

# SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

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No. 1

## You Can't Eat Promises

When the politicians and the bureaucrats were sniping at the OPA last year, they maintained that prices could be held down without controls. They said that American industrialists would hold prices at a fair level, and that government controls would be unnecessary.

Well, they were wrong or liars. Take your pick.

Within a month of ending OPA, prices went to unbelievable heights, and then continued to climb. Meat became a scarcity on a workingman's table, and bread and milk soon joined meat.

Clothing, including shoes, soon were out of the reach of the normal pocketbook. Rents were pushed up. The cost of entertainment spiraled upward, and corporation profits went to record heights.

But wages remained far behind prices and profits.

Even though labor succeeded in obtaining two wage increases generally, skyrocketing prices soon ate up what

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## Seafarers Opens Drive For Wage Increases To Offset Rising HCL

NEW YORK—Initiating a new drive to bring seamen's wages up to the present high level of prices, the SIU Negotiating Committee, consisting of J. P. Shuler, Robert Matthews, Joe Algina, Lindsey Williams and Paul Hall, this week requested permission from the membership to open negotiations with the operators for a wage boost. Pointing out that the Union would prefer that prices drop rather than wages go up, the Committee stated that "while the SIU waited patiently, Congress did nothing about controlling prices, and now the situation is hopeless."

Fortunately, the Seafarers In-

ternational Union is the only maritime union whose contracts contain a clause allowing the wage question to be reopened anytime during the life of the agreement. This will permit immediate negotiations to commence, and will result in fatter SIU paychecks so much sooner.

The Committee pointed out this is a presidential election year, and that Congress will do nothing to offend big business; therefore, it was necessary for the Union to be realistic and to press for higher wages.

"The politicians," said the Committee, "will control prices just the way a turkey controls a farmer from dropping an axe on its neck. We who work for a living have always gotten a rough deal from the politicians, and the way Congress has kicked around price control is only one more in the long series."

The last wage increase won by the Seafarers was a five percent pay hike which was retro-

active to June 15. Even at that time it was obvious that prices were skyrocketing, day by day, to record heights, and that the wage gain would soon prove to be woefully inadequate.

This has been borne out, and the only possible solution, in the face of a politically-minded Congress which refuses to enact price control legislation during an election year, is to press for another increase in base pay.

There is no doubt that the shipowners will fight the Union's move, but profits in the maritime industry are among the largest profits being made today and the operators can well afford to pay merchant seamen more money.

The Committee suggests that the membership be prepared for anything that might happen and to keep in close touch.

No specific wage boost has been set by the Negotiating Committee, but it is certain that a substantial increase will be demanded.

## ROU Officer Hits ACA-MEBA Merger As Attempt To Raid AFL Radiomen

Charging that the proposed amalgamation of the marine section of the American Communications Association, CIO, and the Marine Engineers Beneficial Association, CIO, is solely for the purpose of raiding the Radio Officers' Union, AFL, Fred M. Howe, general secretary-treasurer of the ROU, called upon the Engineers to reject the merger.

"I ask you and the officers of your union," said Howe in a letter to MEBA president Samuel J. Hogan, "to look before you leap. I ask you to investigate ACA and its leaders more thoroughly than you have done before you make the provisional affiliation a permanent one. I feel that your union has already made a great mistake in granting a provisional charter to the ACA. At its best, it is only a request by ACA to raid an AFL union, namely the Radio Officers' Union, CIO-AFL. They want the Marine Engineers to do their dirty work for them."

Howe pointed out that discontent over commie tactics in the ACA has made the membership jittery, and to save themselves from "utter destruction" the officials rushed madly into the MEBA.

"They look to the Marine Engineers to repair the broken-down machine and get it in running order and to bring them safely home to Moscow," stated Howe.

The blame for the present existence of two rival Radio Officers' unions was laid at the door of the commie-controlled ACA by Howe when he stated, "They will bring to the MEBA the same disruption, confusion, turmoil, and the same disrepute which they brought to the Radio Officers of

the merchant marine, and, by the way, which is the direct cause of the existence of a dual union among Radio Officers. If the Radio Officers are divided into two opposing camps today, it can be traced directly to the insistence of the leaders of the ACA that we follow the policies of Stalin.

"Conceivably, their admission into the MEBA," Brother Howe concluded, "might eventually result in a division of your union into two parts, one red and the other white."

