

Membership Okays Strike If CS Continues Its Stalling



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

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No. 15

Long Thanks SIU For Aid

Those of you who have been reading the minutes of the New Orleans Branch meetings may have been struck by the continued appeals to the membership to register for the elections and for active help for the SIU-supported candidates. That these appeals proved effective was shown when the results of the polling were made known. One of the successful candidates backed by the SIU was US Senator Russell B. Long, who sent the following telegram to Secretary-Treasurer Paul Hall, in appreciation of the aid given him by the Union:

"My sincerest thanks to you and the members of your organization for the assistance and support expressed in such a real way in my campaign. This in large measure made possible my overwhelming victory. Please assure your members I will continue the fight for the protection and betterment of the seaman and his institutions. I shall look forward to your calling on me personally in Washington for any service I can render. Sincerely,
Russell B. Long"

Ships To Be Searched For Planted A-Bombs

US Customs officials made their first search of an Iron Curtain country vessel this week under authority of the recently-passed "Trojan Ship" measure, which permits inspection of foreign flag ships for atomic bombs or other weapons.

The security check took place in Boston aboard the Finnish ship Sirius. In New York, Customs prepared to examine the Polish line Batory, due to arrive within the next few days.

Meanwhile, Seafarers are urged to apply their own security measures aboard their ships in foreign ports.

Vigilance should be maintained to prevent unauthorized persons from boarding or otherwise gaining access to their vessels. Crewmembers noticing unknown persons in suspicious circumstances should immediately report the matter to their Ship's Delegate.

Maritime Unions Join In Plan To Prevent Communist Sabotage

WASHINGTON — Representatives of the SIU and SUP met here last week with government officials, shipowners and other waterfront union officials and adopted a voluntary plan to prevent communist sabotage on the US waterfront during the current Korean crisis.

Purpose of the plan was to assure prompt and safe seaborne transportation of men and materials to Korea. Under the plan, communists and other subversives will be weeded out and barred from sailing. The Coast

Guard will determine whom to reject for employment on the vessels, on the basis of information supplied by other government agencies.

APPEALS GUARANTEED

At the insistence of the unions, rigid protection for appeals against arbitrary decisions by the Coast Guard were written into the plan.

No man is to be classified as a bad security risk because of his union activities.

Despite the guarantees against discrimination, Paul Hall, Secretary-Treasurer of the SIU Atlantic and Gulf District, said that any such plan contains inherent potential dangers to the freedom of seamen.

"While we endorse the purpose of the plan—sweeping the commies off the waterfront—our Union recognizes that broad powers in the hands of a bureaucratic agency can lead to abuses. We, therefore, intend to be vigilant against any encroachment upon the basic rights and freedoms of our members."

The statement on policy laid down at the conference, follows: We, the representatives of Maritime Labor, and employer organizations in the maritime industry, in the current crisis caused by the Communist in-

vasion of Southern Korea, hereby declare ourselves bound by the following policy:

(1) We pledge full cooperation to the United States Government in the entire period of the emergency.

(2) We recognize that certain men, because of being known as Communist Party card carriers, subversives, or who are notorious as consistently carrying out policies of the Communist Party, will be classified as bad security risks by the military or proper Government authorities.

SHIPS TO MOVE

(3) No ship will be delayed because any such men are rejected by the United States military or proper Government authorities as a bad security risk.

(4) If such a man is thus rejected, the Union involved immediately will furnish a replacement. However, the Union or the employee involved, shall have the right to appeal the case before a proper review board, if it feels the classification of any individual is improper or incorrect.

(5) No man shall be classified as a bad security risk as a means of discrimination because of union activity.

(6) In any review board set up

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The membership of the SIU Atlantic and Gulf District authorized Headquarters to issue a strike call against the Cities Service Oil Company's Marine Division if negotiations to obtain a full contract prove futile.

The strike authorization came at the last regular Headquarters meeting in response to a report on the status of the contract talks, which have virtually been stalemated by a renewal of the company's stalling tactics.

Negotiations for a full contract, to be incorporated with the interim agreement signed on March 10, were resumed after the Cities Service Oil Company in effect pleaded guilty to all unfair labor practice charges at a National Labor Relations Board hearing in June. It was at this trial that the company's labor spy system was exposed.

The company then agreed to abide by the terms of the NLRB's Settlement Stipulation, which included a provision that it bargain in good faith with the SIU for a contract covering unlicensed personnel aboard its 16 tankers.

On July 21 the United States Circuit Court of Appeals, Second District, issued a decree enforcing the terms of the settlement stipulation.

Failure on the part of company officials to live up to the court order now may be construed as being in contempt of court. Contempt is punishable by fines and imprisonment or both.

Reports have already been filed at Union Headquarters of instances in which terms of the NLRB settlement order have been violated by the company, among them that copies of the order have not been posted aboard some CS tankers.

STALLING DETECTED

With indications that CS officials were again seeking to stall negotiations, rather than sit down and work out a standard-type contract, the SIU began preparations for a strike move, in the event current discussions produce nothing more than double-talk.

SIU Director of Organization Lindsey Williams, accompanied by Earl Sheppard, the Union's Gulf Coast representative and New Orleans Port Agent, are in Lake Charles, Louisiana, conferring with local union officials

(Continued on Page 10)

US Ships Idle: Navy Charters 7 Foreign Ships

The Military Sea Transport Service, the agency which procures transports for the United States Government, does not intend to halt its practice of chartering foreign flag vessels, Admiral William M. Callaghan, head of the MSTs announced this week.

This announcement scotched an earlier report that the MSTs had decided to suspend this policy.

PAY HIGH RATES

So far since the start of hostilities in Korea, the agency has chartered a total of seven foreign flag ships. On the East Coast the MSTs time-chartered a Canadian Liberty for immediate delivery in Hampton Roads, Va., at \$1,050 a day, a rate that a month ago was considered even high for an American Liberty, according to maritime observers.

Admiral Callaghan said that Navy policy has been to spot-charter foreign tonnage when US ships are not available, and that no change in this policy has been made.

Foreign ships will only be chartered when absolutely needed, he added.

With the need for cargo ships in the present emergency increasing daily, plans call for reactivating tonnage from the mothball fleets on a time charter basis.

If reserve fleet ships are not available, second call will go to United States shipping companies for use of their vessels on time charters.

Consumer Prices Near New High

WASHINGTON — Prices are higher now than any time in the history of this country, except for the all-time peak reached in August and September, 1948, the Federal Reserve Board told Congress this week.

The board feared "serious problems of gray markets and spiraling prices."

"Even before the attack by the communist North Koreans, on June 25," the board noted, "prices were rising and we were in a potential inflationary situation."

"Because of developments in the past few weeks, it is imperative that steps be taken to reduce or defer civilian demands and to lessen inflationary pressures."

Prices of 28 basic commodities advanced 10 percent in one month after the fighting began, while the all-commodity index of wholesale prices rose 4 percent, the board reported.

"Consumer prices are now higher than at any other time, except for a short period in the latter part of 1948," the board said.

Korean War Speeds European Arms Aid

The SIU-manned Alcoa Puritan is en route to Europe this week carrying the first arms aid cargo consigned from the Port of Philadelphia under the mutual assistance program.

The Alcoa freighter is moving 22 new trucks, to be followed by subsequent arms shipments, including tanks and other war materiel, at regular intervals.

The Philadelphia shipment was taken as evidence that the Government is speeding up assistance to the Atlantic Pact nations as a result of the communist aggression in Korea.

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Caught Short Again

With well over a thousand ships lying in reserve fleets in various spots of the nation, and thousands of skilled American seamen and shipyard workers idle on the beach, the United States is frantically searching for foreign ships to transport cargoes in the present emergency.

Only the other day, the Military Sea Transport Service—the agency which procures maritime transport for the government—time-chartered the seventh foreign flag ship for the movement of cargoes not only in the Pacific but for Atlantic service, as well.

True, the MSTs says that it will only resort to foreign-flag ships when US vessels are unavailable, but we're wondering what the agency is doing to see that the ships will be available to meet the nation's needs.

Warnings have been sounded time and again by this Union, as well as other sections of the maritime industry, alert Congressmen and organs of public opinion, that the hasty storing up of ships might prove dangerous. The warnings were not heeded.

The least we can expect now is that reactivation of large numbers of mothballed ships will be begun at once to prevent the danger of any future and costly ship shortage.

Vigilance Necessary

Last week in Washington, a voluntary plan for keeping communists off the US waterfront was adopted by all sections of the maritime industry—unions and ship-owners.

The policy was set up at a meeting called by Secretary of Labor Maurice Tobin because, as he put it, voluntary agreement was necessary at this time, as there is no law under which enemies of this nation could be kept from sailing on American ships.

Although the SIU was represented at the meeting and approved the policy of banning commies from American shipping, the problem has little concern for our Union.

Long ago the SIU membership adopted its own policy on communists—at a time when it was largely unpopular to do so in many quarters. As a result it is extremely doubtful that there is a single commie within our ranks.

Not only have the communists been kept clear of our organization—just a short time back the SIU swept these plotters for the Soviet Union off the Canadian waterfront, the dividends of which action are just being fully realized.

Nevertheless, commies are still a factor in other maritime unions, which accounts for the need for the Washington meeting and the consequent adoption of the plan to weed out these subversives.

But it should be made clear that there are certain aspects of the situation that are not particularly attractive to us. We do not care to see more arbitrary powers over seamen vested in the Coast Guard or any other government agency.

We intend to see to it that, in the process of eliminating the communists from those sections of the waterfront where they still thrive, the essential freedoms of democratic-minded seamen are not laid open to increasing restrictions.

Our policy toward the communists has been vigorous and unrelenting. It will continue as such. But so will our fight to prevent encroachment on what we regard as the fundamental rights of American seamen.



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.

STATEN ISLAND

- P. PRON
- H. PRITULAK
- W. L. RACKLEY
- E. HOSKINS
- E. KILLEGREW
- J. PILUTIS
- S. GORDON
- V. THOMASON
- J. C. CARVALHO
- J. ULAS
- W. G. SCHOENBORN
- J. J. TOBIN
- J. F. ROBERTS
- J. D. FARRELL
- J. DURCELL
- E. BALBOA
- C. LOCIGNIO
- J. DE JESUS
- W. MEEHAN
- F. KUBEK

BRIGHTON, MASS.

- ROBY S. LUFLIN

ELLIS ISLAND

- W. BARGONE
- F. KEESLEY
- R. STROM
- M. COLLINS
- W. HUSSON
- G. G. GAGE
- B. T. KNEW

MANHATTAN BEACH, N.Y.

- Q. TULL
- J. T. EDWARDS
- E. FERRER
- V. CHESNER

- M. BRUNO
- R. A. BLAKE
- J. PADZIK
- E. LOPEZ
- W. PADGETT
- J. J. DRISCOLL
- J. H. ASHURST
- A. LOMAS
- V. MILAZZO
- H. S. TUTTLE

Bill Padgett, SIU delegate at Manhattan Beach Hospital, can be contacted from 3-4:30 PM every day on the second deck, West Side, Ward L.

BALTIMORE

- J. E. TOWNSEND
- G. A. ROSE
- T. C. HICKEY
- C. L. DAVIS
- F. L. PITTMAN
- C. A. JOWERS
- E. B. MAX
- D. K. T. SORENSON
- F. VYERVTA
- G. L. WARRINGTON
- M. C. GETCHELL
- L. HAUGER
- J. R. GNAGNEY, JR.
- K. M. BYMASTER
- A. GALLEGOS
- C. TINGLE

NORFOLK

- J. M. SADLER

NEW ORLEANS

- D. D. KELLY
- E. FOREMAN, JR.

- L. VECCHIET
- E. E. GROSS
- J. LEE
- A. D. THOMPSON
- J. BEDDINGFIELD
- S. P. COPE
- W. W. LAMB
- R. E. MULHOLLAND
- J. OTHEBA
- J. L. CALDWELL
- B. W. BLACKMON, JR.
- J. A. SPINA
- J. J. LYONS

SAVANNAH

- W. J. MORRIS
- L. KODURAND
- J. B. FULGHAM
- T. C. MUSGROVE
- E. SIMS

MOBILE

- R. KLINE
- C. C. MILLER
- J. T. BENNETT
- T. E. BURKE
- J. A. CLARK

GALVESTON

- J. GREENHAW
- L. L. PHILLIPS
- P. G. FOX
- G. W. RIDECK
- H. E. GRANT
- A. P. COPA

SAN FRANCISCO

- R. L. BOUCHARD
- E. G. BROOKSHIRE
- Y. DAILAL
- J. HODO
- LEONARD A. MARSH
- J. R. LEWIS
- E. L. PRITCHARD
- W. WATSON

FORT STANTON, N.M.

- C. NEAL
- GIDLOW WOODS
- A. McGUIGAN
- J. LIGHTFOOT
- D. McDONALD
- R. A. RATCLIFFE
- P. SMITH
- SILVESTER WALKER

MEMPHIS, TENN.

- JOHN B. HEGARTY
- C. D. SHIVELY
- J. W. KEENAN

Labor Demands Tax On Profits To End Gouging

WASHINGTON — Organized labor demanded that Congress enact an excess profits tax to end price gouging of consumers.

Following a meeting with Chairman Stuart M. Symington of the National Security Resources Board, AFL President William Green issued a statement on behalf of all American labor calling for enactment of an excess profits tax to end speculative price increases resulting from the Korean war.

