

SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

VOL. X

NEW YORK, N. Y., FRIDAY, JANUARY 30, 1948

No. 5

"Now, Repeat After Me—'The Dirty, Imperialist Marshall Plan.'"



SIU Submits Proposals To Owners Ass'n; Calmar Accepts Penalty Clause

The SIU Negotiating Committee met as scheduled with representatives of the Atlantic and Gulf Shipowners Association in New York the morning of Tuesday, January 27, in its drive for a general wage increase. The committee for the Union submitted their proposals and a second meeting will be held February 3, after the owners have reviewed SIU demands.

Meanwhile, the Committee has reached virtual agreement with the Calmar Steamship Company, several disputes regarding the Engine Department being still outstanding.

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!

The Committee reports that the new contracts with Calmar and with the Ore Steamship Corporation, both owned by the Bethlehem Steel Corporation, probably will be signed simultaneously within 30 days.

In the negotiations with the Atlantic and Gulf Shipowners Association, the SIU is seeking an adjustment of the inequities between the general agreement and the Isthmian agreement in the wages for a number of ratings as well as the general increase which will be over and above all such adjustments for the ratings affected.

Also scheduled is a meeting on February 4 in Philadelphia between the SIU negotiators and representatives of the Sag Harbor Tanker Corporation.

The members of the Union Negotiating Committee are J. P. Shuler, Robert Matthews, Lindsey Williams, Joe Algina and Paul Hall. Spokesmen for the Association at the first meeting were Captain Williams of Bull, Captain Proud of Alcoa and Robert Chapdelaine of the Seatrains line.

The companies belonging to the Association include Bull, Alcoa, Eastern, Bernstein, Balti-

more Insular, Peninsular & Occidental, Smith & Johnson, and South Atlantic.

Separate negotiations for the same wage increases will be conducted with those contracted companies which are not members of the Association. Included are Waterman, Mississippi, Illinois-Atlantic, Overlakes, American Liberty, American Eastern, Kearney, Moran, Atwacoal, Crosby, Coral, Gulf Canal, Meseck, and Ponce Cement. All except Ponce Cement already have indicated their willingness to open talks.

CALMAR YIELDS PENALTIES

The new agreement with Calmar will be superior to all previous agreements. It includes the standard penalty cargo clause which Calmar previously has stubbornly resisted.

Calmar and Ore have been operating under written agreements with the SIU only since 1945. Before that, there were verbal agreements based on the West Coast contract and the Union naturally has found bringing the two lines up to the East Coast standard a difficult job.

One reason for this has been the manner in which the Ore ships operate. The only place they touch land in the United States proper is Sparrows Point outside Baltimore.

Bethlehem Steel owns the dock and has the entire area for miles around fenced off and guarded by company cops. The ships bring bulk ore from the coast of Chile.

Calmar is somewhat easier to handle, since it carries general cargo on the intercoastal run.

However, Calmar has always resisted unionism and continued this policy even after being brought under contract. For instance, during the 1946 general strike, Calmar was the only company, so far as the SIU knows, to attempt to recruit flunks to crew its ships.

Cities Service Okay Expected Soon; Seafarers To Press For Union Shop

Due to a last minute stall by the company, the voting on the Cities Service tanker French Creek, scheduled for January 22 was not completed. Accordingly, the ship was again scheduled to be voted, this time in Jacksonville on January 29.

As soon as the NLRB certifies the entire election and designates the SIU as bargaining agent for crews on Cities Service ships, the Seafarers will press for a union-shop election. Certification should be forthcoming within another week, according to SIU General Organizer Lindsey Williams.

What stalled last week's voting of the French Creek in Paulsboro, N. J., was a company claim that it had not been properly notified by the NLRB of an extension of the voting period.

A telegram was not enough for Cities Service, whose officials demanded a signed letter. However, the slight delay will not affect the final outcome.

DIFFERENT SET-UP

General Organizer Williams, commenting on the situation, stresses again that the forthcoming union-shop election differs slightly from the bargaining election now being completed.

In the union-shop election, un-

der the Taft-Hartley Act, a majority of all the members of the crews must vote for the Union in order to win the union shop.

In the bargaining election, a man who didn't vote was not counted. In the union-shop election, a man who doesn't vote is counted as being against the union-shop.

Accordingly, every man on a Cities Service ship must vote in the union-shop election to get the Cities Service fleet under full SIU contract.

New Canal Zone Medical Service Available

BALBOA, C. Z.—Ships at sea can now obtain free emergency medical advice from the Health Department of the Panama Canal on radio request, the Marine Superintendent and the Chief Health Officer announced in a circular.

Treatment can also be obtained ashore provided a patient needing it is brought into one of the various dispensaries by a ship's agent carrying a Master's certification of the case. However, in emergencies stretcher service will be provided.

To get advice at sea, a ship's

The SIU first requested recognition as bargaining agent on Cities Service tankers on October 28, 1946. The company rejected the bid and two days later the Union petitioned the NLRB for a bargaining election. After a series of hearings, voting began on the ships on October 23, 1947, a year after the first step was taken.

Incidentally, there are now 16 tankers in the Cities fleet, double the number there were when the organizing campaign began.

Master must radio the "Govt. Medico, Pan Canal" through the Navy's radio station in Balboa. The message should state clearly and briefly the symptoms for which treatment is desired.

Ashore, steamship agents may take seamen to the Balboa Dispensary or Gorgas Hospital at the Pacific terminus of the Canal.

At the Atlantic end, seamen can be taken to the Colon Hospital for dental service, treatment of moderate illnesses, venereal diseases, immunizations and minor injuries or for medical advice on chronic ailments. But a Master's certification is required in

every case, it should be remembered.

In Canal ports, a ship can consult the Quarantine Boarding Officers in case of sickness. If a doctor is required, the Pilot will direct the Master to hoist FEY. The same signal can be hoisted by a ship lying at anchor or in transit through the Canal. In response a doctor will board the ship at the nearest lock.

In response to FEW, a doctor will be sent as quickly as possible, and when FMZ (emergency) is flown with AWK (ambulance required) a doctor will be sent to the ship by boat.

SEAFARERS LOG

Published Weekly by the
**SEAFARERS INTERNATIONAL UNION
 OF NORTH AMERICA**
 Atlantic and Gulf District

Affiliated with the American Federation of Labor
 At 51 Beaver Street, New York 4, N. Y.
 HANover 2-2784

J. P. SHULER - - - - - Secretary-Treasurer

Editorial Board

J. P. SHULER PAUL HALL
 JOE ALGINA

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

George K. Novick, Editor



Illogical Logic

Just what is it about a merchant seaman that makes him the constant candidate for the title, "Forgotten Man of the Year?"

Right now it's the U. S. State Department that is trying to push him out in the cold. But of all the brush-offs given the American seamen—and they've been given many—the State Department's could be the most disastrous.

Everybody is more or less familiar now with the European Recovery Program, better known as the Marshall Plan. This plan to bring American aid to the millions of suffering people in Europe to give them a bit of a chance to get on their feet has been widely publicized and supported.

The Seafarers International Union has announced its approval of relief shipments "to the shattered people of Europe and Asia." A joint resolution proposed by SIU and SUP members urging assistance "to help them create a decent world out of the chaos wrought by the war," was adopted by the New York membership at a regular meeting Dec. 3 last.

It's pretty well agreed that, unless the world is stabilized, we in America can enjoy no peace.

What has not been widely publicized is the State Department's recommendation that 500 ships be turned over to the various nations to transport the vast supplies involved.

The poker-faced members of the State Department made the recommendation for the sake of economy, they say. And that's where we Seafarers charge them with double-talk. Even the most conservative figures show that the cost of using American vessels to handle the flow of relief to Europe would be between ONE and TWO PER CENT of the total cost of the entire program.

In the eyes of the State Department, one cent out of every buck spent on the program—and only a fraction of which would go to American seamen as wages—is too much.

We would like to know what kind of economy it is that would throw 50,000 American seamen out of work immediately to save that one cent out of a dollar.

Coming at this critical moment in American shipping, the State Department's proposal, if accepted, could write finish to the merchant fleet and with it the livelihood of a large section of the nation's citizenry.

The majority of the American people are in favor of the Marshall Plan. They are willing to bear the expense to make the world a more decent place to live in. They have *not* said they want to whittle off a few bucks at the expense of the American seamen whose future is at stake.

There is no sound reason to the State Department's false note of economy. Certainly it does not justify their willingness to torpedo thousands and thousands of American workers whose livelihood is tied in with ocean commerce.

We have a right to demand that the State Department withdraw the ridiculous provision that now blots the Marshall Plan.



Men Now in The Marine Hospitals

These are the Union Brothers currently in the marine hospitals, as reported by the Port Agents. These Brothers find time hanging heavily on their hands. Do what you can to cheer them up by writing to them.

FORT STANTON HOSPITAL
 ROBERT B. WRIGHT
 C. MIDDLETON
 A. McGUIGAN
 R. S. LUBLIN
 J. SUPINSKI
 F. V. CHAMBERLAYNE
 JOHN P. WILLIAMSON

E. FITZER
 A. L. MALONE
 A. LIPARI
 A. SAMPSON
 C. McGILBERRY
 P. KRONBERGS
 G. KOCZAN
 A. LOOPER

† † †
NEW ORLEANS HOSPITAL
 J. J. O'NEIL
 F. E. WHEELER
 T. M. LYNCH
 J. CONIGLIA
 G. BRADY
 P. PETAK
 A. AMUNDSEN (SUP)
 L. A. HOLMES
 J. E. KENNAIR
 A. C. KIMBERLY
 A. R. CHISHOLM
 R. SMITH
 W. WILCOXON
 S. LeBLANC
 R. E. STRIPPY
 L. CLARKE
 R. D. JOHNSON (SUP)
 J. W. GORDON
 R. LUNDQUIST
 J. MAGUIRE
 J. CARROLL
 J. DENNIS
 D. PARKER
 C. MASON

† † †
BALTIMORE HOSPITAL
 R. RARDIN
 J. NUNHWA
 G. BURNS
 H. J. CASEY
 F. J. CARROLL
 I. R. MILLER
 E. FREMSTAD
 G. WHITE

† † †
STATEN ISLAND HOSPITAL
 F. J. SCHUTZ
 J. E. FARQUHAR
 J. PRATS
 J. PREZEDPELSKI
 J. GARDNER
 T. MUSCOVAGE
 D. HERON
 E. LARSON
 A. MENDOCINI
 G. FRANKLIN
 W. G. H. BAUSE
 R. RIVERA
 G. T. FRESHWATER
 J. VATLAND

Hospital Patients
 When entering the hospital notify the delegates by post-card, giving your name and the number of your ward.

Staten Island Hospital
 You can contact your Hospital delegate at the Staten Island Hospital at the following times:
 Tuesday — 1:30 to 3:30 p.m. (on 5th and 6th floors.)
 Thursday — 1:30 to 3:30 p.m. (on 3rd and 4th floors.)
 Saturday — 1:30 to 3:30 p.m. (on 1st and 2nd floors.)

G. GAGE
 E. LACHOFF
 J. H. HOAR
 J. McNEELY

† † †
BRIGHTON MARINE HOSP.
 R. LORD
 C. CREVIER
 J. SMITH
 P. CASALINUOVO
 F. O'CONNELL
 J. LEE
 E. DELLAMANO
 J. GALLOWAY
 D. STONE

† † †
GALVESTON MARINE HOSP.
 W. CANNANAN (SUP)
 J. P. BALLERSTON
 J. B. LIGHTFOOT
 C. R. HONEYCUTT
 S. H. COOPER
 R. C. VOORHIES
 J. F. MARTIN
 C. R. HANSON (SUP)

† † †
BUFFALO HOSPITAL
 ARTHUR LYNCH
 MICHAEL DONOVAN
 FRANK AMAGETT

REPORT FROM HEADQUARTERS TO MEMBERSHIP

By J. P. SHULER, Secretary-Treasurer

NEGOTIATIONS

Negotiations with the Calmar Steamship Company have been completed but have not been signed pending the completion of negotiations with the Ore Steamship Company, both of which belong to the Bethlehem Steel.

There are a few more items that have to be worked out in the Ore agreement which will have to be signed, and both agreements will be subjected to the membership simultaneously for action on acceptance.

The Union has taken advantage of the clause in its agreement which enables the Seafarers International Union of North America, Atlantic and Gulf Dis-

trict, to open negotiations on the wage scale at any time. The Seafarers is the only Union that has such a clause in an agreement, and the stubbornness with which we have fought for this clause shows dividends at a time like this.

The Negotiating Committee for the Union will meet with all member companies of the A. & G. shipping operators on Tuesday, January 27, 1948. The Union is proposing an elimination of inequities in wages for several ratings in the Deck and Stewards Department.

The Union has further proposed an overall increase in wages for all ratings in the unlicensed personnel. By the next regular meeting the Negotiating Committee should be able to report favorable results in these negotiations.

1948 OFFICERS

All of the newly elected officers of the Union have been duly notified of the post to which they have been elected for the year 1948 as per constitution. In most ports they have reported for duty and are now functioning in their regular official capacity.

It is recommended, inasmuch as the Headquarters office is now tied up in negotiations, that this meeting go on record to instruct the Secretary-Treasurer to call a special meeting at a convenient time for the purpose of electing a quarterly financial committee to audit the quarterly financial report of the Third Quarter for 1947, and check in Secretary-Treasurer elect, Paul Hall.

AGENTS CONFERENCE

It has been customary to hold the Seafarers International Union of North America, Atlantic and Gulf Agents Conference beginning the second week in March. This sometimes delays the plan for putting the Union policy for that year into action.

It is therefore, recommended that the Agents Conference for 1948 be held at a convenient

time during the month of February so that a policy can be laid down before the membership for action and then put into effect.

ORGANIZATION

The Organizers report that the balloting of the French Creek, which will vote in the Port of Jacksonville this week in the National Labor Relations Board election to certify collective bargaining agents for the Cities Service Oil Company, will complete the Cities Service election.

The eligibility date of this election began October 20th for a sixty day period. The National Labor Relation Board extended this for a thirty day period in order that most of the unlicensed personnel aboard tankers belonging to this company would have a chance to vote for the union by which they wished to be represented.

Before January 20th the National Labor Relations Board recommended a further extension of ten days to be granted so as to accord all the French Creek crew a chance to vote.

The French Creek arrived in New York on the 22nd but the company refused to grant a vote on her because of the fact that they claimed they had not been notified of the ten day extension. The company must have been able to get a couple of company stooges aboard the vessel while in New York, for they are now demanding her to vote when she arrives in Jacksonville.

The extra ten day extension will terminate January 30th and a vote will be counted either Saturday, January 31st or Monday, February 2nd. The Organizers say that despite all of the maneuvering by the company that they are satisfied that the Seafarers will take this company which now has sixteen (16) tankers with approximately 590 jobs.

The organizers are working on several other companies at this time whom for obvious reasons cannot be disclosed in this report.

Final Dispatch



A requiem mass was celebrated at St. Bridget's Roman Catholic Church in Jersey City for Seafarer Anthony Greene, crewmember of the SS Thomas Reed who was drowned in Rouen, France, in October. It is not known for certain whether Greene lost his life when a small boat he was in capsized or whether he fell overboard from the Reed. His body was not recovered. Men who were on the Reed in October and know the circumstances are urged to contact Joseph Volpian, Headquarters Special Services Representative. Greene's mother, Mrs. Clarence Greene, 427 Montgomery St., Jersey City, would also like to hear from them. Greene joined the SIU in Norfolk in 1943 and was 29 years old.

Seafarers Wave At Death In Atlantic

By MAURICE BURNSTINE

When a heavy sea swept Seafarers Jimmy Hoyle and Franz Tompkins overboard from the SS John Gibbon into the cold North Atlantic, Hoyle had the good luck to be swept right back on the ship by a second wave. Tompkins also had the good luck to be saved, partly through Hoyle's fast thinking, but it was a near thing.

Hoyle took a terrific bodily beating, being knocked about the deck and against everything in sight. However, he retained the presence of mind to remember Tompkins' plight and yell "Man Overboard." This brought Bosun William Chandler and seamen Pete Pierprinski and Brice Ruggi running.

Ruggi threw three life rings over the side while the Bosun dashed to the bridge to inform the Third Mate, who was on watch. Tompkins swam to one of the life rings and clutched it for dear life. The Mate stopped the ship and notified Captain Edward Foster.

With a fine display of seamanship, the Captain kept Tompkins on the lee side until he could be pulled in. Within 25 minutes of his mishap, Tompkins was back aboard, although at one time he had been a full quarter mile from the ship.

N.O. Seafarers Backs Bakers In Holsum Beef

NEW ORLEANS — All Stewards are urged by the New Orleans branch not to accept "Holsum" bread.

At its regular membership meeting, the branch voted unanimously to boycott this brand of bread by not using it in their homes, not eating in restaurants where it is served and not allowing it aboard SIU ships.

The branch acted in response to a request for support received from Bakery Workers Local 35 of New Orleans which recently won a 10-week strike called against a group of bread bakeries. However, the Holsum Bakery held out and is described by Local 35's President Anthony H. Buckley as "the fly in the milk now."

The action is one more example of the standing SIU policy of supporting the legitimate economic needs of union workers everywhere.

The letter received by the New Orleans Agent from Buckley read as follows:

"Dear Sir and Brother:

"The Bakery Workers have just emerged from a 10-week strike made necessary to protect the interest of all workers. While we didn't come out of this fight without scars, the scars are few.

"We feel that you, as a worker and union member, were concerned with the outcome of this dispute. We made fair progress. The fly in the milk now is the Holsum Bakery. We ask your help; there is plenty of (in our estimation) better bread made by union bakers than Holsum bread can ever be. Try another brand and you be the judge. Please don't buy Holsum bread. Phone your friends and ask them not to buy Holsum bread. Request your grocery not to handle Holsum bread. Any effort made to help us, will in turn help all workers.

