

# SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

VOL. X

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No. 7

## Cities Service Tankermen Go Seafarers, Give SIU 83 Percent Of Total Vote Cast

NEW YORK—In spite of company stalling and intimidation, and in the face of a viciously anti-union campaign carried on by the Cities Service Oil Company, the unlicensed men of that fleet have shown their preference for Seafarers' representation by voting overwhelmingly to have the SIU bargain collectively for them. In the National Labor Relations Board election, recently concluded, 83.15 percent of the ballots were cast in favor of the Union.

Only 30 votes were racked up for the employer, while 153 votes were counted for the Union. Six ballots were voided and one has been challenged.

### On Our Way

Whoopie!

Beyond the wildest dreams of the most enthusiastic organizer is the result of the bargaining election in the Cities Service fleet. Although the entire staff was certain sure that the unlicensed personnel would vote for the Seafarers, nevertheless, nobody figured that the Union would trounce the company by a five-to-one margin.

But that's exactly what happened. The company got only 30 votes, six were voided, one was challenged, and the Union racked up the rest.

Cities Service men showed their preference for the SIU by casting 83.15 percent of the total vote for the Union, and that's something for the company to think about. In spite of the way the company worked against any sign of Union activity, the volunteer organizers of the SIU carried the word aboard every CS tanker, and the men listened, believed and voted in their own best interests.

Nothing the company could promise helped. And threats didn't help, either. The men who sail the ships realized that only the SIU could win for them decent

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As recently as last week the company attempted to stall the Union by petitioning for an extension of the voting period for an additional 75 days. This would have given the employer a chance to have the eligibility requirements changed so that a few hand-picked crews could have been voted on ships acquired since the election began in October.

This move was stymied by a brief filed by the Union, and the NLRB denied the company's petition. Counting of the ballots began early on February 9, and within a few hours the SIU was declared the clear-cut, overwhelming victor.

### ONE TO GO

However, in spite of this mandate from the unlicensed seamen of the Cities Service fleet that they wish to be represented by the Seafarers, the anti-labor provisions of the Taft-Hartley law make it necessary for a second election to be held in the fleet

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## SIU Opposes Transfers Before Senate Group

WASHINGTON — Harry Lundeberg, President of the Seafarers International Union, told the Senate Foreign Relations Committee that 25,000 to 30,000 American seamen would be stranded on the beach if the marine transport section of the Marshall Plan were passed.

Lundeberg made clear that the Seafarers supported the "general principles" of the Plan, but emphasized that the Union was "definitely and utterly opposed" to selling and chartering 500 ships to European countries to deliver the goods as proposed by the State Department.

After his appearance before the committee, Lundeberg expressed confidence that the Senators would take definite steps to prevent further scuttling of the U. S. merchant fleet.

The complete text of the brief submitted to the Foreign Relations Committee by the Seafarers follows:

The Seafarers International Union of North America is an American trade union composed

of unlicensed seamen sailing in American ships out of every port in the United States and the Great Lakes. Our organization is affiliated with the American Federation of Labor.

On December 19, President Truman in his message to Congress, recommended adoption of legislation and appropriation to effectuate the Marshall Plan. His message to Congress called for a request of 17 billion dollars to be appropriated by the United States Government for the next four years.

As we understand it, this 17 billion dollars is for the purpose of buying and shipping material, food and other commodities from the western hemisphere, mostly from the United States, to be used in rehabilitating and helping certain European countries rebuild their economic conditions. It is understood that this money will come from the American taxpayers if and when the United States Congress sees fit to approve the Marshall Plan.

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## Tampa Seafarers Join IAM On The Line

"An injury to one is an injury to all." That's an old labor slogan, and it's as true now as it ever was. Seafarers believe in and practice this fundamental labor principle, and so it is no wonder that any honest union in trouble can get physical, moral, or financial assistance from the SIU. The picture on the right was taken in Tampa, where Seafarers joined the picketline of the International Association of Machinists, who are striking against the National Airlines, Inc. SIU members shown in the picture are George Mihalopoulos, FWT; Salbata Serio, FWT; Houston White, OS; Billy Smith, Second Cook; A. J. Varn, FWT; C. P. Varn, FWT; and L. C. Brown, FWT.





# REPORT FROM HEADQUARTERS TO MEMBERSHIP

By J. P. SHULER, Secretary-Treasurer

## Agents Conference

As per recommendation in the last Headquarters Report, that the Secretary-Treasurer set the date for the annual Agents Conference for the year of 1948, the date of the beginning of the Conference has been set for Monday, February 16th. All Agents have been notified so that they can arrange the Union's affairs in their respective ports so as to be able to attend.

## Negotiations

The Negotiating Committee for the Union met with the member companies of the Atlantic and Gulf Shipowners Association on a wage increase twice since the last meeting. The company is obviously stalling until an award is made on the arbitration for wage increases now in process between the American Merchant Marine Institute and the maritime unions to which their companies are contracted.

An agreement has been negotiated with the Mar Ancha Corp. who is operating on the sugar run between Puerto Rico and Atlantic Coast ports. All of the General and Working rules of the standard SIU agreement including wages, overtime rate and all other monetary matters have been agreed to. The company has a lawyer looking over the legal end before they give the Union a letter of acceptance.

A contract was signed with the Panormetis Corp. which has one tanker on the way around from the West Coast now.

Negotiations have not been completed with the Ore Lines. There are a few things in the Engine Department working rules to be worked out yet. This agreement is a large improvement over the previous Calmar and Ore agreements.

Negotiations for the wage increase will begin with Sag Harbor Tanker Co. on Thursday, February 12th.

## Organizing

Lindsey Williams reports for the organizing staff that in addition to the Mar Ancha and Panormetis, with whom we are now the recognized bargaining agent, several small tanker and freight companies are being worked on by the Organizers.

In line with operating with minimum expense to the Union, and at the same time keeping the organizing work going full ahead, Williams has cut his organizing staff—the only paid Organizers are now in the port of New York—and has requested that all branch Agents contact the unorganized ships in their respective vicinity. He reports that cooperation from most ports has improved greatly.

To insure that the organizing policy be adhered to, it is hereby recommended that each port Agent be charged with the responsibility of covering unorganized ships in his port and that he be authorized to work the Patrolmen in his port on organizational work as well as contracted ships.

## Montreal Branch

The only ships contracted to the Atlantic and Gulf District that make East Coast ports of Canada with any regularity are the Alcoa ships. None of these ships makes Canadian ports their payoff port.

Therefore, it is recommended that the A&G immediately close out in the port of Montreal,

and that all representation on A&G ships hitting Canadian East Coast ports be handled by the port of Boston, and that all crew replacements on these ships be shipped from the Boston Hall.

## Headquarters Representative

Ray White, elected port Agent of Norfolk, has been called into Headquarters on Negotiations. Due to the fact that there is no elected Deck Department Representative in Headquarters, it is hereby recommended that Ray White be placed on Headquarters payroll and work out of Headquarters Office.

This can be done with no additional expense inasmuch as the Norfolk branch is operating with no additional help.

## Great Lakes Men

It will not be long now before the Lakes open up. The Great Lakes District is planning a big drive this year. Fred Farnen, Secretary-Treasurer, has sent a letter to all district officials and port Agents which states as follows:

To All District Officials  
And Port Agents

Dear Sir and Brother:

The following motion was passed by the SIU Great Lakes District membership at a meeting held in Detroit on February 2, 1948:

"M/S/C To concur with the Conference recommendation 'That a letter be drafted by the Secretary-Treasurer and sent to all SIU ports requesting that they urge all SIU Great Lakes District members to return to the Great Lakes District by March 15, 1948, if possible, in order to assist in manning the unorganized fleets on our concentration objective list.'"

In line with this motion, we are requesting all A&G and SUP officials to use their good offices to carry out this Great Lakes District membership mandate. We believe that the date mentioned in the motion (March 15, 1948) is a trifle early, and suggest that your efforts to persuade Great Lakes District members to return to the Lakes by April 1, 1948 or shortly thereafter.

Collective bargaining elections are now scheduled to be held on the thirteen (13) Hanna ships, eleven (11) Tomlinson ships, and two (2) Schneider ships shortly after the beginning of the regular navigation on the Lakes. In addition, we have fairly strong representation in an unorganized company, and will probably petition for an election to be held in this fleet shortly after the start of sailing.

It is expected that there will be a considerable shortage of rated men on the Great Lakes ships this year, and all AB's, Firemen (coal burning) and Oilers from our affiliated districts will have no difficulty in securing jobs in these ratings. A big job remains to be done on the Great Lakes in order to organize these ships, and it's up to all SIU Great Lakes District members to get behind our 1948 Organizing Campaign to make it another successful SIU victory.

Thanking you for your cooperation in this matter and with best personal regards, I am,  
Fraternally yours,

Fred J. Farnen,  
Secretary-Treasurer

All Great Lakes members should give a hand on this, and remember every SIU member is a vote and an Organizer.

# Cities Service Men Go SIU By Great Margin



The Cities Service bargaining election result was no sooner announced than plans were started for the next step. And that is to hold another election to institute a "Union Shop" in the CS fleet. From the way the Cities Service personnel voted for the Seafarers, there is no doubt that the "Union Shop" will be adopted by a resounding majority. Pictured above, making plans for the next step, and congratulating each other on a job well done, are, left to right, SIU attorney Ben Sterling, General Organizer Lindsey Williams, and Organizer Johnny Arabasz.

(Continued from Page 1)

to determine whether or not the men want a "union shop." This will be called for by the Union as soon as the SIU is certified by the Board.

Crews of ships which were bought by the company since the election commenced are also eligible to vote, and a majority of all in the fleet must vote for the Union before a "union shop" can be instituted. Ballots not cast are automatically counted against the Seafarers.

It is therefore extremely important that all members of the unlicensed personnel stay on their ships and cast their votes when the big day comes around.

Winning the election in the Cities Service fleet caps a long period of SIU activity. On October 28, 1946, the Union first took steps for recognition as bargaining agent for the Cities Service tankermen. This move, which was vetoed by the company, climaxed an intensive organizing drive which resulted in a substantial majority of pledges from the men.

## IRON CURTAIN CRACKED

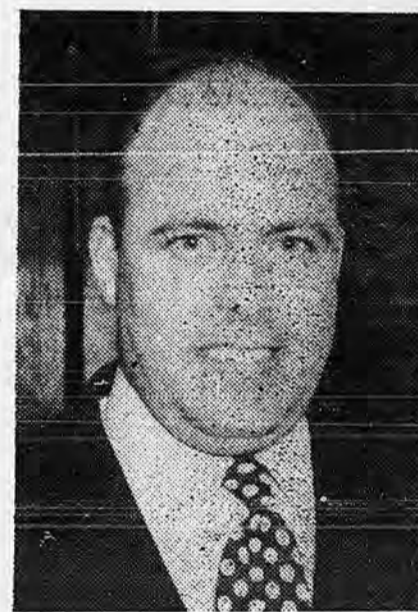
It took a full year to crack through the "iron curtain" maintained by the company to prevent its unlicensed personnel from being organized, but the campaign has definitely proved its worth, and within a short while the Seafarers International Union will be certified as collective bargaining agent for Cities Service tankermen.

In commenting about the gratifying results of the election General Organizer Lindsey Williams stated that overwhelming vote for the SIU was a tribute to the excellent reputation en-

joyed by the Union along the waterfront.

"Cities Service men know, as do all other merchant seamen," said Williams, "that the SIU fights for wages and conditions, against the shipowners, the government, or anybody else. That's one big reason the Cities Service men put the 'X' in the SIU box."

## MM&P Organizer



Captain Victor G. Diaz, organizer for Local 88, Masters, Mates and Pilots, which is currently conducting a drive among unorganized companies in the tanker field. Diaz is working in close contact with Lindsey Williams, SIU General Organizer, since, tanker companies and personnel are the immediate objective of both AFL maritime unions.

Captain Diaz is a retired member of the SIU. He began his sea-going career in 1930 and came up out of the foc'sle to win his master's ticket. He has skippered several SIU-SUP ships.

An important spur in Brother Diaz's organizing efforts is the fact that he remembers well "the old days," with their long hours, poor pay and sordid conditions. He saw them swept aside by unionization and he points out that "he fully well appreciates the meaning of trade unions and collective bargaining in the maritime industry."

# Thomas Wolfe Crew Wage Suit Coming Up

SAN FRANCISCO — The suit for wages brought by the crew of the SS Thomas Wolfe against the South Atlantic SS Company is scheduled for early action in federal court, attorney Albert Michelson announced here.

To assure effective presentation of the case, Michelson urged all men who signed on the Wolfe for the incomplete 1945 voyage concerned to get in touch with him. His address: Russ Building, San Francisco.

Following is a partial list of the men who were on the ship at the time: Herbert Bagley, George E. Rodriguez, Joseph L. Jones, Richard E. Holstein, James A. Knittle, Lee P. Deval, Raymond R. Carroll, Franklin O. Miller, Raymond D. Schott, Troy W. Gammill, Robert A. Vallee, John S. Houser, Ted Boling, and Ronald Chandler.

The SS Thomas Wolfe signed on an SIU crew in San Fran-

cisco. After lying on the West Coast for several weeks, the Wolfe abandoned the voyage and paid the men off.

Under federal statute, if a crew is signed on articles for a voyage and the voyage never commences, the crew is entitled to wages for the time worked plus wages for an extra month, provided they work less than 30 days. The lawsuit is for the extra month's pay.

## Note To Bosuns

Men desiring to have Bosun stamped in their Union books can have it done by appearing before the committee handling this matter on the 2nd deck of the New York Hall.

All discharges must be presented at the time.

# HERE'S WHAT I THINK...



**QUESTION:** What do you think the Agents Conference should discuss in its forthcoming meeting for the Seafarers' program for the coming year?

**R. L. STRICKLAND, Oiler:**

I've got a beef about men sailing in all three Departments. One trip a guy sails on Deck, the next time you find him in the Black Gang, and after that he's liable to turn up in the Stewards Department. The Agents should recommend that we go back to the system we used before the war. And that would make it fair and square for all members of our Union. The Agents should also demand from Congress that Marshall Plan aid to Europe go in American vessels, manned by American men. Otherwise the Plan is phony and we should not go down the line on it.

**CHARLES SCHUCK, DE:**

I think the Agents should do something about promotions on shipboard. That business should be stopped and damn soon. Last ship I was on the men fought about jobs and so it was the worst trip in my experience. Another thing the Agents should clarify is this business of SUP men sailing in the Black Gang on SIU-contracted ships. It's not fair that SUP members should take jobs that rightfully belong to the SIU. With SUP men, Great Lakes men, and tugboat-men taking jobs on our deep-water ships, soon there won't be any jobs left for A&G full book-men.



**HARRIS FUTCH, 3rd Cook:**

Maybe the Agents don't have the right to do anything about this, but I think that the 3rd Cook's working hours should be changed. Right now he works from 7 to 1 and from 4 to 6. Well, supper is served from 5 to 6 and the Cook has to stay to wash up until about 7. That's not fair and something should be done about it. Another matter that should receive a lot of attention at the Conference is planning for a strike if the ship-owners won't raise our wages. It's hard for a man to get along on the present salaries, and if the big boys won't give us more money, we'll have to strike.



**L. T. MCGOWAN, Wiper:**

I'm in favor of having the Agents clarify this whole business about the SUP. I can't see why they should be allowed to sail on our ships when we can't sail on their contracted ships. That doesn't sound too good to me. The Agents should also make plans for more organizing now that Cities Service is in the bag, and the tanker field looks wide open. Every outfit we organize gives us that much more security for the future. Shipping is liable to get tough, and when it does we want to be ready with as many jobs as we have members. That will be our protection.

## Beached Seamen Get Unemployed Pay In New York

NEW YORK — A total of \$179,464 in unemployment insurance benefits was disbursed to 1,683 seamen who sailed WSA ships during 1946 in New York State during the period July-November, 1947, according to an announcement by Milton O. Loysen, Executive Director of the Division of Placement and Unemployment Insurance.

Of the 1,683 claimants, the vast majority collected less than eight payments; 912 drew less than five checks; only 90 collected 14 or more payments. All but 193 drew the top benefit rate of \$21.

The WSA unemployment insurance program was inaugurated in July 1947, to provide benefits to seamen formerly employed by or in behalf of the War Shipping Administration, while such seamen are involuntarily unemployed.

### BASED ON 1946

Benefits are currently based on wages earned in 1946. If a seaman has earned wages in other jobs covered by State unemployment insurance laws, those wages may be combined for credit with the wages he earned in federal maritime employment, and his benefit amount may be determined on the basis of the combined wages.

Mr. Loysen pointed out that when a seaman files a claim for benefit he should have the following documents with him: (1) U. S. Merchant Mariner's Document, or Merchant Seaman's Certificate of Identification; (2) Continuous Discharge Book; (3) Certificate of Discharge; (4) Union Registration Card.