The MEBA-membership has not been polled on the proposed amalgamation, but it is widely known that there is considerable sentiment in the union against

taking in the ACA Radio Officers.

Within the past few months the situation in the ACA has become so confusing, mainly because of an internal struggle between the pro-and-anti-communists, that wholesale desertions from the ACA have taken place.

Some officials and a great many rank-and-file members have already pulled out and gone over to the ROU. Many more have indicated that they would follow suit.

It was this development which forced the commie top leadership of the ACA into allowing a considerable portion of the membership to switch to another CIO affiliate.

## SIU General Organizer Scores ACA-MEBA Merger

The proposed merger of the Marine Telegraphers section of the American Communications Association, CIO, with the Marine Engineers Beneficial Association, CIO, brought immediate condemnation from the General Organizer of the Seafarers International Union, Lindsey Williams.

In a letter to John P. Howland, New York Agent of the MEBA, Brother Williams pointed out that the SIU has supported the Engineers in all beefs, and looks upon this move as raiding against the Radio Officers' Union, another AFL affiliate.

The full text of Williams' letter follows:

John P. Howland

Marine Engineers Beneficial Association, Dear Sir and Brother:

It has been called to our attention through the newspapers that the seagoing section of the American Communications Association, CIO, is attempting to become part of the Marine Engineers Beneficial Association.

You are no doubt aware that the Commercial Telegraphers' Union, an AFL affiliate, has a similar section, the Radio Officers' Union (ROU). We would therefore object to such an amalgama-

tion for the simple reason that it would place the MEBA into direct jurisdictional conflict with an AFL union in the industry.

The Seafarers International Union has at all times maintained good relations with the MEBA. This Union has supported your organization in all of its strikes and we intend to keep doing so. We therefore feel that in order to continue and preserve this cooperation, the MEBA should do all in its power to stop the proposed merger.

In view of the trying time ahead, and with the Taft-Hartley law a direct threat to the existence of a free labor movement, it seems to us the height of folly to do anything that would place our organizations in conflict with each other.

Yet, if the amalgamation is successful, the SIU and the MEBA would find themselves in conflict over the issues involved.

We would, therefore, appreciate it if you would bring this communication to the attention of your membership and to the other officials.

Fraternalty yours,

Lindsey J. Williams,  
General Organizer, SIU

## Charge Reduced

GEORGETOWN, British Guiana—Ralph Youtzy has been released in \$1,000 bail and charges against him have been reduced to manslaughter in the case which grew out of the death of a launch captain here several weeks ago. Robert Boutwell, who will stand trial with Brother Youtzy on the same charge, was released on bail previously.

Trial of the two Seafarers, former crewmembers of the SS T. J. Jackson, is scheduled to open Jan. 18. One of the witnesses, Frank Knight, a shipmate of the two boys, is already here to testify in their behalf. Two other witnesses are on the way and are expected before the trial begins.

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

## Editorial Board

J. P. SHULER PAUL HALL

JOE ALGINA

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George K. Novick, Editor

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## You Can't Eat Promises

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little had been won, and then continued to soar so that the guy who works for a living had a permanent spot right behind the eight-ball. He never quite caught up with the High-Cost-Of-Living, and right now he's so far in the lurch that it will take jet propulsion, plus a substantial wage boost, to bring salaries and prices into line.

Seamen are probably worse off in this respect than other workers. The wages of merchant seamen started at a much lower level, and although organization helped the seamen to obtain pay hikes, nevertheless, maritime wages never reached a par with shoreside salaries.

Even during the war, when merchant seamen were risking their lives daily to deliver the goods, wages of seamen lagged far behind the money which was paid to auto workers or electrical workers, for instance.

The United States Bureau of Labor Statistics figures that an average family of four needs \$3,447 per year, just to meet the modest living costs. Seamen's wages fall just about \$1,000 per year short.

A fortunate seaman, in these times, works about nine months out of twelve. The rest of the time he's on the beach, waiting for his name to come high enough on the register for him to get a job.

As jobs become scarcer, the wait between ships is going to become longer and longer, and the seaman's earning capacity correspondingly smaller.

It's certain that wages have got to be advanced to make up that \$1,000 shortage. Figures don't lie, and the figures prove that seamen are miserably underpaid and that the shipowners are well able to meet increased pay rolls.