"Thanking you for any consideration you may give this appeal, we are,

"Fraternally yours,
"Anthony H. Buckley,
President,
"Bakers Union No. 35."

Port Boston Functions Smoothly; That Is, Except For The Weather

By WALTER SIEKMANN

BOSTON — Everything in this port is functioning smoothly except the weather. Unless the weatherman negotiates some warm and clear weather for Beantown, the Patrolmen are going to have break out the dog-sleds to make the payoffs.

Other than the weather, though, things are pretty bright, with the prospects for next week looking good.

Ships paid off here in the last few days include the SS Grande Ronde, which came in with a few beefs but which were settled okay. The SS Yankee Down, operated by one of our newly-contracted companies, Atwater Coal, also paid off.

Scheduled for payoff this coming weekend is the SS Raphael Semmes, a Waterman scow.

Several of our ships called at Boston this week. Among these

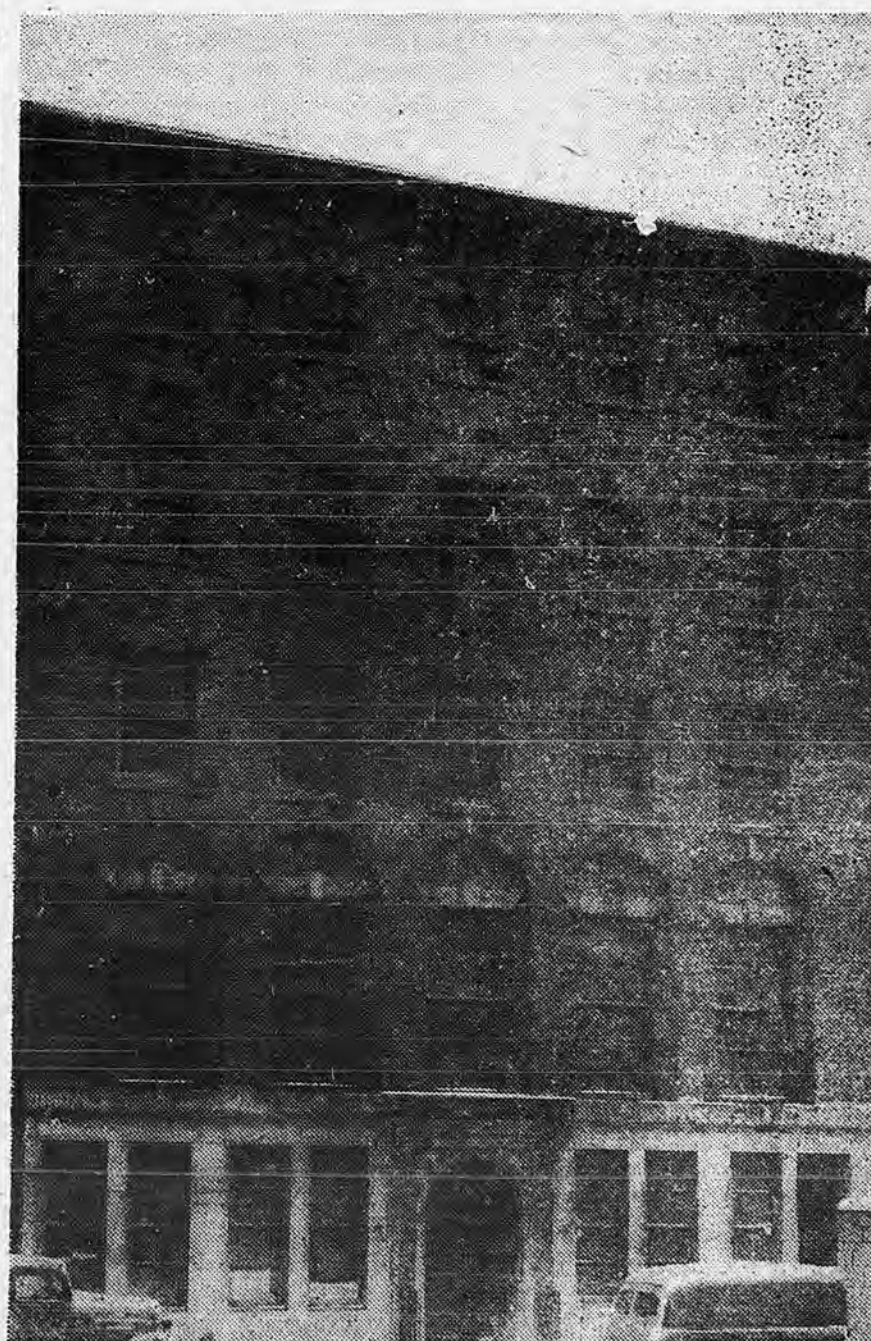
in transit jobs were the Topa Topa and the Rider Victory, the latter an Isthmian ship. The Robin Hood was in, too. Some of the boys aboard this ship paid off by mutual consent and replacements were dispatched from the Hall.

Robin Line expects another one of their ships in here next week, and we're hoping that we'll have some jobs aboard her for some of the boys waiting to ship.

We've located our Dispatcher's desk on the third deck for the convenience of the membership and things are working more smoothly. We've also installed a beef box on this floor. Besides beefs of any kind, members may drop letters to the LOG which we'll forward for them.

On the local labor front things look good for the Teamsters Local 25, now on strike.

NEW QUARTERS FOR THE MM&P



On April 1, Local 88 of the Masters, Mates and Pilots, AFL, will move into the imposing structure pictured above. Located at 105-107 Washington St., New York City, the building will provide the organization's membership with a considerable number of recreational facilities. A large gymnasium with adjoining showers takes up the fourth and fifth floors. A small galley on the fifth deck makes the gym an ideal meeting hall that will admit 500 persons very comfortably.

Organizing Handbook For Seafarers

Open Letter to the Membership:

It is our aim to make every rank and file Seafarer a volunteer organizer. Every gain we've made in organizing unorganized companies was made possible because our Union brothers rolled up their sleeves, tightened their belts, and took jobs with less base pay, almost no overtime, and the much poorer living and working conditions which prevail aboard unorganized ships.

As a result, from the mere handful of ships we had in 1938 we are now the envy of every waterfront union. We are going to continue our drive until every unorganized ship is organized. We are going to continue to extend the helping hand of the "Brotherhood of the Sea" to unorganized seamen.

We can point with pride that our Union has won every beef in which it has participated, in addition to having successfully aided other AFL, CIO, and Independent Unions. Nothing can stop us from the militant course of democratic fighting trade unionism we have charted.

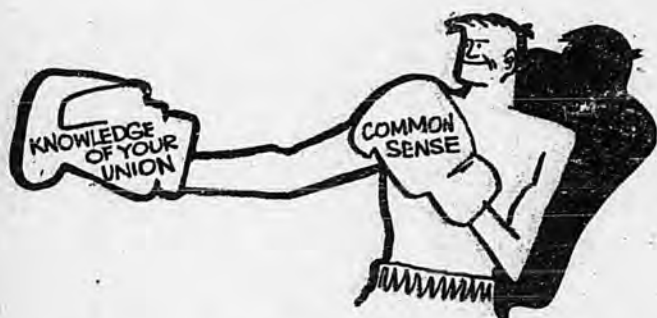
All we ask is that you do your share in upholding the fighting traditions of the SIU. SINCE THE DATE WE WERE FOUNDED WE HAVE ALWAYS LED THE WAY IN EVERY WATERFRONT GAIN! No other union can make that statement! Never forget for a moment that the Seafarers has written new glorious chapters of waterfront history. As a good Union man do your share in upholding the high standards we've set.

Talk it over with your local Organizer or Port Agent. Go aboard these unorganized ships and do a good job SIU style! Remember, the future of our Union's strength and the sorry plight of all unorganized seamen rests in your capable hands. Don't be the sort of guy who says, let the next fellow do it! Our Union wasn't built that way. Go to your Organizer or Port Agent now and help us make good our pledge to make every Seafarer an Organizer, every ship a Union ship!

First Impressions

The moment it is known aboard an unorganized ship that you are a Union man, the Union will then be judged by your actions and your behavior. As far as these unorganized seamen are concerned, you are the Union. First impressions are important!

To be an Organizer there are no fixed rules which you have to memorize. All you have to do is be a



good Union man, "know" all about your Union, and use your common sense and the vast experience you gained while sailing aboard Union ships. With that combination you can feel confident that you can handle any situation which may arise.

We do suggest, however, that you don't go aboard an unorganized ship with an aggressive tilt to your cap, or a chip on your shoulder as you might on a Union ship where you knew damn well that all your beefs would be straightened out. As Chips might say, it's all right to drive the nail home but don't split the board!

You can't go aboard and promise to settle all their beefs. That can't be done—not yet—because the Company has no Union agreement and is not bound by Union rules. Any failure on your part to back up your statements will result in leaving a bad taste in their mouths as far as the SIU is concerned. Go aboard SIU style—capable of handling the job for any rating in which you ship!

Not promising the moon with a fence around it doesn't mean ignoring legitimate beefs. As an Organizer you are bound to recognize them—listen to them—and guide the crew in their actions. If you don't they will feel that you and the SIU are laying down on the job.

The real solution is simply this—your main object in being aboard is to plant the thought in their minds that whenever they present their beefs as a group—they have a better chance of being listened to than if they went up individually. (If they went up individually they would be told to quit if they didn't like conditions!)

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 first installment appearing on this page. Further installments will appear in subsequent issues.

Instilling that thought in their minds is the first step—the first basis of Unionism. After that seed is planted, you can point out that these small groups make no permanent change in their living and working conditions. They are merely existing from trip to trip, from ship to ship, without the support of larger groups banded together and acting as one.

Men, thus banded together, fighting for the common good of all seamen, in all departments, on all types of ships, present a force that is hard to stop!

We, here on shoreside, fully realize that when you are aboard an unorganized ship, away from port, you are on your own. You will have to use your own initiative and knowledge.

If the material in this Organizers Handbook or in one of our pamphlets, or the LOG doesn't help you, new supplementary material which is being prepared and issued regularly, will.

Keep this thought in mind while you are working: While there is one man or one ship left unorganized on the waterfront, it is a challenge and a threat to



us and our struggle to obtain decent wages and conditions for seamen everywhere.

We have come a long way since 1938 when the prevailing wage for a key rating such as Bosun dragged down all of \$85 a month. Compare that with his present salary not to mention the overtime and paid vacations! All these raises and improved working conditions were made possible solely by our Union's efforts—the result of our Organizers' work.

Getting a Job

It is no secret that unorganized companies hate our guts. The mention of our Union or the thought of hiring Union men is enough to spoil their chow and give them ulcers. Any man who has never held a Union book is always hired a lot quicker than a man who has carried one.

In fact unorganized companies won't hire you if they see you have a discharge off a Union ship. They are afraid that the taste of working under healthy Union conditions might have spoiled you for their crummy way of doing things. Their idea is simply to prevent Union men from "contaminating" their crew with talk of Unionism at all costs!

Don't go into the company office to do your organizing. Go there only to get a job aboard some unorganized tub where your job for the Union will really begin.

Be very careful around the company office not to let anyone know why you are there. As far as they are concerned you should merely be a seaman on the beach!

One old gag the company pulls is to keep spotters floating around in order to find out who the men really are. The NMU also keeps a few stooges there to tip the company off whenever they spot one of our men. Be on the alert. Think twice before you talk.

Keep your eyes and ears open and your nose clean. Try to remember faces, names, and anything else which may be important. Don't ask any questions which might direct attention to you. However, do keep an eye open and see if any NMU men get any of the jobs. If they do, try and get their names and the name of the ship. Any information you pick up along these lines will be of great help to shoreside Organizers and to you, when you get aboard.

Before you go down to the company office, take off your Union button and empty your pockets of all discharges from Union ships, your Union book, old letters which may have the Union address, or any-

thing else which might tie you up with the Union. A little careless slip might keep you from getting a job.

It would be a good idea if you acted meek when the shipping master asks you any questions. They like to hire mild and meek men. Don't try to invent any address if you have none. Use places like the Seamen's Institute or the YMCA. Unorganized companies like their men to come from these places.

Don't even have a beer smell on your breath when you go to the company office. Also remember to be neat and clean—SIU style. If you have to read, then read the daily paper. If you become involved in a conversation, be careless with the truth if you have to but don't overplay it. Remember, this is a showdown fight and we will win it the same as we've won all our other fights.

Joining a Ship

After being assigned to a ship, notify the hall immediately then get aboard with your gear, promptly. Mind your own business and keep your eyes open when you are signed on. After you are aboard other SIU men will contact you and will identify themselves.

As often as possible shoreside Organizers will see you and aid you in your work. By working together we can do this job well. You'll find it a real pleasure to work with our shoreside Organizers.

You will be given material to read and digest and other material to pass out to your new shipmates as the occasions present themselves. Be a good shipmate and your job will be easy.

It was Union Brothers, doing the same job you are now doing, who built the SIU and caused it to continually grow. Your aim should be as theirs was: "MAKE EVERY SHIP A SIU SHIP!"

You—And Your Job

Brothers, any seaman—Deck, Engine or Stewards Department—is sized up by the brass hats topside and by the crew, by his ability in doing his assigned job—any job his rating calls for.

This doesn't mean as it did in the past BSIU (before SIU) period—work like hell from bell to bell—or as it did when "field day" in all departments was the general rule or you didn't hold your job. It doesn't mean kickbacks to hold your job, or kissing anyone's backside — It means just what it says — know your job and do it well!

If, for example, you are shipping as a "bellyrobber" or a cook, turn out the best menu and the best prepared grub you possibly can. If you are forced, as you will be, because of "company policy" to use the "two pot system" or handle inferior food—inferior to what we are accustomed to aboard SIU ships—don't blow your top or fly off the handle with the skipper or the company agent. You'll be fired on the spot. Just grit your teeth and keep a stiff upper lip. Your turn will come when you can prove to the crew the difference between the unorganized ship you are on and Union ships. Your turn will come later!

If you are in the Black Gang or in the Deck Department, don't fail to turn to when you are supposed to stand your watch or tie up the ship—you will only be forcing someone else to do your work, which won't help you win any popularity contests.

Be on the ball. Do any job you are assigned to do to the best of your ability. As a result your shipmates will respect you and this will add to the prestige of the Union. As a result, if a beef comes up you will be able to discuss it intelligently without having to



listen to any bunk from the brass hats such as, "who are you to complain—you can't even do your own job."

A seaman who knows and does his job can always speak with authority. His fellow seamen regard him as a good shipmate. The oldtimers will grudgingly respect him and the newcomers will look to him for assistance in becoming better seamen.

Remember, it's not how hard you work that counts—but how well you know and do your job.

Beefs And More Beefs Keep San Juan Agent On The Jump

By SALVADOR COLLS

SAN JUAN—It has been kind of busy here during the past couple of weeks, because we have had all kinds of beefs on most of the ships hitting this port. Let's start with the Jane O.

On this Gulf-Canal LST there were four men the Captain took from the dock in Charleston. As soon as the ship hit San Juan, we boarded her and told these men they would have to pile off.

40 WINKS. 20 BUCKS

On the SS Dorothy, one of our Brothers who had been away from the Island 12 years went home to see his folks who lived about 20 miles out of San Juan. On the way back he fell asleep in the bus from sheer fatigue. He was perfectly sober, he just put his head back and dropped off. But the cops picked him up, anyway.

They took him to the clink,

Philly Shipping Improves Some In Past Week

By E. B. TILLEY

PHILADELPHIA — From the City of Brotherly Love it is the same old story—one week bad, one week good.

And the same comment goes for both shipping and the weather. So far as the weather is concerned, there is still plenty of ice and snow on the ground and, as this is being written, more snow is coming down. They tell us to expect about six inches of the stuff.

We couldn't complain of the shipping last week, though, for it seemed like old times—almost. We had seven payoffs and on



several occasions had to call New York for rated men, especially ABs. And the way it looks now, we have three payoffs set for next week.

The men who crewed up a number of ships here a few months back and paid off later in New York and Norfolk have returned to their old stamping grounds, the Philadelphia Hall. For this reason, we should not have much trouble getting rated men in the immediate future.

Moreover, tripcarders had better take a tip and stay away from here. Just don't head for Philadelphia. We have plenty of tripcarders on the beach and should any new ones arrive they would be quite a few days getting out.

Blackie Gardner has not arrived in town to take over as Port Agent, but we expect him almost any day now. We'll be glad to have him with us here, when he does take over.

and the same night he was fined \$20—for sleeping on the bus. You can be sure we blew our corks when we heard about it.

Another beef settled was on the Carolyn. This was also in the Stewards Department and was straightened out to everyone's satisfaction.

The MV Ponce pulled into the dock at San Juan. We went right over, squared some beefs and shipped quite a number of men on her as these boys like the South America run.

In general the men aboard the Ponce are first-rate Union men and are doing well on the ship. We hear that the Ponce will be running steadily for a while, hitting Cuba and Venezuela as well as the Island.

BAD APPLE

However, just as there was on the Jane O. there was a guy to bum up the works. Maybe there always has to be one. There



was this fellow who had made three trips on her, but when we checked his book we found that he had a fine of \$200.

Although he collected \$285, he refused to pay any part of the fine. We told him to plunk down \$50 or even \$25, but he refused to do anything at all. Instead, he went around boasting that if his book was pulled off here he would be able to get it back in Philadelphia, where, so his story went, he had a big drag with the Agent and the Patrolman.

Such a boast is pure nonsense. This Brother is full of baloney and we recommend that he be sent to the 99 Years Club.