A seaman who is unemployed between voyages and is ready, willing and able to work, may receive unemployment compensation and, if he ships out again while his claim is active, he will be allowed six months from the date of his sailing to claim any benefits to which he established his right prior to his departure. Under certain circumstances he may be allowed an even longer period.

While the WSA coverage is a federal project, it is administered in each State by the State's unemployment compensation agency. In New York this agency is the Division of Placement and Unemployment Insurance of the Labor Department.

In New York City all seamen's claims are handled by the unemployment insurance office located at 277 Canal Street.

Outside New York City an unemployed seaman files his claim at the nearest unemployment insurance office.

Payments in each State are made in accordance with the State's unemployment insurance law. In New York at present the benefit rate ranges from \$10 to \$21 for a maximum of 26 payments.

The WSA unemployment insurance program will continue through June 30, 1949.

## Ships Delegates

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

## Life's Bitter Blows, Or Damn Those Seafarers

By A SHIP'S ORGANIZER

It is in the wee hours of the morning when all is usually still and serene in the galley of the SS Slaphappy, pride of the Unorganized S.S. Co's tanker fleet.

However, if you listened carefully enough, you could hear voices in the vicinity of the bread box. You'll never guess who was there, though: Mr. and Mrs. Chauncey Cockroach and their son Ronald having their night lunch.

Now being married in the cockroach world is no different from being married in our world. The women are all the time singing the blues and driving from the back seat.

### "NO FUTURE"

"Chauncey," said the missus, "if you sign on for another trip

you're just plain screwy. There's absolutely no future on this tub."

"What are you talking about, woman!" retorted Chauncey, who was busy digging into the apricot jam. Apricot was his favorite. He never could get enough of it.

"You know very well," said his wife, "that sooner or later somebody is going to make the com-



pany fumigate this scow and then the jig will be up for us. We'll be lucky to get out before the DDT gets us."

Obviously the dear lady was much alarmed.

"Are you kidding?" Chauncey came back. "Why we've been on this bucket almost two years and I've yet to hear anybody so much as mention fumigating. This is a cockroach's paradise. We're set for the rest of our lives."

"The hell we are," said Mrs. Cockroach with most unladylike bluntness. "I heard only yesterday from Bessie Bedbug that the Seafarers International Union is organizing the Unorganized's fleet. I checked with Willie Weevil down in the flour bin and he told me the news is absolutely on the level. That means we're in for it.

"You know that those Seafarers will do. The first day they take over, the ship will be fumigated from stem to stern."

### SUCH LITTLE CHAPS

"Don't I know it," mumbled Chauncey, ready to face the stern facts of life now that he was full of jam. "Those damned Seafarers," he continued, "they've run me off a dozen ships already. Why don't they leave us roaches alone! We're such little chaps, and we don't really eat much."

"Try and get the Seafarers to see it that way, though," replied the missus, whose name was Kate. "They and their darned old motto: 'An SIU ship is a clean ship!' Why should they care? Unorganized SS Co. doesn't complain. A few million of us roaches don't bother them as long as the company makes money."

"Well," said Ronnie Roach, the couple's half-grown son, as he munched the last mouthful of sugar he could stuff into him-

self, "I guess we're all washed up."

There was a tear in his eye and a break in his voice as he added "We're just going to have to payoff at the end of this trip. But don't worry, Mom. There are other tankers. I'm sure we can sign on with Standard Oil or Tidewater. Damn those Seafarers!"

"Ronnie, your language! I'll have to wash your mouth with bilge," his mother warned.

"But Mom, what did we ever do to the Seafarers except crumb up a ship?" Ronnie said. "First thing you know, they're going to organize every phony-outfit left. Then we'll have to leave the sea



and be stranded on the beach forever."

Father Chauncey shook his head sadly as he pondered the enormity of his son's statement. His wife burst out weeping.

## Final Dispatch

The crew of the Bull Run, Mathiasen Tanker Industries, wish to notify the shipmates and friends of Chris B. Opsahl of his death on January 19. Chris, an oldtimer, who participated in the organizing of the Mathiasen company, died peacefully in his sleep aboard ship. He was 65 years old.

# Putting The Union Label On Seafood

It's very likely that few seafood lovers in the United States are aware of the fact that Seafarers are responsible for satisfying their fancy tastes. But without the industry and efficiency of the 1,400 members of the Mobile Bay Seafood Union, an affiliate of the SIU's Marine Allied Workers, many of the nation's shrimp and oyster worshippers would probably be deprived of these delectables.

From Bayou La Batre, Ala., site of the Union's headquarters, shipments of canned shrimp and oysters are shipped daily to all points in the U. S.

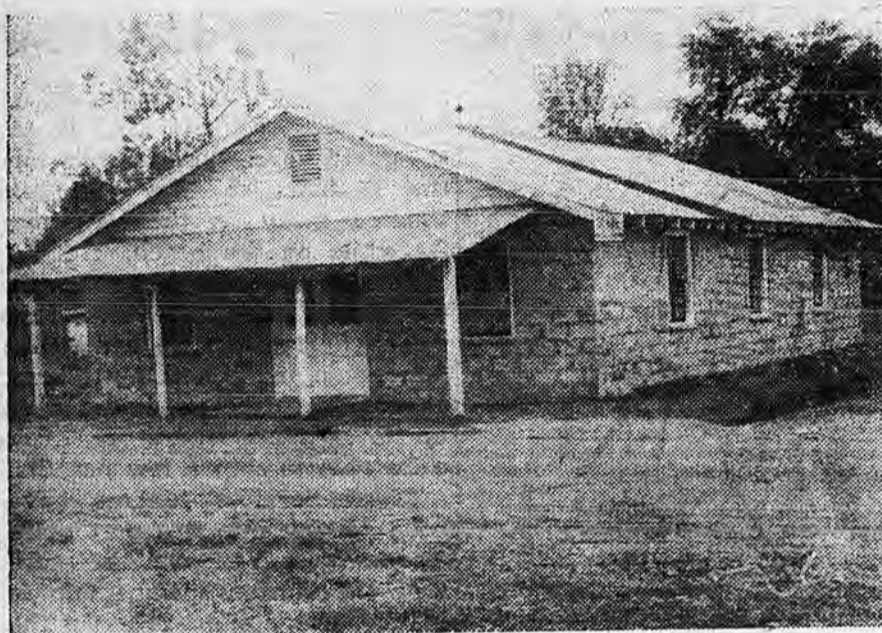
So that all Seafarers might have a better understanding of their industrious Brothers in Bayou La Batre, a LOG cameraman made this pictorial roundup.

The Mobile Bay Seafood Union affiliated with the SIU's Marine Allied Workers early last summer, after an overwhelming vote by its membership. Organized 12 years ago, the Seafood Union had been going it alone but decided affiliation with the SIU would bring greater benefits to its membership.

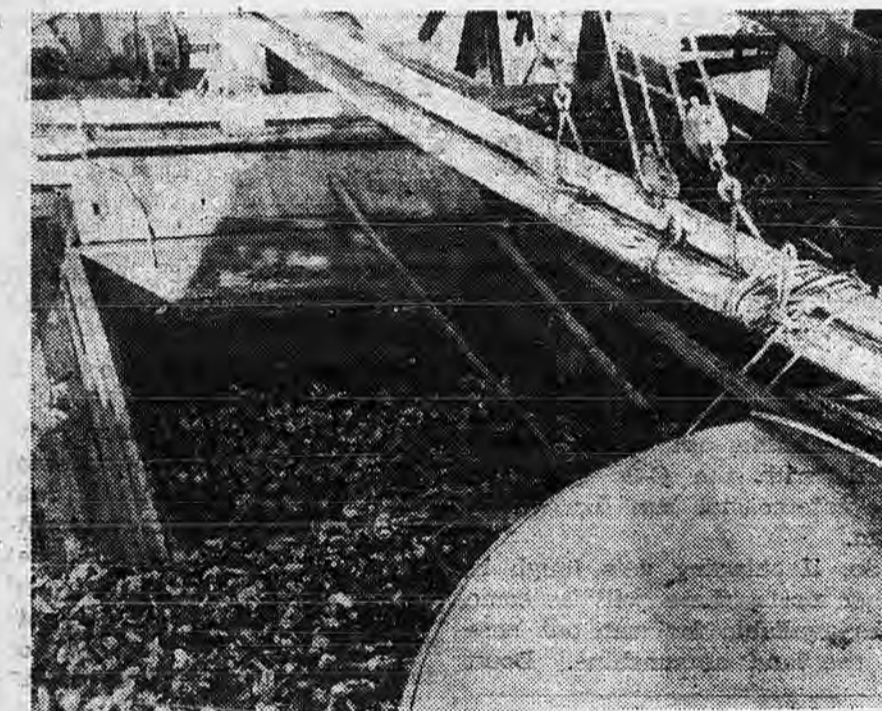
Walter Bosarge, then president of the fishermen's union, declared that affiliation "was the smartest move we ever made. Being in the SIU gives us more power than we could have standing alone."

The Union is now headed by G. J. Landry, who took office in August 1947.

## Fishermen And Processors Unite To Gain Good Wages



At left is the office of the Mobile Bay Seafood Union, which is headquarters for the community's activities. The Union plays an important role in every phase of the fishermen's lives.

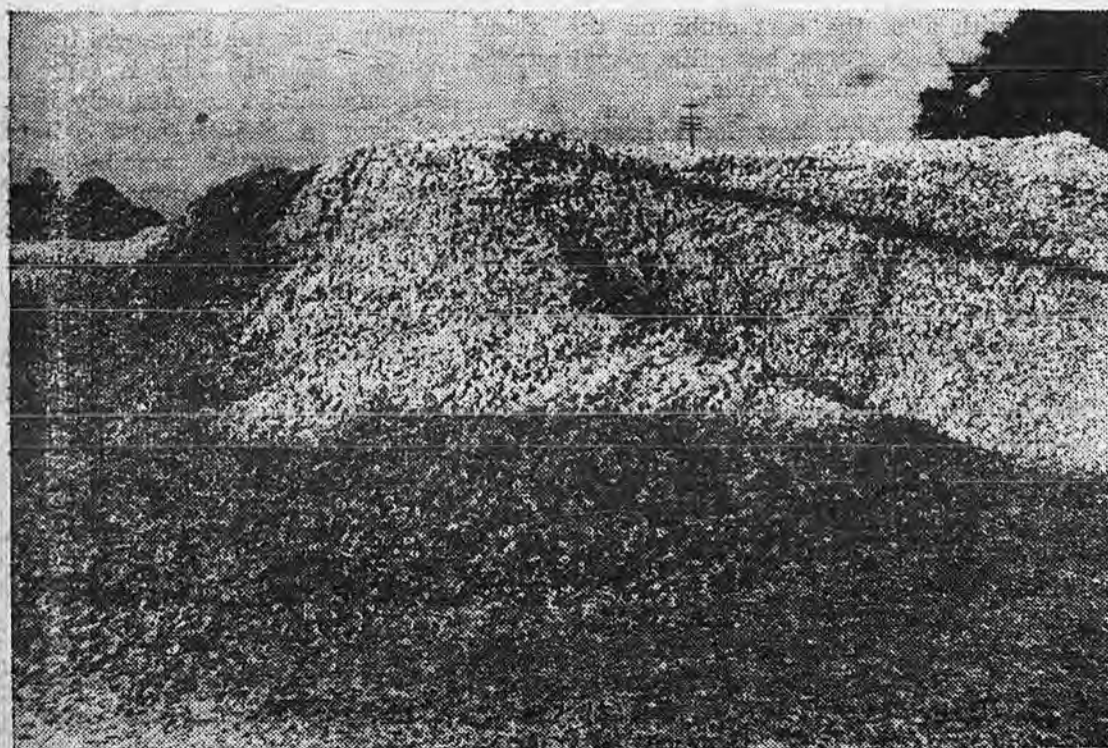


Workers who process the fishermen's haul for canning in the plant are also members of the Mobile Bay Seafood Union. Their conditions were very poor before the Union entered upon the scene, but now they enjoy decent wages, good working conditions, and the security that belonging to a strong union gives them. Most of the workers live right near the plant, although a few live further out along the Bayou. All are strong Union members, and a few of the younger men are sailing on SIU deep-water ships, out of the port of Mobile. View above shows some of the plant workers' homes.



In building above, SIU members open and clean the oysters, then can them and make them ready for distribution to seafood enthusiasts all over the country. One section of the plant handles oysters, another is devoted to the processing of shrimp. Overhead line at right pipes steam which is used to open shells.

Oysters (photo left) lie in hold of one of Bayou's many fishing craft, waiting to be unloaded by conveyor for transfer to the processing plant.



Mound of oyster shells above represents leavings after meat has been extracted and canned. The shells have many uses: some are ground for chicken meal, some serve as fertilizer, with some winding up as a base for roads and highways.



At the end of the day's haul, Bayou La Batre is dotted with scenes of its sturdy craft (photo above) tied up in readiness for next morning's sun-up and another large scale catch. First the vessels are unloaded, then made shipshape for another trip.

# Shipping Picks Up In Baltimore With Jobs For Those Who Want 'Em

By WILLIAM "Curley" RENTZ

BALTIMORE — I've got my fingers crossed, but even I have to report that business has picked up lately and prospects for the future are also good. We have jobs, plenty of them, for men who really want to ship out.

We paid off one Calmar ship, two Waterman vessels, two Bull Line ships, one Robin Line, one Alcoa and one American Eastern scow, and three Ore ships within the past week or so.

They were all in good shape, and what few beefs we had were settled right, on the ships.

During the same period we signed on eight ships, mostly to the same companies as above, and all necessary repairs were made before the ships moved off.

The Ore Line ships are in good shape, and we are happy to report that men are taking jobs on those ships. This is one company that would like to see our Union hit the skids, so it is up to us to make sure that Ore ships are crewed. So, Brothers, let's take these jobs when they show up on the board.

## ORE SHIPS CLEAN

In the past we have had many beefs on Ore Lines ships, but lately this has slackened down considerably, and I, for one,



have been agreeably surprised to note how clean the ships have been coming in.

The men and the company are learning what the SIU agreement stands for, and all parties have been living up to the contract.

We have some oldtimers and newer men on the beach, and the main topic of conversation is the Marshall Plan.

Practically all the men are in favor of the Plan, but not if it means giving away our ships and our jobs to foreign countries. We'll fight like hell to protect our jobs and our gains.

## CONVICT THEMSELVES

Out of their own mouths the commies and ex-commies of the NMU prove everything we have ever said about them. In the Pilot of January 30, vice-president Jack Lawrenson reported on the situation on the Great Lakes.

He said, "The SIU, which at one time the NMU had reduced down to just the D&C boats and a few sandsuckers, now showed a steady growth. In company after company they polled an amazingly high vote and in two companies the SIU will have runoffs in 1948."

And if that's not enough, here's a statement from NMU Treasurer M. Hedley Stone, as quoted in the same issue of the Pilot. "The union (NMU, of course) is destitute," he said, "and the National Office has not yet been able to cut the payroll enough."

"There are not enough ships for the Patrolmen in this port to cover. We are so tied up with everything but union business that we don't do union business."

## ON THE SKIDS

All members of the NMU should read those two statements. It will show them where the communist leadership of their union has led them.

Cities Service tankers have been calling here and we make it a point to contact all of them. We have plenty of men who try continually to make jobs on those ships, and when a man is lucky enough to trickle through, he goes aboard and does a good SIU job.

The men aboard the ships are eager to become part of the SIU because they realize that only in that way can they achieve the wages and conditions which SIU contracts guarantee.

In the bread and butter picture, the SIU leads the way on the waterfront, and if we all keep on plugging, we can continue winning all the way.

# AROUND THE PORTS

## Boston Stresses Education; Shipping Up

By WALTER SIEKMANN

BOSTON — Shipping picked up a bit in the port of Boston last week. We had two payoffs, several ships in transit and, what was more, we dispatched approximately 75 jobs.

Brothers, we certainly had no trouble filling those jobs. They were snapped up.

All the payoffs were handled in good order. There was no problem getting the beefs squared to the satisfaction of all the Brothers involved.

However, some of the ships have been coming in without repair lists, which makes it difficult to check on any necessary repairs.

This situation also tends to create a beef the next time such a ship signs on. Both the Patrolman and the company are unaware of what is supposed to be done.

Crews which fail to make up repair lists simply aren't getting the most out of their contracts for themselves or for the men who follow them on their ships.

## THANKS

The entire membership on the beach here extends thanks to the Brothers aboard ships who have kept the coffee pot going on the third deck. They are the ones who made the coffee pot possible.

Among the members on the beach here are Johnnie Lane, Bill McNeil and Tommie Lord. Brother Lord was in on a pass from the Marine Hospital to see some of his old shipmates the other day.

