

# SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

VOL. IX.

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No. 40

## SIU Men Join Picketlines Of Office Workers

NEW YORK—Downtown New York witnessed another demonstration of trade union solidarity last week when squads of Seafarers reinforced picketlines of the AFL's Office Employees International Union, Local 153, set up in protest of a company's refusal to enter collective bargaining negotiations.

While thousands of workers in the financial area looked on, the Seafarers, neat in their traditional white caps, paced the picketlines thrown in front of the offices of the Personal Finance Company at 90 Broad Street and 182 Broadway, last Friday.

### ANSWER APPEAL

The presence of the Seafarers on the lines stemmed from an appeal from Local 153 headquarters seeking aid in putting on an effective demonstration.

In line with its policy of supporting clean trade unions engaged in legitimate beefs, the SIU put out a call for volunteers to stand picket duty with OEIU members.

A rush of volunteers greeted the call. More than the number needed responded.

### PEP UP LINES

On the lines, the Seafarers considerably enlivened the morale of the AFL office workers by their efficiency and orderliness in a district where trade union demonstrations are usually not a common sight.

OEIU members and officials were unanimous in their praise of the Seafarers for the heartening display of labor solidarity. Names of the SIU members participating in the beef appear on page 3.

## HELPING HAND TO ANOTHER UNION



The AFL Office Workers last week were added to the many unions which have requested, and received, Seafarers help in fighting a beef. This picture was taken at the picketline at 90 Broad Street, New York City, where employes of the Personal Finance Company were demonstrating for a wage increase. Another picture appears on an inside page.

## Seafarers Negotiates Top Contract With New Towboat Company

NEW YORK, Oct. 2.—The pace-setting Seafarers International Union stepped up its lead in the maritime field with the signing of an agreement yesterday with the Meseck Towing Lines, Inc., embodying the highest wage scale in the industry for towboat unlicensed personnel.

Top wages which will go into effect on the company's tugs will give Seafarers sailing as Bosun and Steward-Cook a monthly wage of \$264.34.

The scale calls for \$213.69 a month for Oilers and Firemen-watertenders, while Able-seamen will draw \$208.69.

Overtime-rate of pay under the terms of the agreement is al-

so tops for the industry, with the rate established at \$1.43 per hour for unlicensed personnel receiving wages of \$200 or more a month.

The newly-won Meseck lines will operate tugs out of New York on coastwise and deep sea runs.

(The Memorandum Agreement appears on Page 9.)

Discussions between company and Union representatives opened a week ago. Signing for the Seafarers at the conclusion of the sessions yesterday were Robert A. Matthews, Engine Department Representative and Joe Algina, Acting New York Port Agent.

As set forth in the agreement, the company agrees to recognize nine holidays.

The work week in port will be eight hours a day and 40 hours per week, and work performed in port on Saturdays or Sundays will be paid for at the regular overtime rate.

With the agreement on the issues of wages, hours, holidays and certain general rules effective immediately, the Union and company will continue negotiations to draw up the remainder of the agreement relating to general and departmental rules. The agreement states that "upon completion of such negotiations all conditions agreed to shall be incorporated into and thereby made a part of this agreement."

## Huron Crewmen Approve Contract

DETROIT—Great Lakes Secretary Treasurer Farnen announced that contract negotiations with the Huron Transportation Company, involving the two cement carriers—the SS Crapo and the SS Boardman, were concluded late Wednesday afternoon, September 24, too late to appear in detail in last week's SEAFARERS LOG.

Since then, crewmembers of the SS Crapo have approved the contract terms, and SS Boardman crewmembers are being contacted as this item goes to press in order that they may approve or reject the new contract.

Under terms of the Huron agreement, the following wage scale goes into effect as of September 1, 1947:

Classification	Regular Hourly Rate	Overtime* Hourly Rate
Wheelsman—Oiler .....	\$1.05	\$1.57½
Watchman—Fireman .....	1.04	1.56
AB Deckwatch—2nd Cook .....	1.00	1.50
OS Deckwatch .....	.89	1.33½
Deckhand—Coalpasser—Porter .....	.85	1.27½
1st Asst. Conveyorman .....	1.17	1.75½
2nd Asst. Conveyorman .....	1.10	1.65

(\*—Overtime rates are 1½ times regular rates.)

The unloading premium rate which was formerly 65c per hour has been increased to 70c per hour, while the rate for feeding screws—\$4 per complete cargo unloaded—and for hoeing out—\$2 per bin hoed—remains unchanged. This is at the present time the highest rate paid for any self unloaders on the Lakes.

An automatic escalator which

provides for an automatic upward adjustment in rates when 150 or more bulk carriers increase their rates is also included in the Huron agreement.

### NINE HOLIDAYS

Nine paid holidays are also provided as follows: New Year's Day, Lincoln's Birthday, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Armistice Day, Thanksgiving Day and Christmas Day.

Among other sections in the Huron contract are ones covering a minimum work week of 56 hours during sailing season, a minimum work week of 54 hours during fit-out and lay-up, and certain limitations on union liability under the Taft-Hartley Act.

Early last April, organizing of the Huron seamen began, and the SIU Great Lakes District was the overwhelming winner of an NLRB-conducted election aboard the two ships on June 4 and 6.

After the election in which the NMU and the Company were decisively defeated, the SIU was

(Continued on Page 3)

## AFL Convention Opens Monday In San Francisco

SAN FRANCISCO, Oct. 2.—Delegates from affiliated unions representing 7,500,000 members are already coming into this city in preparation for the American Federation of Labor's 66th annual convention, which opens here Monday.

The convention will hear a keynote address, which will be broadcast throughout the nation, by President William Green.

Among the delegation representing the Seafarers International Union will be Harry Lundberg, president; Paul Hall, first vice-president; and Morris Weisberger and Cal Tanner, international vice presidents.

The convention is expected to be the largest in the federation's history, with more than 600 delegates due to participate. It also bids to be the most important since the convention will deal with some of the most serious problems yet to confront organized labor.

High on the list of important matters to be dealt with are the Taft-Hartley Law, the ever-increasing prices which are fast liquidating workers' wages, and the problem of unemployment.

Reports from fraternal delegates from the British Trades Union Congress will be delivered by General Secretary A. Deak-

in of the Transport and General Workers Union, and Robert Openshaw, member of the executive committee of the Amalgamated Engineering Union.

President Green disclosed that Leon Blum, former Premier of France, had been invited to attend, although acceptance has not yet been received.

Scheduled to be among the convention's speakers announced by Green are: Labor Secretary Lewis B. Schwellenbach, Senator Wayne Morse, of Oregon, and Kurt Schumacher, head of Germany's Social Democratic Party.

## Send Pix

Every candidate for office in the A&G election scheduled to begin on November 1st, must submit with his qualifications a passport picture of himself and a short biography of no more than 100 words, dealing only with the candidate's Union record and activities.

These pictures and biographical notes will be carried in the SEAFARERS LOG in order to familiarize the membership with all candidates.

Send your qualifications, picture, and short biography to: Secretary-Treasurer, Seafarers International Union, 51 Beaver St., New York 4, N. Y.



# SEAFARERS LOG

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GEORGE K. NOVICK, Editor



## Time Of Decision

The 1947 convention of the American Federation of Labor which opens in San Francisco on Monday will not be just another convention where hollow resolutions are passed and forgotten.

Organized Labor is faced with momentous problems which must be squarely faced and dealt with. Out of the convention must come plans of action for dealing with the Taft-Hartley Act, the shrinking dollar value, unemployment and many other problems of the American workingman.

There can be no avoiding of issues. The situation calls for a program of action to preserve the gains won by organized labor, and action must be the keynote of every item on the agenda.

The labor-haters have had their day in Washington, the American workingman will soon thunder out his reply from the west and it will be heard.

## Nominations Still Open

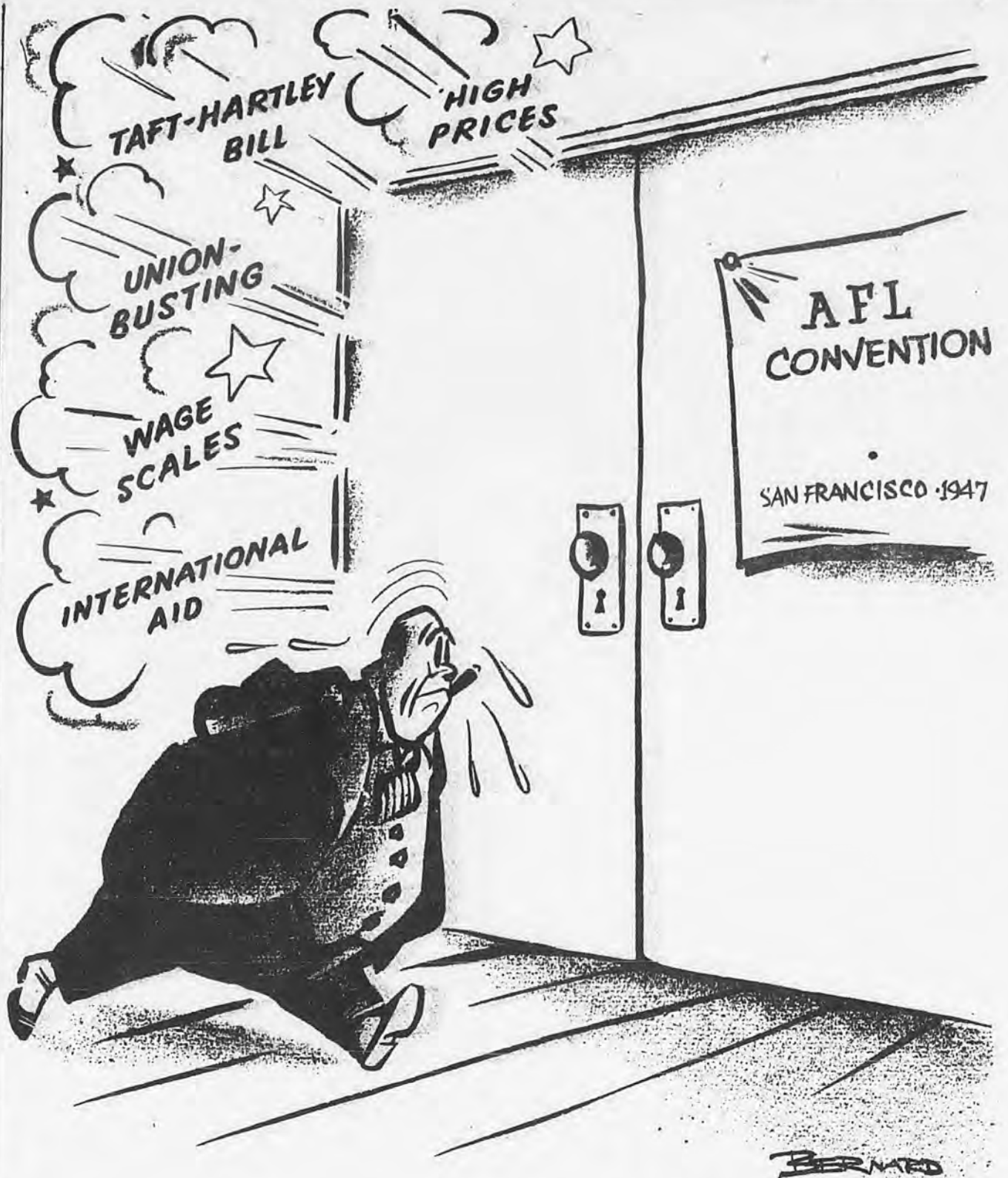
Nominations for men who wish to run for office in the coming SIU election are drawing to a close with less than two weeks remaining before the October 15 deadline.

There is still plenty of time for men who have been toying with the idea of running to get their credentials together and send them to the Secretary-Treasurer.

It is every member's right—and duty—to run for office if he has the qualifications. There is never a surplus of capable men in any organization, so even if it is felt that the guy holding the job you'd like to take a crack at is capable, don't shy off—take a chance at it; the membership may feel you can do the better job.

The more men who run for the positions the better it will be. A large selection of candidates is indicative of a healthy organization, and it gives the membership a chance to make a real choice as to who will carry the responsibilities in the coming year.

Read the qualifications for office listed on Page 3. If you meet the requirements, enclose with them a passport photo and a biography of less than 100 words and shoot the works to the Secretary Treasurer, 51 Beaver Street, N. Y.



## 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.

### GALVESTON HOSPITAL

- J. A. SEALY
- A. J. HALL
- W. BARGONE
- J. HARRIS
- M. FOSTER, Jr.
- J. D. ROSS
- D. L. HUNTER

### BALTIMORE HOSPITAL

- JOHN MASSIMINO
- L. L. FREEMAN
- J. NUUHIWA
- E. L. PIERCE
- W. T. ROSS
- E. FREMSTAD
- E. T. DANBACH
- J. BALLARD
- F. R. O'BRAIN

### STATEN ISLAND HOSPITAL

- E. JOFFRIAN
- J. MCNEELY
- J. A. DYKES
- T. MUSCOVAGE
- W. SATTERFIELD
- J. GERMANO
- J. BLANCO
- C. J. BISCUP
- J. O'MALLEY
- J. E. WILLIAMS
- E. T. BROWN
- J. E. BRWN
- F. J. SCHUTZ

- R. L. ALLEN
- A. CAUDRA
- J. BURGRAVE
- W. R. HALL
- I. WHITNEY
- L. W. ROBERTS

### BRIGHTON HOSPITAL

- G. McGUIRE (SUP)
- E. FALVEY
- R. LORD
- J. BARRON
- E. DELLAMANO
- H. SCHWARZ
- J. HANSIL
- E. JOHNSTON
- J. NICKERSON
- W. MAPLES
- E. DELANEY
- R. JOHNSTON

### NEPONSET HOSPITAL

- J. S. CAMPBELL
- E. FERRER
- J. R. HANCHEY
- C. LARSEN
- L. L. LEWIS
- J. R. LEWIS
- R. A. BLAKE
- L. TORRES
- C. SCHULTZ
- H. BELCHER
- J. T. EDWARDS
- L. BALLESTERO

## 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.)

- C. C. MOSS
- D. TULL
- J. SILLAK
- T. WADSWORTH
- M. GOMEZ

### NEW ORLEANS HOSPITAL

- JOSEPH DENNIS
- L. GROVER
- C. MACON
- BOB WRIGHT
- JOHN MAGUIRE
- CHARLES BURNEY
- J. J. O'NEAL
- E. L. WANDRIE
- E. M. LOOPER
- D. G. PARKER
- LEROY CLARKE
- J. ZANADIL
- D. P. KORALIA
- WILLIAM MOORE
- L. COOPER
- REUBEN VANCE

### NORFOLK HOSPITAL

- J. PORTER
- RALPH STURGIS
- B. CUTHRELL
- J. BULLARD
- A. DESOUZA
- L. BARSH
- H. KEECH



**SIMON LEGREE ON THE PICKETLINE**



Wearing the traditional garb of Simon Legree, this Personal Finance employee symbolizes how workers are treated by this enormous profit-making company. Charging high interest for loans, and paying low salaries to employees, has made this company one of the wealthiest loan outfits in the United States. The union wants to be dealt in on some of that money, and asked for SIU help to show the company they are not kidding.

**The Record Proves That Seafarers Pioneered Gains On Great Lakes**

By RUSSELL SMITH

DETROIT—Every once in a while, we pick up some organizational leaflet or throw-away issued by some outfit on the Lakes and read where it did so much for the Great Lakes seamen. Propaganda like that, obviously intended for the green Lakes seamen who don't know the score, usually gives us a great big laugh.

You might ask, "Why the laugh?" Well, it's common knowledge to the men who've been sailing on the Lakes for the past few years that the SIU Great Lakes District has been the leading influence in securing such gains and improved conditions as have been won on the Lakes.

Since our start in 1938, it's been the SIU every time which

has led the fight for improved hours, wages, working and living conditions.

This is no idle boast or smoke-blowing on our part. Check the record, if you don't already know, and see who has actually won anything on the Great Lakes. It's been the SIU Great Lakes District which time after time, has broken the ice to win gains which the LCA was finally forced to come across with.

On the Lakes, just as on salt water, it's the SIU which leads for maritime labor every time!

**FORTY HOUR WEEK**

Let's go back a few years to 1942—when the SIU first established the principle of the forty-hour week on the Great Lakes.

At that time, SIU contracts were negotiated providing forty hours work during fit-out and lay-up at straight time, with overtime for all hours worked in excess of eight hours daily or forty hours weekly. That's the first that a forty hour week was ever heard of on the Great Lakes!

During the war years, when the LCA operators wanted to pay the continuous service bonus of 10 percent on base wages only, it was the SIU which carried the battle to Washington.

The SIU Great Lakes District filed a strike notice against every operator on the Lakes!

As a result of the SIU actions, the War Labor Board handed down a decision which benefited every seaman on the Lakes. The WLB decision forced the operators to pay a bonus on all wages, including overtime as well as base wages. Once again, the SIU had carried the ball successfully.

Throughout the war, whenever the Great Lakes shipowners tried to lower conditions in any way whatsoever, the SIU was constantly on guard to make sure that these profit-hungry individuals didn't get away with the least bit of chiseling.

**AN SIU YEAR**

1946 was a damn good year for the SIU. Seafarers on the East, West and Gulf Coasts tied up all American ships in the most successful strike ever pulled in maritime.

As a result of the solid SIU-SUP front, supported by all organized labor, the vicious Wage Stabilization Board was defeated. The SIU-SUP won a victory for all labor!