"We believe," Mr. Green said, "that excess profits taxation should be quickly adopted to remove the incentive for speculative price increases and to return to the government the profits extorted from the public in these critical days through wholly unjustified rises in the price of necessities."

The labor group that has been meeting with Symington since the outbreak of the Korean war declared in a statement that as representatives of American labor they were alarmed "at the sweeping increase in the cost of living during the past five weeks."

In calling upon Congress to enact an excess profits tax, the labor group pointed out that "this is a time of equality of sacrifice by the citizens of our nation," but that in face of the price rises laboring people are sustaining cuts in living standards.

POLIO PRECAUTIONS

RECOMMENDED BY THE NATIONAL FOUNDATION FOR INFANTILE PARALYSIS



When Polio is around, the National Foundation for Infantile Paralysis recommends these simple precautions: Keep children with their own friends and away from people they have not been with right along. Don't become exhausted through work or hard play. Don't stay too long in cold water or sit around in wet clothes. And always wash hands before eating. Watch for feverishness, sore throat, headache, upset stomach or sore muscles. They may—or may not—mean polio. Call your doctor and then, if help is needed contact the National Foundation Chapter in your area.

Union Welfare Fund In Strong Position, SIU Trustees Report

NEW YORK — More than 150 members of the Atlantic and Gulf District have been paid \$7 per week hospital benefits, and four claims for the \$500 death benefit have been received by the Seafarers Welfare Fund at the end of three weeks of operation, the Union trustees announced this week.

The Union trustees also announced that the Fund now stands near \$400,000, having received employer contributions of 25 cents per day for each man employed since January 1.

The healthy status of the Fund has led the Union trustees to consider opening negotiations to expand the Fund benefits.

High on the list is the possibility of establishing a home for retired SIU members, a project which the Union trustees feel is worthy, inasmuch as the Union has long been dissatisfied with the set-up at Snug Harbor and its stringent regulations which bar a large number of seamen, including all men who have sailed in the Stewards Department.

A survey of costs incident to operating a large home in the country will probably be drawn up in the near future and be submitted to the joint trustees.

Speaking for the Union trustees, Secretary - Treasurer Paul Hall said: "We were confident there would be no snags in the

operation of the program. The SIU put in over a year of research on the Plan. We contacted every American union which had a welfare plan; we contacted seamen's unions in Europe on their plans; we met with several insurance companies—and when we went into negotiations we had a solid Plan which made use of every bit of knowledge available on the subject. With this we knew the Plan could not fail. We asked for and won a reasonable minimum of benefits; from that we now can work for higher benefits."

The first weeks of life for the Welfare Fund have also been closely watched by other maritime unions, some with plans now in effect and others presently negotiating with their contracted operators.

At the moment the SIU is the only Union on the east coast paying out benefits. The National Maritime Union is working up a plan which will probably closely resemble the SIU plan.

The Marine Firemen's Union is operating under a plan which pays no hospital benefits, but provides for \$1500 death benefits.

The Marine Cooks and Stewards union is paying \$9 a week hospital benefits and \$1500 death benefits. While the MCS plan is at present providing the largest benefits per members, observers believe that the CIO Cooks union is already running into difficulty in maintaining the high benefits.

The MCS claims to be paying its members \$35 per week in hospital benefits. Actually, \$26 of this money is paid by the State of California from its Disability Insurance Fund, to which the seamen involved contribute one percent of their earnings.

All seamen who work for companies maintaining their home offices in California are entitled to the \$26 per week while unable to work.

Reports coming into the office of the SIU Welfare Plan indicate that all hospitalized men are receiving their benefits promptly from the revolving funds established in each A&G Branch.

Answers To Typical Questions On War Claims

1. Why haven't I received my War Claims Check? I sent in my claims forms months ago.

Because the War Claims Commission does not have enough staff to handle the volume of mail it has received nor enough claims workers to process the claims as soon as they are docketed.

More than 125,000 completed claims forms were received by the War Claims Commission less than four months after the forms were released for distribution. They came from every State, Territory, many foreign countries and ships at sea. Several thousand other pieces of mail also arrived during the same time, most of it requiring answers. During that time the Commission had a total staff of less than 60 persons to do all of its work, some of which included opening mail, numbering and acknowledging claims, adjudicating, certifying for payment, replying to correspondence, reporting on legislation, preparing the report on war claims and many other responsibilities.

Your claim is numbered and insofar as possible will be handled in the order in which it was received.

Between February 14 (the day the first payments were made) and June 30, 1950, approximately 5,000 war claims will have been paid.

2. Is the widow of a prisoner of war or civilian internee eligible to receive a survivor's benefit even though she has married again?

Yes, the widow of a prisoner

of war or civilian internee is eligible to receive a survivor's benefit even though she has married again. Remarriage does not affect a survivor's eligibility under the War Claims Act.

SIU members who were held as prisoners of war or as civilian internees during World War II are urged to file claims for compensation under the War Claims Act of 1948 before March 1, 1951, the deadline for filing.

Even if there is doubt as to eligibility, men in these classifications are advised to file claims with the War Claims Commission, Washington 25, D.C.

As an aid to SIU members who were war prisoners or civilian internees, and their survivors, some typical questions that have been asked are answered in the accompanying article.

3. I am my deceased brother's next of kin. Am I eligible as a survivor to receive his prisoner of war benefit?

No, unless evidence shows that you stood in the place of a parent to your deceased prisoner of war brother.

4. Our son, a deceased prisoner of war, left no wife or children. Are we, his parents, eligible to receive his prisoner of war benefit?

Yes. However, the Act provides that only "dependent" parents are eligible. The term dependent is defined by the Commission on evidence furnished in each case. The Commission will waive furnishing evidence except form 651 in all cases in which the parents have been found dependent by the Veterans Administration for any purpose. To avoid possible mistakes and

in view of the limited time for filing claims it is suggested that all surviving parents, where no widow or children survive, be advised to file claims (forms 650 and 651) promptly.

5. I escaped from prison camp and made my way back to the American lines. Can I claim \$1 for each day I was on my own, until I returned to the American lines?

Generally, no. The War Claims Act of 1948, as amended, provides that \$1 a day shall be paid for each day a member of the Armed Forces of the United States was held by an enemy country and did not receive the quality and quantity of food to which he was entitled under the Geneva Convention of 1929. Hence, it follows that if a prisoner escaped, the enemy was relieved of its obligation. It is suggested that such persons make a full statement of the exact circumstances on the claim form so the Commission can take into account unusual conditions.

6. I landed behind enemy lines but managed to evade capture

and never was in the custody of the enemy. Am I eligible for the \$1-a day prisoner of war benefit?

No.

7. I am a U.S. citizen who, while serving in the armed forces of an allied nation, was taken prisoner of war. Am I eligible for a prisoner of war benefit under the War Claims Act?

No. The law includes "... any regularly appointed, enrolled, enlisted or inducted member of the military or naval forces of the United States who was held prisoner of war ..." (Section 6 of the Act.) Service in the Armed Forces of an Allied Nation (Canada, Britain, etc.) does not qualify you for a prisoner of war benefit under the War Claims Act.

8. I am not a citizen of the United States but I was taken prisoner of war while serving in the U.S. Armed Forces. Am I eligible for a prisoner of war benefit under the War Claims Act?

Yes. The law requires only that the former prisoner of war shall have been a "... regularly appointed, enrolled, enlisted or inducted member of the military or naval forces of the United States ..." at the time he was captured and held. There is no question of citizenship.

(Note: Citizenship is a requirement for civilian American internee benefits.)

To Our Readers

To Mrs. Mary Sprung, Norman A. Fisher, Charles Katalich and the many other readers of the LOG who have written in to inquire:

There was only one issue of the LOG in July, and that was dated July 21. The issue previous to that was dated June 30, which means that 3 weeks intervened between the issues, instead of the usual two, but you have not missed any copies of the paper.

The best way to check on whether you receive every issue of the LOG is to refer to the number of the issue which appears on the right hand side of the date line on the front page.

For example: the June 30 issue was Number 13; the July 21 issue was Number 14. Everything straightened out now?

Frisco Expects Shipping Rise In Near Future

By JEFF MORRISON

SAN FRANCISCO—Shipping for the past two weeks was slower than the previous period, as a result of the fact that no vessels paid off here. However, there were quite a few ships in-transit which took men from the beach.

Among the in-transit callers were the Fairisle, Hurricane, Waterman; Steel Vendor, Anniston City, Steel Maker, Isthmian; Coe Victory, Carras; Alcoa Planter, Alcoa, and the Alamar, Calmar.

Present indications are that shipping will increase here in the near future, as we have many contracted ships en route to the Far East, several of which are scheduled to return to this coast for payoffs.

SCHEDULED ARRIVALS

A tentative listing shows the following ships as due to arrive here during the next two weeks: Warhawk, Topa Topa, Arizona, Fairland, Waterman; Steel Admiral, Steel Voyager, Anniston City, Steel Inventor, Isthmian, and the Massmar and Seamar, Calmar.

The San Francisco Marine Hospital has a few of our Brothers bedded down at this writing. They are Edward L. Pritchard, Eston G. Brookshire, James R. Lewis, Leonard A. Marsh, Robert L. Bouchard, James Hodo, Yana Dallal and Willie Watson.

Visit these lads whenever you get a chance. They'll be grateful, I'm sure.

ABs In Demand In Philadelphia

By STEVE CARDULLO

PHILADELPHIA — A slight pickup in this port's shipping outlook during the past few weeks has been marked by a continued shortage of ABs. Several in-transit ships, finding the AB call unanswered here, have been forced to sail short-handed, but fortunately most of these have picked up the men at other ports.

We've also noted a fair number of payoffs, such as the Lake George, Steel Designer and Trinity and this, combined with the fact that we've also had quite a few in-transit replacements, has served to make the shipping outlook a little brighter. We're still by no means near the "feasting" stage.

WANT TO SAIL

Korean strife and other factors have continued to swamp us with a bevy of would-be sailors, anxious to hook on with the Union before and if actual warfare is declared.

All too many of the men have been missing ships, as we stated in our last report. Besides paying the customary penalty, these men find that they suffer more than the fine they pay. The time they lose on the beach trying to catch another ship can in no way be considered an equalizer. Let's have less of this source of revenue.

CS MEN PREPARE TO RESHIP OUT OF SIU HALL



Returned to New York after having paid off the Cities Service tanker SS Bradford Isle, several of her crew register for shipping at the SIU Hall in New York. Dispatcher Paul Gonsorchik fills out shipping card for Oscar Blain (left, at window), as Gene Caston and Darrell Barnhill look on.

Their shipmate, Robert Kittinger, is shown at left as he is being greeted by Roy Lundquist, a veteran of several years of service aboard CS ships, who has been shipping out of the New York Hall. Lundquist, by the way, is presently recuperating from a recent operation, which he underwent at the Boston Marine Hospital.

New York Shipping Continues To Improve

By JOE ALGINA

NEW YORK—The rise in shipping noted here several weeks ago continued during the past two-week period. However, there is no definite assurance that conditions are definitely on the upswing.

Activity on the payoff side involved the following ships:

Evelyn, Dorothy, Puerto Rico, Elizabeth, Suzanne, Bull; Raphael Semmes, Madaket, Ponce de Leon, Yaka, Chickasaw, Waterman; Steel Age, Steel Fabricator, Isthmian; Marymar, Calmar; Evangeline, Eastern; Robin Trent, Robin, and the Seatrains New Jersey, New York and Texas.

Ships signing on were the Steel Chemist, Steel Director, Isthmian; Robin Trent, Robin Doncaster, Robin; Marymar, Raphael Semmes and the Frederick Collins, a Transfuel ship that came out of layup. In addition, all the Bull Lines and Seatrain ships signed on again.

NOT RIGHT

We see where the Military Sea Transport Service has stated that it does not intend to stop chartering foreign ships. There seems to be little sound justification for such a policy, in view of the large number of American flag ships that are lying idle in the boneyard.

If more attention had been paid to the condition of our merchant marine over the past year when this Union, for one, pointed out the dangers of allowing the fleet to dwindle, such statements as that made by the Military Sea Transport Service would not have been necessary.

ON THE RISE

The cost of living is shooting up like mad. And the working man is finding that his wages are slipping fast as a result. For no other reason than that a battle is going on in Korea, we find that our cigarettes, food and other daily-used items are being upped in price. The fact that there is a surplus of all goods hasn't halted this outrage.

The wage-earner is helpless

against such piracy, unless, of course, he belongs to a union, which at least can take some action to protect his living standards.

FORMER MEMBERS

Former members who have allowed their Union books to fall into arrears, and who are interested in getting reinstated, might find this advice helpful:

They should send their names and addresses along with their Z-numbers, Union book or permit numbers and their ratings to SIU Headquarters, 51 Beaver Street, New York 4, N. Y.

This information should be marked to the attention of the Record Clerk, 6th floor. As the job situation improves — if it does — and there is a need for men, Headquarters will advise those men who have filed the

above information, in the order they were received.

This seems like a good time to remind licensed officers, many of whom have returned to sea after a spell ashore, that there is no need for them to run hog-wild to the Coast Guard every time a little beef develops aboard ship.

In the past few years the SIU has done a commendable job of self-discipline. The Union and the membership have demonstrated that they are fully capable of bearing responsibility. These officers should permit the Union membership to discipline foul-ups when the need arises.