Brother Morris Norris, who was chairman of the 1946 General Strike Committee for the Port of Boston, offers the opinion that each port should have a permanent strike program in the

event we have to take economic action at any time.

He thinks the amount of work involved in setting up any effective kind of strike apparatus makes this necessary.

## KEEP MILITANT

In view of the possible circumstances confronting us as a result of the finky Taft-Hartley Act, the transfer of bottoms from American registry and the open sell-out policy of the Commies, the SIU will have to gird itself with every weapon known

future with an attitude which is unsurpassable so far as getting an educational and other constructive programs things going.

The men realize that education along trade union lines is the only way to cope with the problems which will confront us.

This attitude is a healthy contrast to that of some individuals whose actions in the past have tended to put the Union in a tight whether they so intended or not.

As a starter, we have already taken measures in this port to get plenty of reading matters for the Brothers so they can get squared away on their Ps and Qs while on the beach.

To return to shipping, although we shipped more men during last week's flurry than we had registered, shipping is nothing to brag about. Nevertheless, it did pick up to a point where we even were able to ship a few permits.

Cities Service tankers have been coming into this port quite frequently. You can be sure that the Boston membership is making every effort to assist the Union organizers in bringing the Cities Service campaign to a successful conclusion.



to militant, progressive trade unionists.

One good thing here is that the Boston membership faces the

## Good News From The Gold Coast: Frisco Reports Shipping Rise

By S. CARDULLO

SAN FRANCISCO — Shipping is very good all up and down the Gold Coast with Seattle topping the entire list. Besides that, there are six tankers and three C-2s coming out of the boneryard, with the C-2s going on the intercoastal run for Waterman.

So, if shipping gets tough in other ports, there will be some jobs available for men out here in the land of sunshine. Don't

bother checking bags because a man who wants to ship won't be here very long.

We paid off the George D. Prentice, Waterman, in Seattle. This ship had a fine Union crew and there were no Departmental beefs. However, we did run into the usual beef about men accepting transportation having to get off the ship. This rule was voted in a joint conference of Agents and until it is modified or changed we must live up to it.

## SIU WINS AGAIN

According to the latest report the Inland Boatmen's Union, CIO, has voted six-to-one to affiliate with the Seafarers International Union. This is quite a step and shows conclusively that if given a chance most sailors would get out of commie-dominated unions and into the SIU.

The SIU on the West Coast is a big factor in the tugboats and ferries from Canada to Mexico.

All A&G crews paying off, shipping out, or signing on out here are urged to contact me at 105 Market Street, San Francisco, in the event of any misunderstanding.

## Check It — But Good

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

## Permitmen Find Shipping Tough In San Juan These Days

By WOODY LOCKWOOD

SAN JUAN — Everything on the waterfront here is quiet so far as beefs are concerned.

For this reason, Port-Agent Sal Colls and Rafael Ortiz have been spending most of their time the last few days doing routine business. The Delegates on most of the ships have been doing a bang-up job and have had good crews to back them up.

Without making any general comment on shipping, let me pass a word of warning to trip card and permit men: Don't pay-off here. If you do you will have a tough time getting out.

There are so many full book-members that you permits will have to wait a long time for a ship. Right now there are 25 permits registered, 12 of them in the Deck Department.

## NOT-SO-EASY BEACH

There are quite a few Brothers who think this is an easy beach. At least, that is what they have heard. Well, some-

times it is and at other times it is not. In fact, I'm thinking of shipping myself, and I don't want to go north in the cold any more than anybody else does. However, I may be on my way before this is printed. Boy, am I sorry I loaned Red Spurlock my pea-jacket.

Brother W. G. Manning, the Deck Engineer, paid off the SS Angeline, a Bull Liberty, and he wants a ship for Mobile now that he's had a couple of weeks' vacation.

It seems that Manning left Mobile eight years ago and has not been back often enough. He and Tommy Chambers are staying at the Hotel Sanchez in Puerta di Tierra.

"Wild Bill" Frentis, our SUP tarheel, made a pier-head jump as Bosun on that good old scow the SS Jean, one of Bull's real tramp freighters. The Jean pops in here and out without much noise.

The William James, American-

Hawaiian, is in San Juan with a load of canned fish along with a lot of rice and fertilizer. She is out of San Francisco, and is ex-



pected to make Baltimore and Philadelphia before going back to the West Coast.

## "BATTER UP"

Ran into Jimmie Mulligan from New York City. He and "Cruiser" Smith have been enjoying a vacation here. Smith met Jimmie Barletta from Mayaguez who was here with that crack baseball team, the Maya-

guez Indias. The Indias are one of the best clubs on the island, and they have that grand pitcher, Johnnie Davis.

Our best local baseball team is Santurce, and they have the greatest star of them all—none other than old Satchel Paige. However old Satchel is, his fast ball shows no visible signs of slowing down. He's the same Satchel that fans on the mainland remember.

Brother Joe Hennault from Brooklyn is in the Hall looking for a ship. He paid off the Monarch of the Seas, Waterman, a while back. With him is Brother Ward Howieson from Portage, Pennsylvania.

Incidentally, when I showed some of the girls that picture of Norman Maffie that appeared in the LOG, there was almost a riot. One girl tore the LOG from my hands and I never could get it back. Maffie may need a little protection when he comes into San Juan again.

GETTING IT STRAIGHT AROUND THE TABLE



Mobile tugboatmen won an outstanding victory this past week when a new agreement was signed with the two largest towing firms in the port. They are the Mobile Towing Company and the fleet of Waterman tugs. The new agreement calls for a substantial wage increase, and contains an escalator clause whereby the tugboatmen will get all the raises won by deep-sea men. This contract was won only after long and hard negotiations with the companies involved, and the membership in Mobil gave a vote of thanks to the rank-and-file Negotiating Committee. Pictured above, they are left to right, Curly Moyd, Charley Whitley, A. Foster, Jack "Red" Adams, Billy Collier, and Mobile Agent Cal Tanner. Also on the Committee but not present when this picture was taken, was Bud Nelson. The victory came right in time for the Mardi Gras season, and the Mobile tugboatmen now have an additional reason to celebrate the traditional festivities.

Gt. Lakes Needs Maritime Trades Councils

By RUSSELL SMITH

DETROIT—Last week, Secretary-Treasurer Fred Farnen and I had the pleasure of visiting the fair city of Milwaukee, and attending the annual Conference of the Tug Firemen, officially known as the Tug Firemen, Linemen, Oilers and Watchmen's Protective Association of America, ILA-AFL. Chicago Agent Herb Jansen joined us later.

We were invited to attend this Conference by Brother August "Gus" Wolf, Grand President and Treasurer of the Tug Firemen, and were very well received by the delegates.

Certainly, we came away from the Conference with a feeling of having spent a very enjoyable week end among a group of progressive union brothers headed in the same direction as the SIU Great Lakes District.

Actually, when one stops to think things over, it's amazing how many mutual problems our Unions have in common. The Tug Firemen have contract negotiations, wages, hours and conditions very similar to our own, and that's all the more reason why our organizations should be very close to each other.

In the past, too little emphasis has been laid upon the necessity for actively functioning Maritime Port Councils in the various Great Lakes ports where two or more AFL Maritime Unions are located.

NEED PORT COUNCILS

Nowhere is it more important to have actively functioning Port Councils of the AFL Maritime Trades Department than in the various Great Lakes ports. Why? Well, the Great Lakes area is the least organized of any segment of maritime labor in the United States.

On the Great Lakes, organized labor is up against the most highly organized employer group in the country—the Lake Carriers Association. AFL Maritime Unions will never be able to combat the vicious anti-labor tactics of this wealthy and powerful group unless we are as strongly organized as they are.

Our only answer to the power lobby and wealth of the LCA,

and their various stooge outfits, is the power and strength of the AFL Maritime Trades Department. Through the activity of AFL Maritime Port Councils, we can offset anything which the shipowners and steel interests can throw at us.

In some ports such as Chicago, Duluth - Ashland - Superior, and Cleveland, we have well organized Maritime Port Councils. However, in other ports, where it is equally important that we have these Port Councils, they are either dormant or not as yet set up.

One of the important jobs which lie ahead of us is that of seeing that a functioning Maritime Port Council is set up in every port on the Great Lakes where there is a need for such a Council.

AFL SOLIDARITY

How are we going to achieve the kind of AFL Maritime solidarity that we need so badly on the Lakes? How are we going to get together and discuss the many mutual problems which confront us? How are AFL Maritime Unions going to cooperate in the best way possible to solve our common beefs and problems?

Of course, there's only one answer. That's through the medium of the AFL Maritime Trades Department! This was recognized when the Maritime Trades Department was first established back in 1946.

However, the implementation of the Port Councils which go to make up the over-all structure of the AFL Maritime Trades Department has lagged far behind the need for these local organizations.

It's up to the SIU primarily, as the original sponsor of the idea for establishing an AFL Maritime Trades Department, to see that this Department grows and develops the way it should. And, only through the building of Port Councils will it grow.

Let us all as Seafarers and part of the Maritime Industry get behind the development of the AFL Maritime Port Councils, and make the Maritime Trades Department the living, breathing entity that it should be.

We must all dedicate ourselves to the task of building a Port Council in every port where one is needed, and not rest until the job is finished to our complete satisfaction.

Shipping Good In Philadelphia

By LLOYD (Blackie) GARDNER

PHILADELPHIA — Greetings to all from this port of Brotherly Love. I took over as Agent just about a week ago and have been pretty busy getting acquainted with the set-up here.

I would like to publicly voice my thanks and appreciation to Patrolman Ernest Tilley, Dispatcher Bill Brown, Organizer Bob Pohle, and the young lady in our office, Miss Kay Burns, for the kind help and cooperation they have given me in becoming familiar with this Port and its business and problems.

Also I'd like to give three rousing cheers for the Philly membership for the same reasons.

Shipping is pretty fair for bookmembers, and should continue that way. We had three payoffs this past week and a num-

ber of ships called here in transit.

The weather is our biggest beef; you need sea boots and oil skins to wade through the slush on the waterfront. But it's probably the same in most ports these days.

We've had a few Cities Service tankers call here and they were contacted by Bob Pohle. He reports them in fine shape, with the boys looking forward to an SIU victory and a contract.

That's all for right now, but we hope to send in longer and more complete reports once we get our feet planted firmly under us.

Again I want to express my thanks to the people in this port, and say that it makes me feel damn good to have them all go out of way to give me a hand.

Warmer Breezes And More Ships Promise Happy Week For New York

By JOE ALGINA

NEW YORK — The weather man has promised us a bit of warmer weather next week so, just to make the future bright for all frozen seafarers around here, shipping, too, will be warmer.

It's just fair this week, but next week has promises of being a good week for job seeking Seafarers.

Before blowing off steam on a few matters in need of clarification, let's take a look through the old dog-eared payoff record for the past week.

We had the Henry Longfellow, Waterman, in for a payoff after a five-months trip. She was no trouble to the Patrolmen—she couldn't have been cleaner if the crew had used Duz. It's a tough job to bring a ship in clean during the winter months, but the Longfellow men did just that.

She won't take another crew on for awhile as she had been put in idle status until she gets a cargo assignment, but chances are that she will call for a crew before too long. The men taking her off the board will find her a clean one when they go aboard.

GETTING EASIER

Isthmian's Allegheny Victory paid off this week in good shape. No trouble other than the routine minor beefs, all of which were settled right on the ship. These scows are becoming much easier to handle now that the crews and the company have become better acquainted with the agreement.

Far from being the only clean ships to hit this port, the above mentioned were but a few. The Patrolmen found a good bunch of clean ships all around this icy port.

In spite of mountainous snow piles and icy blasts, the Patrolmen have hit them all. They have done a good job, but a man is taking his life in his hands if he should suggest to them the pleasure of long hikes in the snow.

The Pigeon Point, Moran, had to have its wings clipped a bit last week. The Pigeon's Engineers were doing the work of Engine Department unlicensed personnel and for some reason did not heed the crew's warning to lay off. As a result the ship was held up. The beef was settled in the usual SIU manner.

Since our warnings to gear-grabbers, the practice of copping gears had dropped considerably, but it is by no means stamped out. Crews of most ships have instituted campaigns against such foul balls with good results.

NOT WANTED

A known gear grabber is about as welcome aboard an SIU ship as a case of bubonic plague. Once a guy gets a reputation as a gear grabber he'll never win a popularity contest.

Seamen should use their own money to take care of themselves. They have no reason for lifting that which belongs to a shipmate and Union brother. If a guy is found guilty of gear grabbing he doesn't merit the consideration of any one. The guy is not worthy of holding a book in the SIU.

Another matter, one needing clarification, is the practice of some men to make private agreements with their department head. These little one-man con-

tracts are useless and manage only to foul up the works.

In this particular case the Stewards Department men served extra meals to the daily guests of the Captain while in an English port. The amount of money and time involved was beginning to mount up and, so as to make it look better to the company, the captain told the men to put down their extra meals as overtime.

For some reason the men agreed and at the payoff when the company saw the overtime list they hit the roof. In some cases it amounted to 18 hours a day for as long as a month. The company had a good argument when they maintained that no man will put in that number of hours for that long a period.

The men then told the company official what had actually happened, but the Captain, trying to save his own neck, stoutly denied that the money was actually due for serving meals and that he had told the men to put it down as overtime.

There was quite a rhubarb around there for awhile but finally most of the trouble was cleared away. The men got most of the money due them but a few beefs are still pending. It will be difficult to clear up the entire matter as the ship has been sold and the Captain is on the West Coast.

"GOOD" SKIPPER

These fellows learned a lesson the hard way. If they had just listed the work completed exactly as it was, they wouldn't have had any trouble in collecting. They thought they were being



great guys and doing the skipper a favor, but like so many "good" skippers he was thinking only of himself.

Here's an item worth knowing: A guy representing the shipowners at a hearing before the maritime commission, testified that seamen's wages must come down now that there is a general retrenchment in maritime.

He suggested that seamen's wages revert to the 1937 scale of \$72.50 plus an increase based on Bureau of Labor Statistics figures. In other words, "let's go back to the old days, boys."

This guy didn't ask us what we thought about it nor did he mention anything of the profit increases since the good old days of 1937. He hammered away at that old stand-by: seamen's wages are a danger to shipping.

Of all the factors entering into the cost of operating a ship, this guy neglected to mention that the wages paid seamen are only a small fraction of the operating costs. Loading operations, fuel and stores cost much more, but these items are not as easily attacked as seamen's wages.

They can continue their attacks, but they'll have a rough time getting them into practice.



# SHIPS' MINUTES AND NEWS

## Big Waterfront Laugh Of '47 Was "Battle Of Newark Bay"

Probably top rhubarb of 1947 in the New York Harbor area was the now famous "Battle of Newark Bay" in which the Navy, City of Newark officials, a wrecking company and, indirectly, the Seafarers found themselves involved. The SIU wound up in the dispute when the routine job of towing the decommissioned battleship New Mexico from Boston to Newark for scrapping turned into a full scale "naval" engagement.

It's an old story now, but pictures just received of the affair make it worth retelling.

SIU crewmen aboard three Meseck Towing Company tugs, the Dorothy Ann, Judith Ann and C. Hayward, had taken the old battle scarred dreadnaught in tow in Boston on November 9 and arrived in Gravesend Bay outside New York Harbor on November 14.

There they learned the news. In every newspaper headlines told of their arrival and the reception awaiting them. It was not going to be a friendly one.