In the Fall of '46, two significant victories were won by the SIU. First came the election in the 90-ship Isthmian Fleet, a subsidiary of U.S. Steel, which the SIU won by securing better than 58 percent of the votes against the company and the NMU.

On the Lakes, after the NMU pulled a phony strike in a wild attempt to stop the SIU organizational gains, the 7-ship Midland Fleet voted for the SIU Great Lakes District as the Union of their choice.

This was a living example of how Lakes seamen regarded the phony organizational strike of the NMU.

**1947 GOOD, TOO**

With the start of fit-out on the Lakes this Spring, the SIU began an all-out drive to organize the entire Great Lakes under the banner of the SIU. From the very start, all indications pointed overwhelmingly to success as crew after crew and ship after ship voiced preference for the SIU Great Lakes District.

First, came the successful smashing of the 56-hour week on the passenger boats, with a resultant 44-hour week and substantial gains.

Then came the first 40-hour week on the Lakes aboard a "few lousy sandboats," as one of our opponents phrased it.

On the organizational front, the SIU won the two-ship Huron Fleet early in June, after giving the NMU the worst beating they had ever had on the Great Lakes. This victory pointed the way to others.

Early in July, the SIU emerged a topheavy winner as the result of an election aboard the four Wyandotte ships.

In rapid succession, the SIU won the first forty-hour week contract for bulk freighters with the signing of the first Midland agreement, and all SIU bulk freighters, automobile carriers, and tankers fell into line by signing forty hour contracts, too.

**HURON CONTRACT**

Last week, the Huron contract was signed, subject to ratification of the crewmembers, providing the forty-hour week, nine paid holidays, an automatic wage escalator clause, and increased unloading rate.

It also provides a guaranteed work week of 56 hours during the sailing season and 54 hours for fit-out and lay-up.

Wyandotte negotiations are still going on, and as soon as they are concluded, a complete report will be printed in the SEAFARERS LOG.

**Huron Crewmen Approve Newly Signed Contract**

(Continued from Page 1)

certified on June 16 as the sole collective bargaining agent.

Contract negotiations were begun in July, and dragged on for a couple of months until the Huron management finally realized that the SIU was determined to hold out for a good contract.

Huron was represented by H. R. Schemm and Charles W. Adams, while the SIU Great Lakes District was represented by Secretary Treasurer Fred Farnen and Organizational Director Russell Smith.

Signing of the Huron agreement, subject to membership approval, brings to 29 the number of Great Lakes operators now under SIU contract, and forges another link in the chain of SIU agreements expected to soon encompass the entire Great Lakes.

The election in the Huron Fleet was the first NLRB conducted maritime election of the year on the Great Lakes and the votes the SIU gave early notice of the pro-SIU sentiment on the Lakes.

**Seafarers On OEIU Picketline**

Living up to the Seafarers reputation for helping brother trade unionists conducting a legitimate beef, the members of the SIU listed below went out last Friday on the picketlines established by Local 153 of the Office Employees International Union, AFL, at the 90 Broad Street and 182 Broadway offices of the Personal Finance Company. The company has refused to enter collective bargaining negotiations with the union.

Seafarers doing their bit were:

- |                  |                  |                   |
|------------------|------------------|-------------------|
| Blas Gonzales    | P. Albanese      | Guinar Rvistianen |
| John Pelski      | Elas Rodreguez   | S. L. Fackrell    |
| A. Maldonado     | Angel Filicore   | V. Rimme          |
| Neri Felipe      | Jose F. Gonzales | Bill L. Johnson   |
| Joe Reyes        | Arthur Holmgrew  | Adolph Beier      |
| Vic Garcia       | Louis A. Ruiriz  | Snyder            |
| Charles Connors  | Paul M. Martin   | R. P. Kimball     |
| Vincent Bruno    | M. Pepovich      | J. D. Blanchfield |
| Robert Orr       | W. Fagen         | Joseph E. Best    |
| Louie Scarptr    | A. Ezerzals      | Leo Root          |
| William Bowninie | W. Johnson       | Bruce Denholm     |
|                  |                  | John Ward         |

**Baltimore Beats Mutiny Charges On Whitney**

By BILL THOMPSON

The ship-shape handling of several tough beefs aboard the SS Eli Whitney in the Port of Baltimore should be of interest to the Brother who recently inferred that that Port did not give sufficient prominence to its beefs in the LOG reports.

I was the ship's Delegate aboard the Eli Whitney and it was I who was charged with

mutiny aboard the vessel because I did what I considered my duty as a Union representative.

When the ship docked in the Port of Baltimore, this beef along with several others, was turned over to the Hall.

The Port Agent and a Patrolman came down to the ship immediately. These men succeeded in clearing up all beefs and removing charges.

**EXCELLENT WORK**

Their work in my behalf was such that it is expected that charges against me will be dropped as soon as a letter is received from the American Consul in Georgetown, where the beef originated.

Without a doubt, the Agent and Patrolman did one of the best possible jobs in clearing away this ship. The crew has expressed its pleasure over the way things were handled.

**THANKS DUE**

We all felt we were fortunate in having men like these to represent us and they certainly deserve a vote of thanks for a job damn well done.

The charge of mutiny was a result of the Steward's incapability aboard this ship in handling his men. I, as Ship's Delegate, repeatedly had to order men in the Stewards Department to do their work, because they would not obey the Steward.

For this I got in trouble with the officers. All men in the Stewards Department, including



Bill Thompson, Ship's Delegate on the Eli Whitney, refutes the allegation that the Port of Baltimore is not on the ball. The Baltimore Branch, asserts Brother Thompson, is giving the membership in that port first-rate representation.

the Steward, were tripcard men.

All new replacements for the Whitney refused to sign on until the Ship's Delegate is allowed to sign on for another trip. Because of this and the representation from the Baltimore Hall, the Company finally agreed to permit the sign-on.

If the Port Agent and the Patrolmen are doing nothing in Baltimore, how is it that they can get a tremendous beef like this cleared up in less than a week?

**Qualifications For Office**

Qualifications for office in the Seafarers International Union, as provided for by the Constitution and By-laws, are as follows:

- (a) That he be a citizen of the United States.
- (b) That he be a full member of the Seafarers International Union of North America, Atlantic and Gulf District, in continuous good standing for a period of two (2) years immediately prior to date of nomination.
- (c) Any candidate for Agent or joint patrolman must have three years of sea service in any one of three departments. Any candidate for departmental patrolman must have three years sea service, as specified in this article, shall mean on merchant vessels in unlicensed capacity.
- (d) That he has not misconducted himself previously while employed as an officer of the Union.
- (e) That he be an active and full book member and show four months discharges for the current year in an unlicensed rating, prior to date of nomination, this provision shall not apply to officials and other office holders working for the Union during current year for period of four months or longer.

Any member who can qualify may nominate himself for office by submitting, in writing, his intention to run for office, naming the particular office and submitting the necessary proof of qualification as listed above.

The notice of intention addressed to the Secretary-Treasurer must be in his office not later than Oct. 15, 1947, together with a recent passport photo and a short statement of the candidate's Union history and activities.



# Chief Stewards' Varied Tasks Call For All-Around Ability

By JACK (AUSSIE) SHRIMPSON

The writer of these articles has been a member of the SIU for several years and is an old hand in the Stewards Department. His views here are not necessarily the policy of the SIU but rather observations and suggestions for making work in the Stewards Department on passenger ships an easier task. Last week's article, the first, dealt with relations with passengers.

The Chief Steward of a passenger ship must be a man of many abilities. The physical work that he does is almost negligible, but the responsibility that he carries is great.

It is a job that no money or influence can buy, and it is a job that no man can bluff his way through. The only way to get the job is by the hard road of experience, and it takes many years of hard work to make the grade and hold the job.

A Chief Steward must have a sound knowledge of cost buying (but not selling), requisitioning, bar percentages, kitchen French, stowage and correspondence.

He must be a profound judge of human nature and be able to surround himself with capable men to whom he can delegate some of his load of responsibility.

He should confer with his Assistant Chief Steward, Second Steward, Chef, Chief Baker and Storekeeper at least once a day, and he must have that supreme gift of being able to tell them what he wants done without in any way interfering with the work himself.

He is not, contrary to general belief, required to be able to cook, although in general practice it will be found that he is able to do so.

Chief Stewards aboard freight ships are required to be (or have been) Cooks so that they can double for any of their Cooks who become ill, but aboard a passenger vessel where the galley staff is anywhere from 12 to 30 men, cooking is about the only job in which the Chief Steward has no part.

The popularity of a passenger ship is largely dependent upon the personality of its Chief Steward. He must be the soul of tact and courtesy at all times, and ever ready to bend a willing ear to a complaining passenger.

Many of the alleged complaints he has to listen to are sheer nonsense, but he must be able to give the same sympathetic attention to Mrs. Stitchpipes, who is grossly offended at not being asked to sit at the Captain table, as he gives to Colonel Stumblebum's bitter complaint of being cheated by card sharks.

### IS SYMPATHETIC

Homo sapiens on vacation is a queer bird and has to be humored to the ninth degree, and it is largely the work of the Chief Steward to do the humoring. He should inspect the passenger accommodations, either with the Master or the Ship's Doctor, at least twice a week, and he must insist on scrupulous cleanliness throughout his department.

He must be just, but at the same time a firm disciplinarian and must be known as such both to the company and to the Union.

He must give the same attention to the crew that he does to the passengers, but at the same time be on the look-out for the super-militant crackpot whose one aim is to cause trouble for trouble's sake.

Apropos of that, quite recent-

ly I had to deal with a crew's beef from a character who wanted to know why the crew was not served soup in the morning and tea in the afternoon "like them god-damned passengers."

On the other hand, a good Chief Steward who holds the balance between the company and his Union has nothing to fear from either of them. He can do much to improve the living conditions of his shipmates and at the same time carry the trust of the company.

He is an unlicensed member of the crew and, in spite of all the spit and polish of gold braid and uniform that the custom of the sea forces on him, his sympathies must always be with the crew as well as the passengers.

He should work in close cooperation with his Port Steward, but at the same time never allow himself to be dominated by the official. He must never hesitate to use his right of rejection or acceptance of incoming stores.

Toward the end of the voyage the Chief Steward of a passenger ship is rarely seen or heard from. He is up to his neck in overtime, inventories, cash accounts, requisitions, crew vacancies, costs, meal reports, etc.—all of which have to be ready for the shoreside officials immediately upon docking, and none of which can be made up until the last 36 hours of the trip.

Added to this he must closely watch the most important meal of the voyage, the "Captain's Dinner," or "Dinner Adieu" as it is sometimes called, which is always served the night before reaching the home port and often resembles a State Banquet with all the trimmings.

The job is well paid, but specialized. A good passenger ship Chief Steward need never be out of work because, if he leaves one company, another will grab him immediately, providing he has a good name on the waterfront.

His is the labor of Hercules and it is small wonder that he usually ends up with ulcers, flat feet, a bald noggin or as a rumpot. If you see one, don't shoot him on sight but try to remember that, like the piano player he's doing the best he can.



### BOSTON

**INDIVIDUAL DONATIONS**  
W. Grant, \$6.00; G. Tudor, \$2.00; F. Fernandez, \$2.00; O. Stich, \$3.00; J. Ferreira, \$1.00; G. Georgivich, \$1.00.

### NEW YORK

**INDIVIDUAL DONATIONS**  
P. Guzman, \$3.00; W. S. Perry, \$5.00; C. F. Mackey, \$2.00; G. J. Doltn, \$5.00; E. Goeltz, \$5.00; J. Coscino, \$2.00; J. S. Schaefer, \$5.00; H. T. Howard, \$2.00; F. Feid, \$5.00.  
R. Fugeros, \$3.00; Fred Verdict, \$3.00; Eugene Bluhm, \$1.00; A. W. Hauffe, \$1.00; E. Kastango, \$4.00; H. White, \$1.00; J. B. Wemyss, \$3.00.

### SS STEEL RECORDER

J. F. Barnett, Jr., \$5.00; Philip D. Mouton, \$5.00; H. M. Free, \$2.00; Richard S. Newnom, \$5.00; H. A. Sherman, \$5.00; L. Crittenden, \$2.00; L. H. Powell, \$5.00; L. W. Wheeler, \$5.00; L. G. Romano, \$5.00; E. DeBourbon, \$5.00; L. J. Baldo, \$5.00; G. E. Stegeman, \$5.00; W. J. Plunket, \$5.00; S. Celeste, \$5.00; G. O. Thornton, \$5.00; L. Vickrey, \$5.00; E. E. McCrory, \$5.00.

### SS ARLYN

Miciak Bronislaw, \$2.00.

### SS T. NUTHALL

E. C. Fink, \$3.00; W. Cooper, \$2.00; G. Thrasher, \$2.00; F. Umholtz, \$2.00; H. Darnell, \$2.00; R. Beucher, \$1.00; J. Sallinger, \$1.00; M. Moody, \$5.00; H. Schubert, \$3.00; T. Patterson, \$1.00.

### SS CAPE BRETON

I. Swit, \$2.00; A. B. Benno, \$2.00.

### SS HILTON

E. P. Jensen, \$5.00; F. B. Ortiz, \$4.00; K. C. Marple, \$3.00; M. Lubiejewski, \$5.00; I. Echevarria, \$3.00; C. Matt, \$3.00; J. Ortiguerra, \$5.00; J. C. Korneliusson, \$2.00; T. O. Melton, \$5.00; T. O. Melton, \$20.00; T. H. Canfield, \$2.00; F. Chrzescian, \$3.00; F. Aponte, \$4.00; C. Vazquez, \$2.00; J. G. Carr, \$4.00; W. Michnovich, \$3.00; D. C. Rodda, \$3.00; E. Greco, \$5.00.

### SS ETHIOPIA VICTORY

W. W. Watkins, \$1.00.

### SS A. CLAY

Geo. Pilaras, \$2.00; C. G. Pedersen, \$2.00; Alan Daga, \$2.00; R. B. Capes, \$1.00; R. K. Riffle, \$2.00; T. Spencer, \$2.00; R. Hull, \$1.00; R. F. Blanchette, \$2.00; A. H. Blanchette, \$2.00; J. Cantin, \$5.00; E. M. Villapol, \$1.00.

### SS SIMMONS VICTORY

W. M. Wallace, \$2.00; W. J. Sontag, \$1.00; J. C. Fleck, \$1.00; A. Fase, \$1.00; S. J. DeMelles, \$2.00; Abe Partner, \$1.00; G. Callaro, \$1.00.

### SS HELEN

C. Patoky, \$5.00; F. Maland, \$2.00; H. Williams, \$1.00; S. Bell, \$1.00; N. Jefferson, \$1.00; T. Coyne, \$1.00; F. Gustav, \$1.00; A. Vasquez, \$2.00; J. Pines, \$2.00; R. Rivera, \$2.00; J. J. Cooper, \$3.00; L. R. Jackson, \$1.00; D. L. Ware, \$1.00; C. G. Cooke, \$2.00.

### SS NOAH WEBSTER

D. Victor, \$5.00; J. C. Reynolds, \$2.00; L. E. Hilton, \$7.00; F. A. Bivins, \$3.00; E. Zecchini, \$2.00; A. Rodrigues, \$3.00; L. Higginbotham, \$2.00; J. E. Behm, \$5.00; R. H. Rojem, \$5.00; E. L. Gimmatt, \$2.00; G. H. Villacres, \$2.00; G. Bergeret, \$2.00; W. A. Brightwell, \$1.00; V. Pedraza, \$5.00; E. A. Betterquist, \$3.00; J. Huisman, \$3.00; B. I. Gore, \$1.00; S. Reyes, \$1.00; R. L. Chahoc, \$1.00; G. W. Rideck, \$1.00; W. Hyde, \$2.00; R. W. Schoolcraft, \$2.00.

### SS CAPE FRIENDSHIP

L. A. Stengle, \$3.00; G. R. Ogen, \$3.00; R. Power, \$3.00; J. Parcolla, \$3.00; J. B. Juaban, \$3.00; J. Sukodolski, \$3.00; P. J. Gilligan, \$3.00; R. J. Hendrickson, \$3.00; A. Anopol, \$3.00; R. Brumley, Jr., \$3.00; E. P. Canlas, \$3.00; F. C. Damian, \$3.00; M. A. Angel, \$3.00; C. T. Cahillig, \$3.00; A. Sargent, \$3.00; G. Krupick, \$3.00; J. A. Green, \$3.00; George F. Woods, \$5.00.

### SS STEEL SCIENTIST

L. Gutierrez, \$2.00; F. C. Holmes, \$5.00; G. L. Rigney, \$2.00; E. D. Mabee, \$2.00; A. V. Comrie, \$2.00; B. L. Jarrat, \$3.00; M. A. MacDonald, \$2.00; N. Voskian, \$2.00; J. Flynn, \$4.00; A. Carvalho, \$3.00; M. E. Makatangay, \$3.00; D. O. Harvey, \$3.00; D. Isorda, \$3.00; P. Aboga, \$3.00; E. A. Karlsson, \$3.00; R. Kising, \$3.00.

### SS VIRGINIA CITY

E. Adamko, \$2.00; C. Maslarov, \$2.00; Tom Riley, \$5.00; K. Nash, \$5.00; H. Rice, \$2.00; W. West, \$2.00; C. Wamsley, \$1.00; M. Spence, \$1.00; H. Friel, \$1.00; J. Galway, \$2.00; G. Gunter, \$1.00; P. Ramseyer, \$5.00; S. Woodell, \$2.00; L. Vanemburgh, \$2.00; W. Serrano, \$1.00; M. Franciose, \$1.00; R. Lagasse, \$1.00; V. Ramseyer, \$5.00; C. Kreiss, \$1.00; C. Kowalski, \$1.00; G. R. Ranallo, \$2.00; F. Stokarchuk, \$2.00; J. E. Miller, \$1.00; R. J. Butler, \$1.00; P. Gonzalez, \$1.00; J. A. Goglas, \$1.00; A. R. Hasson, \$2.00; H. C. Hill, \$1.00.