Of course, they don't want to do it. They like the feeling of sitting on that pile of dough rolled up during the war, and augmented since the end of hostilities.

But seamen need more take-home pay, and the Seafarers International Union is preparing to take steps to fatten the pay envelope of all SIU members.

If prices won't stay within the limits of wages, then wages must rise to meet prices. It's just that simple.

## Close Crimp Halls

From time to time, reports have reached the Union of the continued activity of crimp halls, in this country as well as abroad. (See story on Page 3.)

Many ship operators are waiting patiently to smash the Union hiring halls.

The way to fend off these operators is to take all the jobs that are offered. Never let a ship sail short-handed, for an undermanned ship is easy meat for the crimp operators.

Another thing: Before you sign off by mutual consent, notify the Union so you can be replaced by a Union man. And notify the Union whenever a non-Union man is signed on a ship regardless of the circumstances.

We must put an end to the crimp halls—and we can, if we are vigilant.

# "THE BIG SWEEP"



## 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.

### NEW ORLEANS HOSPITAL

F. E. WHEELER  
C. McGILBERRY  
J. E. SILKOWSKI  
A. AMUNDSEN  
E. L. EDLER  
W. WILCOXSON  
S. LeBLANC  
L. CLARKE  
G. KOCJAN  
N. LAWRENSON  
J. S. CARA  
J. F. FITZPATRICK  
T. HENDRICKS  
N. R. CARTWRIGHT  
J. WARD  
N. LONGTINE  
J. E. MAGUIRE  
J. CARROLL  
J. J. O'NEILL  
L. AL HOLMES

### STATEN ISLAND HOSPITAL

H. A. DRAKE  
W. F. CANAVAN  
J. B. DALTON  
H. WATSON  
A. DOLCE  
J. GARDNER  
E. KASNEWSKI  
J. McNEELY  
T. MUSCOVAGE

W. KASZUBSKI  
L. GOLEMBEWSKI  
F. NERING  
J. PRATS  
W. VAUGHN  
E. LARSEN  
E. CARAVONA  
J. VATLAND  
M. J. FIELDS  
K. A. STANBERG  
M. A. McALLISTER  
J. E. HOAR  
B. H. TOLBERT  
G. T. FRESHWATER

### BALTIMORE HOSPITAL

G. G. RARDIN  
A. H. MAWOCY  
J. T. ALLAN  
F. T. RICHARDSON  
E. T. DAWBACK  
S. BUZALEWSKI  
J. WHITTAKER  
C. N. PAYNE  
M. EREMSTAD

### BRIGHTON MARINE HOSP.

J. LEWIS  
R. LORD  
C. CREVIER  
H. STONE  
T. BOCUS

### 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.)

P. CASALINUOVO  
J. RIDDLE  
J. ANDERSON  
E. DELLAMANO  
J. SMITH  
F. O'CONNELL  
J. LEE (SUP)

### MOBILE HOSPITAL

W. J. SULLIVAN  
E. L. MYERS  
W. C. JEFFERIES  
J. C. RAMBO  
W. C. CARDANA  
M. W. BUSBY  
R. V. GRANT  
W. D. JOHNS  
C. W. BARNE

### GALVESTON MARINE HOS.

J. M. FLANNIGAN  
W. CANANAN (SUP)  
E. G. TARLTON (SUP)  
G. D. WINN (SUP)  
J. CARROLL  
H. TENA (SUP)

### NORFOLK

FRITZ KRAUL  
CECIL WILLIAMS  
CHARLES LORD  
JACK WOOTON  
P. ALLGEIER  
W. A. YAHL  
SAMUEL J. STEELE

# How To Live On Your Pay — It Can't Be Done

## Brother Charges Antwerp USS With Doubling As Crimp Hall

By FRANK VAN LEW

(Ed. Note: The following account of the crimp hall activities of the Antwerp United Seamen's Service is especially pertinent in light of the passage of the Taft-Hartley Act. Brother Van Lew's observations were attested to by 23 crewmembers of the SS Southland, South Atlantic Steamship Company.)

During my six-weeks stay in the Antwerp USS while undergoing medical treatment, I saw how the USS acts as a fine agency for ships needing men.

In this period I saw nine men shipped through the USS as either passengers or seamen aboard American vessels. Five of the men, NMU members at that, sailed to Antwerp on Greek ships. Two others arrived on Panamanian and Hondurian ships and two were non-seamen.