### "MAN BATTLE STATIONS"

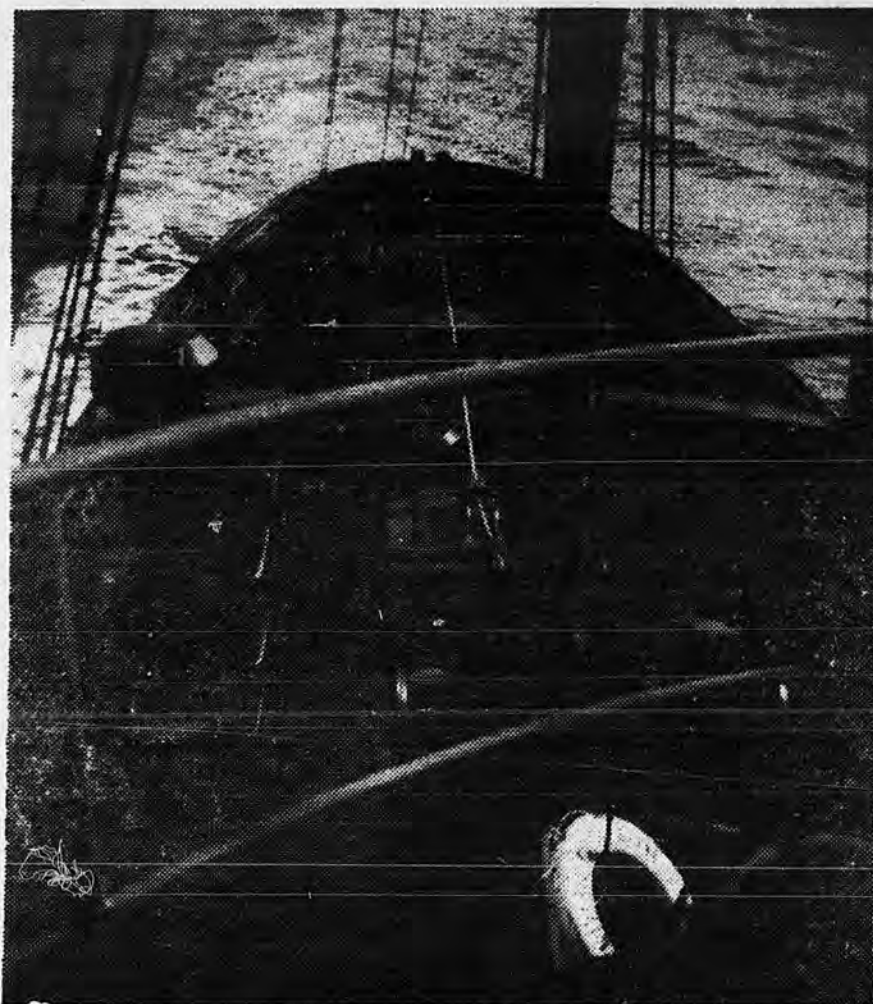
The city of Newark has flatly refused to allow the old gal to enter Port Newark. "Stay away from our door," was their command and just to make sure their sentiments were thoroughly understood, the Newark "navy"—four fireboats—was dispatched to the harbor mouth to enforce the city's order.

With their firehoses spurring broadsides of water into the air, the scene took on a festive air. New York's millions were following every newspaper account, but to the wrecking company it was no joke.

They had contracts to scrap the ship and they wanted to get at the job immediately. Pressing Newark for a reason, they were told the presence of the New Mexico would interfere with plans for remodeling the port.

A meeting was called of all interested parties. Even the Navy showed up. As the former owner they were worried as to the possibility of the New Mexico landing back in their lap.

For several days they hemmed,



Looking aft on the Dorothy Ann, her towline can be seen over stern. Once during trip, heavy seas caused the tugs to cast off lines from New Mexico.

and hawed. The newspapers played it for all it was worth. They gave it all the appearances of a full-scale invasion. One false report had the New Mexico ready to steam into the harbor and engage the Newark "navy."

After a stalemate of several days an agreement was finally reached wherein the New Mexico would be allowed to enter but the dismantling job had to be completed within nine months.

With that the fireboats returned to port, the local papers dropped the story and the SIU-con-

tracted Meseck tugs turned the old warrior over to the harbor tugs for the final pull into port.

The "Battle of Newark Bay" was over but it sold a lot of papers while it lasted.

## Sea Terms Spark Landsman's Talk; How Eise Could You Dig The Guy?

Little does the average land-lubber realize how thoroughly salted is his speech with words and phrases borrowed from seamen. In all ages and in all languages, the men who go down to the sea in ships have brought home their shipboard talk and loaned its colorful best to shore-bound unfortunates.

This has been as true in America as anywhere. In fact, it doesn't take much casting about to use a seafaring term at the departure — to find a thousand examples of this maritime infiltration in the everyday speech of the New England coast or Kansas.

For instance, all land and air transportation exists on a sound basis of nautical language. In the early days of railroading, the sea was the only source to which men could turn to find a fit vocabulary for the new way to travel—and ship goods.

### COME ASHORE

Trip, fare, freight, berth, stateroom, tender, ballast, crew and caboose are just a few of the good maritime words that keep the railroads running. (In case you didn't know, "caboose" was once a nautical word; an old

## Member's Adventure Shows Folly Of Black Marketing

It doesn't pay to fool with the black market in foreign countries as one Seafarer found out to his sorrow in Saigon. Sooner or later you are caught, and when that happens, there is not much the Skipper or even the American Consul can do for you. Moreover, there is nothing at all the Union can do for you.

As a result of his sally into the Saigon market, the Seafarer who ran afoul of the authorities in that teeming French colonial port was fined, and when he paid off the Isthmian ship he was on he received a lot less pay than his long voyage called for. It was quite a lesson—or should have been.

The sequence was something like this. This Seafarer and two of his buddies were riding along a Saigon street in a bicycle ricksha with 32 cartons of cigarettes in an old suitcase. They were on their way to make a deal with an Annamite merchant.

Whether the Annamite tipped off the French authorities or whether the French simply were keeping their eyes open is beside the point. First thing the men knew they were stopped by two French plainclothesmen.

Two of the Americans got loose, and beat it up the street. The third, the one carrying the suitcase was nabbed.

In a wild effort to clear himself, he threw the suitcase into the street. The police simply shoved it back into his hands. He was in for it. You don't lug 32 cartons of cigarettes around the streets of Saigon just for fun.

The French put him in the pokey. The ship's Skipper sent

the Mate to get him and "put him irons". Accordingly he was handcuffed to his bunk aboard ship for 24 hours.

The Skipper and the Purser went court for him and discovered that the French wanted to collect a fine of \$983, which is big bundle of dough.

To make a long store short, the American Consul was able to get the fine reduced to \$389 which was paid by the ship. But the trouble-beset Seafarer had to sign the ships log for the amount.

At that, he was lucky it wasn't worse. The Skipper might have left him in the Saigon hoosegow to think it over, as he threatened to do.

## Do Not Forget

The 1946 General Strike may be long gone but what happened in Tampa when the ships chandlers there, with the aid of the police crashed our picketlines has not been forgotten.

When our ship hits that port, bypass the chandlers. Do not allow them aboard your ship. If it is necessary to buy milk or bread, get in touch with a dairy or bakery.

These finks think time heals everything. Show them the SIU does not forget its enemies. Pass the word to other ships.

## Voyage Souvenir



Ray Queen, AB aboard the Robin line SS Marine Runner, sports a nifty nub of vegetation, which he cultivated during a three-month run to South and East African ports. The neatly trimmed chin hedge seen above grew out of an idea conceived in Lorenzo Marques; six months later it was full-blown.

While aboard ship Brother Queen thought he'd keep his whisker for a little while, at least, and we can't say we blame him. We haven't had any late reports, though, on whether or not it's still with him.



Plainly seen directly aft of the Dorothy Ann is the New Mexico. At her right is the C. Hayward. Another Meseck tug, the Judith Ann, was abreast of the Dorothy with a second line to the New Mexico.



# SIU Ships' Minutes In Brief

**EDITH, Jan. 19** — Chairman **J. S. Williams**; Recording Secretary **Louis S. Rizzo**. Ship's Delegate reported Captain gave men permission to paint own quarters. Deck Delegate reported one man paying off, Engine Delegate reported two men getting off and Stewards Delegate reported one man. Replacements ordered. Some back dues and assessments to be collected in stewards department by Patrolman. Good and Welfare: Further discussion of Mate who insists on working on deck. Ship's Delegate to see Captain. If he can't square beef, he should report to Patrolman. Chief Cook and Baker asked to change their cooking styles to fit men's taste. **Williams** elected Ship's Delegate, **Ed Harrison** ship's treasurer. Department delegates to see that rooms are clean before payoff.



**ALCOA PILGRIM, Dec. 13** — Chairman **J. P. Hartshorn**; (Secretary not given). Called to order by Ship's Delegate. Correction made in minutes of previous meeting. Stewards Delegate reported overtime beefs, but no beefs in other departments. New Business: voted for fumigation of ship, for painting of all foc'sles, for new lockers and soap dishes for washrooms, for repairs to coffee urn and other repairs. Good and Welfare: Voted request that licensed personnel and passengers keep pantry clean after end of Stewards Department's work day. Deck Department requested new procedure on handling deck chairs left out at night by passengers. One minute of silence for Brothers lost at sea.

that AB, OS, Oilers, Firemen, Wipers and Messmen have to re-register if they don't ship in 30 days, but that higher ratings be allowed to hold their shipping cards 60 days. Crew believed the change would speed up shipping. Motion signed by entire crew.

**KNOX VICTORY, Nov. 23** — Chairman **S. Furtado**; Recording Secretary **E. Andrade**. All departments reported okay. Voted that delegates approach Captain and work out an understanding that draws be made every five days in port, this not having been arranged at sign-on. Also voted that messrooms, galley, and Oilers' and Firemen's foc'sles be painted on return voyage. Decided to fix things so OS and Wipers can rotate making coffee over and back. One minute of silence for Brothers lost at sea.



**THOMAS HEYWARD, Dec. 28** — Chairman **Lenard A. Donovan**. No beefs from any department. New business: Deck Delegate made motion seconded by Steward to find out who broke locks on chjll box, dairy, box and dry store room. Good and Welfare: Deck Delegate requested that coffee made for watch be reserved for watch. Voted a fine of \$2 apiece against men failing to take their turns policing recreation room, fines collected to go to hospitalized members. Steward suggested that in Germany shoreside workers be forbidden recreation room which the latter messed up.



**THOMAS HEYWARD, Jan. 27** — Chairman **L. A. Donovan**. No beefs current or pending reported. New Business: Voted to have Patrolman check slopchest prices against those on invoices. Good and Welfare: List of repairs read and accepted without comment. Since ship had run short of several stores, notably eggs, suggested that Patrolmen should check food stores before letting a ship sail.



**ALCOA PILGRIME, Nov. 14** — Chairman **J. P. Hartshorn**; Recording Secretary **John Whited**. Special meeting to consider case of two members of Stewards Department who absented themselves five days, and caused poor working conditions in department. Voted that the two members donate \$20 apiece to Brothers in Mobile Hospital. Also voted that anybody who absents himself in future be fined \$20 a day. One minute of silence for Brothers lost at sea.



**QUEENS VICTORY, Jan. 29** — Chairman **Anthony Tanski**; Secretary **Ed R. Carlson**. Delegates reported no beefs in departments. New business: Delegates to see department heads to get laundry and to get white table cloths and napkins for holiday dinners. Voted to have ship fumigated. Good and welfare: resolved to leave lockers and foc'sles clean. Minutes approved by: **Tanski** as Ship's Delegate; **Carlson** as Deck Delegate; **Bennie Murille** as Engine Delegate; and **Henry Hence** as Stewards Delegate.



**SEATRAN NEW YORK, Dec. 14** — Ship's Delegate, **George W. Cook**, called meeting to order. Chairman and secretary elected (names not given). Suggested that department delegates contact department chiefs to have Engine and Deck heads painted. New Business: Steward asked crew to return all soiled line. Additional repairs recommended. One minute of silence for Brothers lost at sea. Minutes approved by **Cook** as Ship's and Stewards Delegate; **J. Walker** as Deck Delegate; and **B. Lessenthier** as Engine Delegate.



**YARMOUTH, Dec. 9** — Chairman **Aldrige**, by acclamation; Recording Secretary **Watkins**, also by acclamation. Motion by **Canty**, seconded by **Aldrige**, to have Engineers notified when ship stops loading and unloading, carried. Motion by **Borden**, seconded by **Oliver**, to have all Stewards Department men paste names on lockers, also carried. Motion by **Hall**, seconded by **Borden**, carried, to penalize any man who "crossfires" in future meetings. Voted motion by **Merchant**, second by **Aldrige**, to give no information to department heads detrimental to members.



**HOWARD A. KELLEY, Jan. 25** — Called to order by **Bryant**, Ship's Delegate. Chairman **Woodward**, by acclamation; Recording Secretary **De Parlier**, also by acclamation. No beefs reported. New business: Moved by **Taylor** and passed that Stand-by at sea clean up messroom at night. Moved by **De Parlier** and carried that list of fines be posted and enforced, fines to be 25c for first offense, 50c for second offense and \$2 from then on. Fines to be imposed for a list of messy and inconsiderate offenses, and money collected to go to Brothers in marine hospitals. Moved by **Taylor** and carried to fine performers. One minute of silence for Brothers lost at sea.



**ROBERT STUART, Nov. 30** — Chairman **Joseph Eklund**; Secretary **W. Doyle**. No beefs in the departments. Voted a change in shipping rules, and voted that it be passed to membership for action. Change suggested was



**MONTAUK POINT, Nov. 15** — Chairman **Nicholas L. Mark**; Secretary **Robert J. Pendergast**. Most of beefs reported at previous meeting not yet settled. Motion by Electrician to have ship fumigated and new mattresses and pillows supplied, and to have gaskets placed in port-holes, all to be done before leaving New York, carried. Voted motion by **Mark** that laundry be kept locked up and keys be furnished to department delegates. Also voted motion by **Sparrow** to have hooks placed inside icebox doors to prevent doors from swinging when ship rolls.

## SEAFARER SAM SAYS:



LET'S NOT FORGET THAT DURING THE 1946 GENERAL STRIKE THE TAMPA SHIPCHANDLERS WENT THROUGH OUR PICKET LINES. BYPASS THESE GUYS WHEN IT COMES TO BUYING STORES. IF IT IS NECESSARY TO BUY MILK OR BREAD, GET IN TOUCH WITH A DAIRY OR BAKERY. PASS THE WORD TO OTHER SHIPS, NO MATTER WHAT UNION, FOR THESE BIRDS WOULD FINK IN ANY STRIKE!

## CUT and RUN

By HANK

We're sure having a tough winter. The new look (all this snow) has become an old look. The doggone snow just keeps sticking around and the cold weather right with it. About the only thing which could really heat up the membership right now would be plenty of jobs. This week is the SIU's Victory Week against the Cities Service Company and her tanker fleet of sixteen ships. Once more our powerful organizing drive has brought another big anti-union company into the SIU fleet. This was a tough job well done—by the hard-working brothers who went out on these necessary organizing jobs.

Brother "Duke" Wade is probably still waiting to ship out. One of his shipmates remarked that Brother Wade, who sails as Steward and Cook, would be grabbing the first job that comes up—tanker, coastwise or that short trip... About the most interesting part of the trip for Brother Bob High on the Robin Hood was the dog he brought to New York with him. He gave the dog a real humorous name and showed it all the gay sights of Times Square. Also aboard with Bob were Brother H. "Bing" Miller and Bosun Harry Benson McDonough from Indiana.

To Brother Tommy Tucker, who is Bosun aboard the Alcoa ship, M.V. Mooring Hitch, on her bauxite run between Georgetown, British Guiana and Trinidad: Your LOGS are on the way down to you... A few more oldtimers who will be getting the LOGS soon: Harold J. Fischer of Alabama, Leonard Smith of New York State, James L. Andrews of Indiana, Sergio Rivera of Brooklyn, James M. Huguley of Alabama, D. J. Torano of Boston, Royce L. Lingoni of New Orleans, James Le Blanc of New Orleans, Albert Wisoski of Pennsylvania and James Martin, Jr. of Chicago... Brother Harvey Hill just sailed into this snowed-under town from a recent voyage... Brother Paul Gondzar, who is no doubt out on a trip now from New York, just received his electrician's endorsement and will be studying some more for a higher rating.

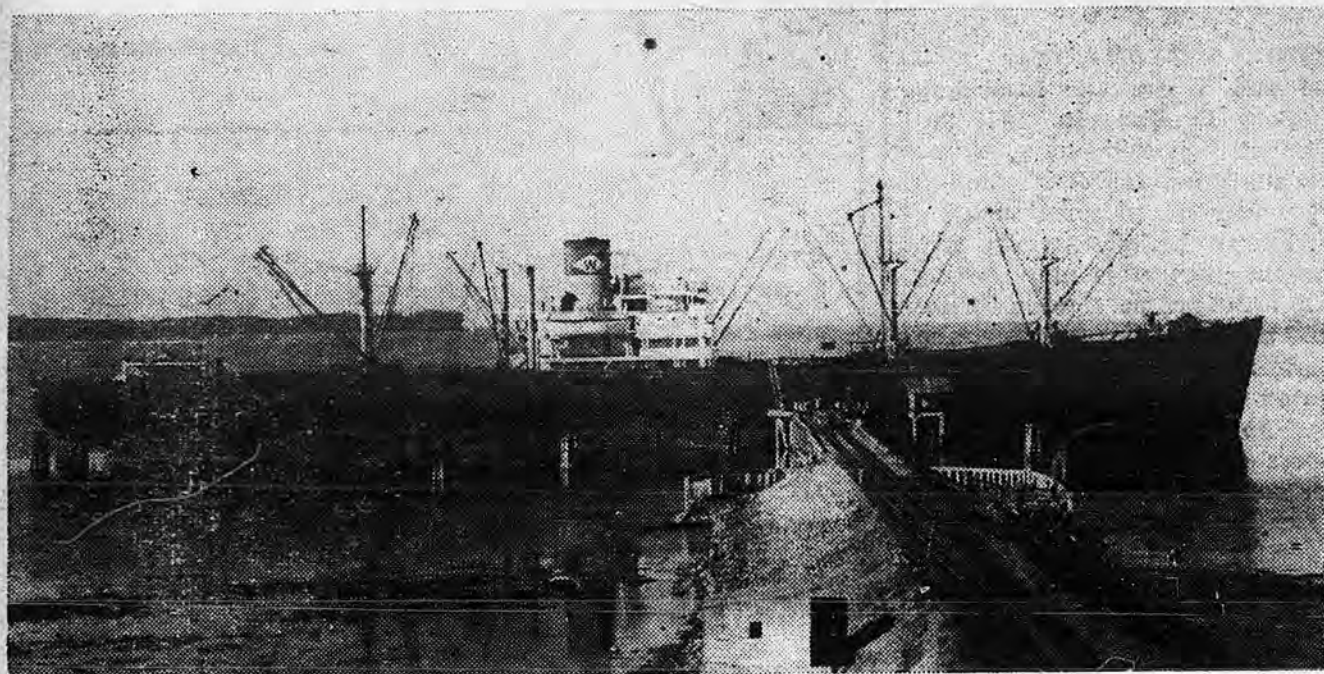
News Item: Two former troop carriers will be converted to passenger-cargo vessels down in the Gulf at a cost of \$1,600,000. The Cherubim has been bought by the Waterman Line and the Albena belongs to Seas Shipping Company... It looks like 1948 will be a big year for the membership in regards to passenger ships... We recently received a postcard from Havana from Brother Joe Pilutis: "I'm back on the SS Evangeline and having a good time. Havana is a good sailor's town"... How's the Cuban "New Look," Joe, or doesn't it make a difference?