## All Hands, Working Together, Can Insure Continuation Of Good Jobs, Wages, Conditions

By The ORGANIZING STAFF

Since the Agents Conference of 1945, when the expansion program was decided upon and an organizational director was appointed, the Seafarers International Union has made giant strides toward becoming the largest seamen's union in the maritime industry—a crowning point to be added to our reputation on the waterfront for being the strongest, most progressive and militant trade union around.

This reputation was not earned easily, nor overnight. Years of hard work, during which time we had to prove ourselves time and again, won us our spurs. Many a crew had to pull a job action, and many a member had to hit the bricks to win and enforce the conditions that we all enjoy today.

In the long, hard pull to the top, Bookmembers, along with Permitmen and Tripcarders, rode unorganized ships to help bring them under contract to the SIU.

Some money in the form of wages and overtime was lost, and good sailing conditions and other union privileges were given up, to whip these outfits in line.

These sacrifices are paying off and will payoff in greater measure in future years.

### GET 'EM ALL

But the top wages and conditions we now have as a result of hard effort and much sacrifice on the part of the membership will slowly and surely go down the drain if we allow other non-union companies to stick out like a sore thumb.

Until the last unorganized company is under SIU contract, it remains a threat to Union conditions.

As far as we are concerned, our organizing campaign should

stop when the last non-union shipping company puts the ink on an SIU contract.

Here on the East Coast, we have new contracts with several companies, among them: Isthmian, American-Eastern, St. Lawrence Navigation, Ponce Cement, Wilkerson, Coral, Petrol Tankers, Sag Harbor Tanker Industries and others.

On the Great Lakes we took over several companies and as on the East Coast, have elections pending in a number of outfits.

We can't afford to jeopardize all we have won—none of us. And we have to work against the time when the shipping might slow down.

To protect your job and the conditions you have, cooperate with the organizers. If they ask you to try to take a job on an unorganized ship, do your best to get that job. You'll be helping in your own future welfare if you do.

### ALL CAN HELP

If you happen to be a new member and you're asked to help out, don't feel because you're new that you can't do any good.

If you're willing, that's all you need. Just get to know the rules and procedures of the Union which protect you and every other member.

You can always get copies of the Constitution, Shipping Rules and other Union literature—helpful in acquainting unorganized men with the Seafarers.

The LOG is good educational material. You get bound volumes for years back so you can brush up on the score.

Sailing on an unorganized ship is in itself an education, and will give you experience so you can make comparisons.

If you're an old member, don't

tell the organizer you feel you're too old or have done your share before. You must admit they're pretty weak excuses if you are a good union-minded guy.

A good union man's job is never finished. And a guy doesn't get excused from picket duty because he's picketed before. Volunteer organizing is the same thing.

Who in this organization is better qualified than the oldtimer? He has the savvy, the experience; he's been through lousy conditions and low wages and can probably do a ship-shape job of showing unorganized seamen the difference between union and non-union ships.

At present, as was stated above, we're working on several outfits. Topping the list are Cities Service, Tidewater and Sun Oil.

Although it's possible that every member who tries to get a job with these unorganized companies may not get one, there's nothing in anybody's book that says you can't make a good try at—not once, but several times.

## 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.





# Admiral Hints At Seamen Draft At N.Y. Meeting Of Shipowners

By JOE ALGINA

NEW YORK — Last week a much decorated rear admiral told the shipowners in this port that they'd better start thinking about the possibility that the future might see the merchant marine as part of the armed forces.

He told them the new unification of the armed forces affects shipping as much as it does the military services and the eventuality of all shipping being under a military head may not be too far off.

Of course, this was strictly up the shipowners alley. None of them jumped out of the window instead at the end of the meeting they stuck a citation on one of the guys.

This Brass Hat didn't ask the men who would be most affected by this what they thought. He just told the shipowners, in fancy language, of course, that they could look forward to free and easy sailing if and when they put seamen in uniform.

### FANCY DREAM

While the guy was still talking they were probably already seeing visions of uniformed seamen working around the clock

and giving out with a fancy salute when their work was completed.

Quite naturally there was no mention of removing the ships from the shipowner or of taking his profits away from him.

Oh, no; unlike naval ships he would keep his and the government would see that he got nice disciplined crews to man them — without overtime.

The shipowner's utopia would be complete. Seamen would move around under military orders — no first class transportation; they would get military food — no beefs about stores and so on, just like the good old days.

What should shake these guys out of their daydream is the fact that seamen will refuse to go for their scheme. Seamen made the shipowners give out



# Philadelphia Agent Voices A Complaint Against Permitmen

By EDDIE HIGDON

PHILADELPHIA—The Permitmen are causing us a little trouble by hanging around the Hall and refusing to take jobs which are offered to them. I have a word of advice to give them, and if they are smart they will pay attention to what I have to say:

Brothers, you were given a Tripcard or a Permit in this Union because there were not men available to take all the jobs which were listed. This being the case, full Bookmembers get first chance at jobs, and if you men don't want to take jobs that are offered, at least don't hang round the Hall clogging traffic.



If you do accept a job from the Dispatcher, go to that job and sail that ship. Failure to do this will result in the loss of the Permit or Tripcard.

Patrolman Tilley just interrupted to state that he paid off the Cornell Victory, Waterman, and he wishes to commend the crew for the Union spirit that they all showed.

This scow crewed in Baltimore in June, and after going inter-

coastal was supposed to lay up in Philly. The company changed plans, and wanted the ship moved to Norfolk. This will be done and the men will receive transportation back to the City of Brotherly Love.

One of our newspapers printed an editorial about the way our ships are being transferred and/or sold to foreign nations.

It is rather late to point out this danger to the public since the SIU recognized what was happening three years ago, and tried to get legislation introduced in Congress to forbid the sale of American tonnage to foreign interests.

As usual, the press, and the Washington bigwigs were deaf to our pleas for help. Now they realize that we were correct all the time.

# NO NEWS??

Silence this week from the Branch Agents of the following ports:

- JACKSONVILLE
- MOBILE
- SAVANNAH
- SAN JUAN
- BUFFALO
- SAN FRANCISCO
- NORFOLK
- DULUTH

The deadline for port reports, monies due, etc., is the Monday preceeding publication. While every effort will be made to use in the current issue material received after that date, space commitments generally do not permit us to do so.

# Knowing Union Constitution And Shipping Rules Will Eliminate Most Bum Beefs For Membership

By RAY GONZALES

A considerable number of members do not take time to read their Constitution and official Shipping Rules. The consequence is that they invariably find themselves involved in a beef that turns out to be no good.

Most beefs seem to be connected with Section 29 of the shipping rules which reads: "Any man may be promoted on a ship providing he is capable of performing duties required. But he must make one complete trip before promotion."

Of course, this means one complete trip on the vessel that you are being promoted aboard. Even then if the ship is in an American port where there is an SIU Hall you shall be cleared by the Union.

Of course, if the ship is at sea then you may be promoted whether or not you have made a trip or not and then when you arrive back in the States notify the Patrolman or the Union Hall.

### NOT FOR UNRATED

Many members fail to read Section 30 which states: "Ordinary Seamen, Wipers and Messmen must not be promoted on board vessel but must come off and register at next rating before being permitted to sail at the next highest rating."

This section means just what it says, that no one who has been dispatched on a ship in the rating of OS, Wiper or Messman or any unrated capacity shall be promoted or accept promotion while the ship is in a U.S. Port.

This does not mean a member shall refuse to be promoted at sea, as all promotions at sea are classified as emergencies.

Make sure, however, that you notify the Union or Patrolman in the first U.S. port touched.

Every day members come to the Union Hall wanting to pay

back dues and assessments. Some of these men are in arrears from six months to five years. When you ask them where they have been, they usually answer that they have been working ashore.

Most of these men have never made any efforts to contact the Union when we were pounding the bricks for union security and better contracts. This type man is in a category by himself and I don't have to elaborate on that.

### STOOD PICKET DUTY

On the other hand, there are many members arrear in dues and assessments who left their shoreside jobs to register and stand picket duty in our strikes.

After the strikes they returned to their shoreside jobs. These men did not know they could have retired their union books, at any Union Hall for an unlimited period of time.

When they return to make a trip their books are found to be six months and over in arrears, so they are fined. When their book is over one year in arrears, they are refused reinstatement.

Of course, this only applies to members who have neglected to contact the Union Hall. Those who have been ill in a hospital or confined for any reason and can show proof of their inability to appear at the Hall will be shown consideration.

All this merely proves that many members have not read their Constitution or official Shipping Rules.

Section 1, Article IX of our Constitution plainly states: "Members intending to remain on shore indefinitely, or sail as licensed officers, may retire from active membership and shall be granted a Retiring Card upon payment of dues for the current month, assessments, fines, or other indebtedness to the Union."

Section 2. "Members holding Retiring Cards shall surrender

all rights and privileges of membership during the period of retirement, but may be restored to active membership by depositing their Retiring Cards and making payment as hereinafter provided.

### EASY REINSTATEMENT

Section 3. "Members who have been retired six months or longer (exclusive of the month during which the Retiring Card was issued) may be restored to good standing upon payment of dues for the current month, and assessment, if any."

"Retired members desiring to sail within six months from the date of retirement shall pay all arrears accruing during the period of retirement."

Every Union Hall has an ample supply of Constitutions and Shipping Rules for the asking.

Know the structure of your union; read all union literature. This will help make a better Union and also eliminate many beefs caused by not knowing the Union's structure.

# Get A Receipt

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

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

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

# Russian Moms Take Lead In Childbirths

As final proof that things are done better in Russia and Russian occupied countries under communist leadership, two reports of multiple births came from Russian news agencies this week.

One dispatch from Moscow reported the birth of quintuplets and the other reported the birth of octuplets in Russian-held Manchuria.

While the birth of quintuplets in Russia merely matches the production achieved in Canada over a decade ago by the birth of the Dionne quintuplets, the arrival of eight children in Manchuria, seven of whom survived, dispels any doubts as to the efficiency and ability which comes under communist leadership.

When the news reached official Russian circles, no doubt plans were drawn up for a special medal to be presented to the new mothers. The heretofore awarded decoration, the Mother Supreme Of The Soviet Union, given to mothers bearing large numbers of children, will fall far short of the production accomplished in these two cases.

New Russian national anthem, no doubt is: "Anything you can do we can do better."

with liveable conditions and decent wages as civilians, and they intend to remain that way.

The merchant seamen came through with the goods during the past war and the shipowner cleaned up. Just because they didn't make enough to take over Fort Knox is not going to keep seamen awake nights.

The fact that seamen did the job during the past war was plainly shown at this same meeting, but the thanks weren't given to the seamen who did the job.

No, the same rear admiral thanked the steamship-owners of New York for their fine work during the convoy period of the war. Oh, how those guys suffered.

Getting around to something that makes more sense, business and shipping in New York is on the upgrade. There are plenty of men on the beach in New York, but with the expected spurt in shipping they'll be gone in a few days.

### PORT ACTIVE

We have approximately 50 or 60 ships in port at the moment, all of them being covered by the fast moving Patrolmen. Quite a few of them are tankers of which we've had a number recently.

We've had several good payoffs this week. The Noonday and Alfoundria, both Waterman, came in and paid off in good style.

The Mitchell, Robin Line, came in after a four month trip and paid off with the crew on the ball and the delegates all first class men.

Once more I'd like to urge all members to get their strike clearance for the Isthmian Strike from their port of payoff or where they stood picket duty.

Several men have had trouble getting their clearance after leaving their port of picket duty, so to avoid their difficulty get it as soon as possible — in the port of duty or payoff.



# Shipping Slows, But Marcus Hook Organizing Goes At Full Speed

By BLACKIE CARDULLO

MARCUS HOOK—Shipping is very slow in the port at present, but should pick up soon. We expect the SS Tonto, a Pacific Tanker, and it will be a pleasure to go aboard now that Captain "Rowboat" Wilson is no longer the Skipper. Maybe the Old Man took his nickname to heart and is now Master of a rowboat.

The lack of shipping has not forced us to stand around with our hands in our pockets. We are still working on the Sun Oil fleet, and with excellent results.

However, as we have stated before, it is still in the hands of the National Labor Relations Board, and we are standing by for the decision.

Things must be pretty tough for Mr. Taft, in fact very tough. He now has his wife on the stump for him, making up silly rhymes. Her latest, delivered in Seattle, goes like this:

Philip Murray and William Green

Walked upon the Senate scene,

And spoke 500 words or so And every one of them was NO.

My, my, what a cute rhyme. Down here we have some poems about Senator Taft and his "slave-labor" law, but I know the Editor wouldn't print them.

Taft goes around the country explaining his law, and we would like to know how much he gets for each speech. More than seamen's wages, I'll bet.

### STOP THIEF

Our story for the week concerns Jim Blades. He was sitting on the steps of his house, nursing a big head, when a friend of his came around the corner, carrying a suitcase and a radio. He asked for fare to Chester, and Jim gave it to him.

About five minutes later Jim's

mother came running out of the house to tell him the bad news that his radio and clothing had been stolen. It dawned on Jim that he had loaned money to the thief so the guy could go to Chester to pawn the radio and clothing.

P. S. Jim caught the man before the deal went through.

Brother Bill Candler fell off his new 40 foot launch, and we understand there's quite a story attached to that. Incidentally, Bill is out to hire a crew for his launch, and we're trying to sign him to a contract.

Bill is planning on naming his boat "Retroactive Pay" because that's what he bought it with.

### DELEGATE'S BEEF

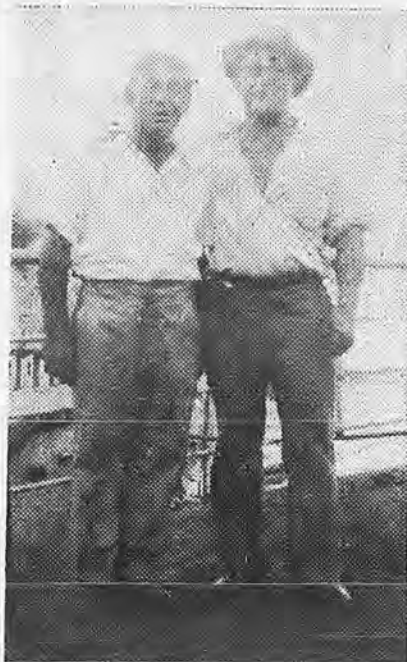
We had the pleasure of checking the SS Edith, Bull Lines, while in transit, and found it to be a clean, healthy ship. One beef was from the Deck Delegate, and he complained that in



all the time he has been in the Union, his name has never been mentioned in the LOG. See what you can do for him, will you, Editor.

(Editor's note—Not only will we mention the name of Deck Delegate Markos Franggos, but we also print his picture elsewhere on this page. See, we aim to please.)

## Mention, At Last



Above is a picture of Markos Franggos, Deck Delegate of the SS Edith. Brother Franggos is on the left; his side kick is unidentified. Franggos said that, although he has been a member of the Union for many years, he has never been mentioned in the LOG. Well, here is the mention, Brother, picture and all.

# CSU Scuttles Its Own Membership By Not Giving Representation

By MIKE QUIRKE

MONTREAL — Canadian seamen, like their American Brothers, are becoming increasingly conscious of the fact that communist-controlled seamen's unions cannot, and will not, provide the first-rate on-the-spot representation that seamen's beefs require.

Here in Canada, the failure of the Canadian Seamen's Union to give any kind of representation to its membership is a source of disgust to men interested in honest-to-goodness waterfront unionism.

An incident, which occurred here this week, offers a typical example of the representation that members of the Canadian Seamen's Union are getting from their officials.

When the SS Canadian Highlander docked here a few days ago, 23 members of the crew walked off the ship in protest against the Chief Mate. It ap-

pears that this character had been running around the scow shooting the locks off the doors in a wild search for whiskey.

### SEES CSU HAND

If this is so, I can easily understand the guys walking off. But it is also almost dead certain that they acted on the advice of their Union, as their union office is only two blocks away from where the ship was lying.

The owners of the ship, Canadian National Steamship, took drastic action against the men by having warrants for their arrest issued under the obsolete Canadian Shipping Act. So far, nine of the crewmembers involved have been picked up and are being held without bail pending trial.

While these men were being arraigned in court, their union—Canadian Seamen's Union—calmly went ahead and crewed up the ship with a bunch of guys from the Great Lakes, who have been breaking their necks for a chance to sail deep sea.

The vessel sailed from here yesterday, with everyone feeling very happy and contented—except of course, the men in jail.

The action of the shipowners which were completely in line with their traditional policy of giving Canadian seamen a bad time at every opportunity, comes as no surprise. As a general rule, seamen who know the score don't expect any quarter from these people.

### CSU CONDEMNED

But the action of the Canadian Seamen's Union, an organization which claims to represent the Canadian seamen is positively inexcusable.

In the eyes of seamen, who depend on their union to fulfil its obligation to represent them when it is needed, the Canadian Seamen's Union must stand condemned.

This latest incident points up the glaring inadequacy of the Canadian Seamen's Union. It stamps it definitely as a failure in carrying out what should be one of its primary objectives—giving solid representation to its membership.