### LOOKED FINKY

All of these men except one shipped out through the USS. However, I was able to get the dope on but two of them. One sailed on the Marine Marlin, an NMU vessel, as BR and the other sailed as Galley Utility on the William Carlson, an SIU contracted ship.

Being an SUP member and on the shipping list at the time of the Carlson's sailing, I was anxious to learn how a non-seaman could get aboard one of our ships

ahead of the seamen on the beach.

I went to the American vice-consul to get the lowdown and was told this his office simply called the USS for seamen and took these the manager said were available.

### USS PRESSURE

With this information I traced the business further, and found that the manager had taken a man to the Coast Guard in the consulate, gained him seamen's papers and then taken him to a ship.

At the ship the Captain refused the man but the USS manager called the company agent, a friend of his, and pressure was put on the Captain forcing him to accept the man.

When I approached the manager and told him what I had learned, he said he had done it due to an emergency. What the emergency was I couldn't see as the Carlson was not due to sail for three days and there were many seamen on the beach qualified for the job.

### WHAT EMERGENCY

An example of their treatment toward union seamen is the case of an NMU member who was jailed for no reason at all. The man was waiting for a ship and one would have been led to believe, since the NMU endorses the USS, that the manager and

his cohorts would at least help the fellow get his release from jail and a berth on a ship, but no—they let him cool his heels in jail for fifteen days without paying him a single visit.

As for staying some place other than the USS while in Antwerp, it is out of the question. It seems that there is an agreement between the consul's office and the agent to force all seamen into the USS.

### CONSUL'S ORDERS

I was ordered there by the consul's office and M. J. Fields, SIU member, was told he could either stay in the Seamen's Club, in the hospital, or go out on the streets and die.

If that isn't reason enough to further increase our boycott of this phony outfit, the prices they charge should clinch it. Prices in the USS in Antwerp are equal or greater than in the Belgian bars.

Beer is seven francs or fifteen cents a bottle in the USS while in the bars it sells for five and six francs.

Spam sandwiches bring seven francs and the less said about the other foods the better.

Seamen who stay there under orders from the agents or consul sleep in the dormitory and live out of their sea bags while the private rooms are reserved for tourist friends of the manager.

If a seaman wants cigarettes he pays forty cents a pack. He is not allowed to buy them on his subsistence allowance. Any part of his subsistence unused for food or room goes either to the USS or back to the agent.

It seems to me that we, the members of the SIU-SUP, who willingly or unwillingly enter the USS are supporting an institution that does no good and can do us a lot of harm.

### SPAM HALL

Under the Union's interpretation of the Taft-Hartley Act, our continuing existence depends on a closely-knit, well-disciplined membership united to keep finks off of our ships.

One of the best ways to keep these finks off our contracted vessels is to press for the closing of the "Spam sandwich-fink halls" — the United Seamen's Service.

Finks can ship out of the States on foreign flag ships, pay-off in a foreign port and sit around the USS until they ship out. This is especially easy to do if the manager of the USS is friendly with the owners or agents.

In other words, companies which have tried to set up fink camps in the United States have succeeded in establishing them overseas. The beautiful part of it is that we are helping to pay their freight every time we stay in a USS.

If you have a wife plus two children under 15 years old, it cost you somewhere between \$3,004 and \$3,458 a year to keep the family going as of last June, according to a searching budget study of city workers' families prepared by the Bureau of Labor Statistics.

Since then, costs have risen due to the inflationary rise in food prices, and you will need substantially more, at least three percent, than the \$250 to \$288 a month called for in the study.

However, the joker is that for \$3,000 a year under present conditions you don't get much of a living. Your wife gets a new coat every six years, you get about one glass of beer a week personally, and you can't lay up a dime for your old age or a new car. You just get by and probably feel pretty uneasy under this very modest version of the American standard of living.

The Bureau of Labor Statistics draws its conclusions from an inquiry into the economic conditions and habits of workers' families in 34 American cities. Of the cities investigated, Washington, D. C., proved the costliest to live in, New Orleans the cheapest, but the spread was only about nine dollars a week.

### NOT IDEAL

The Bureau is careful to explain that its budget study does not reveal a "minimum" budget, or an "ideal" budget.