Here are some oldtimers who may be still shivering out the time here in New York: D. Jessup, A. Aranciba, G. Viner, L. A. Marsh, H. Di Nicola, J. Canul, T. Murphy, M. Sanchez, P. Falemeno, J. Pehm, Will Brown, F. Bonefont, T. Wickham, B. Ledo, J. Aquiar, I. Nazario, J. Wing, S. Delgado, A. Clausen, T. R. Correll, L. R. Backus, J. Roberts and J. J. Kelley... One of well-known oldtimers is in town right now with a beard decorating his face against the New York cold weather. He's Brother John "Bananas," the New Orleans man. One of his shipmates did the best he could (before he shipped serang on the SS Allegheny Victory) by saying that Brother John looked like a doctor with his beard. Or just like a sailor, maybe. Is there any story about the beard, Brother John—and the voyage during which your beard came into evidence?

# THE MEMBERSHIP SPEAKS



## WATERMAN'S MAIDEN CREEK LOADING AT MASINLOC, P.I.



Taking chrome ore from small railroad cars, Waterman's Maiden Creek rests at a dock in Masinloc. Rapidly becoming a "milk run," to Waterman ships, Masinloc has one of the world's largest deposits of chrome ore. Picture was taken during December trip.

## Bishop Succumbs To Desire For Voyage; Favors Establishment Of Defense Fund

To the Editor:

The last time yours truly had anything to say, I told you to hold the line, perhaps I would sail again some day. Of course, some of you will say: "Just another vacation sailor."

Some know differently, as 20 or 25 years ago, I was pretty steady in spite of all the things seamen had to take in those days.

By the time you read this El Chips will probably have hit New Orleans and shipped on something running south of the border—we hope at least as far as Santos, or if we're lucky, B. A.

I hit the beach in May 1946 and opened under the shingle "General Contractor." I enjoyed a fair run of business, having had a fluctuating payroll—up and down. My average has been five men. But believe it or not, being in business isn't all pleasure. Incidentally, I've lost money and one satisfaction is that I don't owe Uncle anything this year.

### SEES BID

A couple of weeks ago, reading in my newly-arrived LOG under a New Orleans dateline, and written by none other than the Bull of the Pampas himself, was an invitation to hit there during the holidays. I got to thinking: there's little on the books for the coming months and damn my old bones ache from this cold. The idea to close for a couple of months won out; am leaving here the last of December in the hope I get something for the spots I recall from the past.

My Union book and papers have been kept in order, which in itself pays off eventually.

In spite of the rush I've been in, I've always had time to read my LOG. At intervals I've contributed my comments. Let me say here that there have been

some tough fights and glorious victories during the time I've been inactive.

### GIVES WARNING

A warning in spite of our victories: What we have gained is going to be hard to hold in the future. The campaign against gashounds and performers has been wonderful but vigilance should not be relaxed. Those characters have no place in your midst. I am not a temperance advocate by a long shot. I can get as loaded as the next one, but there is a time and place for everything. You have plenty of time in which to enjoy these pleasures. When you're on the job, be there!

The contracts under which you are now working are the best the industry has ever known. Always remember that it takes two to make a contract and any contract imposes certain obligations on both parties. Some guys, however, forget after a few drinks that you are obligated. You get the innane idea that all obligations should revert to your elected officials who signed the contract.

### SUGGESTS FUND

This is wrong. They only signed as your representatives. Actually you and your shipmates are the parties to the contract. The motto of every Seafarer should be: My shipmates and I are the Union.

We are the strongest, most democratic organization of workmen in the world. Our representatives do the bidding of us—the majority through the democratic process of free elections and unbiased meetings, where the welfare of all is freely discussed. It is our duty to live up to our signed contracts.

Now a subject which comes under good and welfare. Would like to have you study these recommendations, because it is my intention to present them

as a resolution the first time I get to a meeting.

It is a well-known fact that seamen quite often run afoul of the law. Sometimes wilfully—but sometimes not. At present there is a case involving two of our members in a manslaughter rap in British Guiana. It's hard for me to say, or anyone of us, except those who witnessed the proceedings, to say whether this rap is bum or good.

### GETTING RUBBED

However, from the articles I have read it seems to me that these men are getting the dirty end of the stick. I happen to know Ralph Youtzy and when I knew him he had the makings of a good seaman that would have been a credit to the organization. This leads up to my idea.

These men are without funds for their defense. It is my suggestion that a defense fund be started and that a committee at headquarters be elected from those stationed there to administer the fund. This fund need not be an assessment. Most of us are in the habit of donating to the LOG at the payoff. We could double the amount and put it in two packages, for which receipts could be issued.

### FOR DEFENSE

The committee would have the right to decide on the merits of a case, as to whether or not it deserved a defense. Think of how much a fund you could soon raise if every man donated 50 cents at each payoff.

My resolution when presented will contain a definite plan for organization and administration of such a fund. Please give it your consideration when it comes up to a vote. I shall try to present it at the next meeting in New Orleans.

Ira E. Bishop  
Seatrains New Jersey

## 'Researcher' Finds Reason Seamen Are Popular Lovers

To the Editor:

What makes seamen such great lovers? I have often been asked this by girls and young women. Quite a few old ones have also made this query of me.

After awhile, I began wondering myself, and in my travels started to ask the ladies of various foreign lands just what it is about us that they find so irresistible.

After some years of research, during which I interviewed the daughters and madames of many countries and classes of society, I have come to several conclusions.

For one thing, it is the romance and glamor that is at-

Also the fact that he is never around very long makes his company seem attractive.

A woman never has time to get tired of him. She doesn't get a chance to find him monotonous. Landlubbers are around all the time, sometimes inconveniently, and after awhile a girl finds the same old faces boring.

But your sailor is here and gone. A smile, a kiss, a hug, and he must leave with the dawn. He has to be a fast operator in order to get anywhere at all. This goes especially for tankermen. When you have only twelve hours in every port, you get your loving down to a science.

The Australian girls, whose partiality for us is well known, all agree that the experience we have had with the women of many races and countries has taught us all the tricks and secrets of arousing a girl's love and affection.

One damsel asked me if I had ever been kissed by Jerry Jensen. Regretfully, I answered no. However, I saw her point.

### HONGKONG AUTHORITY

On the other hand, Hongkong Mary once told me that the long periods we spend at sea, eating and sleeping regularly, build us up so that we make the home town boys look like sissies. I guess it is logical that the time we spend resting up should improve our talents for the next time we hit port.

Our reputation is partly responsible too. Girls have heard so much about sailors that they are all eager to find out just what we have got. Then, when they find out, they always come back for more.

Once a girl has loved a sailor she will never love anyone else. If I ever have a daughter I'll raise the kid in Kansas. However, that wouldn't be safe with some of these boxcar sailors. Still, if she keeps away from Johnny Epton, she'll be safe.

### SAILOR'S LOVE

The girl that I'm in love with  
Has diamonds in her eyes,  
The dew of roses on her lips  
And the smile of Irish skies.



If you think the morn has beauty,  
You have never seen her face;  
The stars that dance on summer's eve  
Beside her have no grace.  
She lets me hold her in my arms  
And all her charms adore;  
I can hardly wait till we hit port  
To see her just once more.  
Last time she was in Rio,  
Before that, Old Shanghai,  
Capetown, Sydney, Naples—  
I'll love her till I die.



Steamboat O'Doyle

## TAKING BUNKERS AT BAHREIN ISLAND



In the course of the Steel Flyer's trip to the Near East she pauses for refueling at Bahrein Island. Bronzed Seafarers in the rear are Pat Thiff and Ted Filipow. Shoreside, by the hose, are Joe Julian and Tom Trainer.

## Call For Topside Confabs

To the Editor:

We the unlicensed personnel aboard the SS Simmons Victory urge our officials in all ports to attend one or more meetings of the MM&P and the MEBA to stress the point of cooperation.

We believe that a representative of each department, both licensed and unlicensed personnel, could accomplish much more if we worked together as one instead of bucking one another. It would eliminate the friction that usually exists between the two, not only in major beefs but

in minor ones as well, such as stores, slopchest and so forth.

Our belief is that there is supposed to be a Delegate of the Deck and Engine Department licensed personnel. But as yet we have very seldom seen a situation where we have worked as a unit, as should be to insure our conditions today and meet problems which may arise tomorrow.

We are for the cooperation of all unions.

Crew of the  
SS Simmons Victory

Got A Story?  
Send It In!

The minutes of a meeting held aboard an SIU ship recently contained a request which we would like to see granted. However, we must rely upon the membership's response to do so.

The crew, under Good and Welfare, suggested that the SEAFARERS LOG devote two pages in the LOG to cheerful news, praise of men and crews and interesting experiences instead of moans, groans and beefs.

Well, we still want to hear from Seafarers who have beefs—they serve a good purpose—



but as the crew mentioned cheerful news' is just as interesting and we'd like to print more of it.

That's where you come in.

Something unusual is always happening to seamen and crews wherever they drop the anchor. That incident ashore in the last port gave the whole gang a laugh. It'll probably meter a guffaw or two in the LOG.

In the words of the big advertising outfits: Don't hide your light under a basket.

Just give us the details, pictures, too, if possible, and we'll do the rest. The address is: SEAFARERS LOG, 51 Beaver St., New York 4, N. Y.

Cape Junction Cooks, MM  
Made Trip Enjoyable To All

To the Editor:

These are a few lines to tell you of our recent trip aboard the SS Cape Junction which was better than expected.

We had a swell crew including a good bunch of Cooks. I'm sure that everyone aboard the Cape Junction agrees with me when I say that no other ship afloat ever had a crew mess like we had.

Augie Rivera kept that mess hall as clean as a hospital's kitchen. He'd have ashtrays handy for us during coffee time. Ships nowadays don't only need a good fellow worker, they also need a good Messman and good Cooks. Ours were exceptionally good and clean—and always on the ball.

Now don't ask who your Messman is before you sign on, because the companies won't like that. But if that happens, I'm sure there'll be only one ship moving out of New York.

All kidding aside, if we had more Messmen like Augie sailing we'd all be in a sailing paradise.

So I regret to inform you that Augie is going to retire after this trip. He now has his citizenship papers.

Rickey

P.S.: This letter was actually penned by me, a girl by the name of Elaine, who is the bud-

dy of the fellows off the Cape Junction.

Regards to Nick in Pittsburgh; to Dutch in Philly; to Frank in Virginia; to Barney in St. Louis; and to Hank on the SS Cape Junction.

Elaine Marazzani

P.P.S.: Enclosed you will find picture of Elaine.

(Ed. note: We found same.)

Wants The LOG  
To Go To 'Pop'  
And Relatives

To the Editor:

My brothers-in-law read the LOG regularly and so does my father. The "Old Man" is too old to go to sea and my brothers-in-law prefer being with their families.

One of my brothers-in-law and Pop can't come to the house very often so they usually fall behind in their reading of the LOG. They have asked me to see if it could be sent to their homes. Their addresses are enclosed.

My brother-in-law is a member of the musicians' union and my father was a longshoreman and union member.

Michael F. Thornton

(Ed. Note: They'll soon be enjoying the LOG at their own fireside.)

## Log-A-Rhythms

## The Man Who Stood Alone

By L. J. McLAUGHLIN

The messroom light shone a lonely light  
and the beer was flowing free  
As "Silent Bill" supped at his drink  
with a stranger of six-foot three.

And the stranger talked and Bill drank on,  
as the river craft passed by,  
And Calcutta clocks chimed the hour of eight  
with a low foreboding sigh.



Then the table crashed neath the stranger's hand  
and his voice rose to a roar  
"The richest man who's beholden," he cried,  
"is the man who is really poor."

And his voice rang on: "I owe no one  
and need no help at all  
And in living or loving or fighting my way  
I'll win or else I'll fall.

"But worry not, my fat drunk friend,  
The man is not around  
Who can put the man who stands apart  
for two seconds to the ground."

He scowled at Bill, and Bill spoke low:  
"So...the man who stands apart."  
"Why, I'll take your rotten hull adrift  
and see what makes it start."

And then he smiled, and then he said:  
"One drink to you and me,"  
But the smile that lined his weathered face  
was no pretty sight to see.

The deckhead draped with 'baccy smoke  
and the lights seemed shiny blue  
And the stale beer smelled but past it all  
the blood lust drifted through.

And two men sat there, eye to eye,  
then the stranger whispered: "Right,"

And two glasses dropped and two chairs scraped  
and two men got up to fight.

The stranger swung—his fist drew blood;  
Bill's cheek turned liquid red  
And Bill spat out, through torn lips, "We'll fight  
til one is dead."

And up and down and round about  
they fought and didn't slack  
And every chair in the messroom there  
soon had a broken back.

The clock struck nine and its plaintive chimes  
sung out from its lonely tower  
And two men swayed, their strength nigh gone,  
they'd fought hard for an hour.

And blood was common now  
but neither had shown his best  
And the stranger grinned in a gruesome way  
and said: "Hell, chum, let's rest."

Two men sat and two men drank  
and neither said a word  
And the Indian night softly ruffled her wings  
like a glorious Paradise bird.

And two men rose and each praised each,  
a compliment none could sense,  
For they rose as one and squared away  
their action eloquence.

First one went down, then the other too,  
and they mixed both blood and sweat,  
And the towered clock and the running sands  
grimly kept their check.

And the towered clock on its lofty perch  
kept its eye on man and heaven  
And two brawling men in a rusty scow  
couldn't hear it strike eleven.

For the stranger had a bloody eye  
and a nose that was no more  
And Bill's face showed the pain that comes  
to a man with a broken jaw.

They neither asked for quarter  
for each knew that none was there  
And though fear had them sick  
they kept their fighting fair.

Then Bill took a blow on the shoulder  
and stumbled—his jaw hit bad;

Yes, a sane man hit a table, but the man  
who got up was mad.

A table built of spruce  
served mankind on the seas  
But virgin wood or mothers' sons  
are oft cut down as trees.

And both, though cut both fine and true  
and fashioned smooth and level,  
Will sometimes live for a second's time  
and turn unto the Devil.

The stranger looked—the stranger was  
as an animal at bay—  
His body sagged, it straightened,  
and his arms began to flay.

A madman's arms about him,  
he spun like a top  
And his head hit on the bulkhead  
with a dull disgusting flop.



They found them both together,  
one dying, one in faint,  
And the stranger writhed in anguish  
at this alien restraint.

The priest who tended over him  
murmured of his mother;  
The priest was scored, "I'll leave  
my creed. First attend my brother."

His brother Bill sobbed and mumbled  
low through bloody foam  
But he left his creed behind him  
in a loud triumphant tone:

"I'll fight until the world will own  
that I'm the man who stands alone  
And at my time let it be known,  
I'll go to heaven or hell—alone."

# Priest, Passenger On Wesleyan Victory, Calls Crewmembers 'Finest Men Ever Met'

To the Editor:

Needless to say, criticism is always plentiful, faults are usually published all over the front pages of papers and too often kindness, good deeds and the very other nice things in life are kept in the background or completely hidden.

Seamen are often looked down upon as rough, tough and what-not. I've seen their faults and failings, but behind all these, I saw much more.

I saw hearts—hearts of gold—kind and even loving hearts, the kind that force one to exclaim: "Would to God there were many more like them."

Now, I can hear you say, "What's this fellow driving at?" Well I am a Catholic priest who has spent eleven years in Africa. Just as my home leave was due, I received word that my mother was dying in America.