But this inadequacy obviously stems from the fact that the Canadian Steamers Union places the political interests of a few officials above the economic interests of its membership.

Any communist-led union, which is made to serve the interests of the party machine, naturally cannot give the membership the all-out cooperation it needs. The political objectives of the communist party come first.

### SEAMEN FORGOTTEN

The beefs involving wages, working conditions and job protection, or those requiring on-the-spot representation, are all secondary. CSU officials have no time for the working stiff. They are only interested in how the union can be made to serve their political ambitions.

It is too bad that honest, working Canadian seamen of the CSU find themselves victims of their own organization's lack of interest in their problems.

Since the CSU continually fails to properly back its membership's beefs, it shouldn't wonder why Canadian seamen are gradually turning away from it and looking for leadership elsewhere.

# New Orleans Cleans Up Debris; Shipping Not Affected By Storm

By EARL (BULL) SHEPPARD

NEW ORLEANS—This town (and the vicinity) is just getting the debris cleared away from the big wind which visited us. It will be a long time before this place returns to normal.

The insurance companies are trying to avoid paying damages through a phony technicality. They claim that they do not insure against water, and water caused most of the damage.

Hell, we only had a little bit of rain, and it's damned obvious that the wind blew half of Lake Pontchartrain, in waves four to ten feet high, around the suburbs.

If the courts down here uphold the insurance companies, you can bet there will be some mad citizens around town.

Shipping is still good down here, and this is the spot for a man who wants to get out fast. We are hard up for all ratings above Messman, OS, and Wiper.

### GIRLS GALORE

Some of the Brothers up North should drop in for a few days, and then do the good neighbor act by going to Latin America. They tell me that South American girls have what it takes. If you don't believe me, ask the men who are homesteading those runs.

Several oldtimers have been drifting in and out recently. Among them are Rocky Benson, Ski Dynarski, and Dutchy Moore, with his usual line of who's who in the Fair Sex Department. Jimmy Tucker and Salvador Franks were around also.

Some of the oldtimers have grabbed themselves hunks of a passenger run, and are dividing their beach time equally between here and down under.

Had several Isthmian ships in, and in most cases the crews were well organized. Practically all the men are SIU members, or are anxious to join.

At present we have the SS Steel Chemist and the SS Steel Scientist in port. The SS Steel Executive and the SS Monroe Victory just left. All the crews elect their own Delegates, and are operating in fine SIU style.

The men on the beach extend an invitation to the Brothers who are experiencing the cold weather of the North. They say to come on down as the night spots are jumping and shipping is better than good.

## 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.

# Port Boston Waiting For Turn In Shipping Tide

By JOHN MOGAN

BOSTON—We have just finished a week which probably was the slowest ever for the Port of Boston. Only one payoff for the week—and that was a tanker, SS Sunset, in Mellville, R. I. Consequently, Branch income dropped off considerably; yet there was enough over-the-counter business to keep us out of the red.

Nevertheless, shipping wasn't too bad at all. Most of the stuff in transit calls in for a few replacements, and the Isthmian scows in particular provide jobs regularly.

Two or three of these hit the port weekly to discharge part of their cargo, and in most cases they have been out for three to five months.

Naturally the crews are eager to hear news of Isthmian's capitulation; they also are very happy to know that a Union delegate can now board their ships legally in order to discuss their problems.

Unfortunately, up to the present writing, we are not able to tell them that their working rules are changed in any way; but doubtless this phase of the Isthmian negotiations will be cleared up shortly.

(Editor's Note: Negotiations between the Seafarers and Isthmian are now going on.)

The SS Sunset took practically a full crew; and the SS Fort Erie, which has been undergoing repairs here for a couple of weeks and is now ready to go, also took a complete crew—in fact, the turnover on this scow for the period she was here was terrific.

A poor week for shipping is quickly reflected in the figures for attendance at the meetings. It doesn't take very long for the manpower to pile up on the beach, and at the regular meeting Wednesday night almost 200 members were present—of which 97 were full books. Which makes for a good meeting, with plenty of expression from the body.

### HOSPITAL NEWS

At the Brighton Marine Hospital at the present time are quite a few of the boys, many of them a long way from home. Faithful readers of the LOG should always scan the column which lists the members in the various hospitals throughout the country, for it is always a strong probability that you'll see the name of a shipmate or townsman listed—and Brothers, these boys would appreciate a letter or a card from you.

In the local hospital right now is Gardner McGuire, SUP Permit, former crew member of the SS Sunset. This Brother would like to hear from Brother Soos,

his watch partner on the Sunset, and any others of the crew who may read this article.

Brother McGuire still doesn't know what happened to him to cause his hospitalization, and figures Brother Soos may know.

The outlook for next week is not so good, according to our information. A couple of tankers



are due to arrive on Monday, one of which is coming in from a foreign voyage and will payoff here.

The other is on a coastwise run and may or may not payoff here. So, with the Yarmouth also paying off the crew on Monday, it appears that the week will start off busy anyway. After that, it is anybody's guess what will pull in here.

And now, I'll end this week's article—and hope that next week will produce some activity on the local waterfront.



# Baltimore Beefs Settled At Point Of Production

By WILLIAM RENTZ

BALTIMORE — You couldn't call last week a "meatless" week in this port. We had beefs galore, and all of them had to be settled in regular SIU style.

Newcomers to the SIU got a good lesson watching how beefs were taken care of. The crews were all sober, had their complaints all outlined, and cooperated in every possible way.

As a result, all overtime was paid, and the rest of the gripes were satisfactorily taken care of.

It goes to show that a sober crew can gain more than a bunch of drunks, acting like militants. Shipping is on the upgrade after a few weeks of being on the slow bell, and there is every reason to believe that it will get even better.

Eleven ships paid off last week, and seven ships signed on. Seven ships came through in transit, and will go on to New York for the pay off.

We are still supporting the strike of the CIO Shipyard Workers. Those people have been out on strike for many months, and they deserve to win. All over the country they have set up picketlines, and we are behind them until they end their strike.

## ALL QUIET NOW

Our used-to-be-number one problem, the gashounds, is not giving us any trouble any more. The membership keeps an eye for the performers, and so they stay in a sober condition.

This port was the testing ground, and keeping the wise guys on the beam here proves that it can be done in any port.

From now the men get gassed up on their own responsibility, and when they foul up the works, the membership knows how to deal with them.

Our volunteer organizers, the guys who brought Isthmian under the SIU roof, are still coming around to find out what's next on the list. They want to go out again to do their part, and whatever the SIU undertakes next, these guys can be counted on to work hard for the Union.

Men who have paid taxes in Baltimore may have some money coming to them from the tax collector. If so, come down here and collect it. It's better in your pocket than in bank vaults.

# LCA Tactics Best SIU Propaganda

By JOE SHIMA

TOLEDO — In the past few days, we've received several reports from the Columbia ship, SS Holloway, and the Tomlinson ship, SS Cuyler Adams.

The Holloway went into the shipyard for repairs, and the Firemen were told to turn to in the Engine room on Saturday afternoon, while the forward end took off.

All of the Firemen and Coal-passers worked, of course, with the exception of one hardy soul who wouldn't take this kind of treatment. He quit!

On the Cuyler Adams, a night Porter was hired, and was told that it was a combination job. When he inquired, "What kind of a combination?" He was told that he had to work 4 to 8 in the galley, and put in the other four hours on Deck!

**"THANKS, BROTHER"**

Windsor 7, 1908  
1909

INDUSTRIAL UNION OF MARINE AND SHIPBUILDING WORKERS OF AMERICA

- BROOKLYN LOCAL No. 13 -

5119 FOURTH AVENUE  
BROOKLYN 22, NEW YORK

Seafarers International Union  
51 Beaver Street  
New York City  
Att: Paul Hall

September 26, 1947

Dear Sir and Brother:

Kindly accept this letter in appreciation for the wonderful response to our call for aid during our terrific struggle.

With this kind of cooperation we are certain to conclude this strike with a victory.

Again our sincerest thanks to you and your membership for their generous gift.

Fraternally yours,  
*Chris Flore*  
Chris Flore  
Executive Secretary

CF:adg

A few weeks ago the SIU massed many hundreds of men on the CIO Shipyard Workers' picketline in Brooklyn when the Bethlehem Steel Company tried to run in scabs. The assistance given by the Seafarers scotched the company's union-busting plan. This is our thanks, from a union spokesman, and it makes all the pavement pounding worthwhile.

# Huron Seamen, Now Officially SIU, Urged To Participate In Union

By FRED FARNEN

DETROIT—Signing of the Huron agreement last week (Sept. 24) marks the climax of the organizational drive for the Huron seamen begun last April.

It also marks the completion of the organizational status of this Company, by giving Huron crewmembers the full protection of an SIU contract for the first time.

Huron seamen are now fully welcomed into the SIU family on the Great Lakes. While they were previously welcomed after they had voted for the SIU as the Union of their choice, they are now a fully participating unit among the other 29 fleets under SIU Great Lakes District contracts and SIU Union protection and representation.

Huron crewmembers aboard the Crapo and Boardman are now urged to hold their ship-board meetings in typical SIU style.

It's up to them to elect Departmental Delegates on each ship, and make sure that they have elected the best possible man for the job—because he's their Union representative aboard ship.

Just as soon as copies of the new Huron contract are available, after the agreement is completely ratified, they will be furnished to the various departmental delegates so that they can learn the contract and better handle the beefs which it is their duty to take up.

## WYANDOTTE NEGOTIATIONS

Contract negotiations with the Wyandotte management have been going on at the same time as those with Huron.

Another meeting is scheduled for Friday, October 3, and if a satisfactory agreement is not reached, it is possible that some course of direct action will be pursued against this company.

In any event, further developments of the Wyandotte negotiations will be printed in next week's issue of the SEAFARERS LOG.

During the past few weeks, crewmembers on the four Wyandotte ships have repeatedly stated that they are backing up their original demands to the utmost, and that they are prepared to take a strike vote if the Company does not see fit to meet these demands.

Certainly, Wyandotte crewmembers deserve a vote of praise from their SIU brothers. They are living up to every tradition of the fighting SIU by remaining solidly determined to stick to their guns.

Their minimum demands have been given to the Company. Now it's up to the management to settle the easy way or the hard way!

## WINTER PLANS

Now that the sailing season is rapidly approaching its end, it's time for us to begin thinking in terms of the idle Winter months.

In the past, the Union halls have served as a meeting place, and a convenient recreation hall where the members could idle away their hours in various forms of recreation.

Not too much attention has been given to an educational program. Any time devoted to education has been on a more or less haphazard basis with no long range planning in mind. This Winter it should be different.

Although complete plans have not yet been formulated, still they are in a fairly advanced state of planning. If our present plans go through, occasional labor movies and other films of an educational nature will be shown at some of the Union Halls.

In addition, some classes and discussion groups will be formed to better handle the many complex problems facing the average Union member today. Later, in another column, we'll go into further details concerning the need for Union education, and the type of a program that the Great Lakes District can put across.

# Strong SIU Is Answer To Smash-Labor Campaign

By HERBERT JANSEN

CHICAGO—Well, our fair city of Chicago is beginning to feel the usual seasonal letdown in shipping. During the past week, we shipped 12 Firemen, 4 Oilers, 3 Wipers, 1 Watertender, 3 Wheelmen, 4 A.B.s, 5 O.S., 3 Messmen, and 7 Stewards Department help.

For the past several days, we have had the SS North American and the SS South American here in Chicago as hotels. This is due to the shortage of hotel space with 26 conventions in Chicago at one time. Both ships are now headed for Holland, Michigan, for their Winter lay-up.

Finally coming out of the shipyard was the SS City of Grand Rapids. She was only scheduled to be in there for a week, but stayed much longer due to the fact that there was quite a bit of repair work on her. She's wintering at Benton Harbor, Michigan.

In the past few days, we had the SS E. N. Saunders (Midland), Fred Hewitt (Browning), West-coast (Pure Oil), and the Daniel McCool. Incidentally, the Mc-

Cool used to be a steady Chicago-run ship, but she strayed away from us.

One of our sandboats, the SS Michigan, has laid up due to the lack of steel pilings around the breakwall for the airport fill-in. Part of the crew has been laid off, but she's expected to go back into operation within three weeks.

## CONSTITUTION DAY

Constitution Day was observed in Chicago with a large parade of soldiers and sailors marching down Michigan Boulevard. It was a great sight to see, and it was a great feeling to realize that these boys were in the service to protect those rights granted to all American citizens by our Constitution.

Later, certain disquieting thoughts occurred to my mind. All Chicago papers put out special issues and features praising the freedom of our country under our Constitution. You could read this on the front pages and in the editorials spread all through the papers.

Gleaning through the pages, it was a different story. That freedom stuff as far as the papers were concerned, was just so much window dressing.

Many articles appeared which condemned the workers for daring to exercise their rights to join unions and otherwise act as free citizens, and not the slaves of the bosses.

It was laughable to read some of the crap that these rags tried to feed to the people! The general trend in many articles was to the effect that workers were dumb to form unions to protect their rights. Why form unions? The kindly industrialists, shipowners, and all capitalists will take care of you!

That's why workers formed unions! They were tired of being taken care of by their big-hearted bosses, especially when that "being taken care of" means to be exploited, over-worked, under-paid, and subjected to the many evils of our so-called private enterprise.

In the past, seamen have en-

dured the Thirty Dollar month, scurvy food, lousy conditions, bread lines, blacklist, and then were forced to hear themselves classified by the shipowners as being a group of irresponsible gashounds and immoral bums.

During the war, seamen were built up as "heroes in dungarees" and classified as part of our first line of defense. Although the seamen never asked for this praise, it was all rightfully deserved.

Shipowners even admitted, wonder of wonders, that the seamen were entitled to every cent of pay that they received, bonus and all.

This was a far departure from the old days!

Now, once again, the seamen as a part of organized labor are being villified and blasted as being money-hungry, unpatriotic, and guilty of every crime under the sun. This is done because we believe in our Union—the SIU—and because we rely upon our Union protection in the form of contracts and beef representation.

## NEVER AGAIN

Never again will we let ourselves become weak enough so that they can destroy our Union! Never again will we become slaves such as the Taft-Hartley Act and other legislation would make us become. Never again will we rely upon oily-smooth voices which urge us to rely upon our benevolent bosses to "take care of us."

We've got our SIU with its five autonomous Districts. We've got our affiliation with almost eight million brothers and sisters in the American Federation of Labor. We've got our affiliation with the AFL Maritime Trades Department.

We've got a great start in making the Great Lakes, too, a part of the SIU! And we won't stop until we've achieved our goal—complete freedom and protection for all seamen on the Lakes, on the three Coasts, and on the rivers.



# New Upswing In Miami Shipping Will Keep Port Tampa On The Run

By C. SIMMONS

TAMPA — Although shipping slowed down a bit during the past week, activity in this port was chugging along at a pretty good clip. Prospects for the future look good, with several companies adding Miami sailings to their schedules.

Jobs for rated men continue in abundance and the need for them is great. There is, however, a surplus of non-rated men in all three departments.

It's getting hard to keep Black Gang men on the SS Florida, since this ship runs strictly on schedule and overtime, therefore, is limited. But the Stewards and Deck Department manage to stay pretty well filled.

There is not much in the way of payoffs here, but ships calling in transit are always asking for men. This has been so for the past three or four months and present signs indicate it will continue, particularly as there are many ships loading phosphate destined for the Far East.

## NEW DEVELOPMENTS

Several developments are responsible for the fact that the Port of Tampa will be kept very busy. At present we are taking care of Miami, Boca Grande and



Key West, besides Tampa. P&O is putting on another ship and a new outfit is scheduled to operate out of Miami, too.

Eastern starts two passenger ships working in Miami on Oct. 26, and will continue sailings throughout the tourist season. The new company will make runs from Miami to the Islands, with sign-ons and payoffs taking place in Miami. This may necessitate the opening of a new Hall there, or at least a sub-branch of the Tampa Hall.

So with the Florida, three new ships, and the two passenger ships of Eastern hitting Miami, there will be a helluva lot of business at that point.

The recently signed Coral Steamship Company expects to acquire a considerable number of ships, with some making runs out of Gulf ports and others operating from the Atlantic coast.

The Coral Sea left here last week and it was the first SIU ship to leave this port, since I have been here, to go out with a full crew of Bookmen.

Out on an eight to ten month trip, the ship will include Poland,

## ATTENTION!

If you don't find linen when you go aboard your ship, notify the Hall at once. A telegram from Le Havre or Singapore won't do you any good. It's your bed and you have to lie in it.

Greece and India among its ports of call.

## WATERMAN PORT

The Waterman outfit still remains the big company in the Gulf. Out of every ten ships touching Tampa, seven are Waterman.

Bull Lines still operates the phosphate runs and Alcoa occasionally has a ship going to the Islands.

Most Waterman jobs are coast-wise Victories. We get one bound for Japan about every ten days, with four of these coming in here in the past month.

Labor didn't do so bad in the recent elections here. Although we lost out on the man labor backed for mayor, we elected four city representatives out of seven.

Brother Harvey Jamerson sent in his book and paid three months dues on it. He's now up in Georgia raising peanuts and is using some part of a mule for a compass—and it isn't the mule's head.

I wonder if Brother Jamerson recalls the SS Daniel Huger and her Deck Gang: Leon Johnson, Cotton Haymond, Don Simmons, Sailor Hall, Buck Evans and Al Gary.