In view of all these beefs, it's time to report something very good.

The crew of the Wild Ranger set a pretty nice precedent by donating 53 cartons of cigarettes for the Brothers at the hospital here. These men sure should be given credit for having a thought for their Brothers who are a little down on their luck. There is a crew that lives up to the SIU spirit, and is setting a fine example of brotherhood.



Eligible Aliens Urged To Apply For Papers

By JOE ALGINA

NEW YORK—Before letting go with the week's happenings along the waterfront of this frigid city, a bit of comment is in order concerning a problem which faces some of the members of this union.

It is the matter of the non-citizen Brothers and their predicament in shipping. While the problem has not become as acute with the SIU as in other maritime unions, nonetheless, the problem exists here.

As most of us know, aliens are restricted to comprising but 25 percent of a crew. This usually amounts to about seven men. These men are only allowed aboard foreign-bound ships and, with the slump in shipping, they are being forced into extremely long stays on the beach.

Most of them find themselves constantly hounded by the immigration authorities. Several of them have been sent to Ellis Island to be deported.

RECORD PROVES

Most of these brothers came into the Union during the war and have proven themselves to be topflight Union men. Practically all of these newcomers desire to become American citizens but, due to the long wait and red tape, they have still a long time to sweat out.

These brothers can be helped by only one immediate method. If the members who have been in this country for five, ten and more years would apply for citizenship, they would release more jobs for the aliens.

Most of the oldtimers who still haven't taken out their citizenship papers should do so at once. If they want to do the other aliens in the Union a big favor, their becoming citizens will be appreciated in terms of more jobs open.

Aliens who can get their visas should do so. Once securing a visa they can sail on coastwise and intercoastal ships. This would open more jobs on foreign-bound ships.

If you have intended to apply for a visa and have doubts as to qualifications or procedure, see Joe Volpian, 5th Deck—if in New

York—and in other ports see the Agent.

Getting back to the oldtimers who haven't become citizens.

Urging a man to become a citizen is not flag waving. If a man does not desire to become a citizen, that is his business; but to insure jobs for the men who do intend to be naturalized, and have demonstrated themselves in beefs and strikes as good SIU men, some kind of impetus should be given the oldtimers.

UNION'S PROBLEM

This is a Union problem and should be handled in Union fashion. The sooner the eligible aliens become citizens, the sooner the aliens with less time will be able to take jobs and avoid possible deportation.

With that out of the way, a look at the local situation can be summed up as "business and shipping good but slowdown expected."

Ships are still hitting this port but they're all on one-way streets leading to the boneyard. The Hibbings Victory is one and the McCarthy, Waterman is another. Both ships had good payoffs and were clean, but they'll gather dust from now on. The Hibbings Victory is being replaced with another ship which will leave from a southern port.

Isthmian's Cape Junction, along with several other sister scows, hit port this week. The Junction had a very good payoff, surprisingly enough as Isthmian ships are still in the "shakedown cruise" stage.

All the credit is due the Ship Delegate, John Gillen. Gillen, who joined the SIU while the organizing drive was on, proved himself to be a good man in that all-important job.

"LOVELY, LOVELY"

Isthmian ships are the acid test for delegates and he came through in fine shape. At the payoff he had everything ready for the Patrolmen. Every beef was written up in complete detail: the books had been collected and the dues amount listed, and all other matters pertaining to a



payoff were ready for the Patrolmen.

They had but to name it and it was theirs—all done up neat. It took them awhile to get over the shock—this was not what they expected.

Until the routine gets to be well known, the Patrolmen expect to have a little difficulty in paying off Isthmian ships. The Delegates just have to be shown the ropes, but, according to the Patrolmen, Brother Gillen knows them all and well.

Mobile Shipping Stages Pick-Up; New Shipping List Goes Over Big

By CAL TANNER

MOBILE—Shipping in this port has been looking up lately, and we have logged seven payoffs and around nine sign-ons since last week. This increase is very welcome and we have our fingers crossed, hoping that the condition continues.

Quite a few of the Alcoa "C" ships hit in here around the same time, and all of them called for crews which helped to relieve the crowded beach here. Nevertheless, we still have plenty of unrated men on list waiting for jobs so don't anybody think that he has to rush to Mobile to help us out of a jam.

Our new shipping list files are now in operation and a man can tell at a glance where he stands at any time. Under the old system we posted a list every two weeks, and that proved to be not too satisfactory.

Now, however, as soon as a man registers his name is printed

on a little slip of paper and placed right on the list. Then when he ships out his name is removed.

NOT SO SUNNY

All the men are in favor of our new system and the Dispatcher also is mighty pleased with the way things are working out.

It used to be that we here in the so-called "Sunny South" could sneer at our Brothers who had to stand the cold, raw weather of the North. But now we are getting a dose of the same medicine, and Brothers, we don't like it one little bit.

Each day is colder than the last and the newspapers keep promising even colder weather to come. All we need right now is snow—and even that's a possibility.

In spite of the promises and assurances from the City Commissioners and the Chief of Police that the local "Gestapo" would stop hounding merchant seamen, the City Police are cracking down once again. Several of our members have had the book thrown at them for minor violations of the law, and infractions which normally call for a \$10.00 or \$12.00 fine cost an automatic \$100.00 when the offender is a seaman.

Gear-Grabbers Hurt Union

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

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

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



Great Lakes District Begins To Lay Plans For Its All-Out Organizing Drive In 1948

By FRED FARNEN

DETROIT — Despite the fact that current temperatures in the Great Lakes area are ranging from near-zero to 35 below zero, it's time for all Great Lakes members of the SIU to begin thinking in terms of the 1948 sailing season.

You might be one of those Brothers or Sisters who impatiently ask, "Why should we start worrying about the 1948 sailing season when it's still two or three months away—depending on whether we sail bulk freighters, sandboats, auto carriers, tankers or passenger ships?"

Now, here's where we bring you up to date. Last year the

SIU started its Great Lakes organizational drive early in March. That drive was successful in winning two elections (Huron and Wyndotte) early in the season, and was gathering momentum up until passage of the Taft-Hartley Act. Then, all organizing progress took a nose-dive.

Results were that the SIU lost three elections after August 22, and a fourth election (Hanna Company) will be held as a run-off election between SIU and LSU early in the 1948 sailing season.

WHY WE LOST

In addition to the election delays caused by the T-H Act, this vicious anti-labor legislation gave the LCA member companies a much better opportunity to carry on their anti-SIU propaganda.

However, had it not been for the lengthy delays caused by the T-H Act we would have polled a much higher vote with consequent victories. But due to these delays, many SIU members grew impatient, and piled off the Hanna, Wilson, Shenango and Kinsman ships.

This year, we want to make damn sure that this same situation does not occur again. Many SIU Great Lakes District members must assume their membership responsibilities by sailing on the unorganized ships. This does not mean to sail for a few weeks or even a few months. It means that these SIU members must stick with these unorganized ships until after they are voted.

The best organizational drive in the world, as well as the efforts of many SIU members, mean absolutely nothing unless the complete SIU membership is behind our drive to organize the unorganized on the Great Lakes.

TAKE NOTE

Members of the SIU Great Lakes District, who are sailing from Atlantic, Pacific and Gulf ports, are urged to return to the Great Lakes. The Great Lakes District needs everyone of its members on the Great Lakes during 1948.

Every unorganized lakes fleet under SIU organizational contract must be manned by SIU members as well as pro-SIU lakes seamen. This means that the 13 Hanna ships, 2 Schneider ships and the 11 Tomlinson ships must be won by the SIU.

We, the members of the SIU Great Lakes District, have the best contracts on the entire Lakes. We have the best ship-

board conditions, best realistic program for the seamen, and the largest membership on the Great Lakes.

For these reasons, Great Lakes seamen are turning toward the SIU for leadership and direction. That's where you, and you, and you come in.

It only takes a few SIU members on each ship to make that ship an overwhelmingly pro-SIU ship.

The vast majority of Lakes seamen already know the SIU score, but they need the assistance and leadership of SIU members in combating the anti-SIU tactics of the open shop operators.

During 1948, our slogan is, "Every SIU Great Lakes District member an SIU organizer, and every unorganized fleet under concentration an SIU Victory." That way, our task of organizing on unorganized Great Lakes seamen will be made a much easier one.

SIU Organizer



Seafarer Robert W. Pohle, who is spurring the Union's organizing efforts in the Port of Philadelphia. Previously he had been a Patrolman in that port. Brother Pohle has had considerable experience in organizing, much of which he acquired in the SIU's drive among unorganized tanker men.

The Patrolman Says

Wanna take a ride?

NEW ORLEANS — We had a few bookmen drift in from the cold country asking about the chances of getting out on passenger ships running from this port.

These bookmen found that the chances were pretty good. We shipped them right out on the SS Del Mar. There is no waiting for the rated men when the big Mississippi ships are in.

Three-fourths of the Stewards Departments on the Mississippi liners are permitmen who must get off after one round trip. But when these ships crew up again most of these permitmen get their jobs back because we do not have book members in the Stewards Department ratings.

If any of you Brothers have passenger ship experience as Waiters, Storekeepers, Pantry-men, Cooks or Saloon Stewards, and want good paying jobs, run down to New Orleans.

Certainly somebody must be telling the boys out on the Coast how good these ships are because we have quite a few SUP men riding them in all three departments. **Johnny Johnston**

The Woim Toins

By G. W. (Bill) CHAMPLIN

Not being too full of bright ideas this week, I'll just get a little story off my chest.

One afternoon during the Isthmian strike, I was sitting in the park waiting until it was time to go over to Greenpoint for the six-to-midnight watch. Presently I saw a girl I knew.

Now this girl had ambitions to go to sea, so you can imagine my utter surprise when I tell you she was coming along leading a two-year old child.

"Yours?" I laughed in greeting.

"Bill, you know it's not," she replied. "I'm not working, so I'm doing a bit of baby-sitting to tide me over."

Then she told me the story. The kid's father was a writer. He had an order for a couple of stories which he couldn't turn out with the child to bother him.

"Where's the mother?" I naturally asked.

"She's a Stewardess. She won't allot her husband any money to take care of the baby, because she's jealous and afraid he'd step out if she did."

"Does she take care of the bills when her ship pays off?" I wondered.

"No," the girl said. "She hits the first ginmill—and that's the end of the payoff."



Laugh that off if you will. I'd heard a good deal in my time about the neglected wives of merchant seamen, but this was the first case I'd ever run across that involved a neglected husband. However, let me hasten to add that the neglectful female performer was not an SIU gal.

Attention Members

Each man who makes a donation to the LOG should receive a receipt in return. If the Union official to whom a contribution is given does not make out a receipt for the money, call this to the attention of the Secretary-Treasurer, immediately.

Send the name of the official and the name of the port in which the occurrence took place to the New York Hall, 51 Beaver Street, New York 4, N. Y.

SIU AFFILIATED TUGMEN



Crewmen of the tug B. T. DeBardleben, Coyle Towing Company, have seen wage and working conditions shoot to unprecedented heights since they joined the Marine Allied Workers, an affiliate of the Seafarers International Union. Making as little as \$50 a month before the Union stepped into the picture, their earnings have been upped more than 400 per cent with corresponding improvements in conditions.

From left to right: Royce Lingoni, Captain; Alexander Thomson, Cook; James LeBlanc, Deckhand; Maxie Hebert, Deckhand, W. C. Marler, Deckhand, and Ecton Punch, Pilot. At extreme right is Trussell Beatrous, Union organizer.



A view of the DeBardleben while she was in a New Orleans drydock awaiting repairs on a bent propeller.



Here a crewmember surveys the tug's damaged screw.

The improvement of working conditions and pay under the SIU banner for such outfits as Coyle Towing company by the Marine Allied Workers has made it one of the fastest growing units in the Gulf area.

Port Baltimore Is Expecting A Good Week

By WM. (CURLY) RENTZ

BALTIMORE — Shipping picked up here and right this minute there are plenty of jobs on the board, and we think that there will be more in the coming week.

Last week we paid off three Ore ships, three South Atlantics, one Alcoa, three Bulls, two Robins, two Watermans, one Bernstein, one Isthmian and one Calmar.

Meanwhile, we signed on half a dozen, and with the departures scheduled for the coming days there is a good chance that all the men will get out.

There were, naturally, some beefs on these ships with the greatest number concerning overtime in the Stewards Department of the Robin Gray. How-



ever, we got everything settled aboard the ships and nobody lost any overtime or any money. In general, all the payoffs were good ones with everybody present and sober.

There are still a few men waiting around for just exactly the ship they want on the run they like best. Maybe they'll get what they are looking for.

Things continue serene in both the port of Baltimore and in the City at large. Except for the weather, that is, for there is still plenty of snow to fight your way through ashore.

PREPARING THE FATTED BOAR FOR THE SPIT



Little aware of the fate soon to befall him, the soon-to-be-Sunday-dinner boar patiently poses in a life ring, above, while crewmembers Averitt, Jackson and Petro smack their chops in anticipation.

Above right—George Crabtree, called "The Charmer," soothes the boar into submission. George, the high executioner, has tactfully hidden the knife out of sight. Maybe fresh ham, pork chops and spareribs will put a few extra pounds on the boys.

At right — Alcoa Snakehead crewmember Jerry Petro poses with a native mother and her sparsely clothed clan.



Alcoa Passenger Shipping Now At Highest Level

During 1947, Alcoa's passenger operations surpassed any previous year in the company's history, according to a company statement.

Moreover, advance bookings for 1948 are so heavy that passenger business is expected to be even greater in the coming 12 months.

The freight picture was not quite so bright, but showed no real cause for concern. In the second half of 1947, freight shipments tapered off somewhat after being at a high level in the first six months.

Alcoa spokesmen explained that the slump in freight shipments was due to foreign currency restrictions, the world-wide dollar shortage and the Venezuelan government's limitations on cargoes in a number of ports which Alcoa ships normally hit.

FULL COMPLEMENTS

During the year, Alcoa passenger ships, almost without exception, carried full complements. The passenger total was increased by the addition of the Alcoa Cavalier, the Alcoa Clipper and the Alcoa Clipper to the company's fleet.

The three new ships in 39 trips were able to handle only a small percentage of the applications for passage on them.

The company had 297 scheduled freighter sailings during the year, the statement said.

At present, company officials said that there were 67 vessels in the Alcoa fleet, a total of 830,000 tons of ocean-going shipping.

Some of these were owned by the company, the rest held under bareboat charter from the Maritime Commission. Thirteen new ships were added during 1947.

Interpreting Your Shipping Rules

By PAUL GONSORCHIK and AL KERR

NEW YORK—Now that shipping has toughened up a little, not only in New York, but in all ports, the usual sharpshooter is beginning to come to the front again. He's the guy that tries to turn the reading of the shipping rules around to his advantage and figures "to hell with the rest of the membership."

The SIU is a Union that is run by the decisions of the majority. The tiny minority that does not abide by the rules which guide all the others cannot have the organization operate to suit themselves. Therefore, don't come to the Dispatcher asking him to interpret the shipping rules to your special advantage.

In connection with shipping rules, we have had several beefs come up. Following are some of them and how we dealt with them:

ALIENS ON SHIPS

The biggest beefs we have had to contend with in the port of New York concerns aliens. Although we have continually been putting on the board that the ship can use citizens only, we still have some aliens that persist in going down to the ship, in the hope that one of the men aboard will get off.

When it comes to sign-on time and he doesn't make the job then he wants to get his old shipping card back. Under the rule established by the membership, the Dispatcher cannot give back the card. So please don't ask us to go against the membership's wishes. Remember that each ship can carry only about seven or eight aliens, depending on the size of the crew aboard the vessel.

Another big beef that we have been having is that some of the membership are adopting a strange attitude in regard to the ship's condition. If, when they get to the ship, they find that it isn't as clean as a hotel, they turn down the job. Bear in mind that it is up to the crew to make the ship clean. An SIU ship is always a clean ship because Seafarers make it so.

Here in the Port of New York,

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.

the shipping calls are now made on the hour. First call is at 9 o'clock in the morning, with others at 10 A.M. and 11 A.M. No calls are made from 11 A.M. until 1 P.M. Afternoon calls begin at 1 P.M., with one every hour until 4 o'clock. No calls are made after 4 P.M., except for emergencies.

USE YOUR FACILITIES

Incidentally, some of the membership haven't been making full use of the 3rd Deck recreation room while in the Port of New York. Under the direction of Frenchy Michelet, the third deck is now equipped with various games, pinball machines, etc.

This recreation room is open to the membership every day from 9 A.M. until 11 P.M. With the television set in good working order you can now enjoy watching the fights, wrestling matches, newsreels, and many other activities. Take care of this equipment and make good use of it.

Every week for the next few weeks, we will deal with a different one of the shipping rules so that the membership may become better acquainted with them. These 41 rules are not just something to be read and forgotten. They govern how and when men shall be shipped out on the different jobs.

Keep Her Steady As She Goes

We all know that the Seafarers is tops in the maritime field, and has the best contracts and conditions. We got to be that way the hard way—and let's keep it the way it is.

Here are some of the things you can do:

1. Hold regular shipboard meetings
2. Attend the shoreside meetings, and take an active part in them. Bring up your beefs before the membership, not in a ginmill.
3. Keep those gashounds and performers under control. They are among the Union's worst enemies.
4. Do your job to the best of your ability.
5. Don't take time off unless you are authorized by the department head.

SIU Watchmen Win 22-Cent Raise From Three Outfits In Frisco

SAN FRANCISCO — Climaxing a five-week fight, the Seafarers Guards and Watchmen Union won a 22-cent wage boost for all guards and watchmen employed by the American Patrol Service, Young's Patrol and the U. S. Protective Service. At the same time, the Guards and Watchmen became fully affiliated with the Seafarers International Union.