### RACE ON

I tried to make arrangements for sailing and succeeded in gaining passage on the SS Wesleyan Victory which sailed from Tanga, British West Africa, in June 1947. The race against death was on, but no one aboard knew it but myself.

Shortly before arriving in Durban, a young seaman approached me one day and handed me an envelope containing money. "What's this," I asked him.

"Father," he said, "We know you do not work for a salary and we want you to accept this. In other words, we like you and want you to take it."

The gift amounted to \$12.50. Word soon passed around among the crew and those who had not been asked to contribute (mainly non-Catholics) felt offended because they had wished to give something.

### ALL WITH HIM

As the days passed, my anxiety for my mother grew. It was not long before the crew, from the Captain on down, was with me hoping I would arrive in time.

The port of Beira alone was unkind for, due to poor dock space, we were forced to remain fifteen days longer.

No word of my mother's condition was received when we hit Capetown so I wired home. A wire came stating that she had had a bad week.

There was little consolation in this news but nevertheless, since

she was still alive, I could still hope. A few more days passed and I sent another wire begging my mother to keep up the fight as I would soon be there.

I shortly received an answer telling me that she was in great distress—still I didn't lose hope.

The crew and all on board were sympathetic with me. More than that they were planning to aid me. Nothing could be done while out at sea but they were determined that just as soon as we hit American soil they would fly me home at their expense. They were that anxious that I see my mother.

My mother's birthday, her 82nd would be July 16, so on July 15 I wired her wishing her a happy birthday and assured her that I'd see her in a few days.

### RACE LOST

She received the wire on July 15 and at 2 P.M. the next day I received a wire from my sister saying, "Our Blessed Mother took



mother peacefully today—funeral upon arrival."

The race was over and I had lost.

It is needless to describe my feelings as the Lutheran minister aboard handed me the telegram bearing the unwelcome news, the minister, Mr. Ray Cunningham, just returning to America, was very kind to me as he had been since we started our voyage home.

The crew was determined that, although I had lost the race against death, I must get home for the funeral. The Robin Line agents, too, were anxious for me to attend the funeral, for as soon as we arrived at St. John, New Brunswick, the Immigration passed me through very quickly.

Nothing was left undone. Robin Line had anticipated everything even before we had docked at St. John.

A few minutes before leaving the ship, I was called to the Chief Steward's office and pre-

sented with an envelope addressed to me and my family. Upon opening it found \$182 and a letter which read:

### CREW'S SENTIMENTS

"We, the officers and crewmembers of the SS Wesleyan Victory wish to express our heartfelt sympathy to you and to the members of your family in your bereavement. We kindly request you to accept this small token of friendship from all hands aboard the SS Wesleyan Victory."

The hospitality and kindness of these men was, to use the modern expression, "out of this world," and even though I have been prevented by force of circumstances from expressing my gratitude publicly and sooner, I want to say that my gratitude, far from decreasing, has increased to such a degree that words are incapable of expressing adequately how I really feel towards the finest group of men I ever met.

### SINCERE THANKS

Before closing, I want to extend in a very special way my sincere thanks to the Chief Mate, Mr. Walter Christiansen, who took me under his wing. He must have realized better than I how really perplexed I was for he would not allow me to even think for myself, much less pay for myself.

I would like to extend my very sincere gratitude to all who were this trip, and to the Robin Line so kind and generous to me on for all the trouble they took in my interest.

I am a member of the congregation of the Holy Ghost and have the vow of poverty, consequently, I shall never be in a position to show my gratitude in a material way, but I will always do all I can to show it where it will count most—before God.

S. J. Delaney, S.S. Sp.,  
Holy Ghost Missionary College,  
Cornwell Heights, Pa.

### Wants LOG For Pop

To the Editor:

Every time I come home, my father wants to know all about our Union and its activities, and I can never seem to tell him enough. I wonder if he could be put on the mailing list of the LOG so that he could find out first hand what goes on.

His address is: Bruce Ligon, 1328 South Cherry Street, Ada, Oklahoma.

Bruce Ligon, Jr. (SUP)  
(Ed. Note: Will do.)

# Seafarer Washed Overboard And Back, Thanks Crewmen

To the Editor:

These are merely words on paper, but I would be very grateful if you would print them so that all concerned will know of my deepest appreciation.

Franz Tompkins of New York and I were washed overboard and injured on January 6 while removing the after ventilators and replacing them with wooden plugs. (Brother Hoyle is the Seafarer who was washed overboard from the John Gibbons and was swept right back aboard ship. Tompkins was rescued by the fast thinking of the crew. Story was in Jan. 30, LOG.)

I would like to thank once again Captain Edward Foster for his wonderful seamanship and courage and his fast thinking at the time of emergency. It was his backing of the Gibbons full astern in a storm that saved the life of my shipmate.

My thanks also to our Bosun William Candler for his foresight, plus the speed of Bruce Riggie, AB; Pete Pierprinski and Lefty Weilel for bending lines onto the rings and getting them over the side in quick time, all of which were important in the life saving.

I am gratefully indebted to our Chief Steward Maurice Burnstine who did so much along with the Purser to make the remaining days of the trip comfortable.

I am happy to report that I will be leaving for the States soon and hope to be shipmates again with each and every one of the crew that was so good to me.

Jimmie Hoyle  
Royal Cornwall Infirmary  
Falmouth, England

## THE MEN OF THE MIRABEAU B. LAMAR



Three fine pictures of the Mirabeau B. Lamar's three Departments as submitted to the LOG by Baltimore Patrolman Ben Lawson. The report accompanying the photos stated the ship had a fine trip, good skipper and tip-top crew.

The Engine Department, above, constitutes, left to right—Raymond Dolese, Clarence Marcel, Conrad Hoffner, D. Kidias and John Favalora. In front are Arthur Apiki and William Thomas.



Keeping things smooth in the Deck Department were, left to right—Joseph Huber, OS; Chadbourne Galt, Deck Maintenance; James Smith, AB; William Gregel, OS, and Ewing Rihn, AB. Holding the ring are Thomas Freeman, Bosun and Morris Roset, OS.



A snappy looking Stewards Department reads, left to right—Clarence Carte, Chief Cook; V. Dotte, Night Cook and Baker, and Phido Doux, Third Cook. The three men in front are Cruz S., Messman; Bryant C., Mess, and Mayo, Pantryman.

# Organizing Handbook For Seafarers

## Be A Good Shipmate

Aboard ship, never make the mistake of talking too much. If you do you'll gain the rep of being a windy guy, strictly to be avoided. In any event, your value as an Organizer will be completely finished, and much valuable time and effort will have been wasted.

On the other hand don't be a hermit or the type of grumpy sourpuss who comes off watch, hits the sack immediately and never speaks to anyone. Ignore the crew and they will surely ignore you and you will never be consulted in any discussion concerning crew's beefs.

Just be yourself. Live aboard in a normal manner, and everyone will regard you as a good shipmate to sail with.

They say talk is cheap but it can be pretty expen-



sive to us. Don't be the sort of wise guy who pretends to know all the answers. No one is that good, Brother. You'll only turn the men against you—and us!

Don't bring any liquid refreshments aboard ship, although it's okay to go ashore and have a few with the boys if you are off watch. While you are with them, don't try to gain the rep of being a freeloader or a gashound. Take things on the slow bell.

Don't borrow any money and don't lend any. Don't start or get into any card or crap games. If you lose, it's no good. If you win, there might be some sore losers or some who can't afford to lose. In the long run we'll be the losers.

In foreign ports, remember your shipmates want to go ashore as much as you do, so don't miss or be late for any watches.

Don't be a prankster or a practical joker.

Don't "clique up" with any group. Meet everyone on the same level and treat them all on the square.

Think twice before you talk. Don't make any statements that you can't back up with documentary proof.

No matter how right you may be—don't get into any fights for any reason whatsoever.

In short, treat your shipmates as you would want to be treated yourself.

Be yourself.

## Various Types of Organizers

You can be a lousy Organizer, or a good one. It's just as easy to be the latter as the former.

There are two types of Organizers that are strictly of no value to us. Avoid being their type as you would avoid working OT for glory!

One is the guy who goes aboard and tips his mitt right away: MISTER SIU! He lets everyone aboard, including the shoreside watchman, know what he is and what he is going to do—or else! He'll last just as long as it takes for the company to get a replacement.

The other is the strong, silent Gary Cooper type who goes aboard, rides the ship for a year and never lets anyone know who he is or what he believes in. In fact, after he rides the rust bucket for a year, most of the crew never even discover his name!

A good Organizer takes neither course. He chooses the middle of the road and keeps her "steady—as she goes."

After gaining the respect of the crew by doing your job well, being a good shipmate, and never throwing your weight around they'll pay strict attention to what you say, so be very careful of what you do say and do!

Here is an approach we would suggest. Before leading up to the subject of the SIU, it would be well to first mentally note all the "beefs" on hand then point out the advantages of being Organized to combat these beefs. From that point you can go right into a general comparative discussion of the SIU and its contracts and policies.

The pamphlet "Listen Tankermen" will help you show the tremendous job advantages and job security and benefits that come from rotary shipping, shipping off the board and a Union Hiring Hall—which unorganized seamen do not have.

If you follow this procedure, you are into the subject of the SIU almost before you know it.

The SIU will soon have available for distribution to the membership copies of a new booklet entitled, "Seafarers Organizers' Handbook." It is also being published in the LOG with the second installment appearing on this page. Further installments will appear in subsequent issues.

## Be Logical — Use Facts

It is understood that you are aboard to talk SIU at every opportunity, but don't overdo it to the extent of boring your listeners by bending their ear every second of the day. Remember, even too much ice cream is too much!

You can explain to the unorganized men that the SIU is organizing all unorganized seamen on one simple point. They can get better wages, working and living conditions and job security by joining the SIU and becoming active members in our fight to improve the conditions of all seamen afloat or ashore.

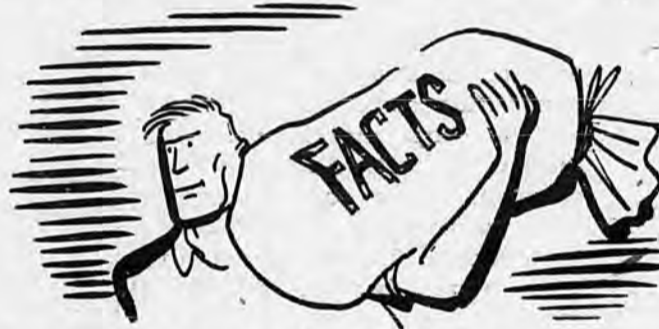
Above all, be logical in your discussion of the SIU's type of Unionism. Talk plain unvarnished facts. They can't be disputed. The average seaman doesn't like the "super-duper," allegedly militant type of blowhard who doesn't know what he is talking about, who foams at the mouth as though he were on a soap-box.

It is extremely important that you give the unorganized men a chance to talk and ask questions. Let them do most of the talking after you've broken the ice and you can supply the correct answers. Don't brag when you talk about the SIU.

Use cold facts and figures, that's what counts. These facts will speak for themselves.

Remember this bit of advice—a poor listener can often be aroused by a few direct questions.

To back up any statement you may make, break out your SIU contracts and compare them with the



non-union conditions aboard unorganized ships—the ship you are on.

Conditions under an SIU are so far ahead of unorganized conditions that they will present a strong unanswerable argument. Show him your pay vouchers from SIU ships and don't forget to point out the OT you received for work which men on non-union ships do for glory!

Use every issue of the LOG. There is always something important in it to back you up. Use our pamphlets and other literature.

Brothers, YOU must be up on your facts and figures. Study the organizational material you will receive from time to time.

If you don't know the score, how are you going to show unorganized men the light of unionism, SIU style?

You must be up on the facts. Be on the ball! That's important to you, and to us!

Enthusiasm plays a real part in your presentation, and real enthusiasm—easily distinguished from the phony—can only come from a man who is sincerely and honestly convinced of the truth of the statements he is making, and really knows what he is talking about!

## Your SIU Contract — The Convincer

Your SIU contract is one of the best organizing convincers in your kit. Show it to the unorganized men and show them how their comparative conditions will be greatly improved under an SIU contract.

Men aboard non-union ships get damn little overtime. What little they get looks big only under a powerful magnifying glass.

Your contract provisions covering the payment of OT should prove an eyeopener to these men. Back this up by showing them the OT you collected on recent pay vouchers on SIU ships.

With the high cost of living these men certainly could put the extra money they would receive by joining our Union and sailing the SIU way to good use.

The cost of living is so bad that a seaman's wife doesn't get far with a buck when she goes to the corner grocery.

When the kids need shoes—or when you meet the right girl and want to settle down—that extra earning power and job security which a SIU contract has to offer...sure looks good!

One of the most powerful ways of pointing out the benefits of the OT clause in our contract is—every time you see a man doing a job for which he would receive overtime on a SIU ship—break out your contract and show him the advantages of being a member of the SIU.

If the question of the NMU is brought up, show the difference between our working agreements—which appear in a later section of this handbook. Our poorest agreement is better than their best agreement!

## SIU — A Democratic Union

Don't forget to stress, in your discussions, the complete democracy of the SIU and their meetings. In the entire U.S.A. there are mighty few Unions which practice SIU democracy in electing Chairman, Secretary and Reading Clerk from the floor of each meeting from the rank and file!

How different this is from other Unions! Most Unions have their meetings run from the platform by their elected officials with very little rank and file participation. They thrive by keeping their membership in the dark and heaven help the poor member who asks the wrong question or dares to voice an independent opinion!

In the SIU you can blow your cork or take any position on any question at any of our meetings, and you will be granted the courtesy of the floor at any time. That is only one of the points which make the SIU the strong democratic Union that it is. We don't merely preach democracy as others do we practice it, we live it, every day and at every meeting.

Tell these men how our trial committees, finance committee, auditing committee, and other regular and special committees are elected from the floor at SIU membership meetings. Don't forget to point out that these committees are not only composed of rank and file member, but that they are also run free from any interference or coercion from the officials. That, Brothers, is SIU democracy in action!

Make it very clear that we have no political tie-ups with any political parties or organizations and, further, that we have no use for them. Time after time we've led the way in bitterly exposing their rule-or-ruin activity on the waterfront.

Your SIU Constitution is also a good point to explain to unorganized seamen. The provisions of the Constitution show how democratically the Seafarers is run and reveal how little control by the officials is actually exercised.

Read your constitution through several times and mark those points in it which best illustrates rank and file control of the Union. There are so many that it will be easy!

In back of this handbook there are two charts which should be quite helpful to you in demonstrating how the SIU functions and its outside affiliations.

One of the charts illustrates the structure of the SIU, its various districts, and how the seaman on a ship is represented, shoreside, in his beef. The other



plainly shows the SIU's affiliation with the AFL, the AFL Maritime Trade departments and the other AFL Unions.

It's very important to remember that you must know the Seafarers structure, contracts, and constitution if you are going to talk to others about their good points.

In your spare time go through all the material in your kit and all the additional material the shoreside Organizer sends you and mark off those spots which should prove of special interest to the average unorganized seaman.

In that way you will have little difficulty in finding these parts when you want to refer to them.

Sometimes the men you are talking to will lose interest or lose patience and walk away, if you keep him waiting half an hour until you find the right part in the contract or Constitution to prove what you are trying to explain to them.

The best way to tell the men—and to sell the men—on the good points of the SIU is to know the score thoroughly yourself.

Study the pamphlet on how to conduct a meeting. You will find it extremely helpful and informative. Know your rules of order!

It's your Union that you are building, Brother... but don't think that you are alone in your work. You have 8 million shoreside AFL members behind you!

# Seafarers Opposes Transfer Of US Ships

(Continued from Page 1)

At the outset, I want to make it perfectly clear that the Seafarers International Union supports the general principles of the Marshall Plan and recognizes the need for taking every reasonable step to rehabilitate the nations of Europe.

However, on behalf of the seamen affiliated with the American Federation of Labor, we are definitely and utterly opposed to that phase of the Marshall Plan drafted and submitted by the State Department, dealing with Marine Transport, which proposes the selling of 200 American ships outright to European countries and the chartering of 300 American ships to foreign nations—a total of 500 American ships which amounts to a total tonnage of 5 million.

Our reasons for opposing this phase of the Plan are as follows:

**I—TRANSFERS WOULD CAUSE WIDESPREAD UNEMPLOYMENT AMONG SEAMEN**

These proposed transfers would not actually mean taking 500 American ships out of the reserve fleet. It would simply mean 500 American ships now being operated by American crews would be transferred to foreign flags and foreign crews. It would mean that 25,000 or more American seamen would hit the beach and be unemployed.

This is inconceivable in view of the fact that hardly any other American industry in competition with foreign industries has suffered such a postwar unemployment drop. It is hard to understand that an industry like shipping, so important to our national economy and defense, should be asked to take a further employment drop.