## THIRD OUT

Brother Jamerson went ashore in Naples and misunderstood the price on some item, damn near creating a calamity as the MPs were hell on anyone after dark at the time. One of the fellows had to take to the alleys.

The Third Assistant passed out in Palermo and the fellows took him along, not wanting anything to happen to him. They went through the catacombs and parked him in a corner while they browsed around.

When he came to, he really started singing the blues.

The ship hauled flyers around for the Army and there was more money aboard in poker games than ever was in one place before. Hall, as usual, was lucky and wound up with the cabbage.

But back on business, I want to wind up with this reminder: Rated men can always ship in Tampa—so drop around.

# MAN ON THIRD

BY FRENCHY MICHELET

After spending the last few years lecturing the membership on the evils of matrimony, we blush to confess that at ten o'clock Saturday morning last we up and did it ourself.

With only 48 hours of married life to our credit, we are hardly in a position to speak with any authority on the subject. What we have seen of it, however, is a little bit of all right, and we hereby publicly repudiate everything that has gone before.

It was all a gag, fellows.

Some wag with a profound knowledge of life and an exquisite sense of humor has caused three license bureaus to be located on the second deck of the local Municipal Building.

The little black directory in the corridor reveals that hunting and fishing licenses are issued there, while the line below says that marriage licenses are also available.

That's life eptomized for you—the man hunts, the woman fishes, and marriage is the inevitable consequences.

## TELEVISION TROUBLE

The television set that the membership went on record to buy some time ago is now lying on the deck behind our desk on the third floor. The delay in installing it is due to the fact that permission to erect an antenna on one of the neighboring buildings must be secured from the proprietors.

We can't install the antenna on our own six-story building because it seems that the television waves travel in straight lines and the lofty neighboring structures would deflect them and distort the image on the screen.

However, it looks as though we might still succeed in working out something to be in time to receive the World Series.

The pin ball machines are on order and should be installed shortly. When these machines are operating we will then take over the coke machine from Dolor Stone who has cared for it since Jimmy Stewart quit as Building Superintendent.

The profits from all these ventures will then be turned over to

Headquarters for distribution among the men in the hospitals, and a list of all monies collected and so distributed will appear in the LOG weekly after the plan is in operation.

## SHINE BOYS

A couple of screwballs who sign themselves "The Spiders" and whom we suspect to be none other than Slug Seikman and Willie McQuiston have left notes on our desk suggesting that a cleaning and pressing machine and a shoe shine stand be set up here, too.

The idea is not entirely without merit. We will undertake to have the necessary installations made immediately if these two morons will undertake to operate the concessions.

Nature has endowed each of them with just about enough in-



telligence to shine a mean pair of shoes provided, of course, that they pool their brains and divide the work.

See by the LOG that our good friend Scotty Atkins has opened the Anchor Hotel for seamen down New Orleans way. Many a Brother Seafarer will join us in saying "good deal."

Among the many attractive features of Scotty's new place are a beautiful awning-covered patio, a barbecue pit, a slew of gold fish and a flock of banana trees. Sounds like a beachcomber's paradise.

However, we must confess that we fail to see the virtue in keeping out the "Chippies" as Brother Atkins evidently feels duty bound to do. That's just giving a guy the additional bother of trotting around and finding them for himself, Scotty, old boy.

# Grain Shortage Slows Shipping In Galveston

By KEITH ALSOP

GALVESTON—The shortage of grain has hit us down here, and shipping has taken a sharp nose-dive. It's due to pick up soon but, until then, we will have more men than jobs, and that's something we haven't had to contend with for a long time.

The SS James Jackson, Waterman, paid off and signed on last week. There were only minor beefs on the scow, and they were settled on the ship and to the satisfaction of the crew.

The entire Stewards Department was bounced, and now the galley will be clean and the food will be a whole lot better.

The SS Coral Sea, of the Coral Steamship Company, was through this port in transit, and the gang aboard her is well satisfied. This is a new company, and the contract has recently gone into effect. We inspected the galley and can report that the ship is well stored with the kind of food a working man needs—2000 pounds of grits.

## ILA FACES TROUBLE

The International Longshoremen's Association is faced with trouble as they are experiencing difficulty getting contracts signed. By the time this report gets into print, the ILA may be locked out from Lake Charles to Brownsville.

It seems as if some of the boys have forgotten that the membership in this port is on record to go rough on gashounds. Some of the performers will find out at the next meeting that we mean business, and that what was said many months ago is not a joke. Others had better take warning before it is too late.

We haven't had a chance to do much organizing, but whenever the opportunity presents itself, we go to town in a big way. The boys are all anxious to do their parts, and are waiting for the next SIU organizational drive.

# SIU Free From Factionalism That Wrecked Other Unions

By PAUL PARSONS

In watching the expansion of any union or political group we find that sooner or later dual organizations and factions arise which, if not quelled, damage the organization's strength.

The members of this Union have been observers to the events in the NMU with comrades Stack and Curran. Their battling has resulted in a loss of prestige to both men and the entire NMU membership.

We have noticed similar situations in other unions and have seen whenever they fight among themselves the union suffers.

We can very well profit by watching the other's mistakes, and by never allowing ourselves to fight, port against port and personality against personality, or a feud over political ideologies.

## MEMBERS MUST CHOOSE

In the NMU some have to be a Stack man in certain ports

while in others they must follow Curran. We are proud to say there have been no such factions arising in our Union to cause disruption.

It is now important that we not allow any factions in our Union as are present in the NMU.

When we begin to fight among ourselves and conduct back-biting campaigns it is time to tear up all charters and contracts and close up shop.

We all know the time and place for settling differences is at open membership meetings in every port and by the ballot at election time.

If we have officials we consider incompetent then we vote them out at the polls, but we don't endanger the Union by blasting them or conducting a smear campaign.

So far everyone I have associated with or talked to is of the opinion that personal feelings

have no place in the affairs of the Union.

In the past we have had no pressure groups dictating the Union's course. We have advanced by democratic procedures in all matters.

We have fought against building any labor gods or union dictatorship here because we believe the SIU is not a machine for advancing an individual or group, but is first and foremost for the advancement of the membership.

We worship no man, but respect him; we fear no groups, but adhere to the will of the membership majority.

If we want another man's job in the Union—well, we just run for it in the election instead of yelling "labor faker" and filling the air with slander, dead cats, rotten tomatoes and brickbats.

## NOT POWER HUNGRY

These opinions are unbiased because I have never held any official job in the SIU nor do I

have any special friends who are officials.

I am sure we will continue to act as decent gentlemen in the future as we have in the past by not acting like revolutionists or gangsters trying to obtain power in some section or port.

Regardless of how new your full book is, you are just as important as any of us so-called oldtimers. I am proud to say the newcomers have shown themselves to be 100 per cent in hitting the bricks and pushing a beef.

We are not members of any special port but of the whole SIU with the same rights in all ports. Let us continue to cast aside any district or personal hate and do honor to the men who diligently fought for and won the respect the SIU now enjoys.

Let us continue our march forward, newcomers and oldtimers united as a whole for better conditions for all seamen.



# Seafarers-Meseck Interim Agreement

## MEMORANDUM AGREEMENT

between

SEAFARERS' INTERNATIONAL UNION

and

MESECK TOWING LINES, Inc.

Whereas the Seafarers International Union of North America, (Affiliated with the AFL) has been designated as the Union of their choice by the Unlicensed personnel employed on the Dorothy Ann Meseck and the Judith Ann Meseck which are owned and operated by Meseck Towing Company, and the Union has submitted satisfactory proof of such designation to the Company it is hereby understood and agreed as follows:

Meseck Towing Company recognizes the Seafarers International Union of North America as the sole representative, for the purpose of collective bargaining, of the Unlicensed personnel employed on deep sea towboats of the Company.

## Lakes Seamen Come To Aid SIU In Organizing

By STANLEY WARES

CLEVELAND—Shipping in the Port of Cleveland has slowed down considerably since the passenger ship season ended, and since many of our regular-run freighters have switched over to the grain trade going into Buffalo and Oswego.

One of our contracted excursion ships, the SS Cadillac, is now in her winter quarters after making an unsuccessful attempt for two weeks after Labor Day trying to build up her Cleveland to Canada trade.

It seems as though people don't care to ride excursion ships after Labor Day. We wish her better luck next season.

Despite the numerous delays and setbacks encountered in our attempts to hold elections aboard the fleets which we have petitioned, numerous Lakes seamen are constantly drifting into our Hall and talking to our organizers on the docks about the best ways and means of getting their fleets organized and into the SIU.

It's common knowledge among these men what the SIU has done for all Lakes seamen in the way of wages, hours and improved conditions. The average man sailing the Lakes knows that the only reason wages were raised by the LCA on September 1 was that they were forced into it by the SIU.

These are the plain cold facts. The big-hearted operators on the Lakes had to come across with a raise even this late in the season because the SIU had already won these gains, and the LCA had to match the SIU in a desperate attempt to keep their men satisfied.

To say any more about the record of the SIU would be to repeat a lot of facts which are common knowledge. It's sufficient to say that the SIU will always be in there pitching to get the best that's possible for our members.

## GENERAL RULES

**Section 1.** The Company agrees to give preference in employment to members of the Union and to secure its Unlicensed personnel through the offices of the Union.

**Section 2.** The Union agrees to furnish capable, competent and satisfactory employees.

**Section 3.** The Union agrees that the Company shall have the right, in their discretion, to reject men furnished who are considered unsuitable and unsatisfactory. In case any person is rejected, the Union agrees to furnish a statement in writing to the Union stating the reason for the rejection. If the Union feels that that any rejection has been unjust and has worked a hardship on the person, the Union shall without delay take the matter up with that particular employer and attempt to secure an adjustment.

**Section 4.** It is the intent of the Union and the Company that all controversies or disputes arising out of the interpretation or application of this Agreement shall be amicably and harmoniously settled in accordance with the provisions hereof. Any crew member who considers himself unjustly treated must first communicate his grievance to the Union's representative who, in turn, shall take up the matter with the Operator's representative. Both of these representatives are delegated full authority to settle any such controversy or dispute.

In the event the representatives cannot agree within (5) days, it shall be their duty to select an arbitrator. If such arbitrator cannot be agreed upon within ten (10) days, the Presiding Judge of the Circuit Court of Appeals, shall be requested to appoint an arbitrator. The arbitrator shall, as soon as possible, hear the case and render a decision within a period of thirty (30) days after his selection of appointment, if possible. The decision shall be final and binding upon both parties.

**Section 5.** There shall be no strikes, lockouts, or stoppages of work during the period of this agreement for any cause.

**Section 6.** The Company agrees not to discriminate against any man for legitimate Union activity.

**Section 7.** The Company agrees to recognize one employee on each vessel, designated by the Union, to act as the delegate and representative of the Union, whose duty shall be to see that the members of the Union on that vessel observe the agreement, and at the same time that the rights and interests of such members under this agreement are protected.

**Section 8.** Members of all departments shall perform the customary duties of that department. Each member of all departments shall perform only the recognized and customary duties of his particular rating.

**Section 9.** When meals and room are not furnished the Unlicensed Personnel, they shall receive the following allowances: \$1.05 for breakfast, \$1.05 for dinner, \$1.05 for supper and \$3.00 per night for room rent.

**Section 10.** The Company agrees to recognize the following as holidays:

- New Years Day
- Lincoln's Birthday

- Washington's Birthday
- Memorial Day
- Independence Day
- Labor Day
- Armistice Day
- Thanksgiving Day
- Christmas Day

Any work performed on holidays either at sea or in port shall be paid for at the regular overtime rate of pay. In the event a holiday falls on Sunday the following Monday shall be deemed a holiday.

**Section 11.** The work week in port shall be (8) hours per day and 40 hours per week.

The work week at sea shall be as follows:

(a) Watch standers in the deck and engine departments (8) eight hours per day, Monday thru Saturday, and any work performed on Sunday to be paid at the overtime rate.

(b) Day workers in the Deck and Engine departments shall work from 8 A.M. to 12 noon and 1 P.M. to 5 P.M. Monday thru Friday and 8 A.M. to 12

noon on Saturday. Any work outside these hours to be paid for at the overtime rate of pay.

(c) Steward Department personnel is to work (8) eight hours per day Monday thru Saturday and any work performed on Sunday shall be paid for at the overtime rate of pay.

(d) For the purpose of this section any work performed in port on Saturdays or Sundays shall be paid for at the regular overtime rate of pay.

**Section 12.** The monthly rate of pay shall be as follows:

Deck Department	
Boatswain .....	\$264.34
Able Seaman .....	208.69
Ordinary Seaman .....	169.73
Engine Department	
Oiler .....	\$213.69
Fireman-Watertender .....	213.69
Wiper .....	197.56
Stewards Department	
Steward-Cook .....	\$264.34
Messman .....	169.73
Utility .....	169.73

**Section 13.** The overtime rate

of pay for Unlicensed personnel receiving less than \$200.00 per month shall be \$1.17 per hour and for those receiving \$200.00 or more per month the rate shall be \$1.43 per hour.

## Terms

It is understood and agreed that the Company and the Union shall continue negotiations with respect to General Rules and Departmental Working Rules. Upon completion of such negotiations all conditions agreed to shall be incorporated into and thereby made a part of this agreement. All terms and conditions contained herein shall become effective immediately upon signing of this Agreement.

Dated:—October 1, 1947

MESECK TOWING CO.

Signed:—

L. CURTIS,  
Manager Ocean Towing Div.  
SEAFARERS INTERNATIONAL UNION OF N. A.

Signed:—

ROBT. A. MATTHEWS  
JOE ALGINA

## Ex-Seafarer Goes Other Model Makers One Better

Many people have seen small model ships enclosed within a bottle and wondered at the patience and skill which made it possible. To many it seemed an almost impossible task, but it started former Seafarer M. E. "Mike" Ballestero thinking.

When he saw his first ship in a bottle in Italy in 1931 he decided he would try his hand at the art.

Instead of being content to build a ship within a bottle he decided to construct a scene complete with ship, shoreline and lighthouse within an electric light globe.

For several years he toyed with the idea picking up all the information he could on the subject. He laid his plans carefully and started off first with small experimental jobs.

He attempted to construct a model within an ordinary sized lightbulb but gave it up due to the inadequate space for the scene he had in mind.

### BEGAN THE TASK

After five years of experimenting and planning he began work on his model. He chose a 1000 watt bulb and carefully began inserting the pieces one by one. Slowly the landscape took shape as the Island of Corregidor in Manila Bay. Then the light house went up and the simulated waves were set around the ship model.

The ship itself was patterned after the old Hog Islanders of the first World War.

Day after day he labored at his hobby. At coffee time, during lunch hour and after hours. For several trips he carried the model with him, not content to leave it out of his sight.

To say that everything went smoothly would be too much. Many times Mike became discouraged and felt like giving up the project. Several times, when the ship hit storms, the terrific roll of the ship would destroy all of his carefully placed objects that had not been secured.

Many times it was the vibration of the ship alone that would tumble his delicate pieces to the bottom of the globe.

When all of his carefully laid plans would come to naught or not work out as scheduled, he

would leave his foc'sle and go up on the boat deck to cool off.

He was afraid to stay in the same room with his work for fear that in a disgusted mood he would destroy the whole project.

### COMPLETE WITH LIGHTS

When the scene was completed within the bulb he then connected up a light within the lighthouse to blink on and off, and as a final touch he placed a reflector light in the neck of the bulb making the simulated waves look like real white capped waves.

After almost six months of painstaking labor, he finished the job. Recently he decided to have it patented and was given

patent number 2,352,361. The government labelled it an Educational Device.

He is not content to rest on his laurels, but is at the moment once more turning over in his mind some methods of improving still further his baby.

What the improvements are, he is keeping to himself until he can unveil it complete. Mike says he'd rather not disclose them until they are completed. He doesn't believe in talking, but chooses to wait and display the finished product.

Mike, now sailing as a Mate, was a member of the SIU for several years sailing as Quartermaster and it was during this time that he constructed his nautical scene in the bulb.



Here Mike Ballestero proudly displays the fruits of five years of thought and months of labor. Inside the bulb can be seen a model Hog Islander with a lighthouse and Corregidor Island in the background.

This picture was snapped when Mike applied for a patent. He's now busy laying plans for improvements in this model and intends to go to work on it when every last detail is ironed out.

Written on the base of the model is Mike's name and the slogan "Remember Corregidor."





# SHIPS' MINUTES AND NEWS

## Smooth-Working SIU Crew Mans Isthmian's SS Cape Friendship

Setting a pattern for efficient seamanship and shipboard harmony that proves Union men are an asset on Isthmian ships, the appropriately names SS Cape Friendship pulled into New York for a payoff last week, winding up a voyage that was marked throughout by smooth sailing.

The harmony existing aboard the vessel was clearly revealed in a copy of the ship's minutes and was amplified by a crewmember, Arnold Steinberg, when he brought the minutes to the LOG office.

Steinberg, who served as Deck Delegate and has been aboard the Cape Friendship since Nov. 14, 1946, attributed the smooth sailing to a "darn good SIU crew."

### HARMONY ALL AROUND

"There was no trouble at all," the Seafarer said, adding that this was reflected in the harmony prevailing between the crew and topside.

"As a whole," he continued, "we had an excellent gang of men. There were no performers and everybody did his job as a good Union man."

He described a setup that was an ideal working relationship for all hands. Most of the oldtimers aboard, he pointed out, set good examples for the newer men and "the newer men followed through to the letter."

Now on coastwise articles, the Cape Friendship is at anchorage, awaiting transfer to drydock for overhaul and minor repairs. She is scheduled to resume sailings



ARNOLD STEINBERG

around Oct. 10, according to Steinberg.