The increase was the result of a settlement reached by the Union and the employers working through the Federal Conciliation Service.

OPENING GUN

Effective January 16, the increase will be in force until May 15, when the present contract expires and a new one will be negotiated.

The 22-cent raise was the opening gun fired by the Seafarers in a drive to organize all guards and watchmen and give them full union protection. For a long time such workers have been pushed around by their employers.

In addition to the solid support of the Seafarers, the Guards received strong backing from the Masters, Mates and Pilots, the AFL Metal Trades Council and the AFL Organizational and Strategy Committee in their campaign for better wages and conditions.

Upon obtaining their pay rise, the Watchmen's union warmly thanked the SIU, the SUP, and the other AFL outfits which had helped make their success possible.



SHIPS' MINUTES AND NEWS

Newhall Hills Saga Ends At N.Y. Payoff

The longdrawn, trouble-strewn saga of the SS Newhall Hills, a Pacific Tankers vessel which always forgot to duck, came to an end a couple of weeks ago when the last of the crew paid off in New York. They'd left their ship in Southampton, England, however, the British having bought her.

The Newhall was just another tanker making the tough trips a lot of tankers make until one foggy day last May in the English Channel. That was the day that trouble started and it started about the toughest way it can for a tanker.

In the soupy weather, a trawler rammed the Newhall, touching off an explosion that sheared away the bow and killed Seafarer Edward Bolehala. Five men were reported missing from the trawler which disappeared in smoke and flames and was not identified, although she was thought to be Swedish.

The Newhall crew won high praise for what was described as their "sheer guts" in fighting the fire that followed the explosion. They played hoses as fire threatened a center tank explosion of which would have finished the ship once and for all. For 24 hours they battled the fire and saved the ship. Nevertheless, with her bow blown off and with tank tops, girders and cables twisted and tangled she was in bad shape. "A torpedo couldn't have done a better job," said Mac McAuley, an Oiler who took some remarkable photographs of the carnage.

LONG WATCH

Her flag at half-mast for the dead Bolehala, the Newhall was towed into Sheerness, Kent, 40 miles from London. The boys began coming back to the States one by one, but a standby crew was kept on while the ship lay in a Southampton shipyard for repairs. For them it was a long hard watch in England.

It was time of super "austerity." Cigarettes were almost unobtainable and the boys found British rations hard to take.

Some pretty welcome relief

arrived in the form of the SS H. M. Rice, an Alcoa Liberty which put into Southampton with a fire in her cargo of coal. From the Rice, the Newhall men got American candy and other things and above all plenty of cigarettes.

According to a letter Mickiewicz wrote to the LOG just after Christmas, Barney McNally was to prove to be the mainstay of the standby crew as the months wore on. It was McNally who learned how to get food through the British customs from SIU ships and even NMU ships hitting Southampton for bunkers, and toward the end things weren't so bad.

In fact, Mickiewicz says McNally and some of the others got on so well with British shoreside workers that they rated plenty of free drinks whenever they went ashore. In addition, one of the Oiler went around with a girl who worked in the agent's office so the boys on the Newhall Hills always had the shipping news first.

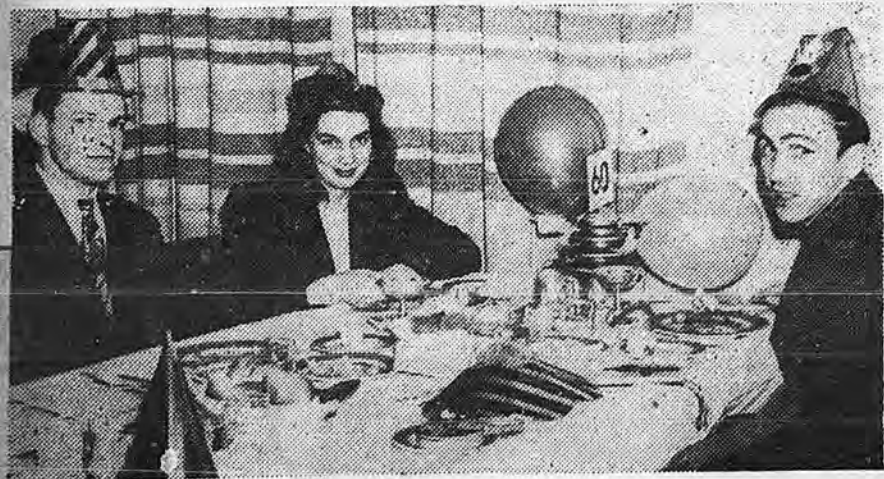
PANAMA EGGS

McNally's greatest feat in the course of hitting 30 or more ships was wangling two cases of eggs and two boxes of tomatoes from a Panamanian tanker that came in. Best shipping news the boys ever heard was that they were going home.

Mickiewicz wrote that it was a swell bunch of boys who made up the crew, but said that as much couldn't be said for the Skipper. This point was brought out much more strongly when the last 13 of the boys paid off in New York, eight of them coming across first class on the America.

At the payoff it turned out that both the Skipper and the Chief Mate had paid more attention to the bottle than to their duties during the stay in Southampton and had made quite a contribution to the general hard time that everybody had.

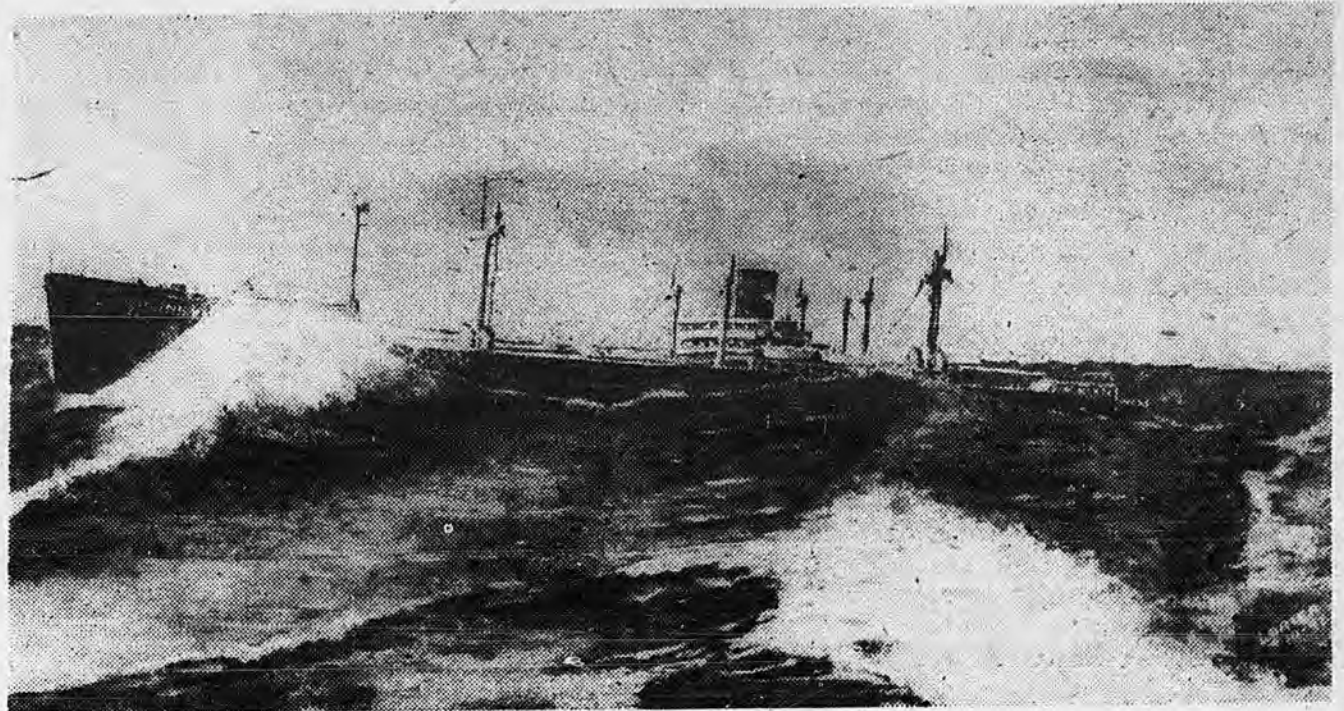
But the trip home for the boys who returned on the America was a good one. The boys had a fine time with the passengers—and with the NMU crew.



A ride home first class on the SS America was well deserved bit of luxury for George Donnelly (left) and Barney McNally after long tough months aboard the SS Newhall Hills.

Here the two Seafarers are having a bit of fun at the Captain's Dinner. The glamorous young lovely, whose first name is reported as Bessie, seems to be enjoying both the company and the occasion.

PORTRAIT OF A SHIP AT SEA



Painting of the Moline Victory by inventive crewmember Andy Lorier.

Credit Seafarer Andy Lorier with a bit of shipboard ingenuity that should make the Association of American Artists sit up and take notice. No obstacle can keep him from letting go with his talent for drawing and painting when the spirit moves him.

Most of the time Andy confines his artistry to black and white sketches, such as have been reproduced in the LOG from time to time. Occasionally, however, the talented Seafarer feels the urge, as do most artists, to "do something in oil."

But Andy travels pretty light when he's out on a trip and that's where his ingenuity comes in.

On a recent run aboard the Moline Victory, while the Robin line ship was in the Indian

Ocean, Brother Lorier thought he'd like to do an oil painting of the ship. He had no canvas, however, which is almost indispensable for such a job. But Andy was determined to "do" the Moline Victory, nevertheless.

So he simply took an ordinary piece of white drawing paper and then gave it a coat of clear shellac. He allowed it to dry thoroughly, then set to work. When he had completed the painting, the experiment was so successful that it was virtually impossible to tell the difference between his improvised "canvas" and the real thing.

Brother Lorier has never had any art schooling. He's interested in painting and sketching only because he gets a "big bang out of it."

SIU Ships' Minutes In Brief

MADAKET, Dec. 2—Chairman and Secretary not given. New Business: Delegates reported no disputed overtime. Motion carried to give Stewards Department a vote of thanks for the fine food served during the trip. Motion carried to have all mattresses changed in Deck Department foc'sles.

Kathryn Men Promise Best To Gourmets

An invitation to enjoy the best of cooking, including rice and beans, Puerto Rican style, was sent out to all seafaring epicures by the crew of the SS Kathryn, Bull Lines.

In the minutes of a shipboard meeting held December 1, a special note was added suggesting that when the Kathryn is up on the board for crewmembers, men who have a hankering for food at its best should grab the jobs.

"Barrilito," the nom-de-mer of a Kathryn crewmember, penned the following to the Kathryn's minutes:

"We just want to let the brothers know that on this ship we have the best cooks, so if you want to eat rice and beans Puerto Rican style just look for the SS Kathryn on the blackboard in the Union Hall."

Pass the beans, pal.

STEEL ARTISAN, Dec. 10—Chairman and Secretary not given. New Business: Motion carried to make repair list for each department. Good and Welfare: Agreed that Patrolman is to check slopchest. One minute of silence for Brothers lost at sea.

DONALD S. WRIGHT, Aug. 30—Chairman Gunner Grahne; Secretary Langston. Delegates reported departments running smoothly. Good and Welfare: Suggested that everyone cooperate in keeping messroom clean. Steward Department beef concerning Steward's yelling at messman Gillies. Messman told to do Steward's bidding and beef later.



MARINA, Oct. 5—Chairman J. A. Baldwin; Secretary R. P. Sirois. New Business: Motion carried to have ship's previous repair list carried over to new list. Motion carried to have urinals repaired. Good and Welfare: Discussion of painting Stewards Department. Agreement reached of satisfaction to all hands. One minute of silence in memory of Brothers lost at sea.

JOHN W. MACKAY, Oct. 10—Chairman W. H. Harrell; Secretary O. A. McIntyre. New Busi-

ness: **H. L. Manchester** elected ship delegate by acclamation. List of offenses and fines approved. Motion carried that each member of the crew would have the right to enter the name of each offender on the list to be posted. Good and Welfare: Black Gang to use spare head and shower and keep them clean.

TONTO, Nov. 27—Chairman M. E. Sanchez; Secretary J. J. Hoyle. Delegates' reports accepted. New Business: Motion carried that James Winters be approved for a permit. Motion by Steward that if delegates wish to check requisition sheets they are to do at least 12 hours before ship's arrival in port. Good and Welfare: Men asked to refrain from throwing cigarette butts in drains. Motion carried that the three delegates along with the Steward check all mattresses and make arrangement for replacement of old bedding.

FRANCES, Dec. 5—Chairman John Lincoln; Secretary Frank Bose. New Business: Motion carried to elect Dan Butts as ship delegate. Motion carried for Delegates to investigate laundry and bring back recommendations to be voted upon at next meeting. Education: Brother Frank Rowell spoke on tanker drive. He promised to go to first SIU Hall and bring back literature. Motion carried for decks in foc'sles

(Continued on Page 9)

SIU Ships' Minutes In Brief

SEAFARER SAM SAYS

(Continued from Page 8)
to be painted. Good and Welfare: Discussion on gashounds and performers with agreement that crew will not go to bat for men who foul-up. One minute of silence for departed brothers.



YARMOUTH, Nov. 28—Chairman Matthew Sams; Secretary Aubrey Parsons. New Business: Motion by T. Aldridge that a survey of rooms on D Deck be made so any vacancy may be made available for the Stewards Department. Motion by Hall for clarification of Section 15, Paragraph of agreement, as ship is being used as hotel and clause does not cover this peculiarity. Motion by Williams that once a week crew hold an educational meeting. Motion by Johnson that a drinking fountain be installed back aft on "D" Deck for crew's convenience.

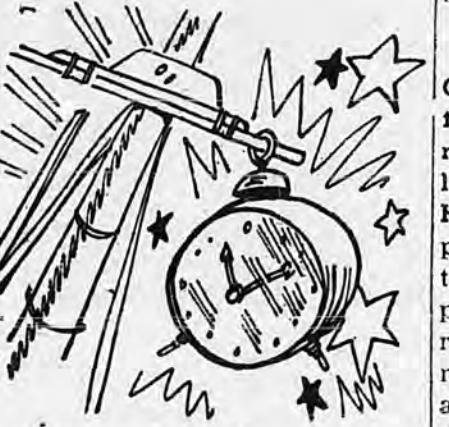


BENJAMIN BOURN, Sept. 23—Chairman Charles H. Bighorst; Secretary Louis Finger. Good and Welfare: Crew messman requested members to assist him in keeping messhall clean. Deck Delegate requested gratings in showers and the repairing of ship's radio. One minute of silence in memory of brothers lost at sea.

WILLIAM J. BRYAN, Oct. 26—Chairman Jack McArthur; Secretary W. D. Rinehart. Delegates reported on number of bookmen in their departments. Deck Department reported about 200 hours of disputed overtime mostly on gangway watches. Good and Welfare: Steward reported that new mattresses and coffee pots will be placed aboard. All doors, ports and storm doors leak. Ship to be fumigated and medical chest checked.

and boat drill conducted on Saturday afternoon. Education: Reading of the part of agreement dealing with fire and boat drill. Good and Welfare: Agreement that all rooms be kept clean. One minute of silence observed for Brothers lost at sea.

DAVIDSON VICTORY, Nov. 25—Chairman Leroy Nicholas; Secretary Del Benedict. Good and Welfare: Transportation discussed and it was decided to refer it to Patrolman on arrival in Mobile. Results of conference in Mobile between Cal Tanner and the civil authorities read to crew. Crewmembers go on record extending a vote of thanks to Cal Tanner and all responsible persons who participated. Suggest that officials in other A&G ports hold similar meetings. One minute of silence for brothers lost at sea.



SEATRAN TEXAS, Nov. 16—Chairman Bill Gray; Secretary O. J. Lesh. McIntyre reported that Captain requested that all crewmen wrap up all liquor when coming aboard. New Business: Repair list made up and approved. Education: Steward spoke on responsibility of crew in keeping ship clean. Pointed out that men should take care of gear union fought to have placed on ships.

STEEL AGE, Nov. 6—Chairman C. Wright; Secretary J. Dames. Crew elected A. C. Rios, Stewards Delegate; W. Ratcliffe, (SUP) Engine Delegate; G. Winn, Deck Delegate. Voted to notify Patrolman of failure to have man posted at wheel from 8 a.m. to 5 p.m. when "iron mike" operates. Voted unanimously to fine men 25 cents for leaving dirty dishes etc. in messhall, collections to go to members in hospital. Voted to ask Patrolman to inquire why company was not providing free launch service. Voted to contact AMMLA for a library. Approved repair list.

ROBIN LOCKSLEY, Nov. 27—Chairman Ned Williams; Secretary W. E. Porter. Delegates reported all beefs settled. New Business: Resolution carried that all grievances be brought to Patrolman through Delegate. Voted that Patrolman should ask Purser why slopchest is not open weekly and why prices are so high. Approved motion that public library books be collected and

exchanged. Resolution carried that the Purser show movies next trip. One minute of silence for brothers lost at sea.

ALCOA CAVALIER, Dec. 7—Chairman Crosby; Secretary Zappla. Elected James Allen Ship Delegate. No beefs reported from any department. Have \$73.58 in treasury. Good and Welfare: Voted to collect baseball equipment and resume baseball games. Ship's minutes and record of ship's funds to be posted in messroom. Voted more cake and cookies for coffee. Resolved to have repair list ready before hitting New York. Resolution calling on everybody to vote in Union elections. Passed vote of thanks to Chief Cook and galley force. A minute of silence for Brothers lost at sea.



MARINA, Nov. 16—Chairman W. J. Carney; Secretary R. P. Sirois; Ship Delegate W. T. Taylor. No beefs except a few hours overtime in Deck Department. Carried to have the three Delegates draw up repair lists for crew's approval before passing on to department heads. Voted to check showers and have pressure increased, and to have galley fitted with steam table and electric mixer. One minute of silence for Brothers lost at sea.