If this practice is followed, instead of running to the Coast Guard, the beefs can be settled in the best interests of all concerned.

Membership Cooperation Vital To SIU's Welfare

By PAUL GONSORCHIK

NEW YORK — Shipping has picked up considerably as a result of hostilities in Korea and tensions that are developing elsewhere in the world.

This time we can avoid some of the mistakes made during the last great conflict, which cost the lives of so many SIU men, if we get the cooperation of the companies and the government.

Let's not kid ourselves into thinking that the current danger clouds will just up and blow away. If they do, it will only be temporary, for the big blow-off appears to be in the making.

PREPARE NOW

Bear in mind, meanwhile, that it will take plenty of manpower to man the ships that will be needed, and now is the time to make preparations for sailing the vessels as smoothly as possible.

Physical equipment and gear should be improved and put into efficient operating condition. We should not wait several years until after we are in a war to get things shipshape. The companies must realize that the lives of seamen are at stake.

Yes, shipping will be hard and fast. In our own circle, we should

straighten out some attitudes that do not operate in the best interests of all the membership. Certain members are violating the policies adopted by the membership.

One of the most abusive practices that is noticed now and then involves registration. It's okay to throw in your shipping card because you're interested in a particular job on a ship. I have noticed, however, instances where a friend of a man who has just been beaten out of a job, throws in his card to beat the other party out. Then, about 10 or 15 minutes later he comes back and turns the job back to the Dispatcher.

Stuff like that is what I call damned poor unionism. It abuses Union policy and stirs resentment among members and generally causes trouble and dissension around the shipping desk.

If this practice continues, it appears that changes in the shipping rules will have to be made. I, for one, would hate like hell to see the rule changed that allows a man three chances at a job before being required to re-register. Yet that is one of the rules that are being violated.

Let's play it fair. None of us

Savannah Aided By Standby Jobs

By L. M. BRYANT

SAVANNAH—Shipping is still on the slow side in this port, but standby jobs have created a flurry of activity.

The only payoff was the SS Southport, South Atlantic. She signed on again. Several vessels called in-transit, among them the SS Jean, Bull; SS Southwind, South Atlantic; SS Fairland, SS John B. Waterman, SS Azalea City, Waterman, and the SS Steel Scientist, Isthmian.

All beefs existing aboard these ships were of a minor nature and were settled in strict Union style.

A few of the boys who are on the Savannah beach at the moment are J. Hudgins, Bunny Swearingen, L. A. Barsh and M. R. Wickham, who just got out of the local Marine Hospital. All of course, are anxious to ship out.

RIDE UNION CABS

Once again, we'd like to urge all Seafarers coming into this port to ride only the Yellow taxicabs, as that is the only outfit in town that employs union cabbies.

With US shipping slightly on the upgrade as a result of the Korean conflict, there has been a lot to talk about of late. Apparently this country was not as well-prepared as Washington led the public to believe. Could happen that this time they will keep the ships out of mothballs — but we doubt it.

Several of our Brothers are in the Savannah Marine Hospital and it's a certainty that each of them would appreciate letters from former shipmates. Write to these men: W. J. Morris, Leo Kodurand, T. C. Musgrove and J. B. Fulgham.

Yours truly is attending the forum on unemployment insurance and compensation sponsored by the State of Georgia. If anything newsworthy comes out of this affair, we'll advise you in the next issue.

knows just how things will turn out in this war, and it will take all the cooperation among seamen to get things done in a way to ensure victory. Allowing ships to sail shorthanded is not one of the ways to cooperate, either with your Union Brothers or your country.

HURTS SHIPMATES

Every time you allow a ship to sail shorthanded you fail to abide by your agreement and you fail your shipmates. Surprisingly enough, some oldtimers know these facts, yet they ignore them.

Another thing I have observed frequently is that too many members have not acquainted themselves with the shipping rules or the Union constitution, or the agreements under which they sail.

These rules and contracts are the basis of your livelihood and of the Union. If you abuse them, you abuse yourself and your Brother members.

You members are the Union, and the Union can only be as good as its members. Let things slide and the Union will alide. But I don't think that that will ever happen.

The Seafarers In World War II

By JOHN BUNKER

CHAPTER 13

THE WAY OF THE JAPS

Voyaging in the Indian Ocean and adjacent waters was especially hazardous during the war, for Jap subs roamed these seas and, while a German raider would torpedo a ship without warning, the Japs added a touch of unnecessary cruelty to the sinking of merchant vessels. They exercised their own queer brand of fun on torpedoed ships and crews—fun that was inhuman and bestial.

SIU crewmen of the SS *Bienville*, an unarmed Waterman freighter outward bound from Calcutta for Columbo, experienced this uncalled-for cruelty when their ship was caught by a Jap task force in the Bay of Bengal on April 6, 1942.

Without even a rifle with which to defend themselves, the *Bienville's* men could do nothing when two Jap planes came over and planted a brace of bombs squarely on the foredeck, setting the ship afire. The planes were followed by a cruiser, three destroyers and an aircraft carrier.

While the crew huddled helplessly behind whatever slim shelter they could find, the cruiser and a destroyer used the *Bienville* for target practice, throwing shell after shell into the gunless ship until she finally sank beneath the placid waters of the Bay.

LIFEBOAT SHELLED

One shell hit a lifeboat that was being lowered away, killing all the occupants, and, with the ship in flames fore and aft, one after another of the crew were killed or wounded by flying shrapnel.

Salvo after salvo smashed into the freighter without mercy, slashing the deck plates, smashing the booms, cutting the hull to ribbons and sending rivets and bits of steel bulleting through the air in a deadly hail.

Only half of the *Bienville's* crew was still alive when the freighter went down, and they were sucked under the water by the suction of the cargo-laden hulk.

While the Jap sailors laughed at the crewmen struggling in the water, the task force steamed off on the quest for other prey.

One lifeboat had floated free and the men climbed into it, while several of the survivors who were terribly wounded begged their mates to throw them over the side.

Of the *Bienville's* crew of 43, only 19 lived to tell the story of this one-sided battle after the lifeboat reached the shore of India some 20 miles away.

About a year after this incident the SS *Henry Knox*, a Matson Liberty, was pushing along toward the Persian Gulf about 850 miles southwest of India. Gunners were at general quarters and the ship had been blacked out for the night when a torpedo hit, exploding in a hold full of smokeless powder, turning the ship instantly into a solid sheet of flame from bow to stern.

CREWMEN TRAPPED

Cadet Maurice W. Price later described how many of the crew were trapped in the quarters and the passageways, with the bodies of merchant seamen and gunners laying here and there across the fire-swept deckplates.

He told how two Jap subs cruised among the wreckage while the Liberty exploded, taking the oars, masts, sails and other gear from the lifeboats, throwing the rations into the sea and leaving the survivors, so they thought, to perish slowly from thirst and starvation.

But in their hurry to get away from the burning ship, which served as a huge beacon as she flamed and exploded in the darkness of the night, the two Jap U-boats overlooked another lifeboat which had floated free from the hulk.

The boat enabled the survivors to arrive safely, after a voyage of many days, on some islands south of the Indian coast, where they were later picked up and taken to Columbo.

Bad as were these sinkings, they seemed mild in comparison with the fate of the SS *Jean Nicolet*, an SUP-manned Liberty operated by the Oliver Olson Co. The personnel of this ship suffered diabolical treatment at the hands of a Jap submarine crew which would have seemed more appropriate to the darkest days of the middle ages.

SAW LONG SERVICE

A lazy swell was rolling across the Indian Ocean on the evening of July 2, 1944, as the *Jean Nicolet* steamed her way from the Persian Gulf toward the coast of Africa, with more than 100 crewmen and passengers aboard—the latter including Army personnel and civilians returning to the States after long service in the Persian Gulf.

At exactly seven minutes after seven, two torpedoes hit the ship in number-three hold just forward of the bridge. It should have been enough to blast the freighter apart but these Liberties were staunch vessels and, while she



reeled under the impact, the engines kept going. In fact, the black gang stayed at their posts for five minutes after the blast, receiving no orders to abandon ship.

When the engine was finally secured and the propeller stopped, all hands abandoned ship without a casualty, the boats and rafts laying some distance off from the deserted hulk. They could see flashes of gunfire from the unseen raider as it shelled the *Jean Nicolet*.

SAVAGERY STARTS

After 15 minutes of shelling the sub decided it wasn't getting anywhere towards sending this stout Liberty to the bottom, so it maneuvered among the lifeboats, ordering the men aboard the deck of the U-boat, one boatload at a time, all except a tiny doughnut raft with the armed guard lieutenant, several gunners and a soldier.

The first boatload of 25 were forced to kneel on the deck and have their hands tied behind them. William Musser, a Messboy, was shot and thrown overboard for no reason at all.

More of the survivors were then ordered onto the sub, and those who didn't move fast enough

were clubbed on the head with rifle butts. Others were beaten with lengths of pipe, or pricked and cut with bayonets.

This cruelty was kept up for nearly three hours, while the Japs systematically took off the shoes of their captives and beat them with bayonets across the ankles and feet.

Finally the Japs lined up on the deck of the U-boat and the captives, their hands still tied behind them, were forced to run the gauntlet.

Third Assistant Charles Pyle was the first to start through, hesitating from the dreaded ordeal just long enough to be hit over the head with the butt of a gun. Blows rained down on him till he was clubbed into unconsciousness and tumbled over the side into the sea.

MIRACULOUS SURVIVAL

The water revived him and after a while he managed to free his hands enough that he could keep himself afloat. Perhaps an hour later—or it might have been more—Able Seaman Stuart Vanderhurst, who had jumped clear of the U-boat before the final torture, found Mr. Pyle and cut his bonds after painstaking labor with his lifebelt knife. Together, they clung to a piece of wreckage.

Sometime later they heard the drone of a plane, a big Catalina that had responded to the *Nicolet's* SOS. But as soon as the plane approached the U-boat hastily submerged, then the air was filled with the shouts and cries of the tortured, beaten men who were left on her deck.

VICTIMS DROWN

Some of them floundered in the water for a while, then sank. Seven others were saved by a Navy gunner who had secreted a knife in his trousers and cut their bonds in time.

The Catalina returned some hours later to drop life preservers and food, then directed the SS *Huxac* of the Indian Navy to the spot. The survivors were picked up at 11 am, July 4.

Of the more than 100 men on the *Nicolet* when she was torpedoed, only 23 survived, of which 10 were Navy gunners and three were Army passengers.

Such was the way of the Japs!

This is another episode dealing with the role played by Seafarers crews in World War II. The author is a retired member of the SIU who, having sailed during the War, has first-hand knowledge of his subject matter. This thrilling story will, at the conclusion of this series, be republished in book form for those who want a permanent record of their Brothers'—and their own—sacrifices and heroism in the face of death.

Applications Open For Fulbright Scholarships

Three scholarships in Workers Education and one in Adult Education are being offered under Public Law 584 (The Fulbright Act) to labor union members and others with experience in workers and adult education. The awards, which were announced recently by the Department of State, afford opportunities to qualified persons to study for one year in the United Kingdom. Applications for the 1951-52 academic year may be made now.

Candidates must be citizens of the United States at the time of application, and must have a record of professional experience and leadership in labor, in workers or adult education, or in union activities generally. Those with some

degree of academic preparation will be given preference. Scholarships provide transportation, tuition, and maintenance for the academic year.

The four successful candidates will take special studies at such well-known adult and workers education centers as Ruskin College (Oxford University), and Hillcroft College, London. The courses include both study and work experience, and will provide for active participation with British workers, adult education agencies, and labor union organizations.

In addition to these special awards, a large number of scholarships will be granted for graduate study in all sixteen countries participating in the Fulbright Program

—Australia, Austria, Belgium and Luxembourg, Burma, Egypt, France, Greece, India, Iran, Italy, the Netherlands, New Zealand, Norway, the Philippine Islands, Turkey, and the United Kingdom. For these general opportunities adult and labor education workers will compete with candidates in other fields.

Interested persons who will be enrolled at an institution of higher learning in 1950-51 should apply to the Fulbright Program Adviser on their campus before October 31, 1950.

Candidates not so enrolled should write directly to the Director of US Student Program, Institute of International Education, 2 West 45th Street, New York 19, New York, before October 15, 1950.



SHIPS' MINUTES AND NEWS

Angelina's Hot Shots Hurl Challenge At All Comers

Bursting with confidence, the revitalized SS Angelina All Stars, more informally known as the Caribbean Hot Shots, have issued a challenge to softball teams of other ships on the Puerto Rican run.

The All Stars—or Hot Shots—is a team of unusual ability and one to be reckoned with by any and all aspirants to fame and fortune in the Tropic League. That's what Seafarer Sixto Escobar, assistant manager of the Angelina squad, had to say about his boys.

Particularly, the All Stars are anxious to cross bats with the aggregations representing the SS Puerto Rico and the SS Wild Ranger. They're also hoping for a chance to avenge the shellacking suffered in a recent contest with the softballers aboard the SS Suzanne, another Bull Line scow.

NOT BAD

According to the recapitulation supplied by Escobar, the All Stars have had a moderately successful season. Says Escobar:

"To date we have played the SS Rosario twice, the Monarch of the Seas twice, the Suzanne and Beatrice once each and the Frances a double-header. Of these, only the Suzanne has beat us.