Most certainly it does not show a "luxury" budget, nor does it reflect what some sociologist or economist thinks a worker's family of four should have or not have.

What the Bureau did was base its conclusions on actual buying habits in the cities studied.

After all, a budget is only as good as what comes out of it, and here's what you get for \$3,000-plus a year for a group consisting of a husband about 40 years old, a wife fully occupied with domestic duties, a 13-year old boy in high school, and an eight-year old girl in grade school:

Housing: You rent a five-room house that is adequately heated, has hot and cold water, a flush toilet and bath tub, a pretty good sewage system, and screens on the windows.

You have an electric refrigerator, a washing machine, a vacuum sweeper, an electric or gas stove, a hot water tank, and plenty of electric power, but you can whistle for a telephone. You can't afford one.

### THREE SQUARES ANYWAY

Food: You get three squares, but one or another of your family eats four meals a week out. There is enough money for an occasional snack at a lunch counter or for the kids at school, and about 18 cents a week is allowed for candy or ice cream cones.

And there is only about 25 cents a week left over for beer or soft drinks—unless the two kids don't like ice cream cones.

Savings: You can get up \$85 a year for straight insurance, but you can't save anything, not even in a piggy bank.

Clothing: You personally can buy a hat every 15 months, a coat every seven years, one suit, one pair of work shoes, one pair of dress shoes, and three dress shirts a year.

The youngster in high school

gets a hat every four years, a coat every five years, a suit every two years—but a pair of shoes every four months. The little girl is allowed a new hat once every two years plus a scarf or beret, a coat and three dresses a year. She gets bobby socks every month.

### YOUR WIFE'S COAT

If you can get away with it, you only have to buy your wife a coat every six years, a wool dress every five years. In addition, she gets head scarf or beret once a year and five cotton or rayon dresses along with two pairs of shoes a year. Nylons she needs every month.

Medical care: You can afford to get the doctor to come to you about four times a year, visit his office a dozen times, have one person's eyes looked at every three years and keep everybody's teeth in fair shape. Provided your wife's coat holds out.

Transportation: You can't get a new car, but if you have one now you can burn about 14 gallons of gas a week, buy one tire every 10 months and spend about \$15 a year for repairs.

Reading and Recreation: You can afford one newspaper a day, one magazine every two weeks and one book a year. You and your wife and the little girl can make a movie about once in three weeks, the boy can do it a little oftener.

You and the family can take in a concert or a ball game about once a year, buy a radio every 10 years.

Personal Care: You can get a haircut a little better than once a month. Your wife can get a permanent only once every two years, if you're firm enough, and about three finger waves a year.

### TOBACCO'S UNHEALTHY

Tobacco: All you really can afford is three packs of cigarettes a week for you and your wife. But you can't get a cigar or a package of pipe tobacco once a week if you want to indulge in a little high living.

Of course, if you only have one kid, you only need 85 per cent as much money to keep up the above standards. If you have no kids at all, you can get by with 65 per cent, perhaps. If you have more than two, the costs go up.

The real snapper is that the average industrial wage is only about \$50 a week. And, as the Bureau makes clear, the guy getting it can't be sure of 52 pay days a year. If there are four in his family, he's in a jam, for if prices keep going up the living standard must drop — fast and far.

### On Overtime

To insure payment, all claims for overtime must be turned in to the heads of departments no later than 72 hours following the completion of the overtime work.

As soon as the penalty work is done, a record should be given to the Department head, and one copy held by the man doing the job.

In addition the departmental delegates should check on all overtime sheets 72 hours before the ship makes port.

## Fast Union Action Gets Overtime For Six Seafarers On Suzanne

Another example of how the SIU works hard to square a beef was afforded by a recent overtime dispute in New York concerning several men on the SS Suzanne, Bull Lines.

The men were ordered to be at the dock at eight o'clock on a Saturday morning and they arrived at that time. However, the ship did not arrive until 10 o'clock.

Naturally, the men and the Patrolmen immediately claimed that overtime should start from eight o'clock when the men arrived as directed, ready, willing and able.

The company tried to say that overtime should start from the time the ship arrived, no matter when the men were told to show up.

An argument followed which lasted several hours.

Winner of the argument was the Union.

As a result of this prompt action, the men, all of whom were assigned to the Engine Department, were declared eligible for two hours more overtime pay than the Company had planned to give them.