JOHN W. MACKAY, Oct. 26—Chairman W. H. Harrell; Secretary O. A. McIntyre. T. J. Dennis, Deck Delegate, R. Summerlin, Stewards Delegate, and Harrell, Engine Delegate, reported no beefs at all. Voted that checkers, watchmen and repairmen from shore be fed in recreation room only. Voted to make it an offense finable in the amount of \$10.00 to post phony names on the offense list.

STEEL AGE, Nov. 24—Chairman Arne Bjornson; Secretary Joseph Dames. Engine Delegate reported disputed overtime, said collection might depend on whether Isthmian agreement was signed before payoff. Voted that the Delegates inspect food stores, slopchest and medical list before sailing, and that fruit juices be served for breakfast twice a week instead of fresh fruit. M/S/C that Delegates have all disputed overtime ready for Patrolman and to report to Patrolman that overtime is short for sanitary work and for serving passengers' meals.



YAKA, Nov. 23—Chairman Preston Lobbregt; Secretary H. A. Orlando. No beefs reported. Brother Smith proposed that the carrying of deck cargo be made known in sufficient time to allow catwalk to be rigged before sailing, and proposed that this be made a rule for all SIU ships. Voted that hospital be moved from aft, as present place was unsuitable. Voted that repair list be made up and turned in at end of voyage. Voted that water tank be cleaned out before sailing. One minute of silence for Brothers lost at sea.



A GOOD UNION MEMBER DOES NOT GET IN BAD STANDING!

MARCH 31 IS THE DEADLINE FOR PAYING YOUR 1948 UNION ASSESSMENTS. PROTECT YOUR SHIPPING PLACE AND MEMBERSHIP RIGHTS AND PRIVILEGES BY PAYING UP AND KEEPING IN GOOD STANDING.

CUT and RUN

By HANK

Brothers, there's no sense in taking a job, going aboard ship and then coming back to the hall to turn back the job. Let's be sailors and good SIU men. Let's not look for an inch of dust under the bunks, the brand of coffee aboard, rust on the anchors or holidays on the stack. As long as the ship isn't sinking at the dock there's no legitimate reason for not holding on to the job once you take it off the board. Shipping is tough, at times, and how good the ship and the trip will be depends on how you do your own job aboard ship and the cooperation you give your shipmates.

It's really a good thing to see how more and more of the membership are voicing their opinions and problems in the LOG—even continuing the discussion of various articles written by other Brothers. It's easy to have an opinion about something concerning the SIU. However, when you write an article about it for your weekly union newspaper, you really use your brains—and in doing so you automatically educate yourself and the brothers who will read your article.

From the SS Robin Hood at sea Brothers Paul Clendenning, Bob High, Jim O'Connell and Red Jones sent their salty holiday greetings by radiogram to Brother Pete King, his wife, and a few other brothers... Brother Spurgeon Woodruff was in last week confessing he was marrying the SS Steel Worker for a third trip around the world again. His reasons—she's a good ship and has a swell crew... Brother Isidore Levy just come in from a long Isthmian trip... Brother Matt Fields has a case right now—a case of a whispering voice. What kind of medicine is prescribed for this ailment, Brother Fields?... Little "Blackie" Arenella is in town right now after a fourteen day trip.

Here are some oldtimers who may still be in town: Bosun J. Ziareis, T. Foster, F. Camacho, Bosun A. Allie, J. Latorre, F. X. Donovan, M. Feeheney, Deck Engineer J. Shiber, D. W. Arscott, C. Fleming, Steward F. E. Gardner, Chief Cook J. Hernandez, Bosun K. G. Ostling, A. Armand, Bosun P. Gonzales, J. Wahletz and E. Brundage... Brother Hanzel E. Brooks was Deck Delegate and Ship's Delegate aboard the SS Wayne MacVeagh. A real SIU man, indeed, who has tried to do his best for the crew and the voyage.

Story of the Week (with some beef in it): Last week a second cook and baker tried to do his best but had a disappointing experience in the end. A ship was sailing in the afternoon within an hour or two. A call came in for another man to replace the Second Cook and Baker who was not aboard and nowhere in sight. A Second Cook and Baker in the hall took the job so the ship wouldn't sail short-handed thus avoiding arguments and confusion in the affected department. Rushing down the dock, struggling with his two bags of gear, the new man sights another guy staggering ahead of him. When he gets to the ship he sees this particular type of a performer climbing aboard and the gangway pulled up right after him. Brothers, remember the importance of your jobs at all times. You'll hardly ever get fouled up yourself or foul up your shipmates and the ship if you know the SIU way of doing things and you use your common sense.

Brother Lloyd King was Engine Delegate on the SS Lebores... Gulfer C. B. Martin and Brother A. F. Nottage were aboard the SS Wild Ranger... Brother Archie D. Sandy was chairman and Ship's Delegate aboard the SS LaSalle... Gulf oldtimer Leroy Nicholas making a trip on the SS Davidson Victory.



ELI WHITNEY, Sept. 14—Chairman Bill Thompson; Secretary George Burns. Delegates had nothing to report. New Business: Motion carried for each man to donate 50c for ship's fund. Delegate reported that trip is expected to be pleasant as Captain is a fine fellow and will work with the crew. Good and Welfare: Ship Delegate stated that all beefs are to be first taken to the Departmental Delegate and if no settlement is attained, the Ship Delegate will be consulted. One minute of silence for brothers lost at sea.

EDWARD RICHARDSON, Nov. 9—Chairman Clinton McMullen; Secretary William R. Hughes. New Business: All men instructed to turn in overtime for fire

THE MEMBERSHIP SPEAKS



John Fiske Is Dream Ship; Bordeaux Oo-La-La, He Says

To the Editor:

You've been getting letters about Bucko Mates, Captain Blighs, bad Isthmian scows, so I thought you'd like to hear about a dream ship and a pleasure cruise for a change.

The ship is the SS John Fiske and the cruise was to France. Happened to be my first trip to that country, and from what some of my Seafarer friends have told me I didn't think that it would be such a good country.

I want to tell all of those guys right now that they are dead wrong. For my money, France is one swell country, and the port of Bordeaux will come down the stretch three lengths to the good whenever a discussion of good ports comes up in the messhall.

We were able to spend Christmas in Bordeaux and that, of course, means Christmas day din-



ner. I'll now slip in a little plug for the Steward's Dept. aboard the Fiske: Orchids to Chief Cook Frank Judah and Steward Al Sistrunk, for one fine combination repast and banquet.

WORDS CAN'T DESCRIBE

I won't go into the menu here, for it would take too many superlatives and adjectives to cover it. Suffice to say, what you other guys on other ships had was only a midnight snack in comparison.

While in Bordeaux, we invited fifteen orphans to share our dinner with us. Shepherded by the Swiss Consul and his wife they showed up with sharp appetites on Christmas morning. Did those kids eat! — After a mere two hours of steady stuffing, they went on a tour of the ship and personally wished each man in the crew the best that the New Year could bring.

Some of us still had some gum, candy bars and soap. Those little presents topped off the best Christmas some of those poor kids ever had.

Miraculously, the whole crew was sober for the big doings in the chow hall. But it was a different story before the day was over and the evening started.

That wasn't the last we heard of the Christmas Party. The following day a Catholic Priest from the orphanage came down to the dock and blessed the ship. That is one reason that makes me want to say on this ship. She could go through ice and storm and still come out okay.

A word here about the Mademoiselles and the gin-mills of Bordeaux, though these words

will bring sad thoughts of a short payoff to many of the crew. Women and Champagne can really go through a roll of francs in a hurry, as many of us found out.

NAMES A FEW

Some of the better hangouts, where seamen will get decent prices and better treatment are the Cafe Du Paul, the L'Embassy, and the Hotel Majestic. Look these places up if you are lucky enough to be able to go to this city of cities.

In closing, a word of praise for Captain Frank Wennet. One of those good Joes who looks out for the crew and does things right for them. The gang on the Fiske is behind him a hundred percent.

According to the Deck Gang, the Mates are tops. As for the Engineers, my hat is off to Chief Jim McMurrrough, the Holland Brothers who are First and Third, and to Second Assistant Logan Roe, all the best bunch I've ever sailed under.

This is a good crew, too, with gashounds and performers not found and not wanted. I'm hoping for many future voyages like this last one.

D. Hall
SS John Fiske

Put Calendar On All Ships, Brother Suggests

To the Editor:

I've been thinking about this for a long time and expect that many other Brothers have had the same thought but have not gotten around to putting it before the membership.

I believe a practical thing for the Union to do would be to put out a Union calendar. A small, tidy calendar to be placed in all ships on the bulletin board.

Besides serving the regular calendar function, it would also be a gentle reminder to the officers that the ship carried an SIU crew.

More important, however, it would specify Union holidays and other important dates to men of the SIU. For example, anniversary of Union's founding (this is our tenth year), contract termination dates, Andrew Furuseth's Birthday, and other dates worthy of remembrance to SIU members.

What do you think of the idea, fellas?

Albert A. LaPlante

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.

LaFitte Stewards Night Lunch Set R.R. Precedent

To the Editor:

The Stewards Department of the SS Jean LaFitte are Union Brothers that every SIU member would like to sail with. But there are two characters among them I would like to talk about.

They are Steward Delephena and Messman Big Boy Chapman. These two Brothers are ingenious, to say the least.

Even though the trip ended in San Francisco, they continued to serve night lunches on the Southern Pacific Railroad.

I believe this is the first time that night lunch ever was served on a railroad. Nevertheless, these two Brothers continued to serve night lunch for three straight nights. Where and how they accumulated all the food is still a mystery.

Well, Brothers Delephena and Chapman, are you going to give the secret away and tell us how you managed to compete so successfully with the Southern Pacific Railroad?

Robert A. Barrett

(Ed. Note: Okay, Brothers, tell us how.)

SS Flyer Master's Laxness In Sanitary Control Cited

To the Editor:

Some of the ships' masters are constant dragdowns in our battle for the improvement of conditions on Isthmian ships.

On my last trip to the Persian Gulf I was aware that if the Master had given more attention to the crew and ship conditions

the trip would have been of more benefit to the men and the company.

As we all know the Persian Gulf is an area that is conducive to diseases such as malaria, cholera, dysentery, etc. Looking at this important fact, we can clearly see that shipboard sanitation in general should have been in the foreground instead of being ignored as was the case on the Steel Flyer.

NEVER CLEANED

Not once during the two-and-one-half months in this area were the midship house decks washed or scrubbed in any way. The midship decks became a breeding place for flies and filth. Another thing was the practice of allowing natives to use crew messhalls, glassware and utensils for feeding. Americans have not the resistance to the diseases of this region that the natives have.

When questioned about this the Captain said it was the company's wish.

From now on, I look skeptically on medical examinations that are required before sailing an Isthmian ship.

No inspection whatever of sanitary conditions was made by the Master during our Persian Gulf stay. The only inspection during the entire trip was made a short time before we entered an American port.

This was only eyewash for the benefit of the short officials and not for the crew.

All told this trip on the Steel Flyer was the most riskful and miserable trip that I have ever made to sea.

John Sundling

On Holiday



Buster Gwosdik, OS, spent some time aboard the Portuguese fishing schooner — on which he is pictured above — when the John Gallup was in Lisbon Christmas day.

His shipmate, Andrew Messana, who snapped a raft of good photos during the trip, sent this one along.

Log-A-Rhythms

Today And Yesterday

By BILL GARRITY

The tugboat men of long ago,
Worked very hard with nothing to show.
They worked long hours, with short pay,
And really couldn't have any say.

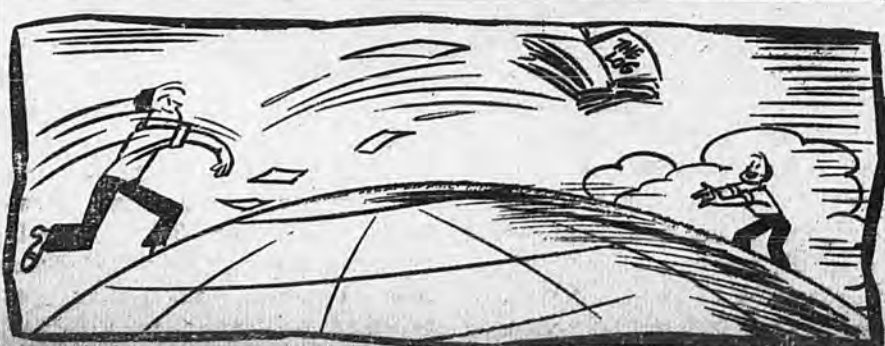
*They had no organizing then,
Until I'll really tell you when.*

Some boys that were a real deck hand,
Decided to organize and stay on land.
They made an organization great,
So now the boys don't have to wait.

They go to work on a job that's fine,
And friendship doesn't stand in line.
They have good men to back them too,
It's the organizers of the SIU.

So all you boys stick together,
Fair or cold or rainy weather.
Report to the Hall when you're in town,
The boys at the Hall won't let you down.

*There's a job waiting there for you,
If you are a member of the SIU.*



The Old Redhead Reports A Bad Case Of Beira Blues

To the Editor:

I've got the Beira blues. Some 48 days ago we arrived in Beira aboard the Virginia City Victory and to this date, Christmas Eve, we haven't made the dock. We've been anchored out here so long that the other vessels coming in think we're the light ship.

The not-so-hot launch service avails us of the opportunity to view Beira in all its splendor. Beira—the only cemetery in the world with light... This is the place where Port Stewards go when they die... If I had anything to say about the atom bomb tests at Bikini, they would have used this place.

About the population here: There are about 2,000 residents—all dead. These people love watersports. Their favorite is "Soak the Seamen"... A movie costs 80 cents per. Believe me. I've got better film on my teeth than what is shown here. The rows of seats are so close together you sit with the people in front of you... I was wrong when I thought the theatre was air-conditioned—the guy next to me had a fan.

BIT OF OLD CANTON

Another point of interest here is the "Chinaman's." I don't know if the place comes under the heading of water sports but it's a dive... The place has a real oriental atmosphere—even the cockroaches are slant-eyed.

The town also has a radio station. Two hours a day they broadcast static in English and Portuguese... The local citizens are great lovers of music, especially the police force. They'll play a tune on your head anytime.

Beira is definitely the paramountcy in disorganization. The only thing around here that's organized is the mosquitoes. Another month and we'll have to change the axe heads to rubber.

Just think, we'll have to spend Christmas and New Year's here. It's about 100 in the shade, so in order to make with the Christmas Spirit, Yankee-style, Rocky White and Dutchy Bolz will lead the crew in caroling direct from the chill box. Also a raffle will be held, the winner to get the privilege of shrinking the Second Cook's head over an open flame.

From the foregoing you can see what's happening to us. Excuse me while I stagger back and find a cage. Give my regards to Paul and Benny on New York Hall's 2nd Deck. We'll be back around March, April or Mayhem.

Red Campbell

(Ed. Note: What happens to "Red" brings tears to our eyes—from chuckles. Sorry for your trouble, "Red," but we think all hands get a big bang out of your misfortunes. Let's have more, soon.)

Cities Service Man Looks To Union Representation

To the Editor:

I am on the Salem Maritime, one more of the newly-acquired T-2s by the Cities Service Oil Company. The crew on board is for the SIU and it's only too bad they're not in yet. (Ed. Note: Cities Service is presently being balloted by the National Labor Relations Board).

The ship's hull is being strengthened in the Merryll-Stevens drydock and we'll soon go out for a load and then will proceed to New York, where I am ardently hoping we'll get a chance to vote and see the Union become our representative.

TIPS FOR VOLUNTEER

Keep in mind that the best way to organize the unorganized is to do your job well. Take a job you can do efficiently. Be nice to the guys—try to win an argument instead of a fight. Talk about the Union and what it has done for you. Let them know that the guys who "don't want to know about the union" are generally finks who are, most of the time 99-year club old faithfuls, scared of losing the jobs they've enslaved themselves for. Try enlightening them one by one—it's not a bad method.

John R. Chaker, Oiler



JOHN R. CHAKER

LOG Can Be Seen In Beira, He Reports

To the Editor:

I would like it to be mentioned in the LOG that all SIU brothers can get copies of the paper down in Beira, East Africa.

We have been here for a month and a half and have been getting the LOG at the Swan Bar. I would like to add that this is a real place for all SIU men. I don't think there is another like it in all East Africa.

Thomas Pitti
SS Virginia City

We Know You



Hiding behind a "beard" won't save Johnny Roberts from identification, we still know him. P. San Martin's camera caught him in a playful mood aboard the Florida where Johnny is a member of the Stewards Department.

Hungry Gervais Had Nothing On The Grande Ronde

To the Editor:

I have just finished reading the account of the last trip of the SS Gervais, Pacific Tankers, in the Dec. 19 issue of the LOG. We had the same trouble on the SS Grande Ronde of the American Pacific Tankers.

They were supposed to have six to nine months supplies brought aboard in Hoboken, N. J. Yet we ran out of stores before three months had elapsed.

There should be something done about these tankers which take long trips. We were eating canned spam which the Steward called ham (without even smiling) for over two weeks.

The Captain thought he was half "Wild Bill" Hickok and half John L. Sullivan. It seemed every time he got half a tankful he either scared the hell out of the watch on deck by walking up to one of them and sticking a gun in their guts and saying, "Who the hell are you," or he would walk back aft and challenge anybody to a fight. Lucky for him that nobody took him up.

While cruising around the Gulf we saw many American tankers sailing under foreign flags, including Russian. What disgusts me most are those Panamanian scows. I believe we met the Gervais in Savonna, Italy.