"We have also played various Island teams, including the Police Department of Arroyo and the US Coast Guard at San Juan but perhaps the less said of those scores the better."

Softball squads aboard SIU ships on the Puerto Rican run who wish to give the Caribbean Hot Shots a chance to prove themselves should make arrangements with Sixto Escobar, SS Angelina, Bull Line, 115 Broad Street, New York 4, N. Y.

Chow Setup, Gym Recommended For B'klyn Building

Batting the breeze about possible facilities for the new Headquarters building on a recent voyage of the SS Del Norte, opinion-minded "Salty Dick" Martinez extracted some interesting preferences from several of his shipmates.

Pete Garza, Smoking Room Steward, said he'd "like to see the auditorium rented out to other unions. Not only will this be a source of revenue, but we'll get to know each other better—and this is important."

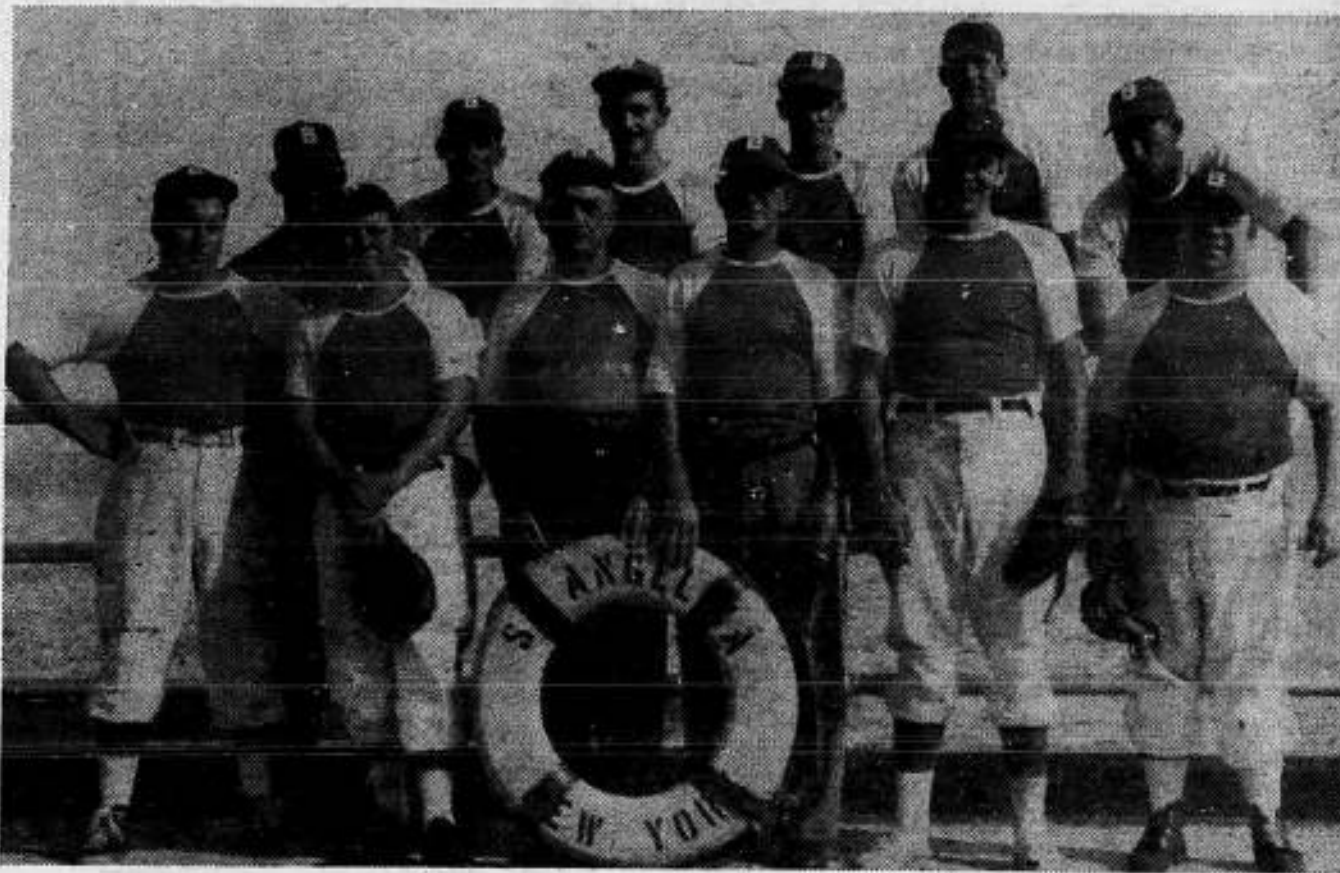
A fully equipped gymnasium would meet with the approval of Al Tocho, Linen Keeper. "Perhaps we can acquire this by each ship donating something, such as boxing gloves, punching bag and so forth," said Al.

CHOW CALL

Bellboy Delbert Dean is interested in the chow setup. He wants a "snack bar where you may have a decent meal for a reasonable amount." Dean even hopes for the day when he'll see a Union-operated pawn shop.

Dean's attitude on feeding was backed by Electrician Al Maufrey, who said: "A short order grill should be set up on the premises, serving the membership only. All the proceeds should go to the Union. Let's also add a soft drink and beer box. Let's make it the best in town."

SEEK GAMES WITH SOFTBALL SQUADS ON PUERTO RICAN RUN



Some of the SS Angelina All Stars, who are anxious to fatten their winning percentage. Front row, left to right: M. Doucette, 3B; N. Blanche, rf; Capt. T. O. Ranier, mgr.; Ch. Eng. G. A. Kerr, coach; William Davies, lf; T. Balchus, c. Rear: Sixto Escobar, ass't mgr.; A. P. Mazure, cf; S. Di Girolomo, p; J. Aguiar, 1B, and J. Callis, ss.

Digested Minutes Of SIU Ship Meetings

BEATRICE, July 15—Chairman, P. Lobbregt; Secretary, J. Stephensen. Delegates reported no beefs. Ship's Delegate read report on vacation and welfare plan. Crew asked to be more careful in use of washing machine and to keep it clean after use.

HASTINGS, July 4—Chairman, W. Zaleski; Secretary, J. McPhail. Delegates reported small amount of disputed overtime. Resolution introduced and carried calling for the rearrangement of quarters for engine and deck departments aboard all Waterman C-2 ships. Suggestion made that low pressure sanitary system be checked.

AMES VICTORY, July 2—Chairman, Edward Seely; Secretary, Jack Dolan. Delegates' reports accepted. Motion carried for each delegate to make up repair list before arrival in port. Good and Welfare: Motion carried to accept Union Welfare Plan.

ALCOA PEGASUS, July 29—Chairman, R. Vaughan; Secretary, A. Radinoff. Delegates reported everything satisfactory in their departments. Motion carried to elect R. Schwarz as Ship's Delegate. Steward assured crew that lemons would be on hand for members requesting cold drinks at night. Discussion on fraternization between crewmembers and licensed personnel while ashore.

CORAL SEA, July 9—Chairman, T. Freeman; Secretary, Al DeForest. Ship's Delegate reported overtime beefs to be referred to Patrolman in New York. New Business: Motion carried that a committee of two be elected to inform the stevedore boss in Horulu of the

dangerous condition of the top lifting gear. Education: Joe Barron gave a talk on the importance of staying sober at the payoff.

JEAN LAFITTE, July 9—Chairman, Willoughby; Secretary, Hargraves. Delegates reported no beefs. Discussion on the Welfare and Vacation Plans. Motion carried to accept the Wel-

fare Plan and to abide by the LOG article on the Vacation Plan. "History of the Seafarers" chosen as the topic for the next educational meeting. Delegates to see Captain about having the messroom and quarters painted.

PONCE DE LEON, June 18—Chairman, Ed Yancey; Secretary, R. Cowdrey. Motion carried. (Continued on Page 7)

Shipboard Injury Is Fatal To Seafarer Melvin Codino

Details surrounding the accidental death of Seafarer Melvino Codino during a recent voyage aboard the SS Robin Goodfellow were disclosed to the LOG this week by his mother, Mrs. Helene L. Honeybell of Nashville, Tenn.

Brother Codino died in the Seaside Hospital, Long Beach, Calif., on March 18, three hours after he suffered a fractured skull incurred when a hawser slipped from the bit and lashed him across the forehead, according to Mrs. Honeybell.

The body was returned to Wattertown, N. Y., where Melvin spent most of his boyhood. Interment took place in Glenwood Cemetery there on March 24. Burial benefits were paid by the SIU.

Brother Codino, who was 23 years old, was born in Carthage, N. Y. He had been sailing in the Deck Department aboard SIU-contracted ships for five years. He received Union Book No. 44327 in Philadelphia on Aug. 18, 1947.

An ardent hunter and fisherman, Melvin spent his time between trips in the Adirondack Mountains.

Mrs. Honeybell expressed deep appreciation for the floral tribute sent to the funeral by Melvin's shipmates aboard the Goodfellow, and for the telegrams of



MELVIN CODINO

sympathy from Captain Thomas Trith and Peter Patrick.

She also told the LOG that she would like to hear from Louis Wagner, of Pittsburgh, who was a shipmate of Melvin's on the SS Marore about four years ago, and from other of his SIU friends and shipmates.

Mrs. Honeybell's address is 1042 Petway Street, Nashville, Tenn.

GRAB YER PARTNERS!



Four funmakers from the Jeff Davis look mighty country for photographer in USS club, Yokohama, Japan. Left to right: L. Higginbotham, DM; Edward Ruley, DM; Rex Coote, DM, and Thomas J. Cardin, OS.

(Continued from Page 6)

ried to report Chief Mate to the MM&P for working on deck and ordering the Cadet to do sailor work. Motion carried that the medicine chest be more complete and carry penicillin. The Engine room first aid kit to be restocked and that a basket stretcher be available at all times. Motion carried that the stowage prices be checked by the Patrolman and that only clothing carrying a union label be placed aboard. Education: Brother Yancey reported that each member should be able to conduct a meeting and not have one man act as chairman all the time. Yancey also pointed out that the SIU is a first class organization only because of every member's efforts. Each man bears a responsibility to the union in order to keep the Union strong.



TRINITY, July 1—Chairman, N. Kurk; Secretary, R. Sweeney. Motion carried to accept communication from New York Agent concerning awning. Discussion on Welfare Plan, with no vote being taken pending further information. Motion carried to give the SIU Negotiating Committee a vote of confidence for the work done on the plan. Voted that men are to come to mess-room properly dressed. Motion carried that all hands stay aboard until replacements have come aboard.

CLAIBORNE, July 9—Chairman, J. Brooks; Secretary, G. Braxton. Delegates reported no disputed overtime. Discussion on Steward working in galley. Suggestion made to keep one copy of repair list on file for reference. Suggestion that Captain be paid out of ship's fund for repairs made to washing machine.

EVELYN, July 9—Chairman, Hendershot; Secretary, C. Mitchell. Ship's Delegate reported nothing has been done about patching decks and other necessary repairs. Crew by unanimous vote favored reports on Vacation Plan and Welfare Fund.

ALCOA PIONEER, July 22—Chairman, D. D. Story; Secretary, Robert Benjamin. Delegates reported everything running smoothly with only a small amount of disputed overtime. Delegate reported that crew will learn outcome of previous voyage's beef on no shore leave overtime in Israel when ship hits port. Education: Crew discussed Shipboard Forum topic on bringing Brothers' up on charges. Members of each department contributed list of necessary repairs to ship's list.

ROBIN WENTLEY, July 16—Chairman, Van Warfield; Secretary, W. E. Gannon. Special meeting called to read the Vacation and Welfare Plans. Names and numbers of crewmen checked for roster requested by Headquarters. Delegates reported everything okay except for a small amount of overtime. Motions carried to accept reports on both plans. Chairman moved to have crew call upon Patrolman to further explain the committee's report on the vacation plan. Crewmembers planning to payoff were urged to clean up their quarters in accordance with SIU policy of leaving a

Digested Minutes Of SIU Ship Meetings

ship clean. Ship's Treasurer reported \$108 in the fund. In the event the entire crew pays off the fund is to be turned over to the Agent in the payoff port to be turned over to the treasurer in the new crew.

SEATRAN NEW JERSEY, July 19—Chairman, John Mehalov; Secretary, Eugene Auer. Francis Fisher elected Engine Delegate. Delegates contributed items to ship's repair list. Delegate reported that crewmember will leave ship in New York as he injured his arm when he fell while working on the car-decks.

STEEL SCIENTIST, July 16—Chairman, Prideax; Secretary, Sims. Delegate reported that room being used for library is certified for other purpose and shelves cannot be built without permission from company officials. Suggestion made that stowage be more inclusive next trip. Crew voted Stewards Department a vote of thanks for excellent work. Ship's Delegate instructed to make up a repair list.

AFOUNDRIA, July 3—Chairman, W. R. Flaherty; Secretary, D. W. Conroy. Ship's Delegate tendered resignation because certain crewmembers have been performing and have undermined the morale of the entire crew. A vote of confidence was given Delegate and request was made that Delegate reconsider resignation. Ship's Delegate agreed to retain job only with understanding that performers will be brought up on charges.