With the two extra hours added, the overtime due was as follows:

E. J. Hooper, 12-to-4 Oiler, six hours; T. J. Pierce, 4-to-8 Oiler, six hours; A. E. Thompson 8-to-12 FWT, 12 hours; Continos, 4-to-8 FWT, eight hours; E. Brundage, 12-to-4 FWT, eight hours; and A. A. Zwimpler, 8-to-12 Oiler, three hours.

### Attention Members

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

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

# Marine Disasters Mark Seamen's Xmas Week

While shipowners plan their campaign to eliminate overtime and whittle down the wages and conditions of "overpaid" seamen, evidence is piling up these days that seafaring is still one of the world's most hazardous occupations.

Last week, ships flying American flags and the flags of other nations were cracking up all over the world. Seamen were losing their lives in the winter storms on the northern oceans, and were, as usual, facing dangerous situations everywhere.

Whether the numerous crack-ups were the result of faulty construction, inadequate inspection and maintenance or simply the luck of the sea was beside the point.

Hardworking sailors spent Christmas at sea, doing their jobs at risk of their lives, while the owners were conspiring to strip them of their economic gains. There were SIU-SUP men, there were members of other American unions, and there were thousands under foreign flags.

Most disastrous of the wrecks and foundering reported last week under the American flag was the loss of the Park Victory in which nine American seamen were reported dead after the vessel went aground and broke in two on the southwest coast of Finland in a blinding snowstorm.

## DROWNED AND FROZEN

Seven men were swept away by the mountainous seas that smashed the ship and all but swamped her lifeboats. Two more froze to death, and the ninth was drowned.

The remaining 41 crewmembers were rescued by Finnish soldiers from a coastal fort who had seen their flickering flashlight signals. At the time, the shipowners were celebrating Christmas Eve.

The same day, the freighter John Owen, bound from Buenos Aires to Antwerp with grain, flashed an SOS from somewhere in the South Atlantic.

The next day, it was learned that the Owen had lost a propeller and was adrift 1,000 miles east of Buenos Aires. Later, it was reported that the freighter Lord Delaware was towing her toward Rio de Janeiro.

A dispatch from Honolulu said that the freighter Simon Benson had finally limped into Honolulu. The heavy seas of a North Pacific storm had started her plates somewhere south of the Aleutians.

The cargo of rice, she was carrying to the Orient began to swell, and a lot of rice was jettisoned lest it burst the ship.

It took the Benson nearly 10 days to get into Honolulu to which port she was escorted by a Coast Guard cutter.

Five seamen made up the skeleton crew of the Maritime Commission freighter Andrew Moore when the tug towing her to the Wilmington, N. C., boneyard had to cut the towline.

## "UNABLE TO PUMP"

In stormy seas off the Carolina coast, two additional tugs had to stand by while the Moore pitched and tossed at anchor without power facilities of any

kind. It was a Merry Christmas indeed for the skeleton crew.

Another tough situation was that of the Maritime Commission ship, the Joseph Simon, which radioed from its position 250 miles east of St. John's, Newfoundland, "One hold flooding in storm and unable to pump." Originally on her way to Baltimore, she was later reported trying to make it into a Nova Scotia harbor.

It was bad on the Lakes, too. From Detroit came the news that the Venus had finally been freed and berthed after going aground in the lower Detroit river. Fortunately nobody was hurt.

It wasn't only "overpaid" American seamen who were facing the perils of the sea while shipowners ashore were relaxing for the holidays.

Swedish, Danish, British, Dutch and others were drowning, freezing, being blown to bits—or having the good luck to survive. And for every disaster or near-disaster that found its way into the news, there were a thousand dangers faced and overcome on all seas and in all weathers.

## TYPHOON

The typhoon which swept the Philippines pounded the Danish motorship Kina to pieces on Samar island. Three American passengers and 26 other passengers and crewmembers were saved. But 34 persons died in the wreck, all but one of them seamen, judging by the sketchy preliminary reports. Some of the missing may yet be found.

The Brockley Hill, a British freighter, was towed into Halifax after getting into trouble 400 miles at sea. Arriving in Halifax under tow the same day was the Rockwood Park, flag not named, which had lost her propeller. Both ships had been towed through snow, ice and heavy seas.