Frank Ostrick

Back From Army Duty, Member Asks For LOG

To the Editor:

I have just been reinstated into the SIU after serving eighteen months in the Armed Forces and am now making my home in San Francisco for the present.

I'm taking tests under the GI Bill of Rights and cannot go to sea right away. I would like to keep in touch with the Union activities and would very much appreciate it if you would mail the LOG to the enclosed address.

Clinton L. Conn
San Francisco

(Ed. Note: Will do.)



'Confused' Electrician Bids Members Define His Status

To the Editor:

I am writing this letter to you in the hope that you will publish it. I am writing in regard to the agreement we have concerning the Electricians.

For the last few years I haven't had any real trouble with working rules, but since the war I have run up against so many arguments about what Electricians are and are not supposed to do that I am kind of confused.

I would like to have all Electricians read this letter very carefully then put their answers in the LOG.

LACK STATUS

Around 1945, the Electricians did not have any specified room to live in and were pushed from one room to another. I ran into this situation on the SS Bell Ringer in September 1945 and again on the SS Robin Goodfellow in November 1947. Of course, you won't run into this always. I only mention it to illustrate my point: the Electrician has no specified status aboard some of our ships.

Our agreement may be interpreted to mean any one of a thousand things. It does not specify some of the things for which we are doing and collecting overtime. Since the agreement does not define these things some of the more ambitious Chief Engineers are trying to stop our doing them.

These Chief Engineers are saying that they do not need an Electrician on stand by when docking and un-docking; that they are not going to call an Electrician when they want to change over generators.

These Chiefs refuse to pay overtime from 6 p.m. when the longshoremen go to supper even though the Electrician is required to remain on board.

There are other things: Some ships allow you two hours on Sunday to make your trouble-shooting round, but others want you to make this trip free. Some of them want you to work on the gyro and radar and the ships radio speaker and receivers while others pass this work to the Radio Operator. Some say that the batteries are the Electrician's work,

others split the batteries between the Electrician and the Radio Operator and a few even ring in the Second Mate where the Gyro batteries are concerned.

Just what the hell is an Electrician supposed to do?

SUGGESTIONS

I think that a committee should be formed and a specified agreement drawn up. Below are some things to which such a committee might well agree:

1. Mates to handle deck lights as far as replacing bulbs in mastlights, floodlights and cargo cluster lights.

2. What batteries are under the care of the Electricians to be specified.

3. Both switchboards to be handled by Electrician — Engineers to keep hands off.

4. Two hours overtime to be allowed Electricians on Sunday at sea, and on both Saturday and Sunday in port to make trouble-shooting rounds.

5. Electricians to be called and put on standby at any time when electrical deck gear is being used for any purpose.

6. Electricians to be called upon to keep a motor log and "megger" readings on all motors, readings to be taken at three month intervals.

I would also like to see it made compulsory for all Assistant Electricians to have three years engine room time. I see no reason why we should accept new men who never have been in an engine room and ship them above men who have the experience and the qualifications.

I would like very much to have pro and con opinions on this letter published in the LOG so that I can learn how the majority of Electricians will feel if and when such a committee as is suggested above should become a reality.

Certainly these working rules I am asking for would benefit all Electricians in the future.

Wiley E. Parrott

(Ed. Note: Okay, Electricians, how about generating some juice on Brother Parrott's beef. The LOG wires are open to you).

"WHAT DOES IT LOOK LIKE TO YOU?"



To the Editor:

I am sending a picture of the Deck Gang on the SS Murray Blum. Here they are taking coffee time after cleaning the decks of lamp black, flour and sulphur. They say there wasn't any penalty cargo aboard but what does it look like to you?

Back row, left to right: Jim Porter, E. Szoholm, Dave Morelli; Middle row: R. Ready, J. R. Clement, Al Potter; Front row: J. Theriot and "the Lover." Picture was taken by Jeen Parr.

D. Morelli

Strokes The 'Aching Back' Of Mattress-Mad Seafarer

To the Editor:

I read with sharp interest the letter written by a Seafarer bemoaning his "aching back" (LOG Dec. 26). I cannot help but sympathize with him in his lamenting the sad shape of mattresses provided for the crews on nearly 100 per cent of our ships.

Shades and shame of days gone by when men slept in hammocks and ate off of enameled tableware. The mattresses provided are murderous, to say the least. How much time has passed in discussing this beef since the end of the war, I cannot say.

I am merely siding with the Brother and surely wish him luck in the matter of decent sleeping accommodations. I hope his beef will strike home. The "back breakers" found in most foc'sles will not be there forever unless the membership so chooses.

I for one have slept on too many of these rockpiles and any beef condemning them is music to my ears. I hope the beefs rise to the crescendo of a symphony.

HAS SOFT BED

I am more fortunate that the Brother who write as I have the officer-type berth. It is paradise compared to the other type but this can't last forever. Those now suffering twisted spines from the regular issue should make themselves heard on this matter.

In our last meeting aboard the Seatrain New Jersey the problem of locker space was raised. A motion was passed requesting the company to put in the Liberty-type locker that has half of the upper section arranged with small shelves, but it was pointed out that this division cut out hanger space.

I then suggested the type of drawer underneath the bunk, such as I have in my foc'sle, and the crew agreed to include it in the request.

I sailed on a Lakes sandsucker last fall. She had drawers built in under the bunks. The springs and mattress, however, were of the rockpile type. I felt the guys who beefed to get the

"Smile For Papa"



"Bleckie" Cardullo, former Marcus Hook Agent, proudly displays his offspring. His son, somewhat dazzled by the camera, is now soaking up the California sun with his pappy, SIU West Coast Representative in San Francisco. Photo by Daniel C. Flintjer, Philadelphia Seafarer.

drawers should have argued further for the officer-type bunk.

A man with a good night's sleep under his hide is a far better man. This the company should readily understand. Their penny-wise, pound-foolish philosophy is losing them money.

SEATRRAIN BEEF

While I am in the mood I might as well unload another beef I have been harboring against the Seatrain ships and the dangerous deck set-up.

As I pointed out in a previous letter to the LOG, if a man gets hurt on any of these vessels, he would have no difficulty in winning his case in court.

(Name withheld on request)

Book-Holders Ready

Black leather holders in which Seafarers can keep their Union books and seaman's papers are now available at SIU Branches in all ports. Stamped in gold on the holders is a wheel, insignia of the SIU.

The holders are approximately three and a quarter inches wide by four and three-quarter inches deep. They are being sold for \$1, slightly above cost. First proceeds will be used to pay off the initial expenses borne by the Union; thereafter any profits derived will be turned over to the hospital fund.

In New York, the leather holders may be purchased in the baggage room, on the fourth floor.

Ponders Future Of Lay-Ups As Number Increases Daily

To the Editor:

There are one-hundred and twenty thousand vacant jobs in the James River for both crewmen and officers alike. Of course, these openings can't be filled at present. The ships aren't sailing; they're in the honyard, dead.

A ship must have steam to sail and, as we all know, the steam must come from Washington. It is not forthcoming. If the hot air from one session in Congress were put under a water tank, we would have that steam; enough to move every ship in the James River.

Later, unless something is done about it, the dead vessels may leave their moorings under new management, sponsored by one of our "I'll pay you Tuesday" nations.

The above figures are only an estimate. Probably there are more but I'm certain that number is a minimum. The tugboat men who take the ships up the river have heretofore been in the habit of counting them. But now, according to my confidant, "It's worth your job to be caught counting the tiers. At last count there were three thousand, that was a few months ago."

COMING IN DAILY

Apparently the James River is the graveyard for the entire east coast. Ships are pouring in daily from such points as Alabama, New Orleans, Savannah, Baltimore, Philly, New York and Boston.

Along the banks of the river for at least 30 miles can be seen ships of every size and description. A few have been stripped. Some have recently been given a fresh coat of paint.

In their respective groups are transports, hospital ships, C-1s, C-2s, C-3s, Victories, Libertys and many others, sitting grey and solemn at the water's edge, like faithful servants abandoned by their master. And that, indeed, is the case.

Who will be the recipient of these faithful servants — those that time and the weather do not destroy first? On what ungrateful nation will Uncle Sam bestow these gifts? It's anybody's guess.

WHY HIDE IT?

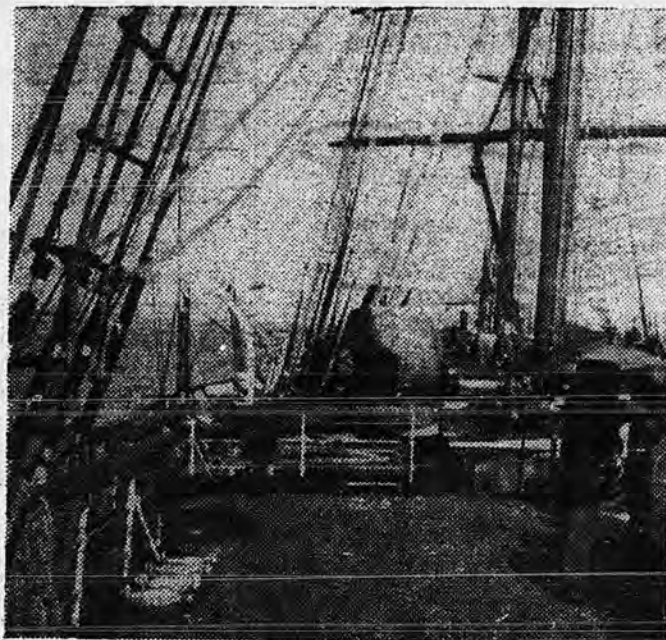
Why the attempt to conceal the number of ships now collecting in the James River? That, too, is anybody's guess.

If I were a politician, I would tell you that whatever we send abroad, and the assistance we lend those poor destitute peoples over there, is not for profit but to insure the peace.

However, I am not a politician and therefore not a very good liar, so I'll slip back into the ranks of the humble masses and content myself with morbid conjecture.

Felix J. Curls
Baltimore 14, Md.

TAKING A BUSMAN'S HOLIDAY—SIU STYLE—IN LISBON



While the SS John Gallup, Smith and Johnson, laid over in Lisbon, Portugal, for eighteen days, crewmember Andrew Messana, FWT, camera in hand, took in the nautical sights of the harbor. With the aid of an obliging fisherman, left above, Messana pulls hard for the Portuguese full-rigger ship dimly seen in the background.

The ship—above—is used as a Naval training ship by the Portuguese government. At left, Messana poses on the bowsprit.

The Gallup, which spent Christmas and New Year's in Lisbon paid off in New York last week. The payoff was described as one of the cleanest ever made by the Patrolmen.



Feels San Juan Needs Man

To the Editor:

During one of my recent visits to San Juan, Puerto Rico, I visited the Union Hall there. During this visit I have found that the office of that Hall is undermanned.

At the moment there are only two officials in that port—one is the agent, the other is the Patrolman-Dispatcher. This Hall here in San Juan doesn't only cover this port, it also covers all ports on the entire island.

Sometimes there are as many as twelve ships scattered around the island. The Agent may be over in Ponce to square a beef away and the Patrolman will be making the ships in San Juan therefore, it leaves the Hall without an official.

MIGHT FOUL UP

A member is sometimes left in charge of the Hall, but some beef might arise over shipping rules or some other matter which the man will be unable to cope with.

Such a situation might tie up shipping until one of the officials returned. Now that the sugar season is going to start again, shipping will be scattered all over the island.

Why can't this Hall have an

other man added to its staff so there will be someone in the Hall who can handle the affairs competently when the Agent and Patrolman are out?

Charles Palmer
Monarch of the Seas

Attention Members!

All applications for unemployment insurance in New York City must be made through the offices at 277 Canal Street, instead of the District offices, as formerly.



Asks More Time to Regain Card

I think that a man should be entitled to at least 24 hours instead of the present 4 hours in which to report back to the Hall after shipping in order to regain his shipping card.

Philip Sarkus

The present shipping rule requiring members to report back to the Hall within 4 hours after rejecting a job was adopted by the membership in all branches. As it is now most members seem to feel it is working out well. A good reason is that 24 hours is a long time for a job to remain undecided. During that period the ship might sail and be shorthanded in many departments.

ANXIOUS FATHER SEEKS INFO ON ROBERT TOMPKINS

To the Editor:

My son Robert D. Tompkins is a member of your organization. He once told me I could locate him through you if needed. He left home the first week in October this year (Ed. note: That would be October 1947) to go to Baltimore to ship out. We have not heard from him since.

This is very unusual as he is a steady letter writer.

Frankly, we are worried for fear he may be sick or hurt.

He carries three tickets: FWT, Oiler and Lifeboatman. We would appreciate any information you could give us. Thanks a lot.

W. R. Tompkins
637 Bigelow St.
Pittsburgh 7, Pa.

SEAFARERS ON DECK



Handling the lines aboard the SS Joliet Victory, Robin line ship making the run to East and South African ports, are (from left to right) Al Birt, OS; Joe Wright, AB, and John Winters, DM. Crewmember Donald Southwood, who has a knack for catching action, submitted the photo.

Honor Registration Cards In All SIU Ports: Flores

To the Editor:

I wish to present here a motion I have drawn up for presentation to the membership. I wish to first present it in the pages of the LOG and then, if I gain several signers, I will introduce it at a regular branch membership meeting.

In the main it pertains to a change in shipping rule 16 which now reads: "No shipping card issued in one port shall be honored in another port."

I believe this, in view of the present status of shipping, should be changed. I give the reasons and the method for doing so below:

1. Any full bookmember of the SIU should have the right to ship out from any branch of the SIU with a shipping card which, for example, was issued in New York if the member has duly attended all meetings and in that way, kept his name on the shipping list.

SAME ALL OVER

2. The same rights to apply to the other full bookmembers of the SIU in any other port branch of the SIU who wish again, for example, to come to New York.

3. If a member desires to leave New York, or the branch concerned, for another port branch, he would notify the dispatcher of that particular branch where he is registered and in the new port use his original registration date or, if he chooses, reregister in the new branch.

4. If a member fails to report to the particular branch after notifying the Dispatcher of the change, and fails to attend the meetings of that branch, he would automatically be dropped from the shipping list and would have to reregister.

5. If a member upon receiving a shipping card leaves one port for another and fails to report to his destined branch within one week, he would have to register again.

We the following members signed below (only my name at present), believe that in these times of slow shipping in all ports of the U.S.A. there should be a change of rule 16 as amended July 31, 1946.

BENEFICIAL TO ALL

The amending of this rule would be particularly beneficial

to members from other port branches who arrive on ships in, say, New York and register here but have to wait a longer time than usual to take a ship.

If they register in the port of payoff, and their shipping cards are honored in their preferred port (usually their residential port), their waiting time would be easier because they would be near their families and friends.

It is my wish that all my brother members understand and agree with this move. Thanking you all in advance for your cooperation in this matter.

Richard Flores
Book No. 37592

BILL GESTRING SADDENED BY SEGAL'S DEATH

To the Editor:

I have enjoyed reading our great Union paper so much since quitting the sea that I would like to take this opportunity to make a small donation to it. Enclosed find a small check to help keep "the good ship" coming weekly into my port.

Sure sorry to read in the last issue of the death of our good Brother, Daniel Segal. He was a shipmate of mine on the trip before he took sick in the Far East.

William Gestring
St. Louis, Mo.

(Ed. Note: Thank you, Brother Gestring. A receipt is on the way.)

No Hot Water?

When your ship has been out of hot water for over twelve hours make sure that this fact is recorded in the Engine log book. It will save a lot of trouble when your ship hits port later.

If you are in port when the boilers give up the ghost, notify the Hall immediately and a Patrolman will handle the matter with the company. Don't wait until the ship is half way across the ocean before you send word; let out a yell before your ship leaves port and the matter will be settled at once.

SIU's Steady Forward Drive Unrivalled; Has Won It Wide Respect, Brother Writes

To the Editor:

Through the years since the war, until today, a proud and remarkable labor record has been logged by the SIU. As a militant maritime labor union it has vividly protected and improved the jobs, the wages and the conditions of SIU sailors.

In the same efficient way the SIU successfully engineered the emphatically necessary destruction of a huge, diseased system in the maritime industry. This profitable system was the vicious and shameless exploitation of non-union seamen sailing for various steamship companies. These sailors hopelessly sailed the ships in such natural fear of losing their jobs that they automatically had to forget the bad conditions aboard the ships, the extra hours worked but not paid for, and the insufficient or lousy food served. From these non-union sailors the companies enjoyed million-dollar profits yearly.

WIPED OUT

Such black history of economic and physical slavery of non-union seamen has been fortunately wiped out, to a great extent. Many of these anti-union companies have been efficiently contracted to the SIU and many more will be gradually brought into the union spotlight. The big Isthmian fleet was a recent nation-wide example of how the SIU's powerful organizing accomplished a tough job.

Within the past year and a half various tanker companies were organized — establishing tanker agreements far better than other union agreements or the total benefits served by the companies and their play-ball-or-else methods.

From such a labor record the SIU stands head, shoulders and sea-boots above certain maritime unions — with their constantly broken-down conferences for unity and their confused, overloaded programs thrown at the memberships. From the East Coast around to the West Coast, and with two other districts, the Great Lakes District and the Canadian District, the position of the SIU remains unsurpassed and unchallenged. It is now something which every SIU brother should deeply understand, honestly share this legitimate pride and militantly appreciate his important membership within the SIU.

STRONG, POWERFUL

Among the membership, financially and in waterfront supremacy — the shape our union is in today is strong, indeed. It has won this superiority from powerful, widely-employed militancy and many hard-fisted victories against the shipowners and the communists. To the American world of labor unions the SIU has definitely shown a magnificent achievement in progressive labor unionism for the complete welfare of SIU sailors—and eventually all American sailors when they have been unionized.