ALCOA CAVALIER, July 9—Chairman, Stough; Secretary, Cervantes. Motion carried to have an educational meeting on one Sunday of every trip. Motion carried to have all shipboard meetings held under proper parliamentary procedure. Discussion on educational meeting, with majority of crew favoring no compulsory attendance at these meetings, but crewmembers should all attend. Parliamentary procedure to be the topic of the first educational meeting.

DESOTO, July 23—Chairman, Anderson Johns; Secretary, Philip Reyes. Delegates reported their departments as running smoothly. Crew discussed purchase of washing machine and rejected idea as ship is in port a great deal and laundry services always available. Need for repairing of fans and installation where they can do some good brought up. Chief Electrician said he would take matter up with the Chief Engineer.

YOUNG AMERICA, June 27—Chairman, Eugene Dore; Secretary, G. Sorensen. Delegates reported everything okay except for some disputed overtime in Engine Department. Discussion held on vacation rule committee's report, with 8 men voting to concur and 12 voting to non-concur. Crew voted 100 percent to concur with SIU Welfare Plan. In

Seafarer Sam Says:



addition to customary one minute of silence, an additional minute of silence was stood for Brother Otto Johanson, who was swept overboard while securing a boat cover. Ship's Delegate announced that men who had been logged by Captain for going to the hospital for medical treatment would have their cases put to Agent McKay's attention in Seattle.

TINI (no date given)—Chairman, Anthony Hanna; Secretary, Robert Aiu. Delegates' reports accepted. New Delegates elected in all departments. Motion carried to see if ship can be fumigated. Education: Brother Teodoro Ruiz gave a short talk on good unionism. All men requested to cooperate with delegates.

BULL RUN, July 19—Chairman, W. Wentling; Secretary, C. Lawson. Delegates reported no beefs. Motion carried that each crewmember chip in \$1 for purchase of a new washing machine. Ship's Delegate instructed to see about hot water for showers and about refrigerator in crew mess-hall.

CHRISTINE (Date not given)—Chairman, W. McCuiston; Secretary, D. Patterson. Crew gave vote of thanks to committee which handled purchase and financing of new washing machine. Ship's Delegate reported that everything on repair list except the toaster had been taken care of. Schedule drawn up for cleaning of laundry room.



JEFFERSON CITY VICTORY, July 7—Chairman, W. Workman; Secretary, J. T. Spivey, Jr. Discussion on whether there would be a port payoff or a draw with the articles backdated. Ship's Delegate to see Captain about this. Wilmington Agent to be contacted about having transportation rider affixed to articles.

Victory Carriers agreement with addendums to be requested from Headquarters and mailed to crew in England.

MAE, July 20—Chairman, E. Smith; Secretary, F. Allen. Repair list to be turned into Patrolman on last voyage before dry-docking. Delegates reported no beefs. Steward offered to put fruit out for all to see that it was not spoiling, contrary to claims by several crewmembers. Ship's Delegate called attention to the fact that the ship has sailed short-handed on last three voyages; however, circumstances of sailing time made it unavoidable.



AFOUNDRIA, July 19—Chairman, W. Busch; Secretary, S. Cphen. Ship's Delegate spoke on War Bonus, Vacation issue and Welfare Plan. Motion carried that the crew as members of the SIU pledge full support to President Truman's action in the Korean situation. Discussion held on Welfare Plan, with crew of the opinion that Plan is a great step forward for the maritime industry. Bosun Flaherty suggested that when the contract comes up for renegotiation in September the overtime for key men such as Chief Cook, Chief Electrician, Steward and Bosun be pro-rated to bring it above the hourly base pay.

DEL SUD, June 19—Chairman, McFall; Secretary, E. Sepulveda. Agent Sheppard present at meeting and congratulated crew for publishing shipboard newspaper, the "Southern Cross." He urged the crew to work in harmony and do all it can to minimize the number of men missing the ship. Motion carried that crew take action concerning previous motions for acquisition of Union literature and Union films. Motion carried that cooperation be given men on ship's newspaper by helping them get ads.

DEL SUD, July 10—Chairman, Woods; Secretary, McFall, Dele-

gates reported no beefs. Complaint made about the Brazilian coffee. Crew voted 32 for American coffee and 15 for Brazilian coffee. Discussion on preparation of food. Vote taken showed that 41 were satisfied and 28 were unhappy about present food.

NOONDAY, July 2—Chairman, D. E. Jones; Secretary, E. Ray. Delegates reported all in order. Ship's Delegate reported beef on disputed delayed sailing. Motion carried that no man payoffs until all beefs are settled. Crew voted in favor of reports on Vacation and Welfare plans. Library to be exchanged in Mobile. Question raised why minutes of ship haven't appeared in LOG.

TADDEL, June 11—Chairman, Paul Rasmussen; Secretary, Charles Sinnett. Ship's Delegate reported that Captain answered his request for salt tablets by telling him that the crew could do without them. Motion carried to cancel draw list until crew learns where ship is going. Delegates to approach an SIU ship in first port contacted to get OT sheets and Bonus Area maps. Education: Crew recommended that SIU prepare a booklet on the SIU Welfare Plan.

GATEWAY CITY, July 22—Chairman, John Halpin; Secretary, Mervin Driscoll. Delegates reported no beefs. Chief Cook claimed he did not receive rightful share of overtime. Motion carried that overtime be equalized and that the Stewards Department settle its own beefs. Recommendation made that Patrolman be notified that after quarters and recreation room have not been painted.

TOPA TOPA, July 22—Chairman, W. Walsh; Secretary, C. Harrell, A. Swenson elected Ship's Delegate. Delegates reported no beefs. Motion carried that each member contribute \$1 toward the ship's fund. Ship's Delegate to contact Patrolman concerning advance on wages to members who are off watch. Captain has been putting out advances at 5 PM. Repair list prepared by Delegates and turned over to Ship's Delegate for distribution. Ship's Delegate to check on Saturday anchorage at Georgetown while sea watches were maintained.



PAOLI, July 23—Chairman, Harry Huston; Secretary, Maurice Culp. Delegate reported he will get new library at end of trip. Report to be given boarding Patrolman on Wiper who missed ship in Puerto La Cruz. Engine Delegate to see Chief Engineer about cleaning gear for sanitary work. Motion carried that letter be sent to company in regards to letter received from Chiwawa crew on bus service in Lake Charles. Education: Discussion on Shipboard Forum of "Charges, what they constitute and how to handle them."

ALCOA CORSAIR, July 2—Chairman, Major Costello; Secretary, John Roberts. Motions carried to accept Delegates' reports. Motion carried to concur with Vacation Plan Committee's report. Motion carried to refund Ship's Delegate the money paid out for rental of movies. Crew went on record that Union begin a blood bank for seamen.

THE MEMBERSHIP SPEAKS



Comment Sought On Matters Concerning Union Seamen

To the Editor:

The recent request from the Government for a meeting with the maritime unions and the ship owners brings to mind much of the past, as it affected the seamen and their families.

Since I am the wife of a seaman who served 25 months during World War II, I would be interested in a discussion through the medium of the LOG of several subjects, as follows:

1. The wearing of neat uniforms.
2. The bonus—pro and con.
3. Morale among seamen's families.
4. The attitude of the Armed Services toward the Merchant Marine.
5. More and better publicity about the contributions of seamen to the war effort.
6. Inclusion of seamen and their dependents at service centers—pro and con.
7. Hospitalization of dependents—at authorized Merchant Marine clinics, either free of charge or at low cost.

SORE SPOTS

Many of the foregoing points were sore spots in the lives of people of the Merchant Marine in the past. Doubtlessly, many more subjects relating to the good and welfare of seamen, might be suggested.

World War III, if it continues, will require greater cooperation from all Americans than has heretofore been given to our country.

Let's talk over some of the subjects outlined above.

"Mrs. Book No. 50688"

(Ed. Note: "Mrs. Book No. 50688" is the wife of a Seafarer. The subjects she suggests for discussion are among those of concern to seamen and should touch off some interesting and valuable comment.)

(Insofar as the first topic

mentioned—the "wearing of neat uniforms"—is concerned, the SIU is, as a matter of long-established policy, against this practice on the part of unlicensed personnel.

(Union members throughout the last war opposed the wearing of uniforms and have repeatedly reaffirmed this position time and again. The Union and the membership's stand is based on the fact that merchant seamen are civilian workers. Furthermore, the wearing of military-type uniforms could easily lead to the development of a caste-system within the ranks of unlicensed men which would destroy democracy and the basic feeling of equality.)

NOT JUSTIFIED

(In effect, there is no more justification in the seamen's eyes for the wearing of uniforms by members of their calling than there would be for civilian workers wearing them just because they were working in a plant turning out tanks or planes for the military.)

(Readers who wish to participate in the discussions suggested by the author of the above letter should forward their comments to the SEAFARERS LOG, 51 Beaver St., New York 4, N.Y.)

Viera Thanks Brothers For Sympathy Messages

To the Editor:

I should like to express through the medium of the SEAFARERS LOG my deep appreciation to the many members of the Union for their messages of sympathy and condolences following the recent death of my wife.

Tony Viera

SS ARLYN SEAFARERS ON THE JOB



Pausing in the engine room for this photo by Lonnie Lonski are, standing (left to right): Daly, 3rd Assistant; T. Ashe, Oiler; Lynch, Oiler; B. Sears, FWT. Kneeling: Malcolm, 2nd Assistant, and G. Lopshas, Oiler.



Here are some of the Deck Gang reaving jumbo guys. Seated left to right, in foreground are B. Wilson and Scotty Smith. In rear are W. Dixon, Chief Mate; Belsamo, 2nd Mate; Luksa, Bosun; Rogers, OS, and Eddins, Deck Delegate.

Lonnie Misses Out On Hacksaw Concession As Sausages Are Removed From The Arlyn

To the Editor:

If you see a bright, shiny ship cruising down the Chesapeake Bay with a Bull Line stack on it, it's not the SS Puerto Rico off course, but the Arlyn. This ship is getting to look so good that the Second Mate started to wear his old Navy dress uniforms on the bridge.

When the crew caught this ship, she had been laid up for three weeks in Baltimore. The first thing the Chief Mate told the new crew was "Boys, I want this ship looking like a yacht."

After five months on here, I know what he meant. The 12-4 watch doesn't even know if there are bunks. If you can't stand, they slap a chipping hammer in your hand and you chip the deck.

I'm learning a lot about this rum and coke run. You've heard of that song called "Bamboo"—well the Bull Line guys have one called "Dunnage." I started to throw a couple of pieces of dunnage over the side when four guys jumped me, claiming I was throwing away a wing of their mansions. Even a termite wouldn't have given that dunnage a second look.

You've all heard of the hula girls that meet ships coming into Honolulu. If you pull into Pier 3, San Juan, you have a reasonable facsimile. Instead of singing "Aloha," I think their theme song is "Penicilliana."

In 1943, I made that Murmansk-Archangel run with a Steward named Hansen. Every time someone would order a full house or seconds, he would get a tear in his eye. I thought he was crying with joy, seeing the boys eating so much because it may have been their last meal. Hah! Now I know the real reason. He's the Bull Lines' Port Steward in Baltimore now.

I noticed in a previous issue of the LOG that Red Campbell said that kielbasi was a marling-spike dipped in garlic. He should see the sausage we had on this ship. I started to negotiate for

the hacksaw concession on here, but Hansen heard about it and took the things off.

We blew our tops about the hamburger on this ship. The Steward wanted to know what was wrong with it. As soon as Goodyear sends us back the results of the autopsy on it, we'll let him know.

One thing you can give this skipper credit for is that he can park this scow like a kiddy car. His name is M. W. Jay and I believe he's rated as one of the best docking Captains on the East Coast.

I'm not saying this ship moves around fast but we just tied up and I walked in the messhall to have a cup of coffee and jot down a few notes on that great American novel I'm writing, entitled "Kinsey — Where Would He Be If It Weren't For The Merchant Marine?" when "Big

Deal" McMahon hollered fore and aft.

I said, "Where the hell have you been." "We just tied up," he answered. "Yeah, well we're ready to let go again."

If any of you Brothers want a decent place to drink, Pasquales' El Paraiso Bar is well-liked by the Bull and Waterman boys. Beer is 20 cents a can. It's at 267 St. Augustin Street, about three blocks from Piers 9 and 14.

In the center of San Juan it's the Two Dices Club. These joints are not open to the local debutants.

I'm enclosing some pictures taken at the Two Dices and aboard the ship. My next letter will probably be from some Army camp, as I reach the ripe old age of 25 on the 22 of July. Ah well, that's life!

J. (Lonnie) Lonski

SEAFARING TROUBADORS



These crewmen played the official swan song as the SS William Tilghman went into the boneyard recently. The music-makers in front row are Pickaloo, BR; Oak Jones (he submitted the photo), Deck Engineer; Leo Stephenson, Wiper. Standing: J. Brown, Wiper; Neil Abernathy, MM; Jimmy, 3rd Cook.

'Big John' Sends Greetings To All From Tai Ping Yang

To the Editor:

Good cheer to you all. May your years be many and happy. How is the weather in lil ole New York?

Here, out on the blue Pacific (Tai Ping Yang, as the Chinese would call it) the sun is dead overhead and the heat is so intense that you can smell fried fish anywhere on deck. We fish-oiled the decks recently.

We loaded copra in Guam, which I presume you are acquainted with. So you all know we are really loaded—with copra bugs, that is.