It further means that the American seamen would face more unemployment than they already have, which would result in further unemployment insurance amounting to millions of dollars which would have to be paid to American seamen who find themselves without work.

It further means that from a defense standpoint, these added 25,000 unemployed American seamen would eventually have to attempt to get work elsewhere which would mean that in the case of an emergency there would not be enough qualified and active American seamen available to man the American ships.

We understand that the purpose of the European Recovery Program is specifically to help the European countries and their populations on their feet and not for the purpose of putting one section of the American citizens in the breadline.

For the information of Congress, on the Pacific Coast in September 1945 the average number of seamen employed was 48,857. In the month of December 1947, this had dropped to 18,668—a drop in employment for seamen in the two-year period of 30,189 jobs. These are actual figures which we have a record of.

Besides bringing about serious unemployment among seamen, it will also seriously affect and cause unemployment among American shipyard workers who normally would be called upon to repair and keep in condition

those 500 ships. It is a well known fact that European countries, unless in an extreme emergency, never repair any vessels in American yards.

There will also be thousands of other people affected and unemployed if these 500 ships are transferred to European flags. Lots of American citizens employed in servicing these ships, office forces, and ship-chandlers, merchants, etc., who store up American ships will be definitely affected by this proposal.

**II—TRANSFERS DISCRIMINATE AGAINST MARITIME LABOR**

According to the Marshall Plan as drafted by the State Department, the main purpose of transferring these vessels would be to save some money by using cheaper foreign crews.

According to the figures of the architects of the Marshall Plan which are not substantiated by facts, this proposal will save 500 million dollars in the span of four years due to the hauling of relief cargoes in foreign ships. A more factual figure is that it will possibly save the European Recovery Program 200 million dollars at the best.

It costs approximately 100,000 dollars more a year to operate an American Liberty with American crews, under American conditions, than it does to operate the same type of vessel with foreign crews under European conditions. This is largely due to some of the slave conditions that still exist for seamen sailing under foreign flags.

However, it should be understood that vessels transporting such recovery cargoes compete for the business at world market rates, and whether they be American or foreign they charge the same level of freight rates for their services. Inasmuch as it is contemplated that the European Recovery Program shall supply dollar credits to cover transportation as well as supplying of the commodities, the gross cost will be similar whether transported upon a U.S. ship or a ship of the participating nations. The only possible saving is in the lower operating costs of the foreign ship due to cheap foreign labor and in the use of foreign currency in paying for the services of such cheap labor.

The beneficiaries of these particular savings will be the foreign shipowners because no doubt Congress knows that the European countries, beneficiaries under the Marshall Plan, such as Great Britain, the Netherlands, Norway, and other European countries have not nationalized their merchant marine. They are still privately owned and operated, so consequently all excess profits by using cheap crews according to European standards will go into the pockets of foreign shipowners, who no doubt at the present time and will in the future, use these earnings to build faster and more up-to-date ships to be put in competition with American ships in other trade routes.

Production of relief goods will be in a large degree done by American labor in agriculture, mining and manufacturing and the transportation of such goods to the seaboard, by American railroad labor. We have not seen any proposals under the Marshall Plan recommending that this work be done by cheap foreign

labor. All these goods will be manufactured by American labor under American living standards. Yet under the Marshall Plan seamen will be replaced by cheap foreign labor. This policy is inconsistent, to say the least.

**III—TRANSFERS OF AMERICAN SHIPS FOR TRANSPORT OF RELIEF CARGOES ARE UNNECESSARY FOR EUROPEAN REHABILITATION**

When Congress is considering the proposed European Recovery Program dealing with Marine Transport under Chapter J of the Marshall Plan, which recommends the allocation of 500 American ships to Europe, it would be well to determine whether this is needed in order to carry the relief cargoes because of these countries not having enough tonnage themselves in which to carry the cargoes, or whether the 16 relief nations themselves are more interested and concerned in maintaining a strong position in other and more remunerative trade routes and in building a strong competitive position for the future.

It appears to us they are more interested in the latter than they are in transporting relief and recovery cargoes to their own shores. We say this for the following reason. There is at the present time adequate and sufficient world tonnage to take care of all shipping needs on a world-wide scale and to handle all the cargo movements. As a matter of fact, American ship operators in the past six months have returned to the Maritime Commission 306 chartered dry cargo vessels because of lack of cargo.

According to figures by the Harriman Committee, it is estimated that even if the full Marshall program is adopted, the United States will not ship as many relief cargoes and goods to the 16 European Recovery Program nations in 1948 as they did in 1947. Their estimate was that we shipped \$6.22 billion in goods in 1947 against \$6.1 billion estimated for 1948.

It is not only true that there is a surplus of shipping service now available to haul any amount of relief cargoes but the 16 relief nations themselves are devoting a great majority of their own merchant fleets in other trade routes. According to the figures by the U. S. Maritime Commission, these 16 European nations in 1947 had more than half of all the sailings and more than half of all the tonnage in U. S. trade with Canada, Africa, Australasia, the Straits Settlements, Netherlands East Indies, India, the Persian Gulf, and the Red Sea; and the latest Commerce Department figures show that already foreign merchant fleets are handling more than half of all U. S. foreign trade.

According to the U. S. Department of Commerce, U. S. ships handled only 49 percent of all U. S. foreign cargoes in the first nine months of 1947.

This situation is even worse on the West Coast where in August, 1947, American ships handled only 42 percent of all U. S. imports and exports, and the share of U. S. ships in the haulage of our imports and exports is steadily declining. The effect of this situation is shown clearly in the seafaring employment on the

West, which dropped nearly 2,000 jobs in the final quarter of 1947.

For the information of Congress, in 1938 the European Recovery Program nations had 51 ships in the trans-Pacific routes between U. S. continental ports and Far East ports, China, the Netherlands, Australia, and the East Indies. In 1947 these same nations had 124 ships. These figures came from an examination of advertised services of the 17 lines of these nations, so it can well be seen that the European countries, beneficiaries under the Marshall Plan, have plenty of ships to spare and are faring very well in other trade routes, handling commerce between the United States and other countries outside their own home trade.

**IV—TRANSFERS WILL AID EUROPEAN NATIONS TO BETTER THEIR POSITION IN OTHER TRADE ROUTES AT THE EXPENSE OF THE UNITED STATES**

It has already been shown that the European countries are already handling over half the U. S. foreign commerce in trade routes, not including the relief cargo routes between the United States and their own countries.

It is a fact that no addition of ships are needed to haul relief cargoes. It will mean that placing 500 American ships in the North Atlantic under foreign flag operation will obviously release 500 other foreign flag ships in that trade for operation in more lucrative trade routes in competition with American ships.

The present dry cargo fleets of these European nations already are equal to the 1938 tonnage. In 1938 these countries had 36,067 million dwt. tons. At the end of 1947 they had 32.02 million dwt. tons. Their construction program is 8,069 million dwt. tons with 4.5 million dwt. tons actually under construction. These figures show definitely that the European countries are already on the pre-war level in the amount of dry cargo tonnage.

It is our opinion that under the proposed Marshall Plan this nation would finance these European shipowners and set them up in competitive trades at an advantage against American ships and this, we contend, is not rehabilitating the wartorn countries of Europe.

**V—TRANSFERS WOULD BE CONTRARY TO POLICY AND PRESENT LAW OF THE UNITED STATES**

It is the policy of Congress that U. S. exports and imports financed by loans from the United States should move exclusively in ships of the U. S. Merchant Marine. In this connection we quote Joint Resolution No. 207, adopted at the 73rd Congress, March 26, 1934:

"Requiring agricultural or other products to be shipped in vessels of the United States where the Reconstruction Finance Corporation or any other instrumentality of the Government finances the Exporting of such products.

"Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, THAT IT IS THE SENSE OF CONGRESS that in any loans made by the Reconstruction Finance Corporation or any other instrumentality of the Government to foster the

exporting of agricultural or other products, provision shall be made that such products shall be CARRIED EXCLUSIVELY IN VESSELS OF THE UNITED STATES unless, as to any or all of such products, the Shipping Board Bureau, after investigation, shall certify to the Reconstruction Finance Corporation or any other instrumentality of the Government that vessels of the United States are not available in sufficient numbers, or in sufficient tonnage capacity, or on necessary sailing schedule, or at reasonable rates.

"Approved, March 26, 1934."

Consequently the proposals in the Marshall Plan dealing with shipping are in direct contrast to already established American policy passed by Congress.

**VI—MERCHANT MARINE ACT, 1936 — DECLARATION OF POLICY**

"SECTION 101. It is necessary for the national defense and development of its foreign and domestic commerce that the United States shall have a merchant marine (a) sufficient to carry its domestic water-borne commerce and a substantial portion of the water-borne export and import foreign commerce of the United States and to provide shipping service on all routes essential for maintaining the flow of such domestic and foreign water-borne commerce at all times, (b) capable of serving as a naval and military auxiliary in time of war or national emergency, (c) owned and operated under the United States flag by citizens of the United States insofar as may be practicable, and (d) composed of the best-equipped, safest, and most suitable types of vessels, constructed in the United States and manned with a trained and efficient citizen personnel. It is hereby declared to be the policy of the United States to foster the development and encourage the maintenance of such a merchant marine."

The above policy is the law of the United States and no doubt before this law was passed it was thoroughly gone into.

Under the proposed Marshall Plan it appears that this very important phase, namely, the national defense of this country, is forgotten. We know that if these 500 ships are transferred to foreign flags, we will immediately endanger the national defense system of this country and we will not have enough cargo vessels to take care of this country's needs in a national emergency.

We have no guarantee that in the event of an emergency the countries who receive these ships will turn them back to the United States. We already have an example of how that worked.

We ask that Congress knock out that phase of the Marshall Plan proposing that we transfer 500 American ships to European nations.

We further ask that Congress insert a rider in the Marshall Plan to the effect that not less than half of the cargo shipped to Europe under the Marshall Plan will be carried in American bottoms.

Respectfully submitted,  
Harry Lundeberg, President,  
SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA

# Unclaimed Wages

## Mississippi Steamship Company

501 HIBERNIA BLDG., NEW ORLEANS, LA.

The following is a list of unclaimed wages and Federal Old Age Benefit over-deductions now being paid by the Mississippi Steamship Company covering the period up to December 31, 1946.

Men due money should call or write the company office, 501 Hibernia Bldg., New Orleans, La. All claims should be addressed to Mr. Ellerbusch and include full name, Social Security number, Z number, rating, date and place of birth and the address to which the money is to be sent.

McKoin, Robert Lee	11.68
McLain, Thomas	20.62
McLand, Norman S.	8.53
McLaughlin, Joseph A.	49.07
McLaughlin, M.	.26
McLaughlin, Thomas J.	16.00
McLaughlin, William F.	8.66
McLean, William H.	2.09
McLemore, D. M.	3.23
McLemore, Leonard E.	2.00
McLennon, William K.	19.04
McLeod, George	6.48
McLeod, John E.	14.81
McManel, Norman P.	.38
McMahon, James A.	10.74
McMahon, Victor, Jr.	.74
McMahon, W. J.	2.23
McManus, William	2.40
McMaster, David C.	3.93
McMichens, N. D.	106.27
McMillan, Jackson E.	10.74
McMillan, James	1.32
McMillan, John A.	.59
McMillin, Charles S.	1.00
McMurray, George T.	27.67
McNab, Alfred P.	2.00
McNally, John F.	.94
McNeese, Allen J.	25.19
McNeil, Wilton H.	1.07
McNeill, Donald R.	3.44
McNeil, William H.	2.67
McNinch, Robert W.	21.00
McNulty, Francis	1.70
McPhail, John	11.00
McPherson, Roger	5.03
McPherson, William C.	1.07
McPhillips, John	5.94
McQueen, J. V.	2.82
McQueen, Kendrick L.	3.96
McQueen, D. J.	8.00
McQuillan, Francis J.	5.79
McRaney, T.	4.27
McRoberts, Harry	22.23
McVay, Jerry J.	12.12
McVey, Edward P.	3.55
McVey, Lawrence	11.31
McWilliams, Hugh P.	2.75
MacColine, Hugo W.	.74
MacDonald, John M.	8.26
MacDonald, Thomas G.	130.14
Macek, John W.	5.10
Mack, P.	1.07
Mackay, Allan J.	2.84
Mackay, Donald K.	.72
Mackay, Joseph	10.43
Mackey, H.	1.50
Mackie, William	3.91
Macleay, Thomas Q.	5.50
Macleod, Wallace R.	40.89

Macneil, Richard	.80
Madden, Henry J.	3.23
Madden, John	3.23
Madere, Oscar F.	24.72
Madison, Eugene J.	30.65
Madison, James F.	.89
Madison, Richard W.	9.40
Madrano, J.	.76
Madsen, Carl C.	30.80
Maechling, Phillip E.	21.11
Maffia, Alfred P.	120.47
Maffie, Norman	16.80
Mafora, Howard	2.82
Magal, M.	1.40
Maged, Samuel	.88
Magee, V. P.	7.04
Maggio, Frank	.79
Magnett, Cecil L.	4.28
Magnon, Louis A.	9.33
Magnus, Harold	10.39
Magnus, John C.	3.88
Magnusson, Axel H.	2.16
Mago, O. K.	1.98
Maguire, John E.	14.52
Mahan, Gerald R.	13.39
Mahan, Virgil D.	15.75
Mahan, Louis J.	1.97
Maher, Donald	1.91
Maher, Frank T.	.79
Maher, Joseph M.	6.37
Maher, Thomas	105.53
Maher, Tom J.	5.99
Maheu, Louis J.	10.04
Mahl, Edward	43.50
Mahon, Joseph	5.64
Mahone, Malcolm	26.64
Mahoney, John E.	15.47
Mahoney, Michael	30.34
Mahood, Arthur	39.13
Maillho, Milton P.	7.87
Main, Martin	5.60
Mainers, Clifton	10.94
Mains, Mack N.	1.87
Mainville, Marcel S.	5.78
Maio, Dominick	.01
Majette, Charles V.	23.98
Makarawicz, V.	.45
Makarevich, John	12.00
Makin, Walter D.	10.34
Makko, Victor	.62
Malconian, John M.	2.16
Malecki, V.	5.79
Maliegros, Joseph	4.98
Maller, J.	1.00
Mallette, St. Elmo	38.25
Malley, Edward P.	2.23
Malone, Joseph O.	3.96
Malone, Robin N.	2.06
Maloney, William J.	8.26
Maloy, J.	9.57
Maltais, Walter Elmer	6.14
Malvenan, William T.	37.04
Manby, Walter	5.52
Mandoni, Donald J.	5.60
Mandorino, Vito	28.26
Maney, Elliot Anthony	.04
Mangels, R. W.	4.20
Mangiacapra, Gennaro	4.66
Mangiaracina, John Lee	5.51
Mangrum, James B. Jr.	8.87
Manly, Ernest	3.26
Manly, Frederick H.	.27
Mann, Roy E.	4.46
Manning, Jerome L.	12.47
Mannion, James T.	32.66
Manor, John	2.84
Manos, George N.	10.54
Mansfield, Richard H.	10.74
Mansfield, Robert J.	5.13
Manske, Wendel J.	12.52
Manson, William	1.07
Manterys, Bolesane E.	.24
Mantyloffen, M.	2.54
Manuel, George	1.01
Manzo, Guiseppe P.	13.19
Maples, Amos L.	3.00
Maples, Jerry	.28
Maples, Lyle W.	3.46

Mapp, Ian J.	1.69
Marabit, Paul	1.34
Maraden, J. C.	.89
Marander, Arthur V.	19.74
Marceline, Peter	10.54
Marchant, Douglas	.23
Marchese, Angelo	6.68
Marciel, Dennis	22.61
Marcillo, Felicie A.	10.69
Marcoly, Dennis	4.84
Marcoux, Edward H.	4.61
Marcoux, Joseph R.	1.40
Marcus, Morton	5.64
Marcus, S.	.79
Mardis, Owen C.	2.00
Marek, Henry J.	2.61
Marfino, A. J.	7.50
Marhefka, Andrew G.	.79
Marieau, James T.	9.60
Marin, Cipriano	1.58
Marin, Manuel	3.22
Marinello, S. J.	3.94
Marino, Joseph L.	30.81
Marinus, Felix	2.85
Marjerdoff, W.	3.03
Marjudio, Uldarico	8.26
Markoncs, Eugene	.64
Marks, Alfred A.	1.27
Markus, Robert Dick	.59
Marlowe, James E.	6.51
Marques, Joaquim V.	6.55
Marrucho, Antonio M.	10.06
Marsh, Edmond H.	.74
Marsh, Gilbert R.	23.80
Marsh, Leonard	1.77
Marshall, Ernel R.	2.23
Marshall, Frank D.	13.24
Marshall, Geo.	.33
Marshall, H. T.	10.84
Marshall, William E.	9.91
Marshburn, Allan	13.94
Marston, Kenneth R.	1.40
Marta, Domingo	8.48
Martenaen, C. A.	1.25
Marthiason, Harry	1.98
Martin, Albert D.	.66
Martin, Daniel C.	138.55
Martin, Donald	2.77
Martin, Dorsey R.	4.66
Martin, Duane	1.48
Martin, E.	14.79
Martin, G. A.	4.66
Martin, Gilbert L.	10.74
Martin, Harold	29.38
Martin, Herbert W.	.35
Martin, J.	.94
Martin, Jacob	10.89
Martin, James E.	5.53
Martin, John Thomas, Jr.	11.66
Martin, Joseph J.	2.84
Martin, Neal	6.77
Martin, Rene L.	.69
Martin, Robert C.	3.62
Martin, J. San	1.80
Martin, S. W.	23.66
Martin, Thomas	4.88
Martin, William	21.99
Martin, William E.	.789
Martin, William H.	27.81
Martindale, Peter	3.84
Martine, Altone	.59
Martinelli, Albert J.	4.80
Martinez, Antonio, Jr.	18.69
Martinez, Jose A.	7.11
Martinez, Nicanor J.	13.44
Martinez, Rene J.	1.07
Martinez, Richard G.	6.53
Martinez, Richard G.	2.41
Martinkovitch, Frank C.	6.77
Martins, John F.	1.63
Martz, George W.	2.23
Maruca, Orlande L.	26.13
Mascio, Alfred	16.00
Masheroff, M.	11.41
Maskrov, George	.44
Mason, Charles L.	19.66
Mason, Elbert J.	59.29
Mason, G.	.79

### SIU HALLS

BALTIMORE	14 North Gay St. Calvert 4539
BOSTON	278 State St. Bowdoin 4455
BUFFALO	10 Exchange St. Cleveland 7391
CHICAGO	24 W. Superior Ave. Superior 5175
CLEVELAND	2602 Carroll St. Main 0147
DETROIT	1038 Third St. Cadillac 6857
DULUTH	531 W. Michigan St. Melrose 4110
GALVESTON	308 1/2-23rd St. Phone 2-8448
HONOLULU	16 Merchant St. Phone 58777
MOBILE	1 South Lawrence St. Phone 2-1754
MONTREAL	1440 Bleury St.
MIAMI	10 NW 11th St.
NEW ORLEANS	339 Chartres St. Magnolia 6112-6113
NEW YORK	51 Beaver St. HANover 2-2784
NORFOLK	127-129 Bank St. Phone 4-1083
PHILADELPHIA	9 South 7th St. Lombard 3-7651
PORTLAND	111 W. Burnside St. Beacon 4336
RICHMOND, Calif.	257 5th St. Phone 2599
SAN FRANCISCO	105 Market St. Douglas 25475
SAN JUAN, P.R.	252 Ponce de Leon San Juan 2-5996
SAVANNAH	220 East Bay St. Phone 3-1728
SEATTLE	86 Seneca St. Main 0290
TAMPA	1809-1811 N. Franklin St. Phone M-1323
TOLEDO	615 Summit St. Garfield 2112
WILMINGTON	440 Avalon Blvd. Terminal 4-3131
VICTORIA, B.C.	602 Boughton St. Garden 8331
VANCOUVER	585 Hamilton St. Pacific 7824

### NOTICE!

Checks for the following men have been held at the New York Branch for several months. They are now being returned to the companies where they can be claimed.

Rex Henderson, Warren G. Gray, William R. Cruzen, Jesse L. Hill, George P. Jackson, A. J. Thaler, Frank Jaskolski, Carl Heerholzer, Baley J. Welcheski, Richard H. Gragg, Webster, Carl Farrell, Rossie Goodwin, John Evans, Arthur J. Endermann. James J. Ivory, Fred F. Pittman, Leonard H. Goodwin, Martin Yannuzzi, John Graham, Nils A. Reed, Harry M. Crowley, Leonard K. Helie, Clifford Headrick, James E. Eschinger, Edward F. Crane, Hersel L. White, Frank Millos Balint J. Forok, Luther Gurganus, Fred N. Cook, Curtis W. Ware, Ray W. Ikerson, Matthew W. Hall, Marshall P. McDonald, John G. Wood, Clayton H. Thompson, Donald W. Cease, Narciso Zanchettini, Roy A. Witt, Johannes P. Vanderhorst, James E. Gordon, Vincenzo Corosotto, Manley L. Williams.

#### RALPH EWING

Your seamen's papers and book were found aboard the Lucy Stone in Rouen, France. You can regain them by contacting H. McVay, 722 Baltimore Avenue, Baltimore, Md.

#### FREDRICH DYKSTRA

Discharges from the Madaket and Bienville are being held for you in the 4th Floor Baggage Room, New York Branch, 51 Beaver Street, New York.

#### ANTHONY SCARLATO

Your bank book is being held for you in the 4th Floor Baggage Room, New York Branch, 51 Beaver Street, New York.

#### MELVIN FOSTER

Your discharge and hospital slip found on the Seatrain New Jersey are being held for you in the 4th Floor Baggage Room, New York Branch, 51 Beaver Street, New York.

#### W. J. BAKER

Baggage is being held in the Baltimore Hall.

Herbert Bagley, George E. Rodriguez, Joseph L. Jones, Richard E. Holstein, James A. Knittle, Lee P. Deval, Raymond R. Carroll, Jr., Franklin O. Miller, Raymond D. Schott, Troy W. Gammill, Robert A. Vallee, John E. Houser, Ted Boling, and Ronald Chandler. Get in touch with Albert Michelson, Attorney, Russ Building, San Francisco, California. This is in regard to your claim for wages against the SS Thomas Wolfe.

Personals

Martin, Herbert W.	.35
Martin, J.	.94
Martin, Jacob	10.89
Martin, James E.	5.53
Martin, John Thomas, Jr.	11.66
Martin, Joseph J.	2.84
Martin, Neal	6.77
Martin, Rene L.	.69
Martin, Robert C.	3.62
Martin, J. San	1.80
Martin, S. W.	23.66
Martin, Thomas	4.88
Martin, William	21.99
Martin, William E.	.789
Martin, William H.	27.81
Martindale, Peter	3.84
Martine, Altone	.59
Martinelli, Albert J.	4.80
Martinez, Antonio, Jr.	18.69
Martinez, Jose A.	7.11
Martinez, Nicanor J.	13.44
Martinez, Rene J.	1.07
Martinez, Richard G.	6.53
Martinez, Richard G.	2.41
Martinkovitch, Frank C.	6.77
Martins, John F.	1.63
Martz, George W.	2.23
Maruca, Orlande L.	26.13
Mascio, Alfred	16.00
Masheroff, M.	11.41
Maskrov, George	.44
Mason, Charles L.	19.66
Mason, Elbert J.	59.29
Mason, G.	.79

## PERSONALS

#### WILLIAM H. ROGERS

Your father, Ernest Rogers, asks that you contact him at 2930 West 25th Avenue, Denver 11, Colorado.

#### HENRY BERS

Please contact your family. They are worried about you.

#### CASEY JONES (No. 116)

George H. Proctor has left your gear at the Norfolk Hall.

#### DAVID (CASEY) JONES

Mrs. D. E. Jones, 116 East 8th Street, Hattiesburg, Miss., asks that you get in touch with her.

#### CHARLES DEAN SHAW

Donald A. Boyce, 14401 Esmeralda Avenue, Cleveland 10, Ohio, is anxious that you contact him in a matter of great benefit to you.

#### FREDERICK E. BROWNLOW

Your wife asks that you get in touch with her at Apt. 413, 125 East 24th Street, New York 10, N. Y.

### Notice To All SIU Members

The SEAFARERS LOG as the official publication of the Seafarers International Union is available to all members who wish to have it sent to their home free of charge for the enjoyment of their families and themselves when ashore. If you desire to have the LOG sent to you each week address cards are on hand at every SIU branch for this purpose.

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

#### PLEASE PRINT INFORMATION

To the Editor:

I would like the SEAFARERS LOG mailed to the address below:

Name .....

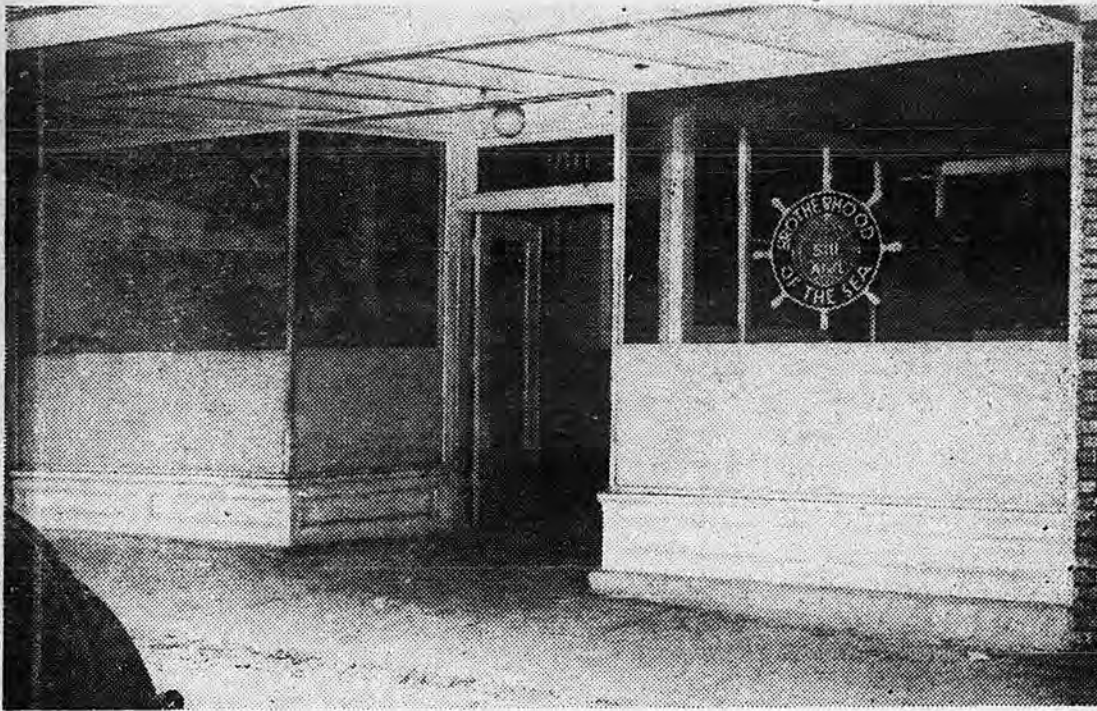
Street Address .....

City ..... State .....

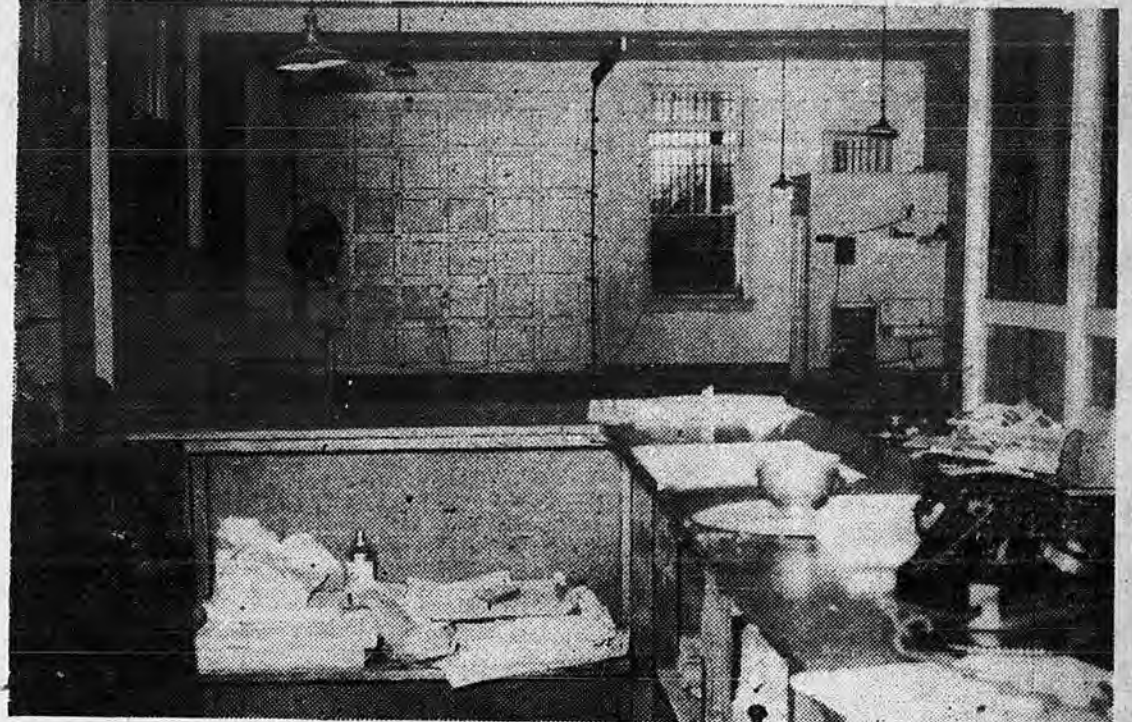
Signed .....

Book No. ....

# A Day With Seafarers In Tampa Includes Helping IAM Pickets



In sunny Tampa the Union Hall has its door wide open to the soft breezes. It's also wide open so that SIU members can walk right in. Shipping in Tampa has been better than average lately and so there's a steady stream of SIU men going to and from the Hall. Unfortunately the above picture was taken after the Hall had closed for business, and there are no ship-bound Seafarers in view.



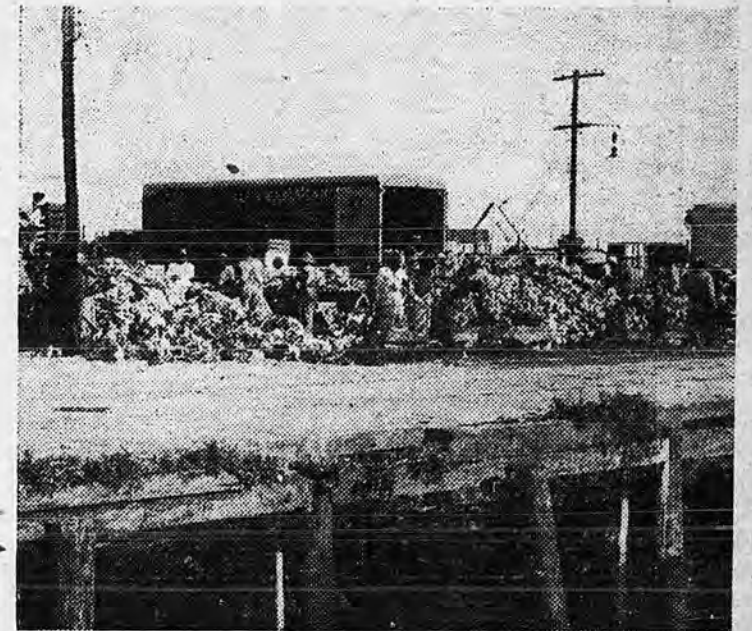
The inside of the Hall is spacious and provides plenty of room for meetings. Also present are books, cards, writing paper, and copies of the LOG. In short, there's something for everybody to amuse himself with while waiting for jobs to be called. Besides taking care of business and shipping in Tampa, Agent Sonny Simmons also covers Miami, where the big Florida makes its home berth.



Tampa SIU men, like all other Seafarers, have a reputation for coming to the aid of embattled strikes. So it was no wonder that when the International Association of Machinists struck the National Airlines the SIU was called on for help. Pictured above are Lloyd Simmons, Grand Lodge representative, and Frank Espinola, Shop Steward of the Miami branch of the airline.



When the Seafarers arrived on the scene to help out one IAM picket was patrolling the entire airfield. He was Matthew Rowe, of the ground service crew, and he was plenty glad to welcome aid from the SIU. For a picture of how the SIU bolstered the picketlines, see page 1. It was typical SIU assistance. Last year, the SIU gave similar help to many other unions who had good beefs.



During the SIU General Strike the banana boats came into port, but the longshoremen refused to unload them. The SIU was approached to allow the boats to be unloaded, and agreed to do so only if the bananas were turned over to charity. This was vetoed by the operators, and so the fruit rotted right on the ships. This picture shows the piles of bananas waiting to be picked up.



The Tampa authorities went all out against the SIU during the 1946 General Strike. With the help of the police, the ship chandlers broke through picketlines and stored some foreign ships. Convicts were brought from the city jails and forced to work on the docks when the longshoremen respected the Seafarers' picketlines. But even the convicts quit work after an SIU representative explained the score to them. Pictured on the left is the municipal dock, which was the scene of much police brutality and terrorism, and on the right are banana boats being unloaded by stevedores who refused to work cargo while the SIU was on strike.