At the first regular SIU membership meeting, which was held aboard the ship last Wednesday, elections for Delegates went off smoothly. Charles Carniel was elected Engine Delegate; William C. Griffin was chosen to represent the Stewards Department and Steinberg will act as Deck Gang Delegate. Carniel will also serve as Ship's Delegate.

### UNION SQUARES BEEF

In the first order of business the crew efficiently tackled the problem raised by the company's announcement that it would not pay for launch service for the men going ashore that night. The Ship's Delegate was instructed to notify the SIU Hall. The move brought swift action and the Union squared away the beef in short order, the minutes point out.

Stressing cleanliness as a major condition, the meeting next drew up repair lists, emphasizing the need for inside painting to be done while the ship is in drydock, and turned the lists over to the delegates.

The minutes revealed that the new men aboard the ship were introduced to the advantages of short, smoothly-conducted Union meetings held regularly at sea.

Chairman of the meeting was R. A. Ducker and recording the happenings was A. G. Amapol.

## Seafarer Departs

Eino Moyrylo, a member of the Seafarers International Union, Great Lakes District, who drowned recently in the South Chicago River, has been buried at Franklin Mine, Michigan.

Brother Moyrylo, whose body was claimed by a surviving brother, held Lakes District Book No. 4416.

## Seatrain Texas Weathers 'Blow,' Arrives In N.Y.

The SS Seatrain Texas, which ran into the fury of the hurricane that devastated large areas of the Florida and Gulf Coasts, arrived in New York last week 48 hours behind schedule but none the less worse for her experience with the havoc-wreaking wind storm.

Encountering the hurricane off the Louisiana coast at the mouth of the Mississippi River, the Seatrain Texas; dropped her anchor at Pilot Town, southeast of the river's entrance. To keep from dragging the hook, the ship's engines had to be kept going full speed, according to Uncle Otto Preussler, Steward.

She was able to resume her course after 48 hours and called at New Orleans in good shape, before heading out for New York.

All was smooth on the Texas, reports Uncle Otto, with "no troubles—outside of the hurricane—and no performers aboard."

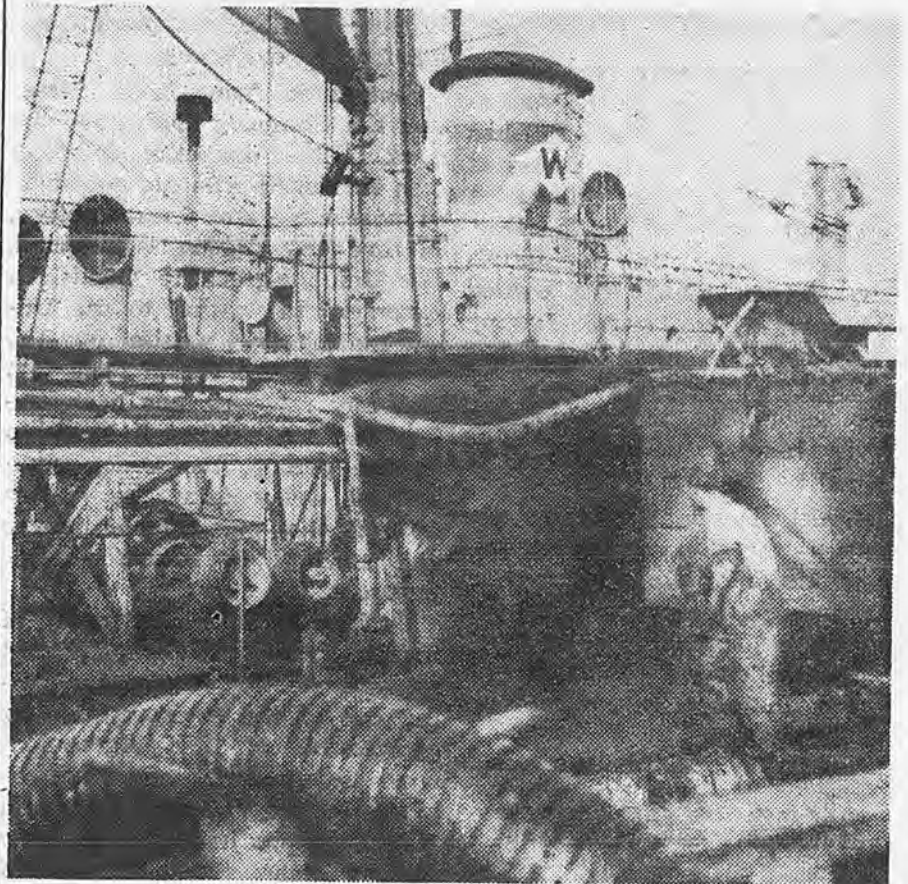
Arriving in New York simultaneously with the Texas was the Seatrain New York, up from Texas City. The New York was reported as experiencing "a rough time" with the hell-playing hurricane, but weathered the storm ship-shape. The two vessels met south of New York. The Texas left New York the same night of her arrival.

### Engine Men



Kneeling, left, to right, are Seafarers Ramos and Lopez; standing are Heck, Blackie and Eagan. Photo was taken during recent trip aboard SS Topa by Luis Ramirez, FWT. All were members of the ship's Black Gang.

## DOUBLE REFUELING AT THE 'ROCK'



In between the two SIU manned vessels, an oil barge pumps fuel into the SS Walter F. Perry, whose Waterman stack juts up in rear of photo, and the SS Archer from whose deck picture was taken by Seafarer John Clamp. Fuel line in lower part of photo carries oil to the Archer. Operation took place near the Rock of Gibraltar.

## Quick Work By Whitney Men Halts Alcoa Short Shuffle

By calling for a crew a few hours before sailing time, the Alcoa Steamship Company may have thought it would get around putting aboard supplies and making necessary repairs; if so, it soon learned a lesson on that score.

The crew which took over Alcoa's Eli Whitney showed the company that it had no intention of making the complete run with the ship in its sad shape.

The crew, licensed and unlicensed, was called aboard on a Saturday and sailed Sunday. When the ship was one day out at sea, an examination of the slopchest and medicine chest quickly put the crew on the warpath.

The men found the slopchest completely lacking toothpaste, razor blades, shaving soap, candy, gum, cigars, chewing tobacco, work shoes, playing cards and dress shoes.

### FEW MEDICATIONS

The medicine chest was void of penicillin and quinine and had only two pints of alcohol. Other items were in small supply.

To add additional misery, the crewmembers discovered the ship had not taken water in port and it was necessary to immediately cut down on the fresh water.

All this was too much for the men to stomach. Feeling they had been duped by the company, a meeting was immediately called and a message listing the shortcomings was dispatched to the SIU Hall in Baltimore.

There the shoreside representatives immediately contacted the company. The crew's beef was pressed with dispatch and a promise was extracted from the company calling for all repairs and supplies to be put aboard in Trinidad.

That is if the ship should make Trinidad. It was found that the ship was running short of fuel and it was feared the ship would have to put in at one of the islands for additional fuel.

If anything else could go wrong aboard the ship the crew was sure it would never even hear of it—the general alarm, they discovered, didn't work.

### SHOULD TEACH 'EM

The lesson learned by the company on this score should make it hesitate to send a crew aboard the ship at the last minute in hope of avoiding repairs.

Maybe it will teach them, but the Whitney men caution other SIU crews to give their ship the once-over before taking her to sea. It makes it a lot easier to settle beefs before leaving port than to do it by long distance at sea.

Shoreside representation insures the settlement of beefs even though the ship has sailed, but short stopping a quick shuffle by the company is much easier if it is done before the ship leaves port.

The fast moving delegates who quickly put the heat on the company were: Bill Thompson, Ship's Delegate; Carl P. One, Deck Delegate; Telfair L. Biggs, Engine Delegate and Clarence R. Haun, Steward's Delegate.

## Let's Have 'Em

This is it, Brothers!

Right on these pages is a good place to blow your top. If you've got a beef or some suggestions you think will be of benefit to your Union and your Brothers, why not have it printed in the LOG?

If you haven't any steam to blow off, there must be something you've found interesting on your trip that you'd like to pass along for others to read about—characters you meet in the far-flung corners of the earth, joints you've found worth seeing and those you feel it advisable for your Brothers to avoid. Why not let all hands profit by your experiences?

Maybe you're pretty good at turning out a poem—okay then, let's have it. Pen and ink sketches are welcome, too. If you've got some photographs of your ship, or shipmates or any "shots" taken in the various ports o'call, send them along. We'll return them.

Just mail your material to the Editor, Seafarers Log, 51 Beaver Street, New York 4, N. Y. How about doing it NOW!





# SIU Ships' Minutes In Brief

**KNOX VICTORY, Sept. 1—** Chairman S. Furlado; Secretary E. Edginton. Delegates reports accepted. Motion by Berwald and seconded by Nomices that all rooms, messhall, alleyways and recreation room be painted. Motion by Galindiz that Steward have all flour disposed of and that we have all new flour before sailing. Motion by Carson that a delegate from each department and the Steward inspect and check ice boxes and storerooms to see that there is sufficient stores and more variety of greens before sailing. Motion by Nunez to have slopchest checked before sailing.



pictures during the voyage send a few to the LOG for possible publication.

**JOHN HATHORN, Aug. 18—** Chairman D. D. Story; Secretary J. H. Whidden. Special meeting to discuss the steam of the Decl Department foc'sles and the cold water system. Motion by Story that the Captain, the Chief Eng and the Agent be present at the meeting and give a statement that these matters will be handled before leaving the Canal at Balboa. Requested statement gained.

**DOROTHY, Aug. 19 —** Chairman H. C. Randall; Secretary R. Savior. New Business: Motion by Arnold to have the Third Assistant removed as he has been making slanderous remarks about the SIU. Assistant is a union member. Motion by Crug to have ship fumigated. Motion carried that all brothers donate to the LOG. Good and Welfare: One minute of silence for brothers lost at sea.



**GOVERNOR DIXON, Aug. 23 —** Chairman L. M. Jackson; Secretary D. C. Moore. Leon Waldron elected ship's delegate. Good and Welfare: Repair list made up and approved. Delegates to ask for price list of slopchest to be checked by Patrolman. One minute of silence for brothers lost at sea.

**ROBERT STUART, Aug. 24—** Chairman H. E. Perkinson; Secretary W. Doyle. Delegates reported all in order. New Business: Motion carried that enough linen be put on board so crew's mess can have table cloths. Motion carried that new coffee urn be purchased for pantry. Good and Welfare: Suggestion that messman stay in messroom while serving chow. One minute of silence for brothers lost at sea.

**BEREA VICTORY, Aug. 10—** Chairman C. Haymond; Secretary A. D. Sandy. Delegates reports accepted. New Business: Alvin Ward elected ship's delegate by acclamation. Motion carried to accept rules laid down by last crew regarding conduct in messroom. Motion carried that if Steward doesn't get satisfactory refrigeration to notify the crew.



**WACOSTA, Aug. 22 —** Chairman Red White; Secretary John L. Crowley. Delegates reported everything okay. New Business: Slopchest to be investigated for shortages and high prices. Fresh stores to come on in first port. Fresh water system to be inspected. Education: Quotations from constitution and agreements read to crew. Good and Welfare: Repair list to be submitted to Chief Engineer and Patrolman.

**NAMPA, July 27 —** Chairman Arthur Thompson; Secretary Knuckey. Delegates reports accepted. New Business: George Meaney moved for election of Engine and Stewards delegates. Repair list made up and approved by crew. Motion carried that each department take turns cleaning the recreation room and laundry. One minute of silence for brothers lost at sea.

**NEW ECHOTA, Aug. 15 —** Chairman Donald Malenfant; Secretary Herman Green. Motion made to pick up all tripcards for Patrolman. Beef on overtime disputed in Engine Department to be taken up by the Patrolman. Suggestion that Steward put in for electric mixer in the galley.



**BEAUREGARD, Aug. 18 —** Chairman J. Ekland; Secretary J. T. Hicks. Delegates reported no beefs. New Business: Motion carried to recommend Messman Martini for a permit card. Education: Suggestion made for voluntary contributions to library association for books sent aboard for the pleasure of the crew. Repair list made up and distributed to each department for additions.

**ALCOA PARTNER, Aug. 12—** Chairman M. A. McClintoc; Secretary Fred Nouck. McClintoc of Deck reported no beefs; W. O. Knight of Engine the same; Robert Brown of Stewards Department reported that department would run smoother with proper cooperation from Steward. He charged him with interference and refusal to initial overtime. New Business: List of repairs made up and approved. Fred Vogala asked for discharge to go the hospital. Motion carried to request subsistence for supper on Aug. 1 when power was shut off.



**POLLACK, Aug. 16—** Chairman Griffin; Secretary Walter Harvek. Delegates elected: Forward End, Harry Chaffee; After End, Alvis Pietron; Stewards Department, Theodore Wiercinski. Duties of delegates discussed. Motion carried that copies of union contract be secured for inspection by all. Steward moved that sanitary condition of vegetables should be investigated. Dirty linen and vegetables being put in same locker.

**WATCH HILL, Aug. 18—** Chairman M. Blue; Secretary F. A. Martin. Deck Department Delegate, John Culeton reported on two crewmembers who stated they would refuse to payoff unless paid the new scale of wages. New Business: Motion by L. Weeks that ship be fumigated and fans be repaired. Good and Welfare: Suggestion by L. Dempsey that all members who take

**BETHORE, Aug. 17—** Chairman O. Turner; Secretary E. J. Buckiman. Delegates reported all in order. New Business: Decision to keep crew messroom clean under penalty of fine. Education: O. Turner gave talk on what a good union man should do and be. It was from "Here's How, Brother." He suggested everyone obtain a copy as soon as possible. Chow problems discussed; Steward promised cooperation.

**ANDREW JACKSON, Aug. 17 —** Chairman Jerry J. Palmer; Secretary James Irving. Discussion of the tripcard and permit men. Wilton McNeil, Frank Post, Kenneth Nixon and Dennis approved for books. Larsson, Bosun aboard the ship, not approved and recommended that his permit be lifted and that he be placed on 1 year's probation during which time he is to not ship above rating of AB. Heinz Peters approved for membership in the SIU.



**CORNELIA, Aug. 10—** Chairman John Hisko; Secretary Clarence Gunsett. Departmental delegates reported no beefs. New Business: Motion by Robert McQueen that a letter be sent to the Union from Germany on the condition of the ship's hospital. Good and Welfare: Storm door on port side aft in need of repair as well as valves on coffee urn

**MUNCIE VICTORY, Aug. 15—** Chairman J. Oto; Secretary H. Overbye. Delegates reported on number of book men in their departments. New Business: Brother Otto raised question of dirty life jackets, but as they were approved by the Coast Guard nothing could be done. Motion not to sign on until ship is alongside dock and we know where she is headed. Good and Welfare: Motion carried to have Patrolman clarify the law covering the number of cigarettes a man is allowed to bring into the States.

**EMILIA, Aug. 8—** Chairman Luigi Lombardi; Secretary Edwin Marshall. Delegates reported all working smooth. New Business: Motion carried that a letter be sent to the Union Hall concerning Vance Gaines and that he not be allowed aboard another SIU ship. Delegates instructed to compile repair list for next meeting. Education: Brother Lombardi asked that existing library be exchanged before next trip. One minute of silence for brothers lost at sea.

# SEAFARER SAM



**HAVE YOUR SAY AT SHIPBOARD & SHORESIDE MEETINGS. WHETHER IT'S A MATTER OF UNION POLICY OR A PERSONAL BEEF - PUT YOUR TWO CENTS IN. IT IS YOUR UNION NOW - DEMOCRATICALLY RUN AND WILL REMAIN SO ONLY AS LONG AS YOU EXERCISE YOUR RIGHTS AND DUTIES AS A MEMBER.**

## CUT and RUN

By HANK

New York shipping was good this week—with the Hall nearly packed to capacity. There's one important thing we would like to remind the Brothers who may read this column for the first time or who may happen to be new members in the SIU. Every day there are a few members who are presumably so unacquainted with the Union or just don't bother to study the shipping rules or read them in full that they foul themselves up and then continue to argue and take up the Dispatchers time for various problems—which wouldn't and shouldn't happen if every man trying to ship first grabbed the shipping rules and found out the right information and procedure.

It doesn't pay to argue about something when you haven't read the shipping rules, which applies to all members, or if you have read them in too much of a hurry or just a few paragraphs. The Dispatchers know their job and the shipping rules—what's more important—you should know it just as clearly—you're the one who loses out when you get fouled up—either coming off a ship, out of a hospital or grabbing a job and then rejecting it, etc. Use your brains—not your mouth and feet.

Over there in the country of Brooklyn, Brother Hank Piekutowski and his wife, Angelina, became the proud and happy parents of a baby girl, named Helen Linda, and weighing eight pounds, two ounces. Some Brothers commented that she may luckily desire to become a Stewardess in later years. From a nautical viewpoint, it would certainly make Brother Hank prouder . . . Brother Harry Cronin is in town right now . . . Jimmy McCullough wants to know if his shipmate, Bud Callahan is still down in New Orleans . . . Brother Alton J. Curry happily stated about two weeks ago that he was going to a health farm up in New York State. It's not for his health, however—he's to be an instructor up there for a while.

Here's a short postcard message from Brother Red Braundstein from over there in Malaya: "Sipping a few in Singapore. Having fun here." . . . If you want a new library of books and magazines or if you haven't a library for your ship contact the American ports, including a few up in the Lakes.