By the way, the watches you can buy at the Army PX at Agana, the capital of Guam, are certainly a bargain for any Seafarer calling in that port.

But there is also a little catch in Guam, as supposed-to-be Seamen's Service Club suggest someone call Mr. Hicks, regional director for the USS in New

York to inform him of the true state of one of his clubs.)

Highlights of the Guam club: Slot machines set to pay off a meager ten percent.

Hard beverages at a half a buck a throw.

Beer at a quarter a bottle. Food at exorbitant prices.

Other clubs on the island were checked. We found them to be 50 percent cheaper on all items. In addition, no slot machines but as the USS club was across the pier from the ship, well, you can all imagine. It was packed to capacity every evening, the majority being Army, Navy and US Transport personnel.

At present we are heading for town here in cozy Cebu. Will be seeing you soon—if not in person, it will be through the pages of the SEAFARERS LOG.

Militant greetings to every Seafarer ashore and afloat.

"Big John" Wunderlich
SS Coral Sea

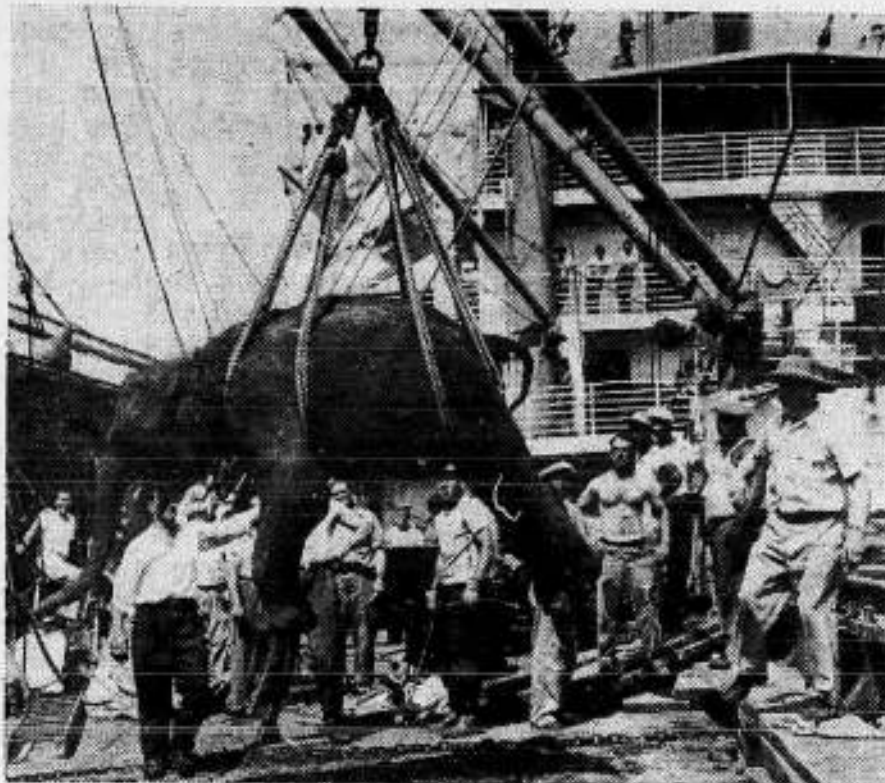
THEY BROUGHT THEM BACK ALIVE



When Isthmian's SS Steel Admiral docked at Pier 4, Staten Island, recently, one of the first passengers to disembark was this 18-foot python, which kept 10 hands plenty busy.



Seafarer Tom Freeland has his beard probed by Jara, an inquisitive monkey who weathered the trip in good style.



Heavy but cooperative was this young elephant from Siam. He gave nobody a hard time—even carried his own trunk ashore. The animal cargo was consigned to a New York dealer.

WE ARE THE WANDERERS

To the Editor:

We are the wanderers. The questionable distinction was born with us and is as permanent and as irrevocable as the color of our eyes. Our numbers are legion and we are everywhere.

We are doctors, teachers, shopkeepers, clerks, waiters, public servants, miners, bankers, farmers, clergymen and prostitutes. Our skins are of all colors. We are male and female. We live in hovels and in castles. We live nowhere and everywhere. We

Sanford Dole Engine Men Praised For Efficiency

To the Editor:

We wish to express our thanks and appreciation to the Black Gáng that was sent on this ship in Mobile. It has been a great pleasure to have a bunch of boys like them in the Engine room.

I feel very sure if we could have more like them on our ships a lot of our troubles would be eliminated.

Louis E. Bennett
1st Assistant
SS Sanford B. Dole

are strong and we are weak—religious and infidelitous. We are virtuous and evil, law abiding and destructive of society.

NO COMMON GROUND

There is no common ground we tread. We do not know each other and are indiscernible in a crowd. Among us are those whose paths carry them the world over, and as many among us live forever at our birthplace. We live to know fame and we live our lives with but one friend who knows only part of us.

There is no common ground for us to walk upon because we walk above the ground and our footsteps have no echo. But we are all hungry and all are alone. Our hunger is insatiable and our aloneness has no consolation.

We hear music rising like moisture drawn from the earth. We hear it and it is gone, but it will come again. It is gay as daisies in the lawn. It is a funeral dirge; a wedding march; a war dance; a hymn; a banal song. It is born in heaven, in the hell fires, and sometimes on the earth itself. We follow where it leads.

And if in our last hour we

should hear the hymn we will follow it into glory. If the music is of flames dancing, it will lead us to the bowels of the earth. But we will follow.

We are the wanderers. And sometimes at dusk, at the end of our day's work, we stand in the isle of the trolley car and deliberately ride several blocks past our stop to take a new route home.

I. H. Pepper,

THANKS BROTHERS WHO AIDED WITH BLOOD DONATIONS

To the Editor:

I wish to thank the Brothers who answered my appeal for blood donors while I was waiting for an operation at the Baltimore Marine Hospital.

The hospital also extends its thanks, as at the time I called there were only three pints of blood in the blood bank.

I might add that any member, when he is near one of the marine hospitals to stop in and donate blood, as you never can tell when it might be you who will be needing it.

J. Don Long

Narrows Escape Was No Fun, Says Survivor Of Sandcraft

To the Editor:

At 3 AM, Sunday, July 2nd, while on our "watery way" to Coney Island to pick up a load of "pay dirt," we, of the Sandcraft, were unceremoniously drafted to participate in a nocturnal swimming party — free style. And that without having time to don appropriate swimming gear in keeping with the dignity of "Barnacled Bills."

I was snugly embraced by the "Sandman," who was dealing me poker hands that had no equal and redhot tips on horses that always won, when suddenly I was thrown into consciousness amid the bloodcurdling blasts from the SS Melrose, which seconds later rammed her unwelcome nose deep into our side, sprawling many of us over the deck like marbles spilled from a bag.

I raced from the foc'sle (probably setting sort of a record) hoping to find this intruder of my dreams and release the fury of my indignation for having unprovokedly made such an attack. Upon reaching the open deck I was confronted with a picture which will live indelibly in my memory until I depart this carcass. There silhouetted against an almost full moon and towering over our much smaller craft like Stone Mountain beside a boulder, was the bow of the SS Melrose which made a real nightmare of otherwise pleasant dreams.

THIS WAS IT

And, as if to clarify any doubt as to the reality of the moment and the imminent danger at hand, the sound of running water pouring into our midship eliminated any optimism as to the safety of our ship. The time was then, the place was there—but not for romancing, or an exchange of "it's been nice sailing with you, mate." 'Tis said "time and tide awaits no man." May I also add, "Neither does a sinking ship."

Captain Bob Ammon, quickly realizing the impending danger, gave the order to abandon ship. From bow to stern crewmembers hurriedly, but orderly leaped from the deck of the fast sinking Sandcraft into the dark murky waters below, as might bullfrogs jumping from creek banks to evade the cold steel of

the gigger. To each his own was the popular thought of the moment and, believe me, non questioned that inalienable right.

"Believe it or not" as Ripley would say it, there was no panic among those of whom I saw before making my unscheduled 30-foot plunge into the briny deep; although there was a beehive of activity following the crash and before the Captain's order to abandon ship was given.

Many of us, clad only in little more than nature provided, were rescued by the SS Melrose, while tugboats ploughing the night waters of the Narrows, snaked other hapless crewmembers from the threshold of "Davey Jones" land of the deep." Other craft coming to our rescue were the incoming English liner SS Media and patrolling harbor police boats. Incidentally, the SS Media bagged our Captain along with some others found drifting seaward on a fast tide.

WARMED UP

I, along with several others, rescued by the Melrose, were given blankets in which to wrap and some steaming hot coffee. Later, the obliging Steward provided us with clothes from his own locker and laughingly apologized for some misfits. Thanks are certainly in order for the spirited attention shown us by the Steward and the crew of the Melrose.

A few minutes after getting inside of blankets and on the outside of hot coffee, we were later transferred to a tugboat owned by the McAllister Company which ferried us to the Staten Island station. There an ambulance was in waiting to carry us to the US Marine Hospital, where a staff of doctors and nurses gave us a good "once over twice" to determine the extent of our injuries, if any. Luckily there were none, except that of the veteran Jim Purcell, whose dunking resulted in a crippled heel.

After the check-up, we all could have, with the exception of Purcell, gone on our "blanketed way," but since "Davey Jones" had taken both our clothing and money, we fell wards of the hospital without too much coaxing. After realizing our plight, those in charge at the

(Continued on Page 10)

Long's Reelection Hailed As Organized Labor Victory

To the Editor:

Labor spoke down here in the city of New Orleans and the State of Louisiana last week, when Senator Russell B. Long was reelected to the United States by a majority of over 200,000 votes.

He carried every parish in the state and even carried the stronghold of his political foe, Mayor Morrison of New Orleans, beating him by 20,000 votes.

The reason for this letter is to let our seafaring Brothers know that without Labor's support this reelection of a great humanitarian would never have been accomplished.

I want to familiarize the members of the SIU with the importance of why all organized labor endorsed Russell B. Long for the US Senate.

First, his previous two years

in the Senate stamped him as a defender of Labor. He bitterly opposed the Taft-Hartley Act. And he has fought for a program to develop the Port of New Orleans as the greatest in the US, second only to New York. He has bitterly attacked the transfer of US ships to the Panama flag.

He makes the capitalists pay through the nose so that school children can obtain free books and lunches and so that the aged benefit by an old-age pension.

All this boils down to one thing: A man's record speaks for itself. For the coming six years we will be represented in the Senate by one of the youngest men ever to be reelected. Long will be 31 on Nov. 3.

Our slogan was Louisiana, Long, Labor. It was a great victory for Labor.

Vic Miorana

Membership Authorizes Strike Against CS

(Continued from Page 1)

and making the necessary plans, if strike action becomes necessary.

Among those with whom Williams and Sheppard went into conference was Walter Mayo, president of the Lake Charles AFL Central Trades and Labor Council. Brother Mayo issued a statement later saying:

"Local labor leaders are disappointed to learn that the Cities Service-SIU dispute has not been settled, and we hope that an amicable agreement can be worked out that will not upset the friendly relations which have existed between Cities Service and local labor in Lake Charles."

Mayo also stated that present developments were "a disappointment to us."

"We had hoped," he said, "that the differences were settled."

EXPECTED AGREEMENT

Surprise that the negotiations between the Union and the company had not yet resulted in the signing of a contract was also expressed by other AFL union officials.

One of the Cities Service Oil Company's largest refineries is located at Lake Charles. It is served by the tankers operated by the Marine Division.

Also in the area are the government-owned butadiene plant, operated by Cities Service; the Firestone Tire and Rubber Company plant, which gets the butadiene for further processing, and the new Cit-Con refinery, which extracts lubricating oil base stocks from Cities Service crude oil.

Had Lucky Day Says Survivor Of SS Sandcraft

(Continued from Page 9)

hospital readily made provisions for our needs and comfort. To restore our well being, we were served an early breakfast at four o'clock, consisting of citrus and tomato juices, crisp bacon and eggs, topped off with milk and hot coffee.

Before we could be bedded down, a swarm of newsmen were upon us. Questions and answers along with a few synthetic smiles were in the making. Finally and without too much suggesting, we retired to our beds — some no doubt hoping to connect with their dreams which, so short while ago had been disrupted by the untimely baptismal.

WELCOME AID

During the day we were visited by Red Cross workers and other social organizations, who inquired as to our needs and notified relatives of our safety. I, for one, am grateful to them for their ever-readiness to assist man in his hour of need.

The next day, July 3rd, we were given a thorough examination from head to foot with a few X-rays thrown in for good measure. The verdict was: fit for duty. It could have been: Fit for burial. Guess we had a lucky day that night. Thanks be unto the fairest of all dames, "Lady Luck."