The welfare of SIU sailors, which has had to be constantly and effectively guarded, has always involved the two most important parts of their seafaring lives: 1) their wages, conditions and beefs aboard ship and 2) the

progress, the honesty and the ever-ready strength of the union, its finances and its elected officials.

To be proud of the SIU is easily understandable. Our strikes have been successful by our own minds and methods. Legitimate beefs have always been settled. Furthermore, analyzing this union, it has been clearly seen that we have never had the problem of communism, incompetent officials, etc. However, such problems have unfortunately fouled up the union machinery, the finances, the progress and the loyalty of the membership in certain other unions.

These other unions, involved in confusion and dominated by communistic as well as incompetent officials, have constantly blasted the ears of all unions, explaining how strong they really are. At the same time, however, they have sobbed, screamed and wasted huge sums of their union funds in holding meetings supposedly to get nation wide unity to fight the shipowners and bring the sailors better wages and conditions.

OUTSIDE RESPECT

To illustrate how the SIU is looked upon by other union sailors, take these parts of letters written by NMU men to their newspaper, The Pilot, as evi-



dence: "I know that many of the seamen are going to turn their books into the SIU . . . I don't blame them for doing this . . . I could go by the Labor Temple to see some of my brothers as some of them want to change their books to the SIU".

Another letter says: "Not so very long ago a certain official in this union got on the deck at a regular meeting and proposed a vote of confidence to the one and only Harry "Lunch-box" Lundeberg". This is no idle tribute, even by an NMU official. It probably goes wider and deeper than that, among the membership of other unions and their foggy voyages as officials.

With unequalled major maritime strength the SIU has gained a deep, permanent respect from the shipowners. Best of all, the SIU membership has battled and won for themselves the best wages and conditions in the United States and the world. No other union can boast or promise such accomplishments, strength and spirit to their membership.

No union can match our position or the smooth operation of our union machinery, locally and nationally. A union has to have the guts, the militancy, the leadership and the honest-hearted demand in getting what it wants and needs—rather than settling for what the shipowners eventu-

ally have offered or what another union has gained by its efforts.

To the other maritime unions and to the passing-by landlubbing people in all ports, our militancy and waterfront supremacy, has opened up their eyes and changed their opinions towards us. They have clearly seen we have a cracker-jack union with a powerful economic machine and certain clean-cut policies towards communists, politics and the phony calls for unity from certain unions.

In mentioning politics, the SIU has naturally enough and fortunately, never seriously considered the ridiculous method called political action to become any part of SIU machinery. And whatever rank-and-file committees have been elected through the years there has never been one committee for wasting its time, its brains or the precious union funds—in studying or planning political action. When a union navigates itself into politics it is a sure confession that the union doubts its own strength, its various abilities and the membership's clear-minded militancy.

NO REWARDS

There have never been any ripe rewards for begging or chasing the politicians in Washington. You can't gain better wages and conditions by employing any important part of union machinery and union funds—to go blindly, but happily, steering this part of the union off course into ridiculous political work.

Political work within a union is the favorite offspring of the communists and their inflamed dreams of wrecking a union, the industry and eventually the government. The SIU has shown perfectly that a maritime union has never needed communism or lobbying the politicians. When it comes to contract negotiations the shipowners just sit opposite our union officials—leaving the politicians drydocked in politics and every part of communism to Moscow asylums.

Basically for the SIU, there's a lot of work ahead. There are plenty of unorganized ships carrying company-trained sailors who are unconsciously working for finky wages, bad conditions and without any security in their jobs. There's also the constant need for educating the new members in our union.

This is in connection with fully understanding the shipping rules, the union constitution, the organizing programs in most of our ports, the shoreside meetings, those shipboard meetings and the importance of reading the weekly union newspaper, The LOG, as well as writing up various voyages and problems to the LOG. Another important part of the educational program is urging the membership, those in the lowest ratings, to climb higher into better ratings. For the future of our union these higher ratings shall be in the greatest demand. To accomplish all this and more it means the honest and strong cooperation of all hands in the SIU.

"Cut and Run Hank"



Patrolmen

Say—

Get on the Ball

NEW YORK — I was dispatched to the SS Seatrain Havana on Jan. 26 to settle a beef which arose when a man shipped on the vessel in Galveston on a pier-head jump.

Upon boarding the ship, I found the delegate and four or five members of the Black Gang gassed up. I tried to get to the bottom of the beef but everyone was talking at once and I



couldn't get heads or tails out of them. It was impossible to do anything under the circumstances.

I had to let the beef go to Galveston, where it originally started, as the ship was sailing right away and there wasn't time to remove the gashounds without holding up the sailing for a couple of hours.

This is one instance. But there have been many—too many, in fact—similar cases aboard these Seatrain ships. On arrival no beefs are reported. It always turns out, however, that on sailing day the boys get a little whoopee juice and discover all kinds of beefs.

There's nothing difficult about doing things the right way. If the boys have a beef, they should report it to the hall on arrival—and they should stay sober until the beef is settled. What's hard about that?

Jimmy Purcell

HERE'S WHAT I THINK...



QUESTION: A steady flow of letters has been coming to the LOG from members urging abolishment of shipboard promotions by means of an amendment to the Shipping Rules. What is your attitude on this proposal?

BENNY GOODMAN, Carp.:

Shipboard promotions as they are now made tend to weaken our system of rotary shipping. In the majority of the cases where a man is promoted aboard ship, the man receiving the boost is a favorite of the department head. Until recently the procedure or tradition has been against shipboard promotions with most replacements being called from the board. I believe we should change the rule before the practice becomes more extreme. I prefer the shipping qualifications as laid down by the Union to the favoritism generally practiced by ships' officers.



AL FAGURI, Cook:

I believe all promotions should be made through the proper channels ashore where the competence and ability of a man is known and beyond doubt. However, if circumstances arise where a promotion must be made without contacting the Hall, at sea for example, a meeting should be held by the crew and the man found most competent should be temporarily promoted. Let me stress the word "temporarily." Aboard a ship the men know each other's ability and the boost would be made on ability alone, not on the whim of an officer.

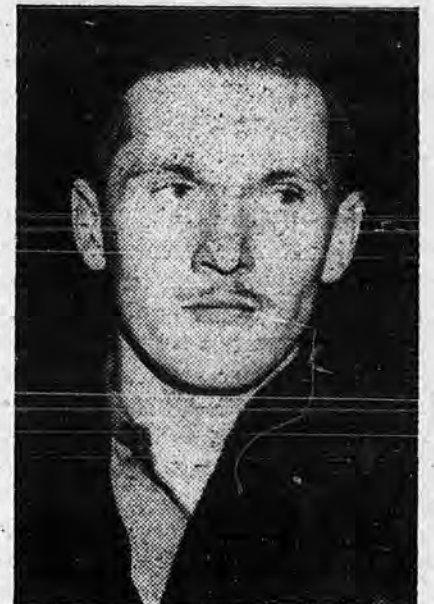


CARL LAWSON, Bosun:

I, like many oldtimers, am against the practice of shipboard promotions. It violates the fundamental principles up which Unionism is based. Shipboard promotions are very often the results of favoritism which they certainly encourage. Ships officers will be guided by their personal feelings. The present method of shipboard promotions does not make it necessary for a man to know his job to win promotion. I want to see a change so that all members must ship out of the hall in the ratings they have.

D. SOUTHWOOD, Jr. Engineer:

In general, a man shouldn't be promoted aboard ship. However, sometimes there is an emergency at sea or in a foreign port and somebody has to fill an open rating a long way from a Union hiring hall. The thing to do then is for the crew to take a hand in picking the man to be promoted. That way you can be sure you don't get a company man. I've been on ships where this happened and generally the officers cooperated and respected the crews' ideas. But nobody should sail above his rating except in an emergency. Of course, if a man has the right ticket he could move up on a ship after a trip.



Nothing Like Having A Mermaid On Board

By LOUIS GOFFIN

NEW YORK—Having written a few articles from time to time about seagoing characters, I take my trusty pen in hand and impart to you the stories of a certain female performer and a doctor.

There is no relation between the two persons and their tales other than that they were both passengers aboard the same cruise ship.

It all happened back in the 1930s aboard a ship sailing out of New Orleans to the east coast of South America.

On the ship, ingenious crewmen that we were, we had rigged a swimming pool consisting of several planks and two inside canvas tanks. As a rule the tank was filled every morning and emptied at night.

One particular night, however, the four to eight watch forgot to empty the pool and so set the scene for the drama which follows.

HEADY PURSUIT

A rather attractive young lady aboard on her way to Rio to pursue a dancing career—had spent that day consuming large quantities of liquor. By late evening she had arrived at the stage where anything seems sensible.

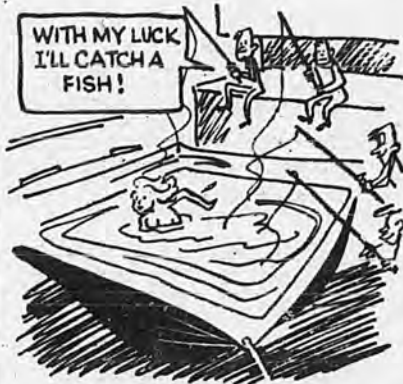
At one o'clock in the morning the Second Mate happened to look down at the pool and to his amazement saw, so he swore at the time, a mermaid frolicing in the water.

Turning the beam of his flash-

light on the pool he made out the form of the inebriated dancer splashing about completely nude.

Since there was a rule forbidding swimming after dark, he instructed the stand-by man to go down and tell the girl to take a powder.

The sailor did as he was told and was politely told where he could go. The Second Mate hollered down for her to get out. She turned on the Mate and unleashed a stream of profanity that



made even the sailor blush. She concluded her remarks by saying "If you want me out, come and get me."

The word was quickly sent to Big Mac, the Deck Engineer. Out came Mac to the pool only to receive the same challenge. So, not being one to put down a dare, Mac peeled off his gear and jumped into the pool.

There was quite a commotion there in the darkness for a while. It looked like a battle between a whale and a shark. Finally,

huffing and puffing, Mac dragged her out and, with the aid of the sailor, they managed to drag her into her room.

Just to be sure of no recurrence, they lashed her to the bunk.

The following day, appearing no worse for the experience she presented Mac with a bottle of whiskey and thanked him for being a gentleman.

Now, this other character, the doctor, was somewhat different. He was a nice little guy, but had the habit of watching everyone to see whether or not they were in need of medication or consultation.

One day I had a small boil on my knee which caused me to walk with a slight limp. The Doc spotted me and immediately requested a peek at my affliction.

When he saw the eruption, his eyes lit up. Boy, what a happy guy he was. When he finished carving me up, I was a most miserable guy.

His choice pastime was to sit at a bar in Buenos Aires and as the people passed by, he would tell whoever he was drinking with the different ailments the passersby suffered.

He thought he was giving out big secrets, but his audience usually didn't appreciate his efforts. Usually their drink went untouched and a nauseous feeling crept over them. Some details and illnesses of the human being don't make the best sort of bar conversation.



NEW YORK INDIVIDUAL DONATIONS

G. Dael, \$10.00; Crew of SS George Eastman, \$16.25; E. Ortiz, \$1.00; Juan Delgado, \$5.00; L. Ching, \$5.00; T. Concepcion, \$10.00; Wm. Robertson, \$3.00; M. P. Dario, \$10.00; M. R. Zelonka, \$10.00; M. A. Gonzalez, \$1.00; F. L. Keenan, \$10.00; Andre Aubin, \$5.00; A. Karlomas, \$1.00; H. F. Frick, \$2.00; R. C. Maloy, \$3.00; Harrison, \$1.00; F. Shaia, \$2.00; A. L. White, \$5.00; G. J. Bozec, \$9.00; L. Fleishman, \$2.00; F. Cardova, \$5.00; J. C. Rounds, \$10.00; F. S. Sumiega, \$10.00; R. E. Parker, \$2.00; H. M. Nebel, \$1.00; R. L. Humphrey, \$1.00.

SS A. S. BURLESON

John W. Samsel, \$2.00; R. M. Bell, \$2.00; C. Wallender, \$3.00; J. M. Arena, \$2.00.

SS NEWHALL HILLS

M. Buckley, \$5.00; Wm. Mickiewicz, \$3.00; C. J. Mouton, \$3.00; H. Durham, \$1.00; G. C. Donnelly, \$3.00.

SS TONTO

T. O. Rainey, \$1.00; C. Kelleher, \$2.00; A. C. Mitchell, \$4.00; H. V. Keane, \$2.00; M. E. Sanchez, \$1.00; J. M. Halpin, \$1.00.

SS HASTINGS

Receipt No. C 24177, \$1.00; J. Kalogrides, \$1.00; C. Casada, \$2.00; J. Fernandez, \$2.00; E. P. Montenero, \$5.00; P. J. Kjoller, \$1.00; C. Gaus, \$1.00; F. T. Andrews, \$1.00; L. E. Monson, \$5.00; J. C. Sorel, \$2.00; P. Baker, \$1.00; V. Pilutis, \$1.00; H. C. Peterson, \$1.00.

SS LA SALLE

J. C. Biehl, \$5.00; F. P. Drozak, \$2.00; C. W. Hall, \$5.00; J. R. Helms, \$2.00; V. J. Jensen, \$5.00; W. J. Joynr,

\$5.00; J. Spearman, \$1.00; J. C. Barginear, \$1.00; W. Krutow, \$2.00; J. Johansson, \$3.00; E. W. Harvey, \$2.00; J. Kackur, \$2.00; J. L. Morris, \$1.00; R. T. Kline, \$1.00; J. E. Eubanks, \$2.00; Riggers, \$10.00; M. E. Cazalas, \$2.00; A. Baizman, \$5.00; T. J. Murdock, \$5.00; A. Baudine, \$3.00; H. M. Hankee, \$6.00; A. Marshall, \$10.00.

SS J. GALLUP

M. Reinke, \$2.00; J. Shiber & Crew, \$0.00.

SS STEEL FLYER

Teo Filo Laeson, \$3.00; Carlos L. Sy, \$3.00; T. R. Cordora, \$3.00; R. R. DeSantos, \$3.00; T. J. Viken, \$3.00; B. J. Martin, \$3.00; H. M. De Jesus, \$3.00.

SS DE SOTO

C. I. Cooper, \$1.00.

SS CAPE JUNCTION

A. Anderson, \$10.00; C. M. Gigantelli, \$2.00; B. F. Rhodabarger, \$2.00; H. T. Pelaez, \$10.00; E. J. Datig, \$10.00; M. Rodriguez, \$10.00; I. Sison, \$10.00; E. Collazo, \$10.00; A. Rivera, \$10.00; F. Cera, \$10.00; N. Hermankevich, \$1.00; J. W. H. Grant, \$2.00; J. J. Gillen, \$10.00; A. Riso, \$3.00; C. E. Harper, \$2.00; T. DeSouza, \$10.00; F. L. Webb, \$3.00; H. R. Gronendahl, \$10.00; C. C. Acuin, \$10.00; J. Bucay, \$10.00; J. Trogani, \$10.00; R. G. Decker, \$10.00.

SS BEATRICE

Martin H. DaCosta, \$5.00.

SS ALCOA CAVALIER

J. Jellet, \$2.00; M. J. Olson, \$1.00.

SS FORT CLATSOP

C. Umfleet, \$2.00; M. Copado, \$1.00; R. Alvarda, \$1.00; H. M. Connell, \$1.00; Crew of SS Ft. Clatsop, \$7.00.

SS SERVEY

W. C. Roberts, \$2.00.

Kovar, Adolph A.	3.73
Koza, Leo J.	30.03
Kozub, Paul	13.70
Kozane, William	.69
Kozielewski, Stefan	.74
Kozlowski, Eugene A.	5.14
Kozlowski, Joseph	1.42
Kraft, H.	1.40
Krajnc, Anthony	35.02
Kral, Otto Albert	5.99
Kramer, George L.	2.39
Kramer, L.	3.06
Krane, Conrad E.	30.34
Kraszeski, Leo	.88
Kraus, Wallace	4.66
Krause, Frank W.	.01
Kreig, Barney	20.06
Krekel, Mareo A.	.22
Kremer, William	23.19
Krenclez, E. R.	3.51
Krentkowski, Stanley E.	30.34
Kreyve, Frank	23.46
Krezmonict, George	17.46
Krieger, Lawrence R.	5.53
Krighton, A.	1.98
Kristik, Adam	9.34
Krokovich, Steve	3.65
Kronh, Raymond	7.21
Kroner, Walter J.	34.40
Kropaczewski, Frank	10.32
Krueger, Paul	.79
Krueger, Richard J.	8.22
Krulder, Harold C.	101.19
Kruscznski, John M.	27.84
Kruse, Charles G.	1.02
Kruzlic, Carl W.	33.12
Kryling, Raymond E.	16.56
Krysko, Wladslaw	.89
Kubek, Frank J.	.69
Kubisch, Mike	9.98
Kubitz, Henry J.	11.38
Kubli, Fred H.	20.06
Kuest, Edwin	2.06
Kuhley, John A.	12.24
Kulas, John J.	.45
Kulihanek, T.	19.83
Kulik, Harry G.	30.34
Kulitz, E.	4.01
Kullgren, Alexander	149.07
Kulovitz, Louis E.	19.30
Kumke, William H.	3.74
Kupstas, Elias J.	2.38
Kurek, Jerome J.	12.00
Kurki, Toivo	38.25
Kurkimilis, Milton A.	5.35
Kurtti, Robert E.	.50
Kurtz, Benjamin	5.60
Kurz, Edgar N.	8.83
Kuselj, Ivp	4.94
Kutz, Aaron I.	2.47
Kwaitowski, Walter	17.63
Kwitchoff, William	51.42
L	
Labit, Joseph R.	1.24

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. Ellerbush 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.