Here's a letter from Brother Tommy "Beachie" Murray, from San Juan: "How's everything up in New York? Have many of our lost beachcombers been around lately? Most of the fellas who are regulars down here have left, even Brother Woodsie Lockwood. About the only ones left of the old school are Lincoln, and myself. Although Lincoln (Boy Smoking Pipe) has only been on this beach this once, he really has been easing himself toward it for two years. It took the ILA strike to convince him of the Islands attractions and the TTT. (Hank's note: It sounds like it's full of TNT, indeed). As for myself, the trip North is coming very soon and it will be quite a while before I return to San Juan. I plan to make a trip or two and then turn into the hospital and get the bad knee of mine scraped and redlead. That's all for now, Hank."

Here are a few oldtimers who are fresh in town: F. De Forest, A. Hanson, J. Hawkins, T. Kennedy, C. Cotton, J. Stickney, J. Leon, C. Connors, H. Gallagher, E. Gibbs, M. Garcia, I. Echevarria, J. Ortiguerra, G. Suit, T. Navarro, P. Soto, J. Cruz, L. Gonzalez, H. Taylor, and H. Seitz.



# THE MEMBERSHIP SPEAKS



## Lizzie's Blasted Bucko Still Rates Royal Razz

To the Editor:

Well, I've been on this ship six weeks and what madness I've gone through already. The skipper of this ship is no stranger to readers of the LOG. In June, 1946, Seafarer George Uhler suffered his wrath and in the Oct. 26 LOG there was a story about him and his \$25 handcuffs on the Cape John.

Now he is on the Cape Elizabeth and although we now have



an agreement with the company he is doing everything possible to violate it.

For instance, we have been washing down the boat deck after five P.M. for no overtime; polishing brass and washing the wheel house all day—no overtime and discarding garbage for no overtime.

He has been pulling men out of the sack to give them undeserved tongue lashings, and generally logging men for his own satisfaction.

He has already lost two officers. The Chief Engineer got off with heart trouble and the Second Mate jumped ship in Alexandria.

That's enough of the Skipper for the time being.

Before we hit Karachi I went

to the Chief Mate, the acting doctor and a company stiff, to report a swelling in my left side. He said it would probably be lanced when we got in port.

Later when we hit port I went to the Chief and asked for a doctor. He gave me the song and dance that when the doctor came aboard to see an AB who had a bad foot he would examine me too. When the doctor didn't show up I got shore leave and went in to town to a sawbones. My case was handled and I paid him. So much for that.

But just before sailing time I was billed by a doctor who came aboard to see the Chief Electrician whom I had mussed up in a fight. I hurt my arm a little in the scuffle, but the Electrician needed the doctor more than I did.

As we left the port, the Skipper called us in and promised to get medical attention for us in the next port. We hit Biddiport the next day, but now, two days later, no doctor has come aboard.

### BEING HELD UP

I'm not saying a thing as my arm feels alright but the other guy is quite ill. I know there are English doctors and good hospitals here, so I can't figure out what the hold-up is.

There is plenty more the matter with this ship but we are saving it for the payoff. The Second Mate who piled off too has plenty to say when the ship hits the States and he will get the backing of the crew.

That's all for now but there will be more when we hit home dirt.

George Freshwater  
SS Cape Elizabeth

### ALONG PANANG'S MAIN DRAG



Seeing the town the easy way, "Quatamala," Pantryman off the Andrew Jackson, relaxes for the cameraman, while local boys watch the proceedings with interest. To the crew, Penang, in the Malayan Straits, was one of the most interesting ports hit during the recent jaunt through the Far East and around the world. Photo was taken by Ted Filipow.

### TWO PART STORY: CLEAN UP AND REST UP



On the working ends of the Turksheads, Seafarer Ted Filipow gets an assist in soogie operations from Jimmie Manley, a passenger from Singapore. Filipow, AB, who submitted the photos to the LOG, stated that the men of the Andrew Jackson enjoyed the company of the youngster during the vessel's return to the States by way of the Suez Canal.

At the right Brother Filipow, bushed after his soogieing stint, relaxes under the Pacific skies unmindful of Seafarer Dutch Irving hard at work on the lifeboat winch. Brother Filipow didn't mention where Jimmy Manley took off to after the work trick.

## Moline Mess Cleaned Up By Crew's Grit

Dear Editor:

On Sept. 2, the Robin Line ship SS Moline Victory paid off in Philadelphia after completing a three-month South African trip. About 94 percent of the unlicensed personnel quit and were replaced.

Department delegates found the following shortcomings: Fans in all crews quarters, messhall and galley either defective or missing; screens in portholes and passageway doors missing or badly in need of repairs; mattresses filthy and unsanitary; bed springs in need of repairs; showers and toilet seats defective or not functioning.

Delegates Tony M. Fusco, Deck; Earl Murphy, Engine, and Robert M. Douglas, Steward, presented the Captain with the repair list. Making the ports of Baltimore and again Philadel-

### FINDS LOG TOPS FOR ACQUAINTING FAMILY WITH SIU

To the Editor:

I am a young man and have not been sailing too long, so my family is quite anxious to learn about life at sea, especially my union affiliation.

My father has never had any contact with unions and has raised many questions as to what the union's function and purpose is in relation to me.

I have had the SEAFARERS LOG sent to them as the best way to give my family the information. It can do a much better job than I could do in a month of steady talking.

The LOG is the best means of spreading the word of unionism that I know of and I urge other young seafarers to do likewise.

T. J. Kinard

phia nothing was done about the above mentioned discrepancies. Bringing Eddie Higdon on to the job the Captain was notified that unless something was done the Deck Department didn't care to sail his vessel in its present condition.

After much negotiating some form of agreement was drawn up and signed by Agent Eddie Higdon, Delegates and the Master.

The agreement is hereby submitted for publication if you wish. Also a sketch illustrating that we are determined to show the ship-owners that they shouldn't try to play with, or disregard, the SIU contract.

Thanks to Brother Higdon for his splendid cooperation.

For the crew of the  
SS Moline Victory  
Andy Lorier

## Log-A-Rhythms

To My Darling  
ANONYMOUS

Your eyes are just like limpid pools  
(Of mud and sedimentation).  
Your lips are red as roses  
(Roses wilted by dehydration).

Your hair is soft and silky  
(It should be all for that;  
You paid ten dollars for that wig  
Same day you bought that hat).

Your shape is firm and lovely  
(Just like a flour sack  
With a rope tied round the middle  
And bulging at the back).

Yes, I love you dearest darling.  
Say, have you a five spot you could lend?  
I lost that last you gave me,  
And I've nothing more to spend.

### Sweet Music

In this whole wide world around  
Is there ever a finer sound  
Than the engines of a rust-pot Liberty?

As it wends its homeward way  
The old engines seem to say,  
"We're going home, going home  
Hurray!"



## 'Caricoa' Cheers Stockholm And Hendy's Ace Galley Men

To the Editor:

Great port, this Stockholm. Cleanest city I've ever seen in 27 years of sailing. Not as much as a cigarette butt in the streets. (Not that I've been shooting butts, but I'm observing.) The buildings, apartment houses, parks everywhere, the trolleys, the buses, the people all look as though they had just been laundered. No wild night life here. Just plain beer joints. All close early—9 P.M. and 10 P.M. Ration coupons are issued for all foodstuffs in order to break any black market that might start. That is, coupons were issued to us by the Captain.

In order to get a drink of whiskey you must order a meal and tender a ration coupon. Order another drink means ordering another meal, so you figure how many meals one can eat in order to get half a package on. But one can get beer, wine, vermouth, etc., without the meals or coupons.

### STOCKHOLM HAS A CONEY ISLAND, TOO

Last night we went out to a place called the Tivoli. I thought it was a joint. It was about a five-mile jaunt in a cab out of town and the Tivoli turned out to be a miniature Coney Island. You pay 600 Swedish thingamajigs admission (about twenty cents American) and there are all kinds of games and rides, same as any other amusement park. But no barkers. Everything here is so quiet. No loud talking. I don't get it. Jewelry stores, candy shops, etc., are beautiful and plentiful here. No shortage of blondes here neither. Of course, me being a one man woman, I'm true to my beloved wife, Myrtle. But the rest of the boys are well taken care of.

We're anchored in the stream yet. Have to lighten her by two thousand tons before we move into the dock. We dock in the morning. May pick up a load here for Argentina and then home. Not definite yet, though. Believe it or not, as I'm writing this, Captain Zeitlinger is in our room and my fireman and a couple of sailors—all of us having a real old-fashioned talk. I showed the Skipper the address to which I was writing and told him I was writing as a roving reporter for the LOG. Right away, he wanted to know whether I was giving him a dig or what, through the LOG. I told him the truth and no one could possibly give him anything but a boost. He's swell and the whole crew thinks the same.

While I'm on the subject, with the approval of all, we have the best galley personnel that I've sailed with in many years. (And when I give the Stewards Department a boost, it's something.) Because, in all my years I've done lots of growling at them. But I'm appreciative enough to know when we have an A-1 gang. The Chief Cook, Brother Pedra Aytuca, is great. But the Second Cook (night baker) deserves a merit badge. His pastry would make Hanscoms or Cushman's Bakery look like coalpassers. Not one time has he given us the same kind of cake. Every night it's something different. Layer cake, cream cakes, rolls, muffins, etc.

### BREAD AND BUTTER WAS ENOUGH

As a rule, a good pastry cook is lousy at making bread but this guy topped everything in his bread baking. The first batch he baked, well, the meal consisted of fresh bread and butter. It was so good that we forgot to order the rest of the meal. The name of the Second Cook is Alfredo Hopy. Both these guys, the Chief Cook and this Second Cook are Filipinos and they're great. The Third Cook does a wonderful job. We call him Greeko. He's a Greek and well known around the Hall. His name is Peter S. Vlahos.

You know our Steward. He doesn't need a boost. His menus beat all menus. His name is Mike Gottschalk. Every oldtimer knows him around the Hall. Too many Cooks and Stewards are knocked, so boost a good gang when you have one, I say. My regards to Paul and Benny the Dispatchers, also Paul Hall, Louie Goffin, Sheehan, Purcell and all the boys.

Charles (Carioca) Benway  
SS Joshua Hendy  
Stockholm, Sweden

## Okays Bid For Cooperation

To the Editor:

It was with considerable interest that I read the article "Clearing the Deck," appearing in the Aug. 15 issue of the LOG. Articles of this type are an inspiration to the oldtimers who still strive to carry out the SIU policy. Of course, we should all realize that there is always backing for us as long as we ship through the Union Hall. If the time ever comes when we cannot, you won't find me shipping as a steward.

It is only by articles of this type and some I have read by Shuler that we can get the message through, not only to the new members, but to all the members to realize that by cooperating with the two ratings mentioned (Stewards and Bosuns) can we impress upon the shipowners that we are living up to our agreements.

Frank S. Mitchell Sr.  
Chief Steward  
SS Robt. R. McBurney

### Back In Action



Anxious to sail after an illness which kept him in bed since last February, Bill Jacobs, Chief Steward, says he will probably turn to on an unorganized ship to pass along the word on what the SIU wins for its membership. An old hand at volunteer organizing, Bill sailed for a year straight in 1944 on two Isthmian scows, SS Thomas Cresap and SS William Whipple. Bill believes the Isthmian victory should inspire the fellows to even greater organizational effort.

## Isthmian Crews Urged To Do A-1 Shipboard Job

To the Editor:

The membership of this Union has a great responsibility now to support the Union's Negotiating Committee in its dealings with Isthmian SS Co. We can support this Negotiating Committee by taking Isthmian jobs when they are open and doing our job in Union fashion while we are aboard these ships.

Shoreside organizers of the Union did a wonderful job when they mapped the successful program that knocked off the Isthmian SS Co.

The shipside organizers for the Union did as equally a good job in holding down the ships until the election had been won. Many sacrifices were made by both shoreside as well as shipside organizers to accomplish what has been done in the Isthmian fleet. The entire membership must now protect these sacrifices made by our Union Brothers.

### WAS ORGANIZER

It was my great privilege to work during the course of the Isthmian election on board Isthmian ships as a volunteer SIU Organizer. I made trips on the SS Peter V. Daniels, SS Twin Falls Victory and the SS Marquette Victory, all Isthmian vessels.

During the course of those voyages I met many SIU men like myself who were attempting to do a job for our Union.

We owe it to those men to protect what they fought for.

When the future history of the Maritime Industry is written, our Isthmian victory will stand out without a doubt as one of the greatest single achievements made by any seamen's union at any time.

All hands on deck for the finishing round. Ship Isthmian!

Arthur "Slim" Hull

## Seafarer Says Level-Headed Action Will Topple T-H Law

To the Editor:

The SEAFARERS LOG of Sept. 12 printed a resolution drawn up by the crew of the SS Enos Mills which called for a general strike of all labor in protest against the union-busting Taft-Hartley Law.

We of the SS Seatrain New Jersey informally discussed a similar resolution quite some time ago. We were all fighting mad when we got copies of the T-H law and realized what a threat to our existence we were facing.

Our first reaction was to move for an immediate showdown in the form of a nationwide strike of all labor. Upon further examination of the problem, we decided that such a move would be playing into the hands of the short-sighted labor-baiters who put over the T-H crime against labor.

### A VITAL MATTER

Although it is customary for our membership to make known our wishes to headquarters, it is, in my personal opinion, too vital a matter to be kicked around haphazardly.

Our very efficient leaders have guided the Seafarers through many a storm, with remarkably successful results.

Therefore, it appears to me, that we should give our officials full rein to formulate policy on this matter, subject, of course, to our approval. From my regular reading of the SEAFARERS LOG, it appears that a definite policy is in process of formulation.

In common with most Seafarers I have read up on everything available about this finky law, our reaction to its implications, public reaction, and the efforts of the law's protagonists, through the medium of nationwide prop-

aganda, to kid the public into believing the T-H law is actually a boom to labor. Just how anyone could regard Taft as a friend of labor is beyond my ken. Stooze Hartley just followed the leader, in the hope that Taft will one day reside in the White House and pass out some juicy plums as a reward for Hartley's brown-nosing.

### MUST BE VIGILANT

It appears to me that we have a period of grace, possibly a maximum of two years' duration in which to bring about repeal of the T-H law, a result that is to my way of thinking a foregoing conclusion, even though it



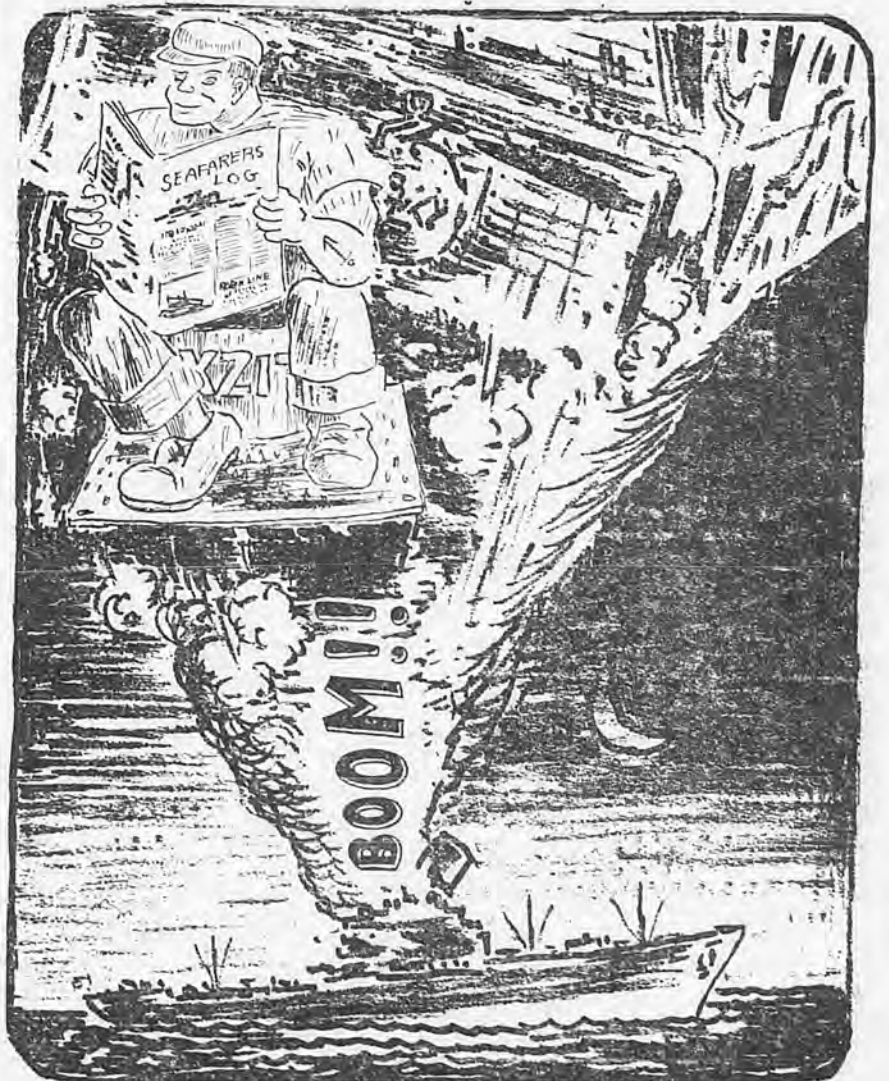
will entail constant vigilance and effort, under terrific pressure, for all of labor's leadership.

All Seafarers will admire the militant spirit of the Brothers on the SS Enos Mills, and if our leaders decide on a general strike, we will all pull together.