Worth Cothran

Columnist Writes Of Trip On SS Puerto Rico

Informing You

BY M. OAKLEY STAFFORD
THE HARTFORD (CONN.) COURANT, 7/12



Aboard the S. S. Puerto Rico, New York bound. . . . It's good to be alive. . . . Maybe it's the tang of the salt sea air or the thrill of the spray in my face. Maybe it's the sea which is cognac to my blood. . . . Maybe it's the excitement of little things. . . . Like the Captain (Homer R. Callis of Virginia), a sea-faring man with an illustrious war record, as he stood on deck this morning and waved to his son

passing on another boat, Puerto Rico bound. . . . Why must people who love each other always be going in opposite directions? . . . Memories: Of Stanley Schuyler going mad with joy at the rhumba rhythms in Jack's at San Juan. He was forgetting sleepless nights in the Philippines and recalling only the excitement of going through the Straits of Malacca for the first time. . . . And the anticipation of a peaceful Paris in the spring. . . . I don't know why it seemed the most exciting thing in the world to be walking through the streets of San Juan, Puerto Rico, and hearing the people speak a language I did not understand. . . . But I understood their smiles. The language of the heart. . . . I understood their crowding to watch the turn of a wheel of fortune in the street. I'll always smile when I think of Joe Le George and Tom Jones, who left Ohio to live in San Juan years ago and forgot about returning to the States because he loves it there and is doing what he is happy in newspaper work. . . . He won't go back. He shook his head when I spoke of Broadway, of Forty-second Street and Times Square. . . . The memory of a drive to the world famous Caribe Hilton (Liz Taylor's father-in-law's hotel bought from the government of Puerto Rico) . . . It's a big place. Modernistic to the last degree. . . . You don't describe the place, you see it. . . . But I think it was the company I was in. A lad from Washington State who showed the picture of a girl he thought was the prettiest in the world. . . . And Fred Harnach, whose consuming interest in life is the symphony. . . . I looked over at handsome Tad Wrona. We were both a long way from the Connecticut we call home. . . . and Paul Gillette who told his father it was not being a newspaper man with the Gannett chain he wanted, it was experience on his own. From Cornell to a corner in the Caribe Hilton and I remember people not things.

Can't just land on one for a jaunt either. . . . Can't do any of the things those wild tales of the sea have told us they did. Today it is a job, held by a man who wants a job not a ride. . . . I'll remember their suitability for the role they play. . . . And that this is the first all-American manned ship I have found superior to any foreign service I have experienced. . . . Things like that I remember. Things like the superiority of American labor.

This ship, for instance, because it, the S. S. Puerto Rico, has an illustrious history. It was a transport ship during the war. . . . Carried boys from home to battle. . . . Maybe someone of you reading this went over on this ship. . . . That's what I will remember about it. . . . And how whether you like it or not the Seafarers International Union has changed a job on a ship to a dignified occupation from a hitch-hike to a strange country with abandonment at the end of the line. Men can't abandon ships now. . . .

It is Good To Steal Away From routine for a spell. . . . Good to feel glad to be alive. . . . Good to store memories. . . . Everything we meet becomes a part of us. . . . Good or bad, it becomes part of us. . . . Hearing Stan Schuyler talk to that pretty little girl in one of the spots. . . . A moth whose life was built around a flame. . . . I asked her why she stayed in the tropics instead of joining her Puerto Rican family in New York. . . . "And smother?" she asked me. . . . A free spirit whose existence would smother those of us who are not cut from the same cloth. . . . I see her now dancing with Stan. . . . Living for the minute. . . . I'll hear again and again Gaetana Silvestri and his song, "You're Breaking My Heart." He had a letter in his pocket from a girl who has waited a long time for him to save enough to marry on. "Blackie" had better hurry or he may wake up to find himself married to the sea, with a song as his companion. . . . Why do people think love will wait for them to be ready to accept it? Does the sun do your bidding, come at your call? . . . And Leila Trew, I shall think of her. The woman who faced life. Gave up one thing and took another and abides by her decision to walk independently or with congenial friends of her own choosing. . . . The trouble with most of us is we talk in terms of half-loaves and battle our heads against the stone wall of the demand for everything. . . . A Dominican tells me a full moon is only half good if the arms are

empty. . . . People say things, ask questions, really don't want answers.

San Juan Receded Into The distance. . . . The next stop being Trujillo where the palm trees along the shore-drive to the Jaguar Hotel are so beautiful it is as though you were reaching up for the sun. . . . Trying to bag the wind. . . . People again. . . . John Velasco, who is a brunette Jack Catson, but nicer. . . . Talking about his job at sea. . . . The sea won't really get him. . . . The wife and children are the only things which will ever hold him. . . . Maybe. . . . Maybe the sea, being a patient mistress is waiting. . . . Then Richard Grant, the handsomest Irishman aboard, who believes the legend of Killarney because believing brings a glow to the cheek and a sparkle to the eye. . . . Men of the sea. . . . Men who never call her Ole Debbil Sea because they love her. . . . Men who are glad their jobs have been raised to the dignity of a trade as opposed to what they were years ago when crews were taken from back rooms of taverns.

I'll Remember The Smile And willingness of a former Waterbury lad, George Heltzer. . . . As I will long remember Scottie Aubosson, Harry Iliff, Clement Hospedales, Jack Gagliardi and Jack Struller sitting around a table unmindful of a brisk wind which gave a gentle roll to the coffee cups before us. . . . Talking about home. . . . Men always keep home in mind even though they return there seldom. . . . All men are alike in things they hold precious.

Why Must I Forget To Be Interested by the development of Trujillo, which despite myself, recalls so much of Hitler's Germany and Mussolini's Rome. . . . Or of th desire for Puerto Rico to improve industrially. . . . Why, I wonder, must I skip over the facts of government and statistics of these islands and think only of the lovely ship plowing its way through the blue, calm, tropical waters. . . . Or of the palm trees of the tropical islands. . . . Or the smiles and the heart beat of the people. . . . I guess its because facts slide into unimportance, when the heart is happy and the mind free. . . . Maybe that's why it was never more exciting to be alive. . . . Why I'm closing now to get nearer, for the minute, to strains of a rhumba band playing the song of the tropics, "Amor."

M. Oakley Stafford's column, "Informing You," appears daily and Sunday in The Courant.

The crack Seafarers crew aboard the Bull Lines passenger ship Puerto Rico, which leaves New York for San Juan and Ciudad Trujillo twice monthly, strives to give passengers service second to none on the seven seas.

That they are succeeding in this objective is proven in voyage after voyage by the testimony of the passengers themselves.

The most recent accolade comes from M. Oakley Stafford, a columnist for the Hartford (Conn.) Courant, who devoted her July 12 column to an account of her recent trip aboard the Puerto Rico. Sprinkled throughout the account are the names of members of the ship's crew, who are among the Seafarers whose job performances are making the US merchant marine the most efficiently operated in the world.

Minutes Of A&G Branch Meetings In Brief

SAVANNAH — Chairman, E. D. Sims, 48971; Recording Secretary, Doug Acker, 24715; Reading Clerk, Jeff Gillette, 37080.

Motions carried to accept Secretary-Treasurer's financial report and Headquarters report to the membership. Brother Gillette reported that the Port Agent was in Atlanta, attending the state forum on unemployment insurance and compensation. Minutes of other Branch meetings read and approved. Communication from Secretary-Treasurer regarding war area bonus read to meeting, and motion carried to accept. Charges read and referred to Trial Committee, with following elected to serve: R. Simpkins, E. D. Sims, W. J. Groover, J. H. Chassereao and J. S. Bragg. Meeting adjourned at 8:30 PM, with 41 members present.

§ § §
PHILADELPHIA — Chairman, A. S. Cardullo, 24599; Recording Secretary, D. Hall, 43372; Reading Clerk, G. Everett, 39369.

Minutes of other Branch meetings read and approved. Agent reported that shipping had taken an upswing, with ABs getting the biggest number of calls. Motion carried to accept Secretary-Treasurer's communication on



war risk insurance as read. Communication read from Marine Corps League. Motions carried to concur in Secretary-Treasurer's financial report and Headquarters report to the membership as read. Charges read and referred to Trial Committee. Meeting adjourned at 7:45 PM.

§ § §
BALTIMORE — Chairman, C. Stroud, 38361; Recording Secretary, T. Smith, 20057; Reading Clerk, A. Stansbury, 46938.

Michael P. Prochak was given the Union Oath of Obligation. Motions carried to accept min-

A&G Shipping From July 12 To July 26

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston				(No Figures Received)				(No Figures Received)
New York	161	152	127	440	145	110	88	343
Philadelphia	27	25	26	78	23	16	18	57
Baltimore	88	56	58	202	66	51	66	183
Norfolk	9	12	6	27	9	10	13	32
Savannah	14	9	17	40	14	9	11	34
Tampa	6	7	9	22	8	9	9	26
Mobile	53	38	39	130	56	60	44	160
New Orleans	45	36	58	139	63	53	76	192
Galveston	35	32	36	103	34	40	32	106
West Coast	31	32	19	82	24	34	12	70
GRAND TOTAL	469	399	395	1,263	442	392	369	1,203

utes of Branches holding meetings. Motion carried to forward all ship's minutes to the LQG for publication. Men asking to be excused from meeting were referred to the Dispatcher. Headquarters report accepted. Under Good and Welfare Agent was asked to find out the proper set-up for vaccinations. Meeting adjourned with 360 members present.

§ § §
BOSTON—Insufficient number of bookmembers present to constitute a quorum. No meeting held.

§ § §
NORFOLK — Chairman, Ben Rees, 95; Recording Secretary and Reading Clerk, J. Bullock, 4747.

No official meeting held because of a lack of a quorum. Special meeting held to check the shipping cards.

§ § §
NEW YORK—Chairman, John Arabasz, 29836; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Eddie Mooney, 46671.

Minutes of other Branch meetings read and approved. Port Agent discussed the shipping situation, pointing out that job opportunities had continued to increase in this port for the second successive shipping period. He said, however, that Union manpower was more than adequate to meet any needs on

shipping made by the current conflict in Korea. Secretary-Treasurer's financial report and Headquarters report to the membership were read and motions carried to concur in them. In the Headquarters report, the mem-



bership was informed that the US Circuit Court of Appeals had signed a decree enforcing the terms of the Settlement Stipulation agreed to by Cities Service Oil Company after it capitulated to the charges of unfair labor practices pressed by the National Labor Relations Board. The Secretary-Treasurer also announced that architect's tentative plans for alterations of the new Headquarters-Port of New York building had been completed and that work on the job was expected to get underway shortly. He reported on the recent Washington meeting, at which the unions and shipowners drew up a plan to keep companies off the waterfront, a job which the SIU has been attending to successfully since its inception. Also discussed were the Union's plans for obtaining adequate war bonus protection.

§ § §
TAMPA—Chairman, R. White, 57; Recording Secretary, N. Ellis, 16; Reading Clerk, R. Hall, 26060.

Minutes of previous meeting accepted, as were minutes of previous meetings held in other Branches. Agent reported that shipping is slow with the port still overloaded with non-rated men. Motion carried to accept communication from Headquarters concerning the Welfare Plan. Under Good and Welfare there was discussion on the Welfare Plan and the Korean situation.

§ § §
NEW ORLEANS — Chairman, LeRoy Clarke, 23062; Recording Secretary, Bill Fredericks, 94; Reading Clerk, Buck Stephens, 76.

Minutes of meetings held in other SIU Branches read and accepted. Headquarters financial report accepted. Agent reported



that shipping has been slow, with expected boneyard ships not hitting the port, but taking crews in Mobile and Galveston. The Agent also reported on the landslide election of Senator Long and the large vote registered in New Orleans, which

was helped a great deal by the turnout of the Seafarers. Several men asked to become reactive and were okayed. Good and Welfare: The Welfare Plan was discussed with all hands in favor of it. The Hospital Patrolman explained to the members present what papers were needed when entering the hospital.

§ § §
GALVESTON — Chairman, Keith Alsop; Recording Secretary, J. Monast, 22585; Reading Clerk, C. Tannehill, 25922.

Motions carried to accept minutes of meetings held in other Branches. Headquarters report accepted. Secretary-Treasurer's report accepted. Proposed war bonus and war-risk insurance agreement read to the members. Meeting adjourned at 7:15.

§ § §
MOBILE—Chairman, R. Matthews, 154; Recording Secretary, Louis Neira, 26393; Reading Clerk, H. Fischer.

Motions carried to accept minutes of Branches holding meetings. Agent reported that shipping is expected to be good with Mississippi, Waterman and South Atlantic each taking two ships out of the boneyard. However, the Agent pointed out, there

would be sufficient men in the port to man the ships, and there would be no need for men to come in from other ports. Trial Committee's report against a Brother read and accepted. Headquarters report and Secretary-Treasurer's financial report read and accepted. Meeting adjourned with 280 members present.

§ § §
SAN FRANCISCO—Chairman, J. Morrison, 34213; Recording Secretary, D. R. Harmon, 49970; Reading Clerk, J. Johnson, 51209.

Minutes of meetings held in other Branches read and accepted. Agent reported that shipping for past two weeks had been slow, but the future looked good with a sizeable number of ships due in port. One member who asked to be excused from the meeting was given permission. Meeting adjourned with 35 members present.

§ § §
WILMINGTON—Only 16 bookmembers in port, so quorum could not be raised. Official meeting not held.

Get A Receipt

Every member making a donation to the Union for any purpose should receive an official receipt bearing the amount of the contribution and the purpose for which it was made.

If a Union official to whom contribution is given does not make out a receipt for the money, the matter should immediately be referred to Paul Hall, Secretary-Treasurer, SIU, 51 Beaver Street, New York 4, N. Y.

In advising the Secretary-Treasurer of such transactions, members should state the name of the official and the port where the money was tendered.