La Blanc, Albert	3.91
Lacey, Bernard	4.70
LaChapell, Lawrence H.	8.26
La Colla, Rocco J.	5.14
Lacroix, Coleman J.	8.77
Ladmirault, Leon	3.71
Lae, Henry P.	18.63
Laferr, Theodore W.	5.25
Lafleur, Albert J.	25.13
Lafoe, J.	2.23
Lafrance, Joseph A. Sr.	1.40
Lafregue, L.	2.89
Lage, John	1.78
Lagerman, Philip J.	.90
Lagosh, Joseph M.	.94
Lagrange, H. R.	.03
Laherty, Richard A.	.80
Laine, Lloyd L.	3.12
Laird, Charles L. Sr.	12.21
Laird, Frederick S.	.80
Lake, Joseph Albert	1.33
Laland, Harold	3.56
Lamb, James F.	2.84
Lamb, Rex	7.57
Lamb, Lynn	2.64
Lambert, Donald A.	12.37
Lambert Elton R.	1.74
Lambert, Reidus	.42
Lamberth, Johnnie D.	5.69
Lambert, Robert C.	14.46
Lamievy, Leland	13.71
Lam, Howard M.	.94
Lamont, Howard A.	11.84
Lamorault, Joseph L.	13.77
Lamothe, G. Erald E.	.01
Lampe, Wm. L.	11.88
Lampress, Peter	.04
Lanasa, Wallace Joseph	10.26
Lancaster, Ebert L.	44.06
Lancaster, Robert Jr.	1.42
Landberg, Jack C.	.46
Landerking, Henry	5.99
Landon, Burton B.	21.65
Landry, Aaron M.	14.04
Landry, Aldon	.89
Landry, E.	6.41
Landry, E. A.	2.37
Landry, Harry J.	1.58
Landry, Herbert C.	5.51
Landry, Joseph R.	1.79
Landry, Morman P.	12.90
Lane, A. H.	.01
Lane, Edward A.	14.12
Lane, Robert C.	.05
Lane, T.	7.76

Lanero, Lino	4.75
Lanett, Robert F.	.46
Lang, Herman	3.50
Lang, James K.	26.21
Lang, Peter H.	21.60
Lang, William Jr.	1.48
Langdon, Thomas C.	2.84
Lange, J. A.	5.94
Lange, Max	2.67
Langford, William T.	16.34
Langham, S.	.67
Langley, Milton S.	19.20
Langner, Ernest H. Jr.	10.27
Langredge, W. N.	2.59
Langston, John T.	4.11
Lanier, Donald F.	10.74
Lanier, G. A.	5.49
Lankford, Luther Tolbot	1.50
Lanoue, Roland Eugene	8.88
Lansendorjer, J. L.	.46
Lanton, Alfred	20.11
Lantz, D. Warren	.57
Lanzor, B.	4.00
Laplante, Albert A.	19.69
Laplante, Elwood P.	37.63
Laposki, Steph	1.00
Lape, Roger K.	60.83
Laqua, Eugene J.	10.74
Laracy, Cyril J.	.50
Lardie, William J.	67.45
Lardreveau, W. J.	.79
Laris, Joseph W.	30.75
Larivee, Adolph	1.07
Larkin, John W.	2.21
Larkins, Frank L.	21.19
Laronde, Lawrence G.	20.92
Larrimore, E. H.	3.98
Larrison, Joe	5.94
Larsen, Arne E.	5.15
Larsen, Donald L.	60.00

Larsen, Holger R.	.72
Larsen, John A.	.79
Larsen, Knud	.56
Larsen, Louis I.	34.79
Larsen, N.	2.38
Larsen, Robert A.	.59
Larso, E. O. H.	1.00
Larson, Harold R.	10.74
Larson, James William	10.61
Lartigue, Robert A.	27.06
Lary, Eugene W.	11.20
Las Hover, Emanues S.	2.16
Lashy, John	21.38
Lassiter Alfred W.	9.13
Lassiter, Billy G.	51.93
Lassiter, James W.	15.38
La Saya, Mike E.	.33
Latella, John	17.20
Latty, Roger	7.51
Latzgesell, Albert	.74
Laughlin, Richard L.	3.10
Launius, James J.	1.44
Laurent, Edwin F.	21.78
Lauri, V. E.	.32
Laurick, Tony	16.93
Lauro, Antonio	3.20
Lauzon, Stuart	.79
Lavador, Diosdado	2.96
Lavender, Robert	4.44
Lavoie, J.	5.40
Lavoie, L. J.	11.98
Law, Douglas D.	1.37
Lawes, Norman	2.00
Lawhorn, Roger	30.34
Lawrence, Charles D.	8.26
Lawrence, R.	2.16
Lawrence, Raymond	62.37
Lawrence, Vernon	6.73
Lawson, Wilbur J.	14.66
Lawton, William M.	13.40
Lax, Herbert	8.86
Lay, Jimmie	10.36
Layland, Sidney J.	11.73
Layton, John L.	4.87
Layton, Joseph D.	2.75
Lazzarinni, Peter	.02
Lea, Joseph	33.54
Leach, Otto	11.85
Leahy, Jeremiah	24.80
Leaman, C.	.64
Lear, Duke C.	4.91
Leary, D. J.	5.05
Leary, Timothy	21.60
Leather, Hugh	.10

Leathern, Luther	.67
Lebaron, Loren E.	1.48
Leblanc, Edward Lee	2.88
Lezlanc, H. J.	1.40
Leblanc, Robert Louis	50.33
Leblanc, Thomas	8.37
Lebourgeois, Nobles Henry	6.54
Lecourt, Henry, J.	38.76
Ledford, John K.	23.46
Ledingham, L. Frederick	5.60
Ledoux, Harold F.	.85
Lee, Bert J.	7.42
Lee, Fong S.	.59
Lee, Hugh	5.94
Lee, L. C., Jr.	16.34
Lee, Michael	44.26
Lee, Robert W.	.10
Lee, Seth Robert	95.62
Lee, Theodore, Jr.	75.73
Lee, Wm. O.	9.81
Lee, William T.	1.05
Lee, William W.	3.56
Leewerke, Klass I.	235.00
Lefakis, Antonios	6.26
Lefevre, William D.	123.29
Leffman, Harvey G.	1.44
Leftwich, R. E.	.45
Legdon, Peter	16.74
Leger, Christopher	.94
Lehane, Lawrence J.	11.88
Lehay, Thomas R.	.99
Lehder, Christopher	32.00
Lehman, William	9.79
Lehn, Edward A.	24.61
Lehr, Augustua	1.40
Leije, Augustin	4.32
Leira, Juan	10.00
Leister, Dave H.	4.20
Leitner, Manuel	1.71
Leiveld, I.	48.00
Lemaire, Paul I.	17.26
Leman, Lester	.05
Lemansky, John F.	7.64
Lemmage, Gerald A.	46.76
Lemoine, Adam	2.01
Lenon, P.	2.34
Lemon, Ralph J.	3.63
Lempier, John C.	.27
Lendquist, G. W.	33.47
Lennon, James N.	12.10
Lennox, Robert J.	2.71

NOTICE!

EDMUND F. PAUL

Your personal papers, which were left aboard the SS LaSalle, are at the New York Hall. You can get them in the baggage room on the fourth deck.

PERSONALS

COLEY E. RIDDLE

Your father, C. T. Riddle, wants you to write him c/o the YMCA, Greenville, S. C.

STYRING B. COODY

ALLEN HIBEL

JAMES GRIFFIN

Frank Mazza, in claiming his gear at the SIU Hall in New York, found a brown suit missing. This is the gear you checked off the Afoundria. If you have information as to its whereabouts, contact him at 821 South Hutchins Street, Phila. 47, Pa.

JOHN ALBERT KUHLEY

Mrs. G. D. Howell wishes you to get in touch with her at P. O. Box 340, Waycross, Georgia.

MATTHEW O'BRIEN

Get in touch with John Klee, 33 Meadow Street, Buckhannon, West Virginia. He has some important papers for you.

GEORGE T. MILLER JR.

Your mother asks that you contact her at once at 7107-32 Avenue, Kenosha, Wis.

LUIGI (LOUIS) GALLO

Your aunt, Mrs. Rose Pisaniello, requests you to write her at 36 Joralemon Street, Brooklyn, N. Y.

JOHN T. PALMER

You are asked by your wife to contact her at 1904 Spring Garden, Phila. 30, Pa.

GEORGE

Get in touch with Tom Jasky, your roommate on the Waycross Victory, at 118 Boehmhurst Ave., Sayreville, N. J. or 439 Henry St., South Amboy, N. J.

GEORGE W. HALLENBECK

Get in touch with Curtis & Warren, attorneys, Cocksackie, N. Y. This is in connection with a legacy.

SIU HALLS

BALTIMORE	14 North Gay St. Calvert 4539
BOSTON	276 State St. Bowdoin 4455
BUFFALO	10 Exchange St. Cleveland 7391
CHICAGO	24 W. Superior Ave. Superior 5175
CLEVELAND	1014 E. St. Clair Ave. Main 0147
DETROIT	1033 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
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	565 Hamilton St. Pacific 7824

Money Due

SS FAIRISLE

Entire Stewards Department of last voyage have one day's pay coming. Collect from Waterman Steamship Corp., 19 Rector St., N. Y.

SS LOYOLA VICTORY

The following men of the deck department have the following overtime due them and may collect from Waterman SS Co. in New York.

A. A. Milansei, 8 hours; C. R. Tracy, 1 hour; W. Weggens, 2 hours; G. W. Green, 4 hours; K. J. Klepach, 2 hours; F. Guitsen, 8 hours; A. W. Quealey, 2 hours, and G. J. Nelson 4 hours.

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:

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City State

Signed

Book No.

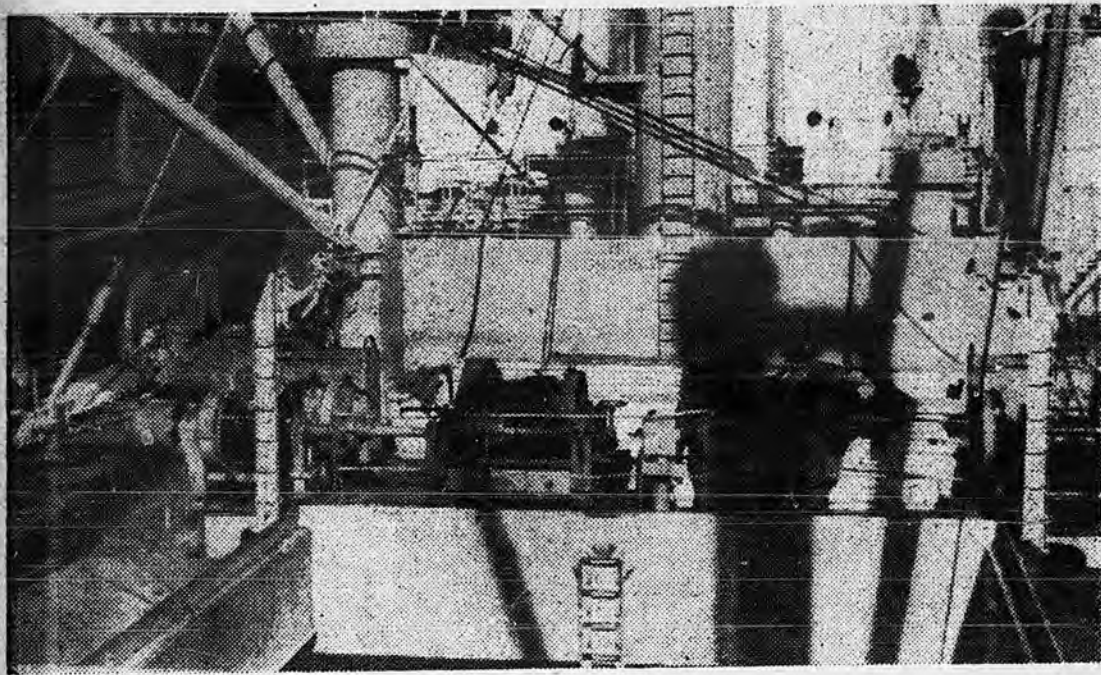
Del Valle Pays Off In New Orleans

One of the crack ships operating out of the Port of New Orleans is the SS Del Valle, a Mississippi Steamship Company cargo vessel with accommodations for 12 passengers.

Manned by Seafarers crews, the Del Valle plies between the Gulf port and the east coast of South America. Last week SIU men

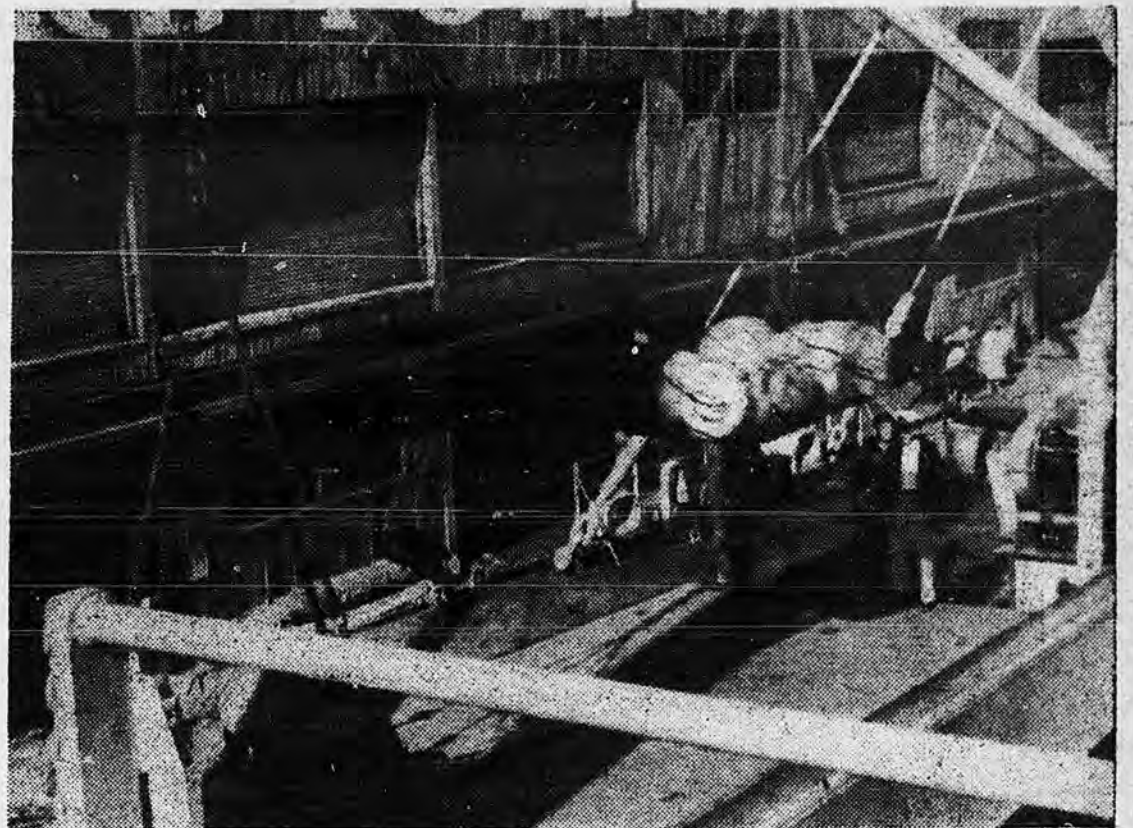
aboard maneuvered the ship alongside her Poydras Street dock to wind up another trip.

Present when the vessel paid off and unloaded was a LOG cameraman, who recorded the highlights seen on this page.



Cargo brought back from the South American ports is unloaded and stowed in the dockside warehouse. In photo above, the lift has dipped into the open hatch for a load of cargo, while two longshoremen peer into the cavity.

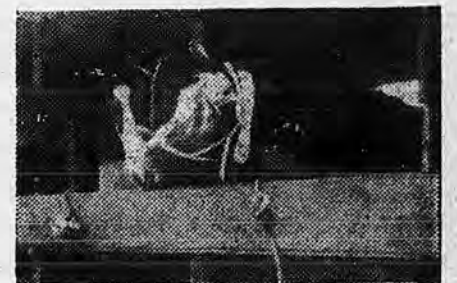
Having successfully cleared the hatch, the loaded sling is swung over the side (photo right), where she will be made ready to repeat the operation.



At left, Patrolman Buck Stephens (dark shirt) and Warren Wyman (rear, light shirt) as they issued receipts for dues to crewmembers who have just paid off the Del Valle.

‡ ‡ ‡

Here two of the precious cargo of blooded race horses do a little mugging for the cameraman while they await their turn to be put ashore. The highly sensitive animals weathered the trip in good style despite frequent requests from crewmembers looking for sure-fire tips "right from the nags' kisser." Whether there is a Derby winner among them is a question upon which horse-players can speculate. But they are good SIU bangtails now despite the fact that they have not been "obligated." So next time you want to risk a couple of bucks on something at Fair Grounds, Tanfören, Hialeah, Bowie or Belmont Park it might pay you to check. You certainly should prefer to let your hard-earned money ride on a horse prepared to give his all for the SIU. Perhaps the crewmembers of the Del Valle will keep an eye on how these camels run and let the membership in on the dope.



Preparing a piece of meat for the afternoon meal in photo left is the Del Valle's Chief Cook, Walter Kilgore. Meals for the crew and passengers are set up by the same personnel, with no complaints being reported from either quarter.

With the payoff over and all of her cargo unloaded, the Del Valle rests quietly (photo right) until activity returns with the new passengers, cargo, and crew for another voyage to the south.

Before taking off, she'll be shifted to the Harmony Street docks, from where the Mississippi ships make their departures.