It was a tough week on the Dutch coast. The Norwegian ship Skoghaug struck a left-over mine on Christmas day and sank in five minutes with a loss of 26 lives. Four days later, the Swedish ship Plato ran aground at Ijmuiden, once one of the main German E-boat bases, and indications were that the tugs might have a hard time pulling her off.

The same day, the American yacht Seafarer was towed into Maasluys, near Rotterdam, after losing her mainsail and wrecking her motor in the North Sea. A British steamer brought her in.

All in all, the holiday week for a good many thousand sailors was something less than joyous.



# REPORT FROM HEADQUARTERS TO MEMBERSHIP

By J. P. SHULER, Secretary-Treasurer

## Negotiations

Robert Matthews, Joe Algina, William Rentz and myself, along with several rank and filers, have met several times during the past two weeks with the Calmar and Ore Steamship Companies for the re-negotiation of contracts.

We have completed numerous rules in the General, as well as some of the Departmental Working Rules, but still have quite a long ways to go before we have a completely negotiated contract.

The membership should be aware of the fact that these two companies' contracts, in comparison with all other SIU contracts, have always been substandard and we should and will make every effort to change them in these negotiations. Unless we do, it will be damned tough to do any more changing in the future.

For that reason, your Negotiating Committee asks the membership that during the life of these negotiations that bookmembers should be sure to take all jobs as soon as possible on all these companies' vessels.

They are further requested by the Negotiating Committee to perform their duties on board these ships in Union fashion, and keep in touch with the shoreside officials at all times as to the status of negotiations.

It has been pointed out before to the membership of this Union that there is no greater help to the Negotiating Committee than to have good SIU crews on all vessels to furnish any kind of supporting action necessary.

## Necessity for Wage Increases

Your Negotiating Committee recommends to the membership that at tonight's meeting in all Ports that they go on record as instructing the Negotiating Committee to immediately notify all contracted operators doing business with the SIU of the Union's desire to open negotiations for wage increases where the contract allows such action.

Since we obtained our last wage increase, the skyrocketing prices have completely wiped this raise off the books, and we are now actually earning less than we ever have because of the steadily increasing prices of all necessary commodities.

The Committee points out to the membership that this does not necessarily mean we will have to take job or strike actions. We are the only Union in Maritime that has a wage re-opening clause in our contracts.

The Committee further points out, however, that all crews must keep on their toes during this period of wage increase negotiations and they should be prepared to take whatever action becomes necessary to back up the demands of the Union Negotiating Committee.

The Negotiating Committee at this time is not announcing a flat given sum for increases but will, upon compiling figures and percentages, demand wage increases in accordance with the percentage of price increases over the past 12 months.

## Finances

Various Ports have come into line on recommendations made by the Quarterly Finance Committee. The Ports of Boston and New York have reduced their staff by one person each, as per the Quarterly Finance Committee's Report.

There is one item of expense from the various Ports which runs into a heavy amount of money for the Union. That is those expenses listed in Building Maintenance and Repair.

Headquarters issues each week a Secretary-Treasurer's Financial Report in which all expenses for each Branch are broken down and analyzed. The membership is urged to study this report and, when studying it, to pay particular attention to the expenses listed in the various Ports under the heading "Building Maintenance and Repair."

It is recommended that all Agents watch this particular expense very carefully, and that no money be spent unless absolutely necessary for this item.

The Agents are informed that in future Headquarters Reports, this item will be dealt with in more detail.

Headquarters Offices has cut its staff as per the Quarterly Finance Committee's recommendations, as pointed out in last week's report. We are now making plans to reduce expenses in Headquarters Offices to a greater extent wherever possible. The membership will be informed of these reductions from time to time.

The membership is urged to read all Headquarters Financial Reports, and ask officials in each Branch for copies of them so that they can know just what is happening with their money.

Although the Union is solvent and our income more than covers our expenses, we still must cut a lot of excess expenses to prepare for the stormy days ahead. The quicker all officials realize this, the better off we will be. The membership should take an interest in this matter and know what the score is.

## Closing of SIU Branches

The Port of Marcus Hook has been closed, as per the membership's recommendations. Agent Steve Cardullo and Patrolman Bob Pohle are now operating in the Port of Philadelphia, as per membership instructions.

The Union now has a sub-Branch in the Port of Miami, Fla., with one of the former officials from the Port of Tampa acting as Agent.

Due to economic reasons, it is recommended that this sub-