Until a definite policy is decided upon by our leaders, I suggest we refrain from impulsive actions, contrive to prove by our efficiency and behavior that a Union man is far more competent than any company stooge.

Bill Gray  
SS Seatrain New Jersey

### HE WANTED TO READ IN PEACE



In the cartoon he drew aboard the SS Robin Sherwood, Seafarer George B. Thurmer shows how an avid reader of the LOG couldn't be distracted by exploding boilers. In Thurmer's view—and everybody else's—this guy had power of concentration. Cartoon was turned over to Lou Goffin, who passed it on to the LOG.



# Steward Cites Reasons For Snubbing Job In Rating; Lack Of Cooperation Tops List

To the Editor:

I read with interest the column in the LOG, "Clearing the Deck," dealing with reasons why Chief Stewards don't care to ship as such. Being a seaman over 31 years—all served in the Stew-

ard's Department, I believe I can add to what Brother Paul Hall said on the subject.

First, the Steward has many duties to attend to, but his life is made miserable mostly by young chaps, who started going to sea only since the last war. They drive a Steward crazy with their continual beefing. And many of the beefs are uncalled for. Many men in the Deck and Engine departments (they're all Stewards and Cooks) appear to know more about the Stewards job than their own.

### DON'T RESPOND

At times, when you give a messman an order they respond lazily, or disobey and listen instead to the crew or the delegates. Listening to the delegates is okay in matters where they



are concerned but each man is responsible to the head of his department.

On occasion you meet some men, who think because they are delegates, they can run the Stewards department. And if the Steward should object, he is brought up on charges, most of which are without foundation.

One of the main headaches the Steward runs into is when men call themselves Chief Cooks, who evidently lack the experience necessary for the jobs. These are the men who should be put in a lower capacity until they can improve themselves.

### STEWARD HAS A DUTY

Most of these men seem to fail in understanding that it is a Stewards duty to look out for the welfare of the crew, the licensed personnel and the passengers, if any. But if he does this, he is accused by some of being a

company stiff. It is that they just have a biased feeling toward the man because he is a Steward, regardless of how good he might be. They forget that they make mistakes, but in their opinion the Steward must not make a single error.

All in all, I frankly believe that if the Engine and Deck departments will only cooperate with the Stewards we will have better functioning on our ships. About 95 percent of the unlicensed personnel always censure the Stewards department, but I have noticed in many instances that the men making the most beefs are those who take time off, neglect their duties and generally make it harder for their shipmates. These are the men who holler when the Steward wants to keep his nose clean and uphold his union.

### SHIRK UNION CALL

It is these men—the super-duper, super militants—who when the time comes for them to back their union in strikes by performing their union duties generally shirk them.

These are the men who give their elected Patrolmen a hard time in settling beefs and ten to one their beef is against some Steward or his department.

There are many other details too numerous to mention and I am sure there are good men in the Stewards Department who can write more on this subject. My last blast is directed at some of the Port Stewards who our Stewards have to deal with. One in particular is an Alcoa man, but more about this in my next letter.

I should like to state in closing that there are, of course, two sides to this subject I have discussed above. There are Stewards and there are Stewards. Some of these babies are only glorified messmen; some of them can't even back the Cooks—that is, they couldn't cook a meal for the crew should the Cook become ill or miss the ship.

F. E. Gardner

## ABLE DELEGATES DO THEIR JOB WELL



Seafarers Walter Addison (left), Electrician, and Elzie Veach, AB, currently sailing aboard the SS Malden Victory, constantly stress the advantages of Union education. Addison and Veach, who are Delegates for their respective departments, stopped in at the New York Hall this week to procure bound volumes of the SEAFARERS LOG and other Union literature to add to their ship's library, an example that might well be followed by other SIU Delegates likewise wishing to develop a strong interest in the Union among their shipmates.

## 'Red' Decides Roman Galleons Show Up Semmes

To the Editor:

After two trips on these modified C-2s, I've made some observations and herein pass them along for what they're worth.

To begin with, were the original plans released or did they escape? Are the architects still at large or are they safely back in the booby-hatch?

If you've ever made the far east run on one of these jobs you'll know of the small store rooms. As a matter of fact, I know of Manhattan apartments with larger iceboxes. As for the coffee urns—they have more pipes and valves than a comic book rocket ship.

Next we have the back aft quarters. During heavy seas you're so far below the water you should collect submarine pay. I'm not a big guy but Waterman sheets don't cover me—The postoffice issues bigger pen wipers.

### SHORT SHEETED

Moving out on deck you'll find the covering cleats wide enough for one tarp and a cigarette paper (king size). As for the anchors, they defy the law of gravity—they have to be pushed down the hawser pipe.

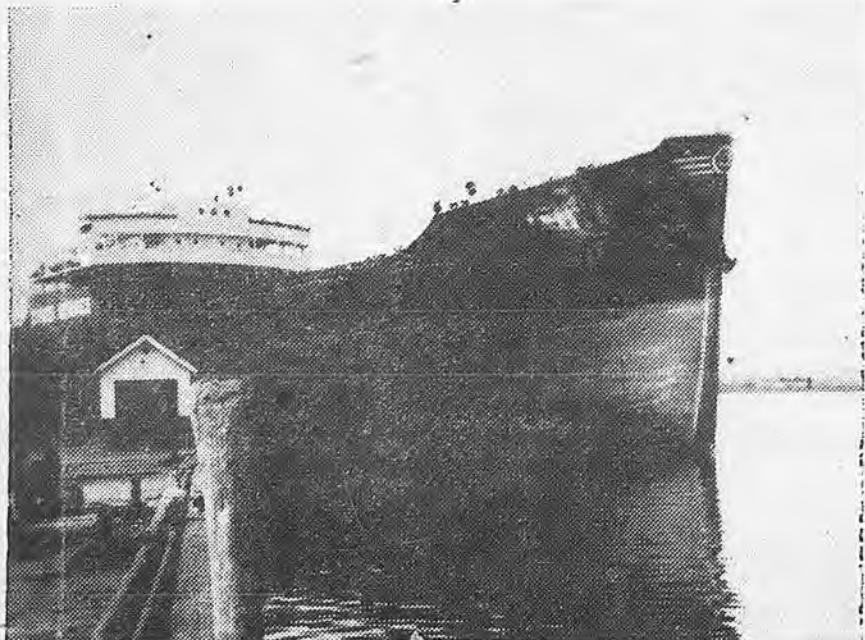
My foc'sle was so hot we had to have a fan to cool the fan, and where do they get that coffee—a Jersey swamp or a Louisiana bayou?

The pride of these jobs is the Raphael Semmes. Engine trouble made her so slow that one day in the Philippines two islands passed us. This is the ship of the year—1947 B.C.

The country's leading arsonists won't even consider her, but her skipper is a celebrity; They even named a play after him—Arsenic and Old Louse.

Red Campbell

## SHE'S HEADING FOR THE SEAFARERS



The SS Cantigny, a Cities Service tanker, whose crew is overwhelmingly in favor of having the Seafarers International Union as its bargaining agent. With the SIU's reputation for top conditions a matter of waterfront record, the Cantigny men are eyeing the day when they will similarly boast of working standards second to none in the industry.

## Union Spirit Sparks SS Wesleyan Victory

To the Editor:

We, the crew of the Wesleyan Victory, Robin Line, would like to show our appreciation to Captain Robert Laverty and the Chief Mate, Mr. Christianson.

Seafarers who sail regularly out of New York should be well acquainted with the Mate for he is well known around the big city.

In short, we think they are both swell guys. They have cooperated with us during our voyage to South and East Africa 100 percent. What few beefs we had were settled in an orderly manner, and I might add that they were few and far between.

There were no disputes in the Deck Department or the Stewards Department. Overtime was plentiful and we had time off in all ports.

### FROM THE HEART

The crew's appreciation comes from the heart of every member and we only go so far as to say that in the future we may find as good a captain and chief mate, but never better ones.



Crewmembers of the SS Wesleyan Victory get together for a photograph snapped by a shipmate. Unfortunately, no names were given.

They are both real union brothers and believe in the SIU agreement, so brothers if you ever have the pleasure of sailing with either of them, you can take our word that you'll never regret it.

We would also like to say a word for the 2nd Mate, Mr. Shelley. He, too, was a swell egg and

lonely nights for me since my LOG is coming in.

Roy Baker  
Guam

(Ed. note: Thanks, Brother Baker. The LOG thinks you're doing fine work straightening out misguided NMUers.)

## Send Those Minutes

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

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

some day he'll make a good chief Mate or Skipper.

These are the type of men that SIU ships need.

- W. H. Keller
- A. G. Smith
- W. Zaleski
- L. Barciszewski
- A. Brown



# BULLETIN BOARD

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James J. Donahue Ex-SS  
Stephen W. Gambrill please contact Attorney Samuel Segel, 11 Broadway, New York or Joseph Kornek at 1404 Esplanade Ave., New Orleans, La. It is very important.

### MAURITZ H. C. PETERSON

Your papers and other personal items are being held for you in the 4th floor baggage room of the New York Hall.

### WALTER KEARNEY

Contact your lawyer, Clifford Davids, at 152½ East Court Street, Indianapolis 4, Ind.

### GORDON SKERRETT

Contact Brigadier Gilvert S. Decker, Secretary, Salvation Army, 52 Ellis Street NE, Atlanta 3, Ga.

### CHARLES CARNIEL

Contact Mr. Jerome J. Jacobs, Managing Director, Hotel Manhattan Towers, Broadway at 76th St., New York 24, N. Y.

### THOMAS BURNS

Contact Mr. John C. Tuplin, John Hancock Mutual Life Ins. Company, Bureau of Investigation, 197 Clarendon St., Boston, Mass.

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Joseph Leaumont	16.78	J. A. Sparrow	4.10	Earl H. Cinnamon	12.54
Earl H. Cinnamon	22.37	Franklin C. Rose	21.73	Frank Ragusa	4.80
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Delbert Smith	23.69	George A. Rose	10.59	Stephen Carr	4.80
Ralph Sturgis	15.61	Dennis E. Perry	47.51	Edward J. Gaw	4.00
Harry Pruitt	14.42	Herman Hardee	32.05	Joseph Leaumonte	.54
John R. Martin	29.05	Peter Dziuban	5.04	John M. Byrd	20.40
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Amedore Mattaracchio	10.97	Charles A. Fitzpatrick	2.57	John Hartman	2.00
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James Collis	13.89	Sam L. Polizzi	6.22	Ernest Woodmansee	2.33
Vincent Kuhl	5.44	William Sloan	7.27	Edwin Beatty	1.87
Gentry Blivins	14.66	Michael Siordia	4.91	Leslie Frater	13.54
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Howard Dennis	8.54	Harold Connelly	7.09	Carlton D. White	13.94
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Leland Short	12.80	George Bermudez	36.70	James Powers	4.30
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				Steward W. Sword	7.36
				Edward Searcey	10.64
				James H. McDonald	12.62
				Kenneth O'Briant	17.64
				William E. Lane	17.71
				Robert R. Bowley	47.38
				Fritz Brondenberg	18.68
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				Jack Devine Batson	4.85
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				Cyril Newman	8.47

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The following men have one day's pay due them from A. H. Bull Steamship Company: W. Grohulski, F. G. Masterson, J. C. Laugadus and A. W. Brown. The money can be collected at the company's office, 115 Broad Street, New York, N. Y.

### SS HILTON

Jose Oetiguerra, \$100.43; Julio Rivera, \$25.91; Kenneth Marple, \$34.56; Marion Lubiezowski, \$337.78; T. Korneliusson, \$23.09; Thomas Melton, \$20.74; Eric Jensen, \$20.99.

The money due can be collected at Bull Line Offices, 115 Broad Street, New York, N. Y.

## PERSONALS

### HOWARD E. FOWLER

Get in touch with Whiting C. Faulkner, attorney, at Public Square, Martinsburg, West Va.

### ALBERT J. NUTTAL

Please get in touch with your wife.

### JOHN TURNER

Write to your mother, Mrs. Rose Turner, Route No. 1, Portsmouth, Ohio.

### DONALD R. SMITH

It is extremely important that you contact J. P. Shuler, Secretary-Treasurer, at the New York Hall, immediately.

### JOSE LUIS BELLAFLORES

Edward Hass, attorney, of 50 Court Street, Brooklyn, N. Y., ask that you get in touch with him.

### H. F. PETERS

Contact your wife, c/o Stettin, Box 95, Flatbush Station, Brooklyn, N. Y.

### RAYMOND MEYERS

Please forward your address to Joseph Volpian, Special Services Dept., at the New York Hall.

### WILLIAM S. GREGEL

Your sister, Mrs. Helen Donofrio, wishes you to write her at 155 East Monroe St., Bedford, Ohio.

### ALVIN JOSEPH WARD

Please contact your wife at 710 Hoffman, Houston, Texas. Phone: W-69016.

### JOHN R. WEBB

Your wife wishes you to contact her c/o General Delivery, Chicago, Ill.

### ELMER P. MORAN

You are requested to contact Mrs. Annie Moran, 3390½ Alma Avenue, Lynwood, Calif.

### CLEMENCE L. DARCY

Get in touch with your attorneys in connection with your claim against the SS Abner Nash.

### THOMAS RAY HYDE

Get in touch with your wife at French Harbor Roatan, Bay Island, Rep. De Honduras, C.A.

### LOUIS W. BOREN

Your wife asks you to get in touch with her at Box 714, Pawhuska, Okla.

### ANDERSON WALKER

Contact your wife at 832 Clarissa Street, Pittsburgh 19, Pa.

### LEIF HELFRED OPSAHL

Einar Johansen of the Norwegian Seamen's Union, 156 Montague Street, Brooklyn, has a letter from your mother asking you to get in touch with her.

## 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.

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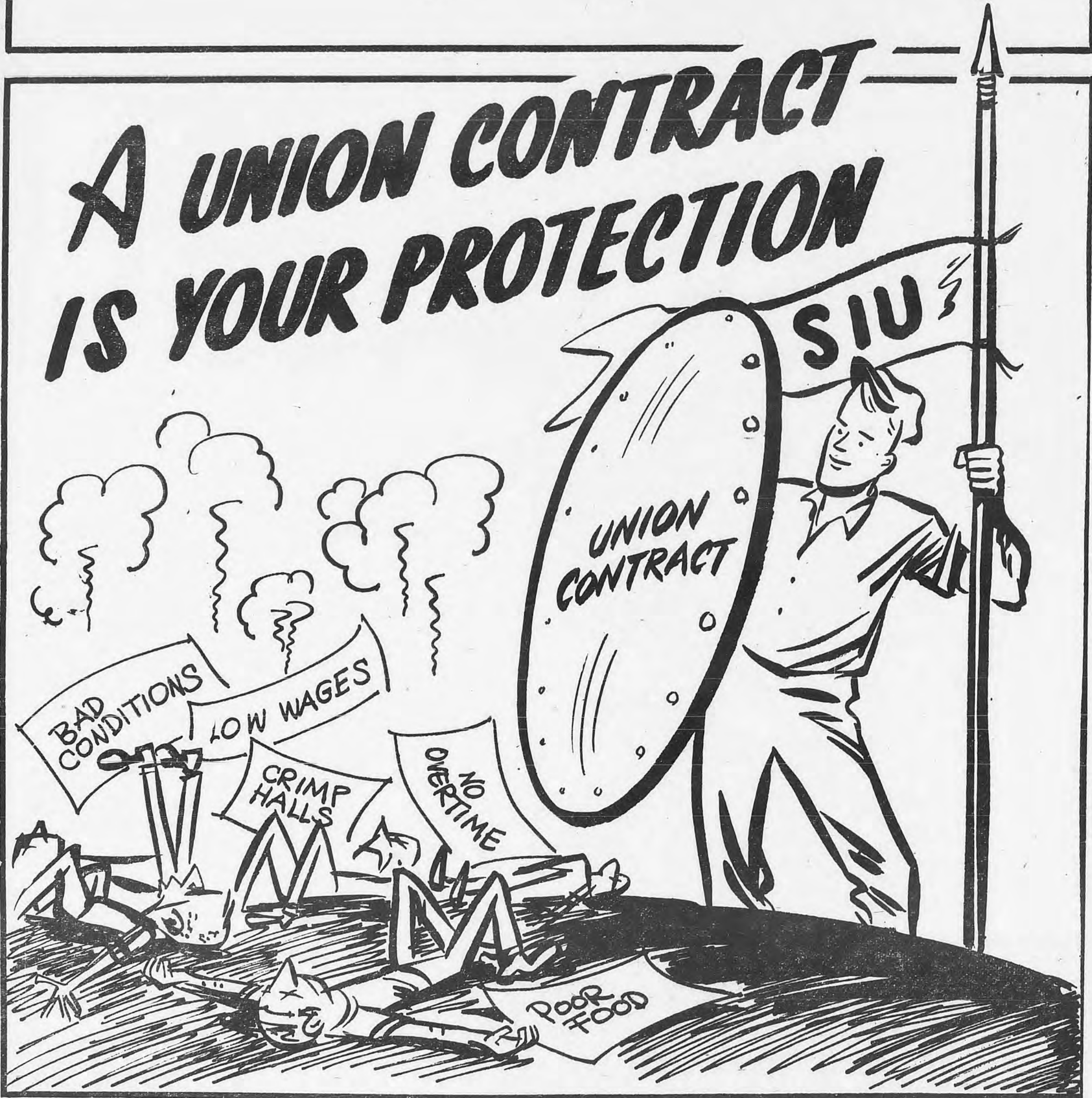
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