Directory Of SIU Halls

SIU, A&G District

- BALTIMORE.....14 North Gay St. William Rentz, Agent Mulberry 4640
- 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
- LAKE CHARLES, La.....1419 Ryan St. L. S. Johnston, Agent
- 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 4-1053
- PHILADELPHIA.....337 Market St. S. Cardullo, Agent Market 7-1635
- SAN FRANCISCO.....450 Harrison St. Jeff Morrison, Agent Douglas 2-5475
- SAN JUAN, PR.....252 Ponce de Leon Sal Colls, Agent
- SAVANNAH.....2 Abercorn St. E. Bryant, Agent Phone 3-1728
- SEATTLE.....2700 1st Ave. Wm. McKay, Agent Seneca 4570
- TAMPA.....1809-1811 N. Franklin St. Ray White, Agent Phone 2-1323
- 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-TREASURERS

Robert Matthews Lloyd Gardner Joseph Volpian

S U P

- HONOLULU.....16 Merchant St. Phone 5-8777
- PORTLAND.....111 W. Burnside St. Beacon 4336
- RICHMOND, Calif.257 5th St. Phone 2589
- SAN FRANCISCO.....450 Harrison St. Douglas 2-5363
- SEATTLE.....86 Seneca St. Main 0290
- WILMINGTON.....440 Avalon Blvd. Terminal 4-3131

Canadian District

- MONTREAL.....463 McGill St. MARquette 5909
- FORT WILLIAM.....118 1/2 Syndicate Ave. Ontario Phone 3-3221
- HALIFAX.....128 1/2 Hollis St. Phone 3-8911
- PORT COLBORNE.....103 Durham St. Phone 5591
- TORONTO.....86 Colborne St. Elgin 5719
- VICTORIA.....617 1/2 Cormorant St. Empire 4531
- VANCOUVER.....565 Hamilton St. Pacific 7824
- SYDNEY.....304 Charlotte St. Phone 6348
- HEADQUARTERS.....463 McGill St. Montreal MARquette 7377

Personals



JUAN V. FERNANDEZ
Get in touch with wife at working address. Urgent.

§ § §
TOM MACK
"Sent it registered to Seattle Hall: Wm. C. Kennedy."

§ § §
SIDNEY L. WILSON
Write to your mother, PO Box 1017, Memphis, Tennessee.

§ § §
JOHN DOLAND CLARK
Your wife asks you to come home at once. There has been a death in the family.

§ § §
CREW, DANIEL WILLARD
(September, 1945)

Members of the Willard crew who helped in salvaging of SS Samuel de Champlain may pick up one-half month's wages at office of Calmar SS Company. (Notice given to LOG by W. W. Lee, retired member.)

§ § §
W. F. GENTRY
His sister would appreciate hearing from anyone who has seen him: Mrs. E. Y. Scott, Jr., 409 W. Main Street, Swainsboro, Georgia.

JOHN HARVEY SPEARMAN
Your wife asks you to write her at 1407 Crawford Street, Houston, Texas.

§ § §
SALVATORE VOLPI
Your wife is ill, contact her at 231 E. 67th St., Apt. 1-A, New York.

§ § §
CREW, SS DEMOSTAR
Crewmembers on trip from West Coast to Ireland, paying off in Galveston, have \$40 in bonus money coming. Collect at company office.

§ § §
PHILIP E. MARCHLING
Your sister says it is urgent that you get in touch with her at 1446 Camp Street, New Orleans, Louisiana.

§ § §
CHARLES L. MORSE
Contact your mother: ADiron-dack 4-2067.

§ § §
CHARLES HUNEYCUTT
Your gear has been checked in the Philadelphia Hall. You may pick up the claim check at the LOG office, 51 Beaver Street, New York City.

AFL And CIO Move Closer Toward Unity

WASHINGTON—The AFL and CIO are headed for organic unity.

Representatives designated by the AFL Executive Council and the CIO Executive Board constituted themselves at a 2-day meeting as a permanent committee to seek the ultimate goal of a single united labor movement in America.

They called for another session August 4 in Chicago to consider next steps, and to make the organization formal with the election of a chairman and secretary.

COOPERATION PLEDGED

The committee agreed that the entire AFL and CIO will work together with the government in the Korean crisis, for national defense, in the legislative field and to elect a liberal Congress in November.

The full and complete pledge of cooperation in all fields inspired rank and file union members throughout the country and is expected to mark the beginning of a new era of greater achievement for organized labor and all the people.

The agenda for the August 4 meeting was being prepared by AFL Vice President Charles J. MacGowan, president International Brotherhood of Boiler Makers, and CIO Vice President Allan S. Haywood.

In a joint press conference, they told reporters that the committee had but one task—to form one labor movement.

UNITY A "MUST"

"With the disturbed world conditions and the march of communism," Mr. MacGowan said, "we feel that to preserve our American institutions and to protect the working people of this country and other countries the necessity for organic unity is a virtual must."

"Our conversations and relations have been conducted in an atmosphere of hearty cordiality and every member of this committee is determined to achieve our ultimate goal."

The full 10-man committee earlier issued a joint statement pledging full united labor support to winning the war in Korea, continued cooperation in international relations through the International Confederation of Free Trade Unions, and continued cooperation in the fields of legislation and political action.

IMPORTANT STEPS

The committee said that at future meetings it will give consideration to:

1. Establishing practical machinery to handle problems of jurisdictional disputes and raiding affecting unions of the two organizations.
2. Specific proposals for organic unity.

AFL officials regarded the decisions as the most important ever taken to unify the 16,000,000 members of American labor under one banner.

Committee members made known that when the AFL and the CIO had cleared away major obstacles to their merger, other labor groups such as the United Mine Workers and railroad brotherhoods would be contacted.

The International Association of Machinists is conducting independent negotiations for re-affiliation with the AFL.

How The Rival Camps Compare Russia Holds Combat Edge Now



—From AFL Labor Monthly Survey

Cost Of Raising Ship Too Costly; Owners Abandon Sandcraft

The SIU-contracted 2,054-ton dredge Sandcraft, which has been lying in nine fathoms of water in the middle of New York Harbor's Narrows since she went down in a collision with the collier Melrose on July 2, has been abandoned by her owners.

As a result, Army Engineers have asked for salvage bids for the vessel, which has been menacing hundreds of ships using the channel every week. The Sandcraft sunk within ten minutes of the crash, but all of her 34-man crew were rescued.

It is believed that the vessel's owners, Construction Aggregates Corporation, found that a raising job might not be worthwhile, and that the cost of breaking her up would be prohibitive.

The Army said efforts would be made to expedite the raising, but that the case represented a difficult salvage job.

AFL Butchermen Urge Jail For War Profiteers

CHICAGO — Imprisonment for profiteers in the Korean war crisis was demanded by the AFL Amalgamated Meat Cutters and Butcher Workmen, in telegrams sent to President Truman and Attorney General J. Howard McGrath.

Earl W. Jimerson, president, and Patrick E. Gorman, secretary-treasurer, signed the wires on behalf of the union's 225,000 members in the meat industry. They said:

"While American boys are dying in Korea, it is revolting to hear many gloat over prospects that the war will bring a boom to industry.

"...should any person or corporation engage in profiteering or black marketing, the severest possible punishment (short of death) upon conviction should be the penalty imposed for such profits earned from the blood of our young heroes."

Mr. Gorman said that meat prices have gone up 10 to 15 percent in scare buying since the North Koreans crossed the 38th meridian.

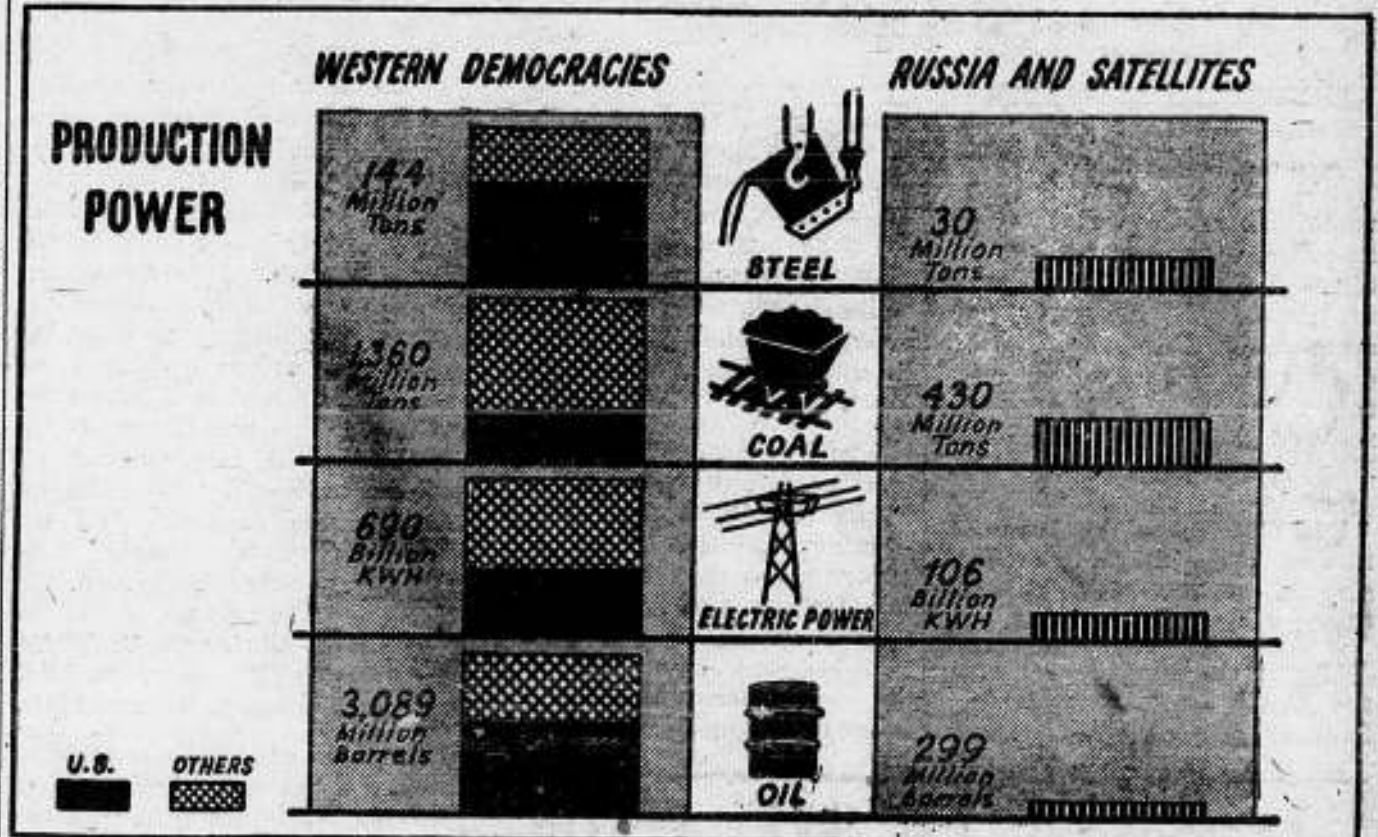
"There is no necessity for hoarding and scare buying," he said. "It is a disgrace. A friend of mine who has a small business—3 stores—sold 8 tons of sugar in 3 days, just over the counter. Consumers who formerly brought 5 pounds came in for 100 pounds."

While the meat cutters are opposed to controls of any kind in peacetime, they favor rigid government price control during war, Mr. Gorman added. He said the fighting in Korea should be treated as a war.

"If price control is enforced, organized labor will be ready to accept wage control," said Mr. Gorman. "We should agree not to ask increases in wages as long as prices remained fixed."

All hoarders should be penalized, he said, even housewives.

But U. S. Has Production Margin



—From AFL Labor Monthly Survey

Unions Join To Bar Red Sabotage

(Continued from Page 1) to review such appeals organized labor and management shall have proper representation as follows: In each principal port one man shall represent the employers, one man shall represent the union and one man from the Coast Guard. A National appeals board shall be set up in Washington, D.C., comprised of representatives from each group in a similar representation.

(7) Should any union or organization not here signatory by phony demonstrations, bogus picket lines, etc., endeavor to delay or obstruct vessel movements, all unions signatory shall not assist, condone, or support such movements but shall keep the vessels sailing.

The last point was obviously aimed at Harry Bridges' Longshore union and the Marine

Cooks and Stewards, neither of which was invited to the meeting, in view of their total support of Russia's policies.

The meeting was called by Secretaries of Labor and Commerce, Maurice J. Tobin and Charles Sawyer, respectively, and was sanctioned by President Truman.

AGREEMENT NECESSARY

Secretary Tobin pointed out that voluntary agreement on maritime policy was necessary because at present there was no law under which subversives might be barred from employment on American vessels.

In a joint statement, Hall and Morris Weisberger, New York SUP Agent, said, "It should be pointed out that of all the organizations attending, the SIU and SUP actually had no real reason for being present.

"Sure, we're for keeping com-

mies off the waterfront. Our record proves that conclusively from way back," he added.

"Actually," Hall said, "there are few, if any, commies in our organization. But on account of the fact that there are commies in some sections of the maritime industry who are pledged to sabotage shipments of material to Korea, we were forced into a situation we do not entirely relish."

"Our reasons are sound and based upon our experiences during the last war. Increased bureaucratic controls, unless watched carefully, conceivably could result in piecemeal restrictions upon the freedom of merchant seamen—or other working men, for that matter."

"That's something that should be guarded against, if we are to preserve democracy," the SIU official said.