in 1950. The major issue will be Taft-Hartley, and organized labor is already laying the groundwork for its campaign to complete the job it began so successfully in last year's elections.

At that time organized labor routed virtually every anti-labor candidate for Congress, and sent to Washington men who publicly recognized the evils of the Taft-Hartley law and who committed themselves to its repeal.

Unfortunately, a sufficient number of reactionaries who weren't up for re-election in 1948 were still around the legislative halls when the Administration bill, which would have repealed T-H and replaced it with a modified Wagner Act, was offered.

It was this group of hangers-on from the days when mahagement propoganda whipped up a hysteria against organized labor that blocked the move for T-H repeal.

The labor movement realistically recognizes that there is little chance for repeal or even modification of Taft-Hartley so long as Taft and his labor-hating followers are on the public payroll in Washington.

Instead of further wasting its time in that direction, organized labor—AFL, CIO and independent unions alike—is girding for the showdown in 1950. Labor is confident, too, for it knows that it packs the punch needed to kayo the reactionaries.

It only has to look back to the 1948 elections for reassurance. As a result of labor's work at the polls last fall, the number of labor's friends in the Senate alone increased by about 75 percent in two years.

In 1947 only 27 Senators were on labor's side when President Truman's veto of the Taft-Hartley law was overridden. This year, however, 47 Senators supported labor's position—a gain of 20.

In next year's elections, organized labor will put the question simply to Congressional candidates: "Are you for us or against us?"

Those who are against us will be voting themselves a one-way ticket out of Washington. And that's the only way we can do a sure-fire job in repealing Taft-Hartley once and for all.



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 them.

BALTIMORE MARINE HOSP.

- W. G. ALSTON
- D. BOYCE
- J. CHIORRA
- F. WATERMAN
- G. A. CARROLL
- W. E. LAMBERT
- F. KORVATIN
- J. M. FERNANDES
- W. VAUGHAN
- H. G. REYNOLDS
- W. H. WOODILL
- F. W. CHRISTY
- A. L. MASTERS
- M. I. EL MOUR
- H. H. DIDDLEBOCK
- E. ARDOIN

NEW ORLEANS HOSPITAL

- F. CORCORAN
- T. SANFORD
- C. PLATT
- E. MASSEY
- W. J. JOYNER

- J. DENNIS
- G. ROTZ
- L. LANG
- F. LANDRY
- S. MORGAN
- C. ELLARD
- L. WILLIS
- J. B. ALLRED
- B. VARNER
- M. H. MUNSTER
- N. I. WEST
- G. H. NOLES
- B. K. JOHNSON
- A. MAUFFRAY
- N. STRATON
- P. G. BEAUFORT
- E. G. SANDERS
- C. R. SCHOOLER
- C. RAYFUSE
- E. G. PLAHN
- C. BROWN
- D. KOROLIA
- R. DICKINSON
- E. WARSAW, JR.

Hospital Patients

When entering the hospital notify the delegates by postcard, giving your name and the number of your ward. Mimeographed Postcards can be obtained free at the Social Service desk.

- A. ARVANTIS
- J. C. JARVIS
- J. C. HANSON

- SAVANNAH HOSPITAL
- C. MEDLEY
 - J. L. SIKES
 - U. A. WOODBURY
 - W. SMITH
 - J. E. UTZ
 - C. EZELL

- MOBILE HOSPITAL
- J. CURTIS
 - J. T. MARLER
 - J. B. PORTER
 - J. B. BERRIER
 - PAUL VANDEREIK
 - L. HOWARD
 - H. T. FOY
 - J. EDMONDS

- SAN FRANCISCO HOSPITAL
- T. ISAACSON
 - J. W. KEENAN
 - W. SANDERSON

- GALVESTON HOSPITAL
- BILLY BROWN
 - FRED P. LALLIER
 - EDWIN T. DANBACH

What's Source For The Goose —

Where do NMU members turn to get the score? To the pages of the SEAFARERS LOG, of course. In fact, one NMU member named Arthur Becker found an article in the May 10 issue of the LOG, headlined "Engineers Still after Jobs of Electricians," so revealing that he submitted it to the Pilot, NMU organ.

The LOG article "was written by someone who knows the score," wrote NMU member Becker and for that reason he felt that "these facts should be known to the membership."

The Pilot reprinted Becker's letter containing the LOG article, which was written by James Purcell, SIU Engine Patrolman in the Port of New York. But the Pilot took careful pains to conceal the source of the LOG article, deleting the author's name and all references to the SIU article contained therein. That is, all but one. The Pilot man with the blue pencil muffed it when he overlooked the reference to SIU Special Services Representative Joseph Volpian. That fumble was the give-away.

Reproduced below are a partial clip of the original article as it appeared in the LOG, and the Pilot version which appeared in the June 17 issue.

Say Engineers Reach (PILOT) For Electrician Jobs (6/17/49)

To the PILOT—The following piece about the way Engineers are chiseling in on the jobs of Electricians was written by someone who knows the score. I am sending it in because I think these facts should be known by the membership:

"Since publication of an article exposing the attempt by Engineers to muscle in on Electricians' jobs, things have improved somewhat. I should like to inform the membership of my observations on this score to date.

"For the benefit of those who may not know what is going on, this is the nub of it: With things getting a bit tough for the Engineers, they set their sights on Electricians' jobs.

"They already have made considerable progress in this direction aboard NMU-contracted United States Lines' vessels, where they control the majority of Electricians' jobs.

"In their campaign, these Engineers laid down a steady fire of criticism at Electricians as a softening up tactic in the drive for the jobs.

"To effectively counteract such ambitions, Electricians must perform their shipboard duties to the letter of the contract, in addition to cooperating fully with all hands aboard ship.

"In the period since Jan. 21 the Engineers have toned down. They've eased up on the hard-timing of Electricians, because of repeated Union warnings to the companies and the Engineers that the practice would have to stop. They were told that if the practice didn't cease the companies would have to accept responsibility for any consequences. Neverthe-

less it is still this writer's opinion that the Engineer's new tactic is to play possum. They are simply waiting for the opportunity to drop the axe on somebody's neck to bolster their claims that the Electricians are irresponsible.

"I think it should be pointed out at this time that there is a considerable amount of jealousy on the Electricians' part, because the Electrician's pay is high and because Electricians work day work, while Engineers, below First, have to stand watches.

"What leads this writer to believe that the Engineers haven't given up their objective is that several instances have cropped up, wherein Electricians have been dropped to lower ratings and Engineers have taken over for the remainder of the voyage.

"In one case that was brought before the Coast Guard, representatives of your Union stated the issues very simply. Special Services Representative Joe Volpian and myself pointed out at the hearing that the Engineers involved were never certified as Electricians and had never sailed in that capacity.

"Therefore, we argued these men had no practical experience as Electricians and operated solely on theory.

"Nevertheless, these hombres continued to make it as unpleasant as possible for every Electrician who sailed under them.

"It might be of some satisfaction for the readers to know that I don't think we'll have any more trouble from these particular Engineers, as they are no longer with the company whose ship was involved.

—Arthur Becker, Bk. 8573.
(Received by PILOT 5-12-49)

Engineers Still After Jobs Of Electricians

By JIMMY PURCELL (LOG-5/10/49)

Since publication of an article in the Jan. 21 issue of the SEAFARERS LOG exposing the attempt by Engineers to muscle in on Electricians' jobs aboard SIU ships, things have improved somewhat. I should like to inform the membership of my observations on this score to date.

For the benefit of those who may not recall, or who did not read the article, this is the nub of it: With things getting a bit tough for the Engineers, they set their sights on Electricians' jobs.

They already have made considerable progress in this direction aboard NMU-contracted United States Lines' vessels, where they control the majority of Electricians' jobs.

In their campaign, these Engineers laid down a steady fire of criticism at SIU Electricians as a softening up tactic in the drive for the jobs.

The previous article pointed out that to effectively counteract such ambitions, SIU Electricians must perform their shipboard duties to the letter of the contract, in addition to cooperating fully with all hands aboard ship.

EASED UP

In the period since Jan. 21 the Engineers have toned down. They've eased up on the hard-timing of Electricians, because of the SIU's repeated warnings to the companies and the Engineers that the practice would have to stop. They were told that if the practice didn't cease, the companies would have to accept responsibility for any consequences.

Nevertheless, it is this writer's opinion that the Engineers' new tactic is to play possum. They

are simply waiting for the opportunity to drop the axe on somebody's neck to bolster their claims that the Electricians are irresponsible.

I think it should be pointed out at this time that there is a considerable amount of jealousy on the Engineers' part, because the Electrician's pay is high and because Electricians work day work, while Engineers, below First, have to stand watches.

What leads this writer to believe that the Engineers haven't given up their objective is that several instances have cropped up, wherein Electricians have been dropped to lower ratings and Engineers have taken over for the remainder of the voyages.

STRAIGHT TALK

In one case that was brought before the Coast Guard, representatives of your Union stated the issues very simply. Special Services Representative Joe Volpian and myself pointed out at the hearing that the Engineers involved were never certified as Electricians and had never sailed in that capacity.

Therefore, we argued, these men had no practical experience as Electricians and operated solely on theory.

Nevertheless, these hombres continued to make it as unpleasant as possible for every Electrician who sailed under them.

It might be of some satisfaction for the readers to know that I don't think we'll have any more trouble from these particular Engineers, as they are no longer with the company whose ship was involved.

This, however, does not mean that Union members—or, in particular, the Electricians—can af-

Georgia Pays Benefits To Idle Seamen

The SIU's Savannah Branch has issued a memorandum reminding Seafarers employed by shipping companies whose central offices are located in Georgia that they are eligible for unemployment benefits in that state.

In discussions with a representative of the Georgia State unemployment agency, SIU Port Agent Jim Drawdy learned that the jobless pay is now restricted to those men sailing on privately owned vessels.

The law at present also covers seamen sailing on ships operated by the WSA but no money has been appropriated by the federal government to extend payments beyond June 30. So benefits for seamen on WSA ships ended as of that date.

In reminding qualified Seafarers to take advantage of the unemployment insurance allowed by Georgia law, the SIU Port Agent outlined the essential features of the rules applied by the state agency.

REPORT BI-WEEKLY

Jobless pay checks are mailed to applicants every two weeks, with two checks going out at the same time.

In this way an applicant for the unemployment benefits only has to report to the agency every two weeks, instead of every week as in some states.

For example, if a seaman applies for benefits on the first of the month, he is told to report back to the agency's office on the fourteenth.

When he does report, two checks, for the intervening weeks, are sent to him within two or three days. The same procedure continues until he gets his maximum benefits. Weekly payments range up to a maximum of \$18.

All unemployed seamen are entitled to the Georgia benefits, which may be drawn for 16 weeks, out of each 52-week period. However, men who quit a job of their own accord forfeit two weeks' compensation, unless they produce evidence that they quit for good cause.

Permitmen who payoff a ship after 60 days, in accordance with Union regulations, are entitled to all but two weeks of the 16 weeks of benefits, and they may apply for the benefits every time they are unemployed.

MISCONDUCT RULE

Men who are pulled off a ship as a result of misconduct are eligible for jobless pay, but may be required to forfeit from two to four weeks of their unemployment insurance. Similarly, a man who is fired by a company for just cause may be penalized for benefits up to four weeks.

The Georgia law respects the jurisdiction of the Union Hiring Hall and procedure in determining a man's eligibility.

Normally, shoreside workers are required to take the first employment to which they are referred by the state unemployment office.

But a seaman who can show a shipping card, with evidence that he has attended Union meetings, is permitted to turn down two ships, as provided in the Union shipping rules, without being penalized by the state agency for refusing employment.

Beware Of Cities Service Bearing Gifts

(The following letter was received from a crewmember of a Cities Service ship. For obvious reasons, the writer's and the ship's names are withheld.)

Well, boys, this outfit—which has been fighting the wishes of its seamen for Union representation—has just pulled another typical Cities Service trick.

They have installed a dishwashing machine in the pantry and the Chief Engineer says they are going to put them on all the ships in the Cities Service fleet. This would have been a very good idea, if it was used as a device to improve conditions for the crew.

But that's not the case. Anytime Cities Service makes a move, the men who work their ships generally get a kick in the pants.

The dishwashing machine is a pretty rig, but it takes longer to wash dishes than it does by hand. Also (and this was probably the whole idea) the damn thing has taken the job away from a man. They no longer ship a Pantryman. The Pantryman's work is now divided between the crew and Saloon Messman—without overtime.

During the meal both men must serve in their respective

messhalls, so all the dishes pile up until the end of the meal. Then the Messmen have to turn to and clean up the whole damned business.

The blooming machine just sits there in the corner until the lads show up.

It doesn't put the dishes in the rack, nor does it sougee the pantry or swab the deck. Neither does it go amidships for canned goods or ice. It never makes salads or cold drinks and it doesn't cut the lemon and grapefruit or dish out the dessert.

In fact, it doesn't even run

itself. One of the men has to nurse it along. All the work formerly done by the Pantryman has been put on the shoulders of the two Messmen.

They are both working more than eight hours a day, and believe me, they don't like it—not even a little bit.

TYPICAL STUNT

This latest stunt is just one of the many things this union-hating outfit has been doing to make things tougher for the seamen. Nothing they do is calculated to give the crewmembers a square deal or a fair

break.

That's the very reason they have fought so long to keep the Seafarers International Union from becoming the bargaining agent for the unlicensed personnel on their ships.

They know that the SIU will see to it that the Cities Service tankermen get what is justly due them.

So to you men who are sailing Cities Service ships, I say stay on the ship. Stick it out. Do your job. There are going to be some changes made and it won't be long.

AFL, CIO Help Start New World Labor Group

The groundwork for a new world federation of free trade unions opposed to any form of totalitarianism was laid in Geneva, Switzerland last week. Delegates representing 42,000,000 members of democratic trade unions in 33 nations voted to set up the world labor group.

Representatives of the American trade union movement played a leading role in the initial meeting, with George Meaney, Secretary of the American Federation of Labor, and James Carey, Secretary of the Con-

gress of Industrial Organizations, urging joint action by the free trade unions of the world.

Meaney and Carey called for a banding together of the genuine trade unions everywhere to fight reactionary government and employer groups on the one hand, and communist "stooge" unions on the other.

Although communist domination of the older World Federation of Trade Unions prompted the establishment of the new labor organization, conferees made it clear that it is not to

be simply an anti-communist outfit but will oppose all forms of totalitarianism.

The American representatives stressed the view that all free labor groups should be eligible for affiliation. They also recommended that no one political or ideological tendency should be permitted to dominate the new world-wide organization.

A dramatic expression of free labor's scorn for totalitarian regimes was demonstrated in a clash that took place between
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Robin Line Clouts Real Homer: Puts Softball Gear On Its Ships

"Play ball," the cry familiar to millions of sports-minded Americans, will shortly be ringing out in ports up and down the East and South African coasts.

The umpire's signal will start the play of softball games between teams representing Seafarer crews of Robin Line ships and the local citizenry in Durban, Capetown, Port Elizabeth, Mombasa and the rest.

This wholesale transplanting of the increasingly popular offshoot of the grand old game of baseball is the result of an innovation aboard all vessels operated by Robin Line.

The company is now outfitting each of its ships with a complete set of standard softball equipment, principally as a means of increasing the crew's recreational facilities.

The move, however will further the cause of international goodwill, something several Robin Line crews have already whipped up on their own in many African ports.

GOOD STUFF

Softball equipment going aboard the ships is of the finest quality, with all items manufac-

Port Savannah Shipping Drops

By JIM DRAWDY

SAVANNAH—Rain and heat, we've had plenty of down here in the past two weeks but shipping activity hasn't kept pace with the elements.

Most of the men shipped during the period went to the SS Southland, South Atlantic; SS Dorothy, A. H. Bull, and the Maiden Victory, Waterman.

Beefs in this port were confined to the weather. There were none aboard the ships coming in here.

A round-up on the activities of some of our Brothers in this port reveals that J. W. Ringo, who just paid off the Southland, will enjoy a bit of a rest on the beach.

W. Mulling will spend some time in port bringing his house up to the standards set by his wife. J. L. Sikes got off the Southland to go into the local Marine Hospital, and M. Kavanaugh is putting some time catching the cool sea breezes at one of the Savannah beaches.

CLEANING UP

Our Hall looks brighter each week. The lads painted the deck this week and washed the windows, showing they are mindful of the SIU slogan that "an SIU ship is a clean ship" whether they're asea or ashore.

In addition to Brother Sikes mentioned above, Seafarers in the Savannah Marine Hospital this week are C. Medley, U. A. Woodbury, W. Smith, J. E. Utz and C. Ezell.

We would like to remind the boys on the beach here that a visit to their Brothers in the hospital is certainly a worthwhile way in which to kill a few hours.

Those in the hospital find these visits a big lift during the monotony of confinement.

tured by the A. G. Spalding Company.

The Spalding firm is one of the oldest manufacturers of sporting equipment, and in America most big league teams use their products. In the National League, the Spalding is the official ball.

In each softball "package" being placed aboard the Robin Line ships are the following:

Fifteen caps, nine gloves, six bats, six softballs, one catcher's mask, a set of bases and a home plate. The letter R is stitched to each cap.

The next Robin Line ship to take on the softball gear is the Robin Tuxford, which signs-on in New York on July 6. The Tuxford leaves on July 9 and, after loading in Baltimore and Philadelphia, will head for South Africa, where the lads will break out the bats, balls and bases.

MADE DEBUT

Although all ships will now boast softball aggregations, crews aboard several of the company's vessels already have put classy Seafarer lineups on the South African diamonds.

In fact, company officials who recently made the South African run on one of the ships were sufficiently impressed by the crewmembers' team that they thought it would be a good idea if all Robin Line crews had a team to represent them.

The idea for the softball teams can probably be traced to the crew of the Robin Kirk, which purchased its own equipment and put a team onto the field many months ago.

South Africans have shown considerable enthusiasm for the game and look forward to the vessel's arrival each trip, because local teams are anxious to match their abilities against the Kirkmen.

Typical enthusiasm for the Seafarers' brand of play and sportmanship is revealed in a recent story in the Mombasa Times, reporting on games in which the Robin Kirk team defeated the Mombasa Baseball Club, 25-16 and 14-2.

SPORTSMANSHIP PRAISED

The Seafarers "played in true sportsmanlike fashion," said the Times. "The Mombasa Club looks forward to their next visit, when, it is hoped, they may find the advice and tuition they so readily gave will really have borne fruit."

The new softball equipment on all Robin ships will probably

delight none more than the people of Mombasa.

Seafarer Toby Tobrick, who appears in the Robin Kirk lineup, informed the LOG that, after the games, the Mombasan club told him they would deeply appreciate it if the next crew to visit the port brought out equipment so games could be played.

Most important at the moment is the care and preservation of the new softball gear.

It was suggested that the most advisable method would be to appoint a man on each ship to take charge of the issuing and stowing of the gear before and after each game.

Couple Of Bucko Skippers Mar Smooth Payoff Week For Mobile

By CAL TANNER

MOBILE—Shipping has been fair in this Gulf port since our last report.

A number of ships paid off during the past two weeks. Among them were the Alcoa Corsair and the following Waterman ships: Zebulon Pike, Maiden Creek, Wild Ranger, Fairport, Golden City.

Best payoff was aboard the Zebulon Pike, whose heads-up crew brought in one of the cleanest ships to hit this port in a long time.

As a whole, the rest of the payoffs were smooth, with the exception of those aboard the Golden City and the Maiden Creek, skippered by Captains Henry Bishop and Morgan Hiles, respectively.

The schedule for the coming two weeks shows the following ships due to hit the Port of Mobile: Monarch of the Seas, LaSalle, Antinous, Bessemer Victory, Warhawk, Fairisle, Alcoa Ranger, Alcoa Clipper and Alcoa Corsair.

The Bienville, Maiden Creek and Golden City, all Waterman, are expected to crew up within the next two weeks, as is the Alcoa Planter.

A few of our Brothers are in the local Marine Hospital at this writing. They are J. Curtis, J. T. Marler, J. B. Porter, J. B. Berrier, Paul Vandereik, L. Howard, H. T. Foy and J. Edmonds.

Among the men on the beach waiting to ship are Brothers E. Blackman, W. E. Ward, K. M. Purvis, T. Johnson, R. A. Sanchez, S. B. Sikes, D. E. Jones, G. Elliott, R. Kelly, E. Mosely, R. Kline and F. Verner.

The prize payoff of the per-

iod was Waterman's Golden City. Captain Henry Bishop was up to his usual trick of logging everyone who didn't suit him personally. On this particular trip, he was logging men who were sick for not turning to. He threatened to put one sick man in irons and feed him on bread and water for the rest of the trip.

Of course, this sort of thing does not go on SIU ships. We paid the ship off under protest and, although the Shipping Commissioner ruled in favor of the company at the payoff, this beef is still not settled as far as we are concerned.

We'll let the membership know via the LOG "when we get this Golden City beef squared away.

Another of the Waterman bucko skippers, Capt. Morgan Hiles, was in here this week with his usual fouled-up ship. However, we got this one settled to the satisfaction of all.

Philly Weather Note: Very Hot, With Cool Breezes In Shipping

By JAMES SHEEHAN

PHILADELPHIA—Although perhaps nothing to brag about, shipping in this port has at least been much better than the weather. We've had a couple of payoffs and a few ships in-transit—but no rain for about 40 days now.

Aside from the "it-ain't-the-heat, it's-the-humidity" talk that you're probably hearing around the countryside, local chatter

Many Payoff But Few Sign-On In New York

By J. P. SHULER

NEW YORK—In the absence of New York Port Agent Joe Algina, who is recovering from pneumonia, I'll try to give the lowdown on New York activities during the past few weeks.

What looked for awhile like a complete halt in shipping has finally come to an end, and the movement of ships and men is a little more active. Although we had a large number of ships in for payoffs, the turnarounds were slow and few left right away. In addition we had three lay-ups: the Sea Trader, New London and Bloomquist.

The ships in for payoffs during the past period were: Algonquin Victory, St. Lawrence Navigation; Kathryn, Elizabeth, Beatrice, Suzanne, Cornelia, Bull; Loyola Victory, Hastings, Bessemer Victory, Waterman; Seatrains Texas, New Jersey, New York and Havana; Steel Advocate, Santa Clara Victory and Meredith Victory, Isthmian; Robin Kettering and Robin Locksley, Robin; Coral Sea, Coral Steamship Company; Cape Mochican, Mar Ancha; Colabee, Illinois-Atlantic; Southstar, South Atlantic; and the Seamar, Calmar—one of the few Calmar ships we've had in here in a long time.

SIGN-ONS FEW

On the sign-on side things weren't so rosy: Allegheny Victory, Seamar, Seatrains Texas, New York and New Jersey, Southstar, Robin Wentley, Coral Sea and Meredith Victory.

With the big backlog of ships in port we should bust out with a rash of good shipping one of these days, at least we hope so. In the meantime we'll keep our fingers crossed.

Here's hoping Joe Algina will be back at his same old stand in short order. He should be up and around, raring to go by now.

Seven Arrivals Give Frisco Fair Shipping Week

By FRENCHY MICHELET

SAN FRANCISCO—Two payoffs, two sign-ons and five ships in transit made for a fair week here. The tempo is expected to be slower for the coming two weeks, however.

The payoffs and sign-ons were the Citrus Packer and Twin Falls Victory, both Waterman. The five in-transit ships were the Kenyon Victory, Steel Mariner, Monroe Victory, Steel Rover and Steel Inventor, all Isthmian ships.

The seven arrivals of the week were slick and clean, none giving us a beef. The ships touching this port were also visited by the Brotherhood of Marine Engineers, which is doing a good job of bringing the Engineers into a union interested in economic betterment.

OLDSTERS AROUND

Although the beach is not very heavily populated now—in fact, we didn't have a quorum for a meeting last week—we

have enough men around for the jobs that are expected. Some of the oldtimers here waiting for a good one are Bill Lamb, M. Mitchell, Bob Schreffers, Blackie Aubert and Blackie Coutant.

Other Brothers around, but not looking for ships, are those in the marine hospital: Brothers T. Isaacson, J. W. Keenan, and W. Sanderson. Brother Sanderson underwent a major operation last week and we're all rooting for his early recovery.

centers around the Philadelphia Athletics who have renewed their chase of the league leading New York Yankees.

The lads will probably make an interesting race out of it, even if they don't cop the flag. Nobody around here is selling them short—yet.

BME HAILED

On the waterfront side, one of the chief matters of interest appears to be the recently-chartered AFL Brotherhood of Marine Engineers. Many Engineers in this port have pointed out that this is what has long been needed, and they feel it will be a good thing for all of them.

Many Engineers have been coming into, and writing to, the Philadelphia Branch asking how they could join up with the BME. We are referring these queries to the proper place.

We're about running dry at this point. We hope you'll excuse the shortage of news this week. It ain't the heat, it's the humidity, you see.

HERE'S WHAT I THINK...



QUESTION: What action, or gain, made by the A&G District of the Seafarers do you regard as the most impressive?



"TINY" MEASE, MM:

The biggest kick I've gotten out of being a Seafarer was helping the International Ladies Garment Workers Union organize the sweat shops on West 35th Street in New York last fall. Most of those garment workers were women or older men. When we went up there, we knew we were going unarmed against armed hoodlums, and we knew we were going to beat them anyway. That's the way it went, too. We took a little beating, and then we went right back in there and won. It gave me a chance to help out a fine union, when help was what that union needed. And it gave me a real chance to be one of the guys who could deliver with the chips down.



A. LOGUIDIS, Deck Eng.:

The SIU's participation in the Wall Street Strike of 1948 gave me the most satisfaction of all, even though I was an organizer on Isthmian ships and saw the Isthmian campaign right through. For one thing, the Wall Street beef was a tough battle. Even more important, it gave the SIU a name all over this country and in other countries, too. The Wall Street Strike really gave us a reputation for helping other unions. That is a reputation we have earned the hard way, and must strive to keep. I'm sorry to say I wasn't in New York for the Wall Street beef. I was at sea, but our whole crew thirsted for news of the beef, and donated to the strike fund when we paid off.



RICHARD McMANUS, FOW:

Helping other unions, and having them help us, gave me a feeling of satisfaction hard to beat. Our aid to the shipyard workers, the ILGWU, the AFL retail clerks, the ILA and many other unions showed everyone that unions can work together. The help we received from the other unions made a big difference in our fight against Paul Hoffman's plan to dump American shipping under ECA. In every strike we pull we need the help of other unions, and if we can help them at any time it makes us and everyone else stronger than if we all waged our battles alone. Inter-union solidarity, I'm convinced, really pays off.



SAMUEL SETLIFF, AB:

To me our victory over Isthmian was most impressive. I made a six-month trip on an Isthmian ship just prior to the strike. That was a rugged trip. The crew was an unsavory lot, made up mainly of men kicked out of every maritime union in the country. They even broke into the cargo. I was glad to get back alive. I promised myself that I'd never go back aboard an Isthmian ship again. However, when the SIU took over, conditions improved so much that I've made six Isthmian trips since. I'm sure Isthmian is glad to get dependable SIU crews aboard their ships.



THEODORE CORNELL, Oiler:

I consider a couple of things impressive: the organizing of the vast Isthmian company and the Union's great expansion in the past few years. I joined the Union in 1938 in Baltimore — we didn't even have a Hall there then. I always wanted to see Isthmian organized, because it was the most notorious of the open shop outfits. It was a tough nut, but the SIU cracked it. Our expansion is just as impressive to me. We have helped the International reach a point where it is now the most formidable maritime grouping on any waterfront. The number of companies under contract have increased tremendously. We have come a long way.



A. KIDDER MAAMEUR, AB:

The first time the commies tried in force to take over the ILA in 1945 and their repulsion by the Seafarers made a great impression on me. It was the first real test of SIU strength in New York, and the way the Union handled the beef showed that we were in business to stay. That was my first real action. The other day, when we helped repel another communist attempt on the ILA, I recalled that time four years ago when we showed them that there was a new force on the waterfront strong enough to battle them and beat them at their own game.



JOHN A. TONAZZI, FOW:

I received great personal satisfaction from the help we gave in driving the communists from control of the seamen in Canada. As a former Great Lakes seaman, I think the Union did a fine job up there. I've seen how the commies operate, having been aboard CSU ships while a seaman on the Lakes. Their ships were in rough shape and the seamen were by no means happy. The Canadian seamen I've met will soon enjoy the same good conditions we have here. It's unfortunate that they didn't come into the SIU earlier. They could have been enjoying these benefits for years.



LINDLEY RITCH, AB:

The 1946 General Strike was, in my opinion, the most impressive action which the Union pulled off. As a result of this strike, all waterfront unions benefited from the victory won by the SIU. This was a beef against the government agency that turned down the wage increase negotiated by the Union. The US waterfront was locked tight for 10 days until the government agency gave up and permitted the raises. Other unions then got the increases we negotiated. I came into the Union in 1947, but the '46 victory for free collective bargaining over the Washington brass is tops for me.



ARTHUR THURLOW, OS:

I'd say that the Wall Street strike of last year impressed me most. Our support of the much-abused financial district white collar workers showed that union members are not far apart, regardless of what industry they are employed in. The Wall Street strike showed, too, that one group of laboring men could combine with another to accomplish a common objective in an area where this kind of solidarity was badly needed. More cooperative action, such as the SIU's backing of UFE, would enable labor to achieve its goal much sooner.



ANDREW HARVILLA, OS:

I think that the winning of the Isthmian beef in 1947 was the most important job done by the Union. It took a lot of hard work to bring that big fleet under a Union contract. Every one of the men who played a part in this job deserves a lot of credit. I say this was an important accomplishment because it finally gave thousands of unorganized seamen in that fleet a chance to enjoy the security of a Union contract, which they needed for so long. Not only that, it also brought them the same top wages and conditions that were in effect on other ships contracted to the SIU.



SHIPS' MINUTES AND NEWS

Donahue Eyes Middleweight Title As He Prepares For Ring Return

Seafarer Pat Donahue, New Orleans' hard-hitting middleweight, is planning resumption of his highly successful ring career after a forced lay-off of several months. The classy 27-year-old Crescent City boxer has been recovering from an injury sustained in a grueling 10-round struggle with George La Rover of Philadelphia in New Orleans last winter.

A smashing right in the fourth round broke Donahue's jaw but failed to halt his aggressiveness and Pat was awarded the decision.

Pat's announced return to the ring came as "good news" to his legion of admirers in the Gulf area. Oldtimer Percy Boyer, who passed the word along to the LOG, is pretty much convinced that the slugging Seafarer will fight his way right to the top of the 160-pound class.

In fact, this optimism is shared by Pat himself. Boyer quotes Donahue as saying that he expects to be knocking on the door of the middleweight titleholder in another year.

On the basis of performance Pat's potentialities are promising. He has won 30 of his approximately 45 engagements by knockouts. A cagey boxer, Donahue packs a stiffening wallop in both hands, as his record indicates.

LOTTA ZIP

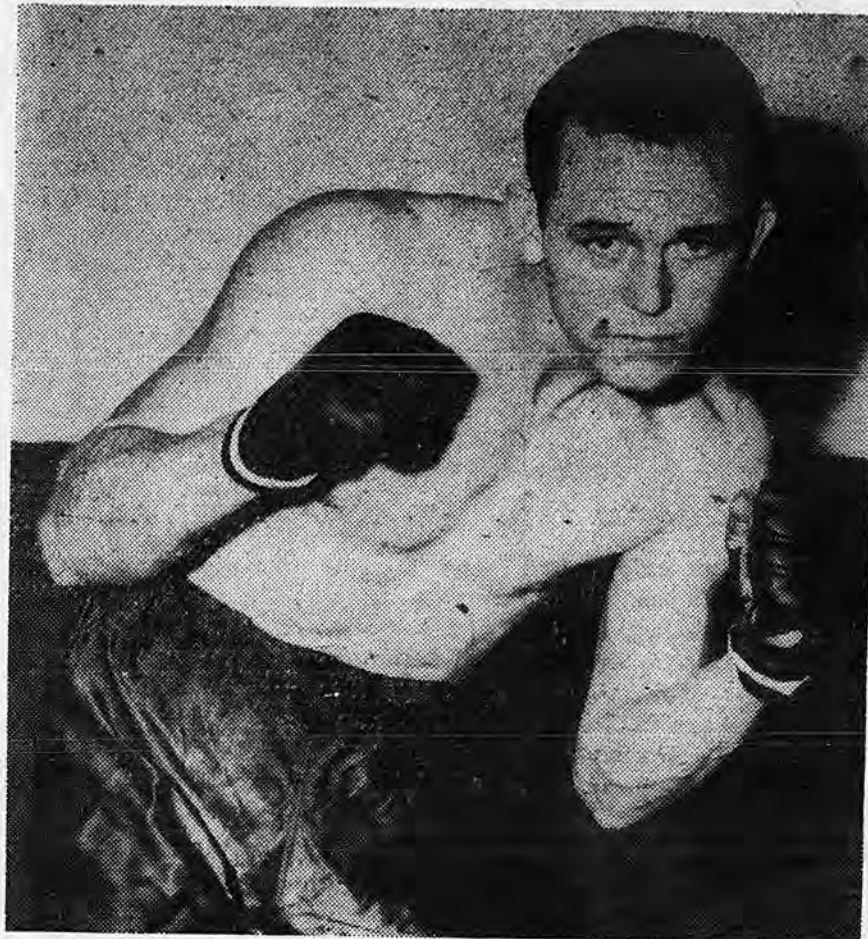
Pat's prospects are strengthened considerably by the fact that at the age of 27, when most ringsters are beginning to slide, he is still fresh and vigorous with only four to five fighting years behind him. He took no early batterings as an amateur, having begun his career as a professional.

The broken jaw suffered in the La Rover fight is viewed philosophically by the New Orleans battler as "one of those things." While the injury was far from a happy experience, it touched off a heart-warming demonstration of loyalty by Donahue's backers among Gulf Seafarers.

A group of Pat's SIU friends, Percy Boyer among them, staged a benefit card in New Orleans to help defray his medical expenses. SIU backing resulted in a huge turnout and the benefit for the very popular New Orleans man was a great success. And Pat hasn't forgotten it. When he returns to the ring wars he is determined to prove to his supporters that they were backing a good man.

Until he is ready to square off again, Pat has been tending bar at a site familiar to most men of the SIU, in a tavern located at 339 Chartres Street, former SIU branch hall in New Orleans.

By the time he knocks off duty each night, Pat figures he has walked at least a hundred miles. He feels this will enable him to dispense with a considerable amount of road work in preparation for his ring return.



Seafarer Pat Donahue, who is resuming ring career

'The Voice Of The Sea'

By SALTY DICK

Joe Doyle has left the Gulf and is in New York with a very sore throat... Charles Fischer is still pacing the deck like an expectant father and the only thing he's after is a Fireman's job... I'm inclined to believe it's cheaper to live in New York than New Orleans. For example: In New Orleans the taxi meter starts with fifty cents, here in New York it starts with twenty. And the

Quizzical Look



MV Sea Trader crewmember "Sir Charles" puffs on an after dinner cigarette and gives photographer Fred Bruggner a "what's up" look. Scene was Maracaibo on the ship's final trip.

food and board here is much more reasonable.

There's a former Shanghai newspaperman sailing SIU out of Philly. If he reads this I suggest that he send some reports to the LOG. Norman Maffie should have his drawings on display in the SIU Halls. May I suggest that he send some to the Philly Hall. The walls there are awfully bare, and Jimmy Sheehan has sent out a plea for pictures.

Brother Larsen told the story recently of the time it took him 72 days to reach Buenos Aires from New York. Doubting the story, I asked him for details. The event took place in 1912 while Larsen was crewmember of a schooner... D'India is on the beach and he has no comments on any subject.

Dick Davies retires his book for a couple of months every year in order to sweat it out in an ice cream plant. He plans to be on the high seas in October. ...What crew of what ship went on a safari in Mombasa, East Africa, all dressed like Frank Buck? I hear they came back with a baby deer.

John Nagler would like to see his ship remain in foreign ports a little longer. He's sore now because his scow stayed in Shanghai only four days... Robert Palter is in Philadelphia on the beach, but the way he talks it seems that he isn't interested in shipping

Gangway Fall Proves Fatal To SS Frances Electrician

Elmer F. Rose, 52-year-old Chief Electrician, died as the result of a fall from the gangway of the SS Frances in San Juan on June 9. His body has been returned to his home in New

Brunswick, New Jersey for burial. He is survived by his wife, Mrs. Marjorie Rose.

According to statements by crewmembers, Rose was returning to the ship alone at 2 A.M. when he fell from the gangway into the water. The splashing of water and his cries roused the sleeping crew. The 3rd Assistant Engineer was the first man to reach the scene and succeeded in pulling Brother Rose from the water. With the aid of other crewmembers artificial respiration was applied until an ambulance arrived. At 5 A.M. a hospital doctor pronounced him dead.

At a special meeting aboard ship, the officers and crew collected \$108 which was turned over to an SIU Patrolman at the payoff in New York. The Union in turn sent a check for the amount to Rose's widow.

One of the first to arrive at the scene of the accident was Bernard Goodman, Deck Maintenance. In a signed statement, Goodman described the crew's attempt to save Rose:

"At about 2 A.M. of Thursday,

June 9 I was in my foc'sle, which is midship and which overlooks the gangway, when I heard a noise as of splashing in the water and then someone yelled in a loud voice. I ran to the port-hole, looked out and saw someone struggling in the water between the ship and the dock near the gangway.

PULLED FROM WATER

"I ran up to the gangway alleyway midship and threw over a life preserver. Then I threw down the line from the gangway block and tackle into the water. By that time Mr. Lyons, the 3rd Assistant, had got hold of the man in the water and was holding him up so that his head was clear of the water. I ran down the gangway to the dock and assisted Lyons to hold the man up. We made the line fast around his waist and several other men pulled him up onto the dock.

"As soon as Rose was pulled up he was laid out so that artificial respiration could be applied. Three men took turns applying respiration while an ambulance was sent for. About 35 minutes elapsed between the time the man was pulled out and when the ambulance arrived.

"The ambulance contained absolutely no equipment or interne, just the driver. We continued applying artificial respiration while lifting him into the ambulance and all the way to the hospital. At the hospital, because there was no pulmotor, we had to continue giving artificial respiration in conjunction with an oxygen machine. The doctor on duty finally told us it was no use, and at about 5 A.M. said that the man was beyond possible revival."

Brother Rose joined the SIU in August, 1946 and held book No. 100866. He was in good standing at the time of his death and Union burial benefits will be paid.

Saves Shipmate In Plunge

F. A. (Art) Savoie, OS aboard the SS Sunmount on her last voyage to South American ports, hauled a shipmate from the water in La Guaira, Venezuela, on June 9.

Savoie was standing gangway watch at 11 PM when the launch returned with several crewmen. Savoie went down to lend a hand as the water was rough, with five and six foot swells slapping vigorously against the ship.

One of the men lost his footing and fell between ship and launch. He was going down for the second time when Art jumped in and dragged him to the launch, where shipmates pulled both to safety.



F. A. (Art) SAVOIE

Digested Minutes Of SIU Ship Meetings

ATLANTA CITY, May 8—L. W. Highsmith, Chairman; Frank W. Chamberlayne, Secretary. Deck Delegate reported 20 disputed hours a man and Stewards Delegate said there was a total of 30 hours disputed in his department. No other beefs. Under Good and Welfare the matter of establishing a ship's hospital amidships was discussed. Minute of silence for Brothers lost at sea.

CHILORE, May 17—J. Penner, Chairman; R. Burns, Secretary. Extended vote of thanks to Steward and Cooks for the excellent meals put out despite the way the company stores the ship. Discussion to straighten out responsibility for driving winches and maintaining them. Voted to bar any private agreements on working rules. General discussion of problems of keeping washroom and messroom clean. Minute of silence for departed Brothers.



MANGORE, May 8—J. Mason, Secretary (Chairman not identified). Elected Brother Keefer to confer with Patrolman at payoff. Voted that each department delegate should make out a repair list for Ship's Delegate to present to Patrolman. Steward to notify next crew of the stores and linen schedule to forestall any hitches. Discussion of the shortage of ice aboard, and it was decided to turn question over to Patrolman. Minute of silence for Brothers lost at sea.

DANIEL H. LOWNSDALE, April 3—Duke Livingston, Chairman; R. Guild, Secretary. No beefs reported by department delegates beyond a few disputed hours. Food situation discussed under Good and Welfare. Suggestions agreed upon to be adopted by Cooks. Repair list made up for all departments. Minute of silence for Brothers lost at sea.



SEA TRADER, April 19—Charles Oppenheimer, Chairman; John Poluchocich, Secretary. Previous minutes read and accepted. All repairs to be made, it was reported. Delegates had no beefs to report. Voted to hold educational meetings regularly in recreation room. All old books and magazines to be collected and turned in to the American Merchant Marine Library in exchange for new magazines and two boxes of books. Voted to distribute station cards in advance of fire drill to avoid confusion. Minute of silence for departed Brothers.

FRANCES, May 15—B. Goodman, Chairman; S. Carr, Secretary. Previous minutes and delegates' reports accepted, there being no beefs for the delegates to report except for a minor matter in the Stewards Department. Voted to put new locks on companion way doors. Discussion on man hired off pier in San



Juan. Matter to be referred to Patrolman. Minute of silence for departed Brothers.

ROBIN GOODFELLOW, April 4—Tony Suarez, Chairman; Mike Zelonka, Secretary. Minutes of two previous meetings read and accepted. Delegates reported no beefs in departments. Passed various motions connected with efficiency of ship, better medical attention and assuring that all OT and draw records would be correct at payoff. Agreement analyzed under education. Minute of silence for departed Brothers.

ARLYN, April 17—Woody Yant, Chairman; Jack McLaughlin, Secretary. Delegates gave their reports. Motion carried to hold shipboard meetings every Sunday at 2 PM. Woody Yant elected ship's delegate. Discussion on better menus. It was suggested that ship's delegate see Port Agent in Puerto Rico about getting pasteurized milk. One minute of silence in memory of Brothers lost at sea.



ALCOA PLANTER, April 3—W. Tracy, Chairman; E. D. Moyd, Secretary. Financial secretary reported that ship's fund contained \$19.48. Department delegates reported that all was okay. Ship's delegate said that all repairs had been made, with only keys to foci'sles still to be attended to. Jack Chastain was elected black gang delegate and E. D. Moyd was elected ship's delegate. Captain okayed steam line for washing clothes. Crew reminded not to leave cups in messroom. Will try to have ship fumigated upon arrival in the States. One minute of silence in memory of departed Brothers.

W. E. DOWNING, April 24—Bill Blakely, Chairman; Blackie Jones, Secretary. Department delegates reported. Jack Hayden and Jeremiah O'Byrne nominated for ship's delegate. O'Byrne elected by acclamation after Brother Hayden withdrew. Motion carried to have delegates check stores and stores list with Steward. Motion carried to make four copies of repair list, one each going to Captain, Chief Mate, Chief Engineer and ship's delegate. Stores are to be checked as they come aboard. One minute of silence in memory of Brothers lost at sea. Meeting adjourned at 2:43 PM.

JOHN W. BURGESS, April 24—J. Furton, Chairman; Melvin Smith, Secretary. Delegates reported that there were no beefs in any of the departments. Minutes of last meeting read and accepted. Suggested that poker games be played in recreation

and that players clean up when they are finished. Motion carried to give Steward Department a vote of thanks for doing a good job. It was suggested that library books be changed when vessel hits US. One minute of silence in memory of departed Brothers.

MARYMAR, April 23—J. Fisher, Chairman; G. Walter, Secretary. Motion carried to accept reports made by department delegates. Motion carried to make up repair list for coming voyage and to have it ready for action in New York. Matters discussed under Good and Welfare included the menus, food, wearing apparel for messroom and noise in alleyway and messrooms during the night. Meeting adjourned after observance of one minute's silence in memory of departed Brothers.



STEEL EXECUTIVE, April 17—W. C. McCuistion, Chairman; A. D. Brodie, Secretary. First meeting, voyage just commencing. No beefs in any of three departments. W. C. McCuistion elected ship's delegate unanimously. Delegates to arrange for their respective departments to rotate in cleaning of laundry. Deck delegate to see Mate about painting department's showers. Decided that crew pantryman is to make coffee just before going off duty for 10 AM coffee time. Ship was in Halifax one day and night during beefs with commies. SIU's nightly broadcasts from Halifax were heard until the fourth day out, after which we were unable to get station.



CAPE MOHICAN, April 10—Gonzalez, Chairman; R. Sirois, Secretary. Motion by Halpin, seconded by Stepien, carried, that passageway be kept quiet and that no dice games be held there. Following discussion on ship's laundry and recreation room, Brother Graf made a motion, seconded by Gonzalez, calling for a list of all crewmembers from which the name of one each day will be picked for cleaning of the recreation room. Motion was defeated by 14 to 9 vote. Motion carried to keep recreation room open every evening between 6 PM and 7 PM for convenience of members who desire reading material. Chief Steward is to have possession of the recreation room keys. Motion by Ivrain, carried, that everyone using laundry clean it when finished.

Notice To Crews

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

Seafarer Sam says

IT'S SUPER-TERRIFIC-COLOSSAL!



Note to those ships with 16MM sound movie equipment: "The Battle of Wall Street" — the SIU film — of the 1948 strike of the United Financial Employees against the New York Stock and Curb Exchanges is now available.

The purchase price is \$40 (actual cost plus postage and insurance) and is guaranteed to knock any audience for a loop. Just send a check to Headquarters, and prepare yourselves for a thrilling 20 minutes of entertainment and education.

CUT and RUN

By HANK

The battle to repeal the Taft-Hartley Act isn't over. Keep writing those letters to all Congressmen and Senators, Brothers, even though Senator Wayne Morse told the Senate that the latest revision of the law made the whole labor bill "so unworkable and so anti-labor" that "the sooner we get rid of it and take the whole issue to the polls in 1950 the better." This year or in 1950, the Taft-Hartley Act must be wiped out.

We recently read of the unusual manner the people of India christen their merchant ships. They use rice, coconuts, kumkum (which may be something the Brothers who know the ports of India well enough can answer for us), haldi powder and rose petals. All these, of course, are religious Indian customs... Another odd fact we read was about Sable Island, 100 miles off the coast of Nova Scotia, which has been called the "graveyard of the Atlantic." More than 200 ships were sunk there.

Brother Vick D'India is in town a few weeks now since his long voyage or voyages aboard the SS Bret Harte... Percy Boyer sailed recently on a fast, hot trip to the ports of India. Take it easy with the baksheesh, Percy... Joe Pendleton, intending to hit Galveston shipping soon, sailed into town last week with a well-tanned face (as usual) but without a mustache or even a beard.

Brother Henry Beckmann will be drydocked some time in the marine hospital in Chicago... Smooth recovery, Henry... Al Gordon, the tanker-sailing poet, just missed his shipmate who sailed recently after coming in from a trip—Brother John "Bananas." Al says he can't forget the 600 merry Irish immigrants aboard the ship he came back on as passenger. The Irishmen celebrated with the playing of their bagpipes and violins—and no doubt, hitting the decks with those shillelaghs.

A few days after Brother Charles Dasha asked if his shipmate Paul Gondzar was in town, in came Paul himself. He met other shipmates, but missed Brother Dasha... Brothers, the Fetiche Bar in Le Havre, France, is now on the mailing list for a bundle of ship-bound LOGs. The place is on the Rue General Sarrail, so pick up a few copies... One Brother recently recommended a good place called the Rex Bar, where SIU Brothers visit. It's down in New Orleans, in case you hope to bump into some shipmate.

A few weeks ago Brother "Red" Shea, who spent many months aboard the tanker SS Fort Bridger, sailed out on a trip. He said something unusual about taking his car along, too, but we probably misunderstood a few words of the conversation here and there. We only know about such sea-going pleasure gear as radios, typewriters, steamer trunks, guitars, cameras—and perhaps even a bicycle. But not an automobile—never, fellas, never.

The SEAFARERS LOG will be mail-bound to the homes of the following Brothers—Max Acosta of New York, Allen Kramer of Pennsylvania, Anthony Ferrara of New York, James Miller of Minnesota, David Baria of Alabama, Karl Ingebrigsten of Maryland, G. E. Anderson of Minnesota, Elmer Frost of Florida.

Jimmy "Blackie" Saliba just sailed into town after a voyage... A few other Brothers in town are: Frank Waller, Charles Oppenheimer (bound for a few vacation days upstate), Henry Bonk... Brother Keith Forster sailed into our town with his pipe and smile after a voyage... We noticed Ray Queen talking to the LOG staff. We wonder if he donated some original poetry or just rattled off a poetic digest of the voyage. Since he's taking her out again (the ship we mean, of course) we wish Ray mucho inspiration for some, let's say, comical poetry.

THE MEMBERSHIP SPEAKS



Political Action, Not Thumb Twiddling, Will Defeat Anti-Laborites, Says Cassidy

To the Editor:

I read with deep interest Charles Haymond's article in the June 10 LOG, "Can Political Action Benefit Seamen?"

Let me express my views on this matter in this way: I paid off a five months trip in Baltimore in February, and feeling a period of relaxation due me, I went to Tampa, where I have many friends. While there I made more friends, among them many officials in the shoreside AFL unions in that city.

While there Ray White and I attended a meeting of the AFL Trades & Labor Council. During this meeting this identical question of political action arose. It then struck me that the SIU had very little to do with the election of President Truman, whereas the rest, or a large part of the shoreside unions, had gone after the vote for Truman and got it. They did it the hard way, by punching doorbells.

As Brother Haymond says, we have done quite well by keeping our nose out of politics, particularly because we have seen some of the unsavoryness that the waterfront Communists employ in their political activities. But, again I point out that the SIU took no part in the election of President Truman, who most certainly cannot be termed a communist.

UNITED AFL ACTION

We must realize today that the SIU is the biggest force of influence on the waterfront, hence we should swing a bit of weight within the national AFL, and to do that we must follow the same group's policy, which of late has very distinctly been for political action.

To refer back to the Tampa meeting I attended. When the political action discussion arose, the response to it struck me as being somewhat on the indifferent side. I asked the chair for the deck and explained that I was a seaman first and a politician last, but that in view of all that I heard of how labor had put Truman back in the

Croon Or Snooze — Moon's Voice Enchants 'Em All

To the Editor:

I'll have to disagree with Mr. Boyer about that "Moon" not being romantic. Just ask the boys who heard Moon Kouns serenading Candy at the American Bar down in Santos. Also, just ask the boys about Moon's and Sloppy Creel's (his running mate) romantic nights down in B. A.

One night after Moon finished eating about three steaks, drinking about a gallon of beer down at the canteen on the docks, he went to sleep and snored so loud he woke up the boys sleeping on the ship four blocks away.

Alfred Byrd

White House, I strongly felt that the AFL did the right thing in entering the political arena.

I then explained the stand of the SIU, our "hands off" policy toward political action, but I mentioned also that the SIU was still in the formative state though if it could reach out to help its political friends, it would do so.

As a further example, I cited the Tampa report in the same LOG, wherein is named a Florida politician, Tom Watson, who attempted to have passed a state law that was worse than the Taft-Hartley Act. I told them how the proposal was defeated, partly through efforts of the SIU.

Brother Ray White then took the floor and pointed out that this same Watson may oppose a long time friend of labor, Senator Claude Pepper, when his term expires next year. White asked the meeting if it would make good sense for the SIU to sit back and twiddle its thumbs while these two fight for the Senatorial seat.

I don't think we should. The results of labor's participation in the last presidential election clearly showed itself to be of benefit to labor and all of us.

ABSENTEE VOTE

If political action should be adopted as SIU policy in the near future, I very strongly want to suggest that it be gone about in a complete manner. First, explain to the membership that most states now have absentee ballots (of which I've taken advantage in New York since its inception two years ago).

Then point out in the LOG who are the friends of labor and who are not. The men can then vote accordingly.

In addition to anti-labor Tom

Watson, Brother White pointed out that Florida had another foe in office that labor would be well rid of, Senator Spessard Holland. Holland has three years to run, but could eventually be defeated by labor's getting out the vote.

LABOR INCENTIVE

To my knowledge, Florida is one of the few states that has an anti-closed shop law, which in itself should be incentive enough for all Florida AFL groups to fight. Laws of this sort have been effective in hampering labor, but why this situation should be permitted to remain so is a mystery to me. Particularly when something can be done to correct the situation.

Paul T. Cassidy

Fairland Galleymen 'SIU's Best'

To the Editor:

Here on the Fairland, Waterman, we have one of the best crews ever to sail out of an SIU Hall. It is strictly 100 percent Union. Topside is alright, from the skipper right down the line,



with special emphasis on the First Engineer.

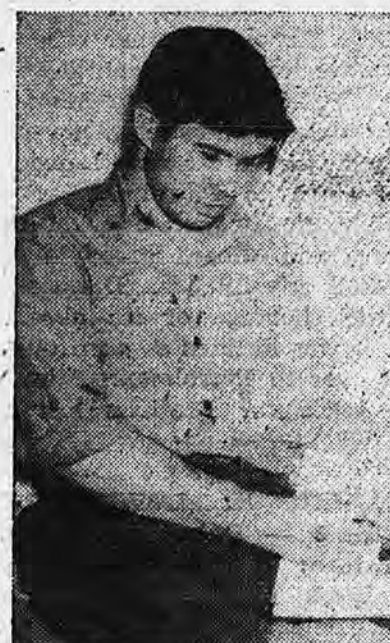
With the exception of a few minor beefs, which can be found on every ship, there has been nothing to disturb the harmony.

I think right here and now I should tell you about the Stewards Department. The Fairland claims it has the best Stewards Department in the SIU. The chow is good and plentiful.

One of the mainstays in the Stewards Department is Alexander Cherney, the Baker. He is the best oven man in the SIU.

While on the subject of the Stewards Department I would like to get this thought across to the membership: the crew Messman has a pretty rough job and I think all will agree with me on that. We should assist him all we can and not get careless with cigarette butts, cups and so on. Remember, he is making a living too and is not going to sea to clean up after a bunch of guys who don't give a darn. His job is taken for granted by too many guys.

Frank Harper
Engine Delegate



Felix Curls, whose sketches have appeared in the LOG, puts the pencil to paper during an off moment aboard the J. B. Waterman. Seafarer F. Douglas, who submitted the pictures, says of Curls: "A guy with his talent is certainly wasting his time at sea."

Brother Finds Soft Voiced 'Ingrid' Packs Mean Right

To the Editor:

Being the strong, silent Casanova type, I've decided to let you Brothers in on my great love affair which took place place while in New Orleans recently.

While sitting in Pete Herman's Bar, which, incidentally, is a clip joint, I decided to make a phone call to a girl. She is a beautiful blond whom I had met previously while in town. As I turned to go into the booth I noticed a young lady in the next booth.

After I closed the door, so as to better hear the lilting tones of the girl I was to call, I found I did not have a nickel for the phone.

Suddenly it happened. The telephone started ringing. It sounded as though it were a four alarm fire. Well, like a fool I answered it, and it was—as I later learned—the young lady in the next booth. Oh, man, what a voice she had. It

was so soothing and mellow. It made my heart skip every third beat.

PERFECT 36

After I had told the young lady my name, I became curious to learn what she looked like. I asked her to describe herself. This is the way the conversation ran:

"Well, I'm small. Oh, it's so hard for me to describe myself. Surely you've seen pictures of Betty Hutton?"

"Yes," I blubbered.

"And you've seen pictures of Betty Grable?"

"Yes, yes," I drooled.

"Well," she purred, "I look like a combination of the two with Ingrid Bergman thrown in." Well, boys, that's when I started doing back flips in the phone booth. Naturally I had to let the young lady know what I looked like so I started:

"You've seen pictures of Clark Gable, haven't you. And pictures of Tyrone Power and Van

Johnson?"

She practically swooned in her eagerness to say she had.

"Well, gal, I look like Harpo Marx."

Evidently the young lady didn't believe me, because we made a date then and there. I sure though I had something on the line. After I hung up I went back to the bar, completely forgetting the blond I had intended to call. After all, Ingrid Bergman comes first.

Then I started drinking my Seven-up, because I am by no means a drinking man. About five minutes later up stepped the young lady of the recent telephone conversation.

TAKE IT AWAY!

You have seen pictures of Betty Hutton and Betty Grable and Ingrid Bergman. So have I. Man, I've never seen a woman that could compare to the one who faced me then. To me she looked about two shades worse than Lena the Hyena.

Anyway she looked at me and said, "Well, Honey, am I drinking?" I might be a fool, but I'll be darned if I would be seen with this refugee from Slobdovia. I just looked at her goggle-eyed and said, "I don't know, are you?"

She retorts with, "I mean are you buying me a drink?"

I broke it to her gently that I was in no mood to invest \$1.20 in a coke; however, if she wanted to go down the street I'd be glad to buy her a shot. She gave me the cold stare and told the bartender to give her six bits of Seagrams.

Again she looked at me asked me if I was footing the tab. I closed my eyes and counted to ten, then shook my head.

"Ok, cheapskate," she said, in a voice that must have been heard in Mobile.

"Honey child," I told her, "I'd rather be a cheapskate than a damn fool."

Foc'sle Buddy Of O'Doyle Defends His Hurt Character

To the Editor:

I wonder what became of "Steamboat" O'Doyle? I can't find anything with his name tacked to it in any recent LOGs, but I ran across several scandalous remarks about this fine seaman (me) in some of the older issues.

"Steamboat" therein reported something about research on the love life of sailors, but it seems to me that if he wrote an autobiography the subject would be covered nicely.

One night in one of the choicer clip joints of New Orleans I saw him pick up a nice appearing girl in traditional sailor fashion,

and so help me he was making fast time before he had even bought a drink.

LOWLY COMPANION

Then there was the incident in South America when the "Steamboat" decided, while slightly under the influence, that the Devil protected his following. The ritual blew up when



the waitress found out that the extra glass and empty chair were for the Devil. She refused to come near the table.

This should serve to take some of the blemishes from the good name of Jensen and cast into the light the true character of the great lover, O'Doyle.

Incidentally, I guess I am not the only one that would like to know where he is. There are probably a lot of women in ports all over the world who would like to know where that character is hanging out.

Jerry Jensen

Come On — Smile!



Despite the urging of the cameraman, Brother Andres Molina, Messman of the Suzanne, clings to his poker face. Luis Ramirez who took the picture says Molina is a crackerjack worker on the ship and is well liked by the crew. Shot was taken in Ciudad Trujillo.

SIGHTSEEING IN CURACAO



Seafarers Harry Benner, OS, and Jack Higgins, AB, pause during their tour of the South American city. Their ship, the Bull Run, was tied up nearby.

Ship's Delegate Of SS 'Dream Boat' Pleased With Dutiless Assignment

To the Editor:

This Isthmian wagon, the Steel Advocate, has been a happy home for most of the crew during the past four months. Most of the gang are sticking by for the next trip, so it is obvious that the crew is happy with their co-workers and the top-siders.

As yet we haven't had an hour of disputed overtime in any department and we haven't had a hard word from the Mates or Engineers during the voyage. Of

course, the Old Man blows his top occasionally just for the exercise, but he has been neglecting that for the past couple of months.

How we drifted into this ideal dream ship no one can quite figure out. Our Chief Mate is always willing to cooperate and oblige. He doesn't have to step on the deck or pass any comment of the deck gang's efforts. The boys just work along in the proper SIU fashion, finishing up with speed and first rate workmanship. With all this harmony,

a delegate has little to do except report, "No Beefs."

At present our fancy rustbucket looks like a yacht inside and out. We have heard oldtime Isthmian Mates say that there never were sailors on their ships as sober, intelligent and as efficient as the men sent aboard since the SIU signed a contract.

Of course the food helps the happy situation. W. M. Stark, Steward, has his boys whip up a mean plate full. It's the best feeder we've hit in years. Some say that Kingfish Nelson of the Colabee is tops, but on this ship that point would be debated.

SWEET LABOR

Brothers, don't let anyone kid you about the fancy ships being poor sea boats or tough jobs. All you gotta learn is to push the right button and everything goes as it should with half the manual labor involved. Also there is some satisfaction in logging around 500 miles a day, and not contending with that thump, thump, thump, coming from the innards of the old triple expansion jobs.

Incidentally, we have a couple of Cities Service Seafarers aboard, men blackballed from the CS fleet. They are amazed at the efficient payoffs and happy spirit which prevails here at all times. A far cry from Cities Service.

It is indicative of the changing times when we cruise past a Liberty ship at twice her speed. This fancy vessel seems to look down her nose and quiver to her topmasts if we dare to tie up alongside anything as lowly as a Liberty ship.

It must be the new SIU spirit prevailing over the vessel, and she in turn seems only too glad to take our lead and do her share to make each and every seaman feel that he is an integral part of the ship's company. So it is on the Steel Advocate.

A happy ship where we "know our rights and know our duties," the two main requisites of seafaring men; thus the slogan of old Andrew Furuseth is our byword. We are well aware that with freedom comes responsibilities, and as a result we collectively and individually are striving to live up to the finest tradition of the SIU.

James A. MacKenzie
Ship's Delegate



Brother MacKenzie seeing the sights of Calcutta

Colabee Men Show Teamwork Aboard Ship And On Diamond

To the Editor:

I would like to remark that we on the Colabee have a very good crew. Every man on deck is a seaman in the full sense of the word. As a result of the teamwork among the deck gang, the men are staying on for another trip, with but one permit-man getting off, and that because of an expired card. This same wonderful harmony is in evidence in the other departments as well.

The softball team we have organized is an outgrowth of the feeling in the crew that they want a real team and must therefore necessarily have a uniform.

We played the Baie Comeau (Quebec) softball team on Sunday, May 8 and I would like to be able to say that we won, but the Baie Comeauans gave us a

trimming, 21 to 3. The Cola Bees don't feel bad about it though, as we realize we are rusty from long idleness on the diamond. As soon as the Cola Bees get some practice we'll change matters.

OLD PROS

The fact is that the Baie Comeau team has been going strong for seven years and they show by their playing, and score, the considerable practice they've had. Third Cook Dutton and AB Lord distinguished themselves by some major league playing, the rest of us need a bit of practice.

J. J. Flynn

Thorny Prize



Proudly displaying his catch, a porcupine, is Seafarer Glen Vinson. The scene is a hunting camp in Pennsylvania. Vincent bagged his game with a Colt .22 pistol.

Brother On Way To Health Thanks Hospital Staff

To the Editor:

I have been confined here in the Galveston Marine Hospital with pneumonia for 16 days. I wish that you would publish in the LOG the fact that I appreciate the efforts of the doctors and nurses who have been responsible for bringing me back to normal.

Upon admission to the hospital I was in very serious condition. I am hoping this item will help the seamen to cooperate with the hospital personnel to the fullest extent.

William J. Wolfe

Got A Spare 'Beach Comb'? Brother Asks

To the Editor:

I would like to begin receiving the LOG here at Jennings Land, Smith's Parish, Bermuda, the paradise of a beach-happy seaman. If any of my Brother Seafarers catch this letter, I'd like to hear from them.

Now that I'm sojourning in beautiful Bermuda on its wonderful beaches, I would like to ask if anyone can furnish me with any exact information or data on the use of a "beach comb." This looks like an ideal place to make use of such a gadget. So, any helpful suggestions via the LOG will certainly be appreciated.

George F. Moon

Minutes Of A&G Branch Meetings In Brief

GALVESTON—Chairman, Keith Alsop, 7311; Recording Secretary, R. Wilburn, 37739; Reading Clerk, Jack Kelly, 10.

Motions carried to accept Galveston minutes and financial reports. Motions carried to accept Headquarters' report to membership and financial report. Minutes of meetings held in other Branches accepted. Agent Alsop reported that shipping had picked up a bit and then suffered a relapse. He reported three payoffs, all of them clean. Communication from Secretary-Treasurer concerning \$7.50 boost read. Communication accepted with a vote of thanks. No New Business. One minute of silence observed for departed Brothers.

BOSTON—Chairman, J. Greenbaum, 281; Recording Secretary, B. Lawson, 894; Reading Clerk, D. Fitzpatrick, 50520.

Minutes of previous meetings in Boston and other Branches read and accepted. Meeting approved Headquarters' report to the membership and Secretary-Treasurer's financial report. Agent reported on the status of



shipping for this port during the past two weeks, and discussed the prospects for the coming weeks. Patrolman's and Dispatcher's reports approved. One minute of silence in memory of departed Union members. Meeting adjourned at 7:30 PM, with 48 members in attendance.

SAN FRANCISCO—No meeting held because of a lack of 25 bookmembers necessary for a quorum.

SAVANNAH—Chairman, C. M. Rice, 40707; Recording Secretary, Jim Drawdy, 28523; Reading Clerk, McClure, 47530.

Minutes of previous Savannah meeting, along with those of other Branch meetings were read and approved. Port Agent stated that shipping had been poor for the past two weeks. He said that ships arriving in this port were the SS Southland, South Atlantic, SS Dorothy, Bull. A few men



were sent to the Hilton, Bull, down in Jacksonville, and to the Malden Victory in Charleston. One member was excused from the meeting because of illness. One minute of silence was observed in memory of departed Brothers. C. Y. Walker and H. E. Bacon took the Union Oath of Obligation. 77 members were present when the meeting adjourned at 7:45 PM.

MOBILE—Chairman, S. Simmons, 368; Recording Secretary, James L. Carroll, 14; Reading Clerk, Harold Fischer, 59.

Motions carried to accept minutes of meetings held in other ports. Agent Tanner reported on the shipping prospects for the port during the coming two week period. He reported 13 ships as definite, with a possibility of 17 touching the port. Agent also reported that all op-

A & G Shipping From June 15 To June 29

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	23	15	12	50	17	15	9	41
New York.....	150	113	128	391	120	90	99	309
Philadelphia.....	29	35	25	89	23	26	21	70
Baltimore.....	109	78	84	271	110	83	87	280
Norfolk.....	27	15	19	61	33	23	32	88
Savannah.....	9	4	16	29	5	2	2	9
Tampa.....				NO FIGURES RECEIVED				
Mobile.....	59	51	60	170	48	40	29	117
New Orleans.....	98	84	112	294	74	79	108	261
Galveston.....	101	74	64	239	34	35	34	103
West Coast.....	56	27	34	117	59	44	40	143
GRAND TOTAL.....	661	496	554	1,711	523	437	461	1,421

erators had agreed to the \$7.50 clothing allowance. Tanner told the membership of the action taken in Mobile and vicinity to fight the Merchant Marine Reserve Bill. Unions, their officers and members had sent telegrams of protest to Congress. Secretary-Treasurer's report and financial statement read and approved. J. E. Prestridge and J. L. Hart took the Union Oath of Obligation. Meeting adjourned with 473 members present.

NEW ORLEANS—Chairman, Herb Knowles, 3725; Recording Secretary, George Allen, 114; Reading Clerk, Buck Stephens, 76.

Minutes of meetings held in other ports read and accepted. Agent reported that shipping and affairs of port were in good shape. Large number of relief jobs are contributing greatly to keeping members busy. Agent reported that the Brotherhood of Marine Engineers' organizing



drive is in full swing. Members were told of the BME's program and were urged to support the drive being made by the new SIU affiliate. Agent reported the port as being completely free of beefs, all having been settled at the payoffs or sign-ons. Shepard also reported that a new company is expected to sign a contract with the SIU shortly. Telegram from Paul Hall announcing the \$7.50 clothing allowance read and approved. Resolution offered by 36 members approved. Resolution calls for a \$10 assessment, to be known as

the General Fund Assessment, to be used for organizing purposes and to battle the Taft-Hartley Law. In view of \$7.50 increase won this month, the submitting Brothers felt that the time was ripe for the membership to add strength to the organization. Resolution called for Headquarters to prepare ballots for referendum, should the resolution be passed in the ports, in two consecutive meetings. Resolution from crew of SS Del Norte read. Resolution called for a \$10 strike assessment. Motion carried to table Del Norte resolution until such time as the previous resolution has been acted upon on a coastwise basis. Motion carried to accept and concur in recommendation regarding San Juan. Four members took Union Oath of Obligation. Motion carried that any SIU member carrying an IWW book turn it in. Discussion on motion brought out that members of IWW had been blasting SIU, and a man could not be a member of both organizations and still be a good Union man. Good and Welfare: Discussion on marine hospitals and SIU welfare plan. Meeting adjourned with 363 members present.

NORFOLK—Chairman, J. S. White, 56; Recording Secretary, Ben Rees, 95; Reading Clerk, J. A. Bullock, 4747.

Motions carried to accept and file minutes of meetings held in and floors of Hall should be repaired, and recommended that Agent contact Headquarters and request that the repairs be made other ports. Building Repair Committee reported that roof immediately. Committee suggested that entire inside of building be painted and plaster damaged from roof leaks be cleaned and

scaled. Agent reported good shipping for two-week period past and saw fair shipping for the future. He reported six payoffs and six sign-ons. Under Good and Welfare members took the floor to discuss needed repairs in Hall. Meeting adjourned with 56 members present.

NEW YORK—Chairman, Lindsey Williams, 21550; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Johnny Arabasz, 29832.

Minutes of meetings held in other ports read and accepted, except those of San Juan, which were referred back for clarification. Secretary-Treasurer announced the signing of all SIU-contracted companies to the \$7.50

clothing allowance, bringing all the companies into line within a week from the time the request for a boost was sent out. Minutes of special meeting held concerning the SS Puerto Rico read and accepted. One minute of silence observed for departed Brothers.

BALTIMORE—Chairman, William Rentz, 26445; Recording Secretary, G. A. Masterson, 20297; Reading Clerk, J. Giller, 40141.

Various reports read and accepted. Minutes of port meetings



read and accepted, except Savannah and Tampa. Motion carried to non-concur with Savannah New Business until clarification has been received. Motion carried to non-concur with that part of Tampa New Business referring to registration. Under reading of ships' minutes, motion carried to non-concur with the New Business of shipboard meeting on SS Frank E. Spencer. Item referred to ship's Chief Cook. Motion carried to forward remainder of ships' minutes to the SEAFARERS LOG for publication. One minute of silence observed for Brothers lost at sea. Motion carried to accept with a vote of thanks the telegram from the Secretary-Treasurer announcing a \$7.50 clothing allowance. Meeting adjourned with 300 members present.



BASEBALL FOR EVERYONE, by Joe DiMaggio, Signet, 192 pages, 25 cents.

Whether you are an 18-year old kid who can run and throw and are looking for a Class-D job, or a gaffer who takes his baseball from the left field bleachers, you will read this book through without stopping. Chances are you'll keep it around to read again during the season.

Joe DiMaggio admits frankly that he is no "pro" at the writing game, and had a lot of help from sportswriter Tom Meany. Bill Dickey, Frank Frisch and others helped too. But Meany skillfully let the Jolter's own personality emerge in every chapter. The result is a first class book on the national sport.

While it is quite apparent now that we won't see DiMag turn his back on the infield again, run 100 feet and haul down a screaming drive with a grace so effortless as to be a kind of formal dance, it's pretty nice to hear him try to tell how he did it. One old argument he settles: he doesn't think Speaker could have played a shallow centerfield with today's souped-up ball.

Joe goes through the game position by position, technique by technique, illustrating every point with incidents from the rich history of the professional game. There's only one question

he can't answer: how do you cure a batting slump? You don't cure it, he says, you pray for it to end.

HOW TO KNOW THE BIRDS, by Roger Tory Peterson, Mentor Original, 144 pages, 35 cents.

Occasionally the New American Library of World Literature, which usually publishes re-prints of more expensive books, comes out with an original. This is one of them.

It is a "bird book"—that is a kind of dictionary of birds. You find 'em and they'll name 'em—but very briefly, however. In fact, its many references to other books by its author—the ornithological authority, Roger Tory Peterson—is apt to remind one (thumbing through its listings of fifty families of birds, with black and white drawings) of an advertising brochure for his other and more complete works.

Yet, if you are just a casual fancier of the sky folk, and sometimes wonder what kind of a bird is dipping his beak into the wake; or if the old salt who sits on the stern in fair weather spinning yarns and calling all birds "gulls" is always right; then you may find it worth taking along on some coastwise run up and down the American coasts.

For thirty-five cents what can you lose?

New Transportation Rule

The recently-concluded coastwise referendum resulted in the adoption of a new transportation rule effective immediately in all Atlantic and Gulf District ports. The new ruling, which the membership favored by a vote that ran three to two, provides as follows:

"When transportation is due a crew under the terms of the contract, those men who desire to stay on board the ship can do so, providing they do not collect transportation. Those men desiring transportation can collect same and upon receipt of the money shall get off the ship and replacements for those vacancies shall be shipped from the Union Hiring Hall."

Personals



ROY BAKER (or BARKER)

John H. Whitlock would like you to get in touch with him at 50 Pine Street, South Portland, Maine.

~ ~ ~

WARREN CALLAHAN

Get in touch with Arthur L. Obre, 60 Wall Street, New York, telephone HANover 2-5368, in connection with case of Francisco O. Blanco who was injured in fall on Evistar on Dec. 16, 1948.

~ ~ ~

Mrs. FRANK CHRISTY

Please write to your husband at the Baltimore Marine Hospital, Baltimore, Md.

~ ~ ~

FRANK STEVENS

You are requested to write to Clay Stevens, 448 N. Waco Street, Wichita, Kansas, or phone Wichita 4-8861. There is illness in your family.

~ ~ ~

JOSEPH C. MIKRONIS

Please get in touch with your mother, Mrs. L. R. Lindsly, 408 Saguaro Ave., Baton Rouge 9, La., as soon as possible.

SIU HALLS SIU, A&G District

BALTIMORE.....14 North Gay St.
William Rentz, Agent Mulberry 4540
BOSTON.....276 State St.
Ben Lawson, Agent Richmond 2-0140
Dispatcher Richmond 2-0141
GALVESTON.....308 1/2-23rd St.
Keith Alsop, Agent Phone 2-8448
MOBILE.....1 South Lawrence St.
Cal Tanner, Agent Phone 2-1754
NEW ORLEANS.....523 Bienville St.
E. Sheppard, Agent Magnolia 6112-6113
NEW YORK.....51 Beaver St.
Joe Algina, Agent HANover 2-2784
NORFOLK.....127-129 Bank St.
Ben Rees, Agent Phone 4-1083
PHILADELPHIA.....337 Market St.
J. Sheehan, Agent Market 7-1635
SAN FRANCISCO.....85 Third St.
Francky Michelet, Agent Douglas 2-5477
SAN JUAN, P.R.....252 Ponce de Leon
L. Craddock, Agent San Juan 2-5996
SAVANNAH.....2 Abercorn St.
Jim Drawdy, Agent Phone 3-1728
TACOMA.....1519 Pacific St.
Broadway 0484
TAMPA.....1809-1811 N. Franklin St.
Ray White, Agent Phone M-1323
WILMINGTON, Calif., 227 1/2 Avalon Blvd.
E. B. Tilley, Agent Terminal 4-2874
HEADQUARTERS...51 Beaver St., N.Y.C.
SECRETARY-TREASURER
Paul Hall
DIRECTOR OF ORGANIZATION
Lindsey Williams
ASST. SECRETARY-TREASURER
Robert Matthews J. P. Shuler
Joseph Volpian

SUP

HONOLULU.....16 Merchant St.
Phone 5-8777
PORTLAND.....111 W. Burnside St.
Beacon 4336
RICHMOND, Calif.257 5th St.
Phone 2599
SAN FRANCISCO.....59 Clay St.
Douglas 2-8363
SEATTLE.....86 Seneca St.
Main 0290
WILMINGTON.....440 Avalon Blvd.
Terminal 4-3131

Canadian District

MONTREAL.....404 Le Moyne St.
Marquette 5909
HALIFAX.....128 1/2 Hollis St.
Phone 3-8911
PORT ARTHUR.....63 Cumberland St.
Phone North 1229
PORT COLBORNE.....103 Durham St.
Phone: 5591
TORONTO.....111A Jarvis St.
Elgin 5719
VICTORIA, B.C.602 Boughton St.
Empire 4531
VANCOUVER.....565 Hamilton St.
Pacific 7824
HEADQUARTERS.....512 McGill St.
Montreal Plateau 670

GEORGE MEANEY

B. T. Knew is anxious to hear from you. He is at the U. S. Marine Hospital, Ellis Island, New York.

~ ~ ~

Anyone owed money by Ed Gibbs may collect double by leaving his name and address with Rudy or Babe in the fourth floor baggage, SIU Hall, 51 Beaver Street, New York City.

JAMES BARRETT

Mrs. Burge appreciates the help you gave her son when he was ill. She would like you to call her at her home in New Jersey, Cliffside 6-8066.



Packages and luggage have been held in the New York Hall for more than a year for the following men:

E. Walden, Constantine Sofonios, David Donahue, Halvor Holt, J. R. Jennings, George Weldon, Edward Cahill, Casimir J. Hyzny, Nick Funken, Ralph Rutigliano, Friedrich Ewald and D. Cardone.

These packages will be held for one more month, after which they will be disposed of. The owners are therefore urged to call for them at the baggage room of the New York Hall at once.

Will Robin Locksley crew-member who was issued Receipt No. 9429 by Patrolman Teddy Babkowski please get in touch with the 6th floor, New York Hall, so that the amount involved may be credited to your name.

Senate Passes New T-H Bill; Labor Plans 1950 Campaign

(Continued from Page 1)

rest of his bunch who are coming up for reelection.

Debate on the Administration's labor measure, commonly known as the Thomas-Lesinski bill, began in the Senate about four weeks ago. Except for a lot of talk, little was accomplished, and only a few minor amendments were voted on during the first three weeks.

A showdown was expected on two amendments offered by Senator Taft, co-author of the T-H Act. Taft's first amendment was on that part of the repeal bill dealing with national "emergency" strikes. It gave the President the choice of using either injunctions, as provided in the original Taft-Hartley law, or plant seizure.

The Administration bill provided for a thirty-day cooling off period but contained no provisions for injunction or government seizure during national emergency disputes.

The second Taft amendment struck out all the rest of the Administration bill and substi-

The Facts About Alcoholism

By JOSEPH I. FLYNN

People will always invent reasons for things being as they are. They will inevitably draw conclusions about anything. The truth of these conclusions is often proven wrong, for the obvious reason that there are so few of us who can look at something objectively and not let our emotions color our judgment.

The study of alcoholism has brought many interesting facts to light. In comparing these objective views with those held by the public, we find the people have been mistaken in many of their beliefs as to the true nature of alcoholism.

Half the people in the United States are inclined to minimize the problem, believing that if the alcoholic wanted to stop drinking he could do so. Only one out of eight is acquainted with the fact that alcoholism is a sickness. This in the face of the fact that there are 50 percent more alcoholics than known cases of TB.

Alcohol is not a stimulant, as so many believe. It's a depressant. Alcohol affects certain nerve centers, relieving us of our inhibitions (inferiority feeling, backwardness, etc.) and, although a depressant, it gives the illusion of producing a mental uplift.

We are not smarter or more capable after a few drinks. Scientific tests have shown that one ounce of alcohol may reduce the reaction to a response of a seen or heard signal by 6 percent.

NOT HEREDITARY

There is no foundation to the saying that alcoholism is hereditary. Only 35 percent of alcoholics have a background of alcoholism in their family. No physiological proof has been found to substantiate such a belief.

How many believe that a little drink warms you up? This is not true, for it does not warm the body—in fact, internal heat is

lost. Alcohol dilates the blood vessels on the surface, warming the skin, but dissipating heat.

Some people have made the statement that 60 percent of crime can be attributed to alcohol. This has been proven wrong. It is 25 to 28 percent, which is still a very high figure.

Here is the answer as to why the problem drinker never wants to eat: Alcohol is a food. It contains a high percentage of calories, giving one heat energy.

The trouble, here, is that calories without vitamins cannot properly nourish the body, leaving the alcoholic very susceptible to other sicknesses, pneumonia, beri-beri, heart diseases, TB, etc.

Although 12,000 deaths due to alcoholism are recorded yearly, many more die of the sickness resulting from the weakened physical condition which attends alcoholism.

QUICKLY ABSORBED

Alcohol is the only food that is absorbed right from the stomach and small intestines into the blood stream. The rate of absorption is faster when the alcohol is taken on an empty stomach. It does not require digestion. It's eliminated through the breath, sweat, urine and by oxidization (burning up by the body).

Alcohol is a slow-acting anesthetic, working just like ether or chloroform. Watch the bottle baby gradually get foggier and foggier and pass out. Ether would put one right out, the difference being one's a fast and the other a slow anesthetic.

Habits leading to alcoholism are easily formed. Environmental factors are very important in the development of the alcoholic. Alcohol causes certain mental diseases. Some drink because they have a psychosis, others drink and develop one.

Five percent of the national income is spent on alcoholic beverages, with some individuals and families spending as high as 50 percent.

The hardest person to convince of the seriousness of alcoholism is the alcoholic, who calls himself a moderate drinker, reiterating his ability to take it or leave it alone.

Once an alcoholic, always an alcoholic. Complete abstinence from alcohol is the only means of recovery. To the problem

drinker one drink is too many, and a hundred not enough.

A parting factor for all to keep in mind is the fact that alcohol does not make the alcoholic. The root of the problem is in the man himself and not in the bottle.

IN REVIEW

This is the eighth, and last, of a series of articles on alcoholism. The subject is much too broad a one to have given but a glimpse of its vastness in these weekly reviews.

It is hoped that those who read them now have a better understanding of this particular problem, and that they may have helped a few who are having difficulty with drinking to see their problem in a new light.

It is with gratitude that I thank the editor and others who made it possible for these writings to be printed. I am thankful to have been a part of the educational program adopted by the SIU.

To me it means advancement, progress, and freedom from the shackles that have too long held back, not only the seamen, but people as a whole.

AFL And CIO Help To Start New Grouping

(Continued from Page 3)

a delegate from the Peron-sponsored Argentine General Federation of Labor and Jacinto Oddone, exiled head of Argentina's independent unions.

When Dictator Peron's man declared that he would withdraw if Oddone was seated, the assembly voted to accept the exiled Argentinian trade union leader. Peron's man was then allowed to leave.

A 16-man committee, which is preparing a constitution for the new organization, was also instructed to draft a program of action. Among those serving on the committee is Irving Brown, the AFL's European representative.

Included in the program will be a plan for the role of the new organization in furthering peace between the nations of the world.

Notice To All SIU Members

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

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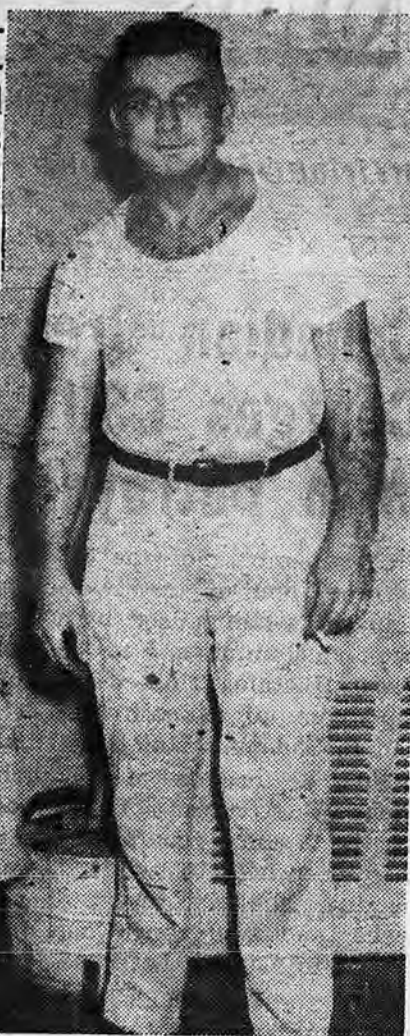
"Labor will never swallow the injunction," President Green declared.

Seafarer's Camera Clicks In Savannah



ABOVE—Chow churners grouped for the camera in Robin Trent's galley are (left to right): S. Ferrer, Night Cook & Baker; Ulrich, 3rd Cook; Tom Reilly, Steward, and Athanrouelis, Ch. Cook.

On deck with his camera in the Port of Savannah this week was E. B. (Mac) McAuley, a Seafarer who has for years been looking at the world through his viewfinder. What he saw of some of his Union Brothers in the Savannah Hall and aboard the Robin Trent, an in-transit caller, appears in the photos on this page.



RIGHT—Oilers (left to right) Robinson, Leo Pigg and Kelly as they rest during a Robin Trent coffee time.



• These Seafarers find it easy to relax in the Savannah Hall's spic and span, comfortable furnishings while waiting for a ship. From left to right: Ray Pomykala, Francis Segó, "Wimpy" Daniels, Tommy Alkofer and Charles Baird.



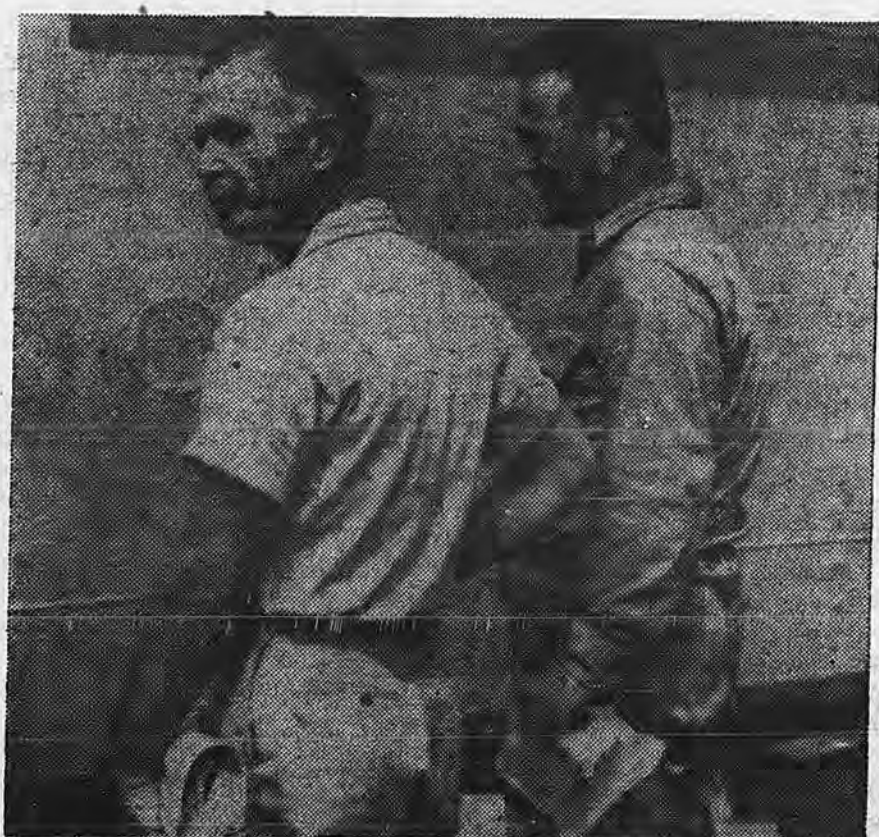
Here's Ray Pomykala (left) as he registered for a job at the Savannah Hall. At the other side of the counter is Dispatcher-Patrolman Charles Rice.



Brothers A. D. Edenfield (left) and "Wimpy" Daniels catch some air in front of the Hall. They caught plenty of rain, too, moments after this photo was taken, McAuley said.



From the look on Port Agent Jim Drawdy's face photographer McAuley thought the phone call was for full crews for 10 ships. The call was for a couple of ABs, but Drawdy registers glee no matter how many men are requested.



Looking a bit weary of the camera lens, Drawdy, toting LOGs, visits the Robin Trent to make sure all is ship-shape before the Persian Gulf trip. With him is Steward Tom Reilly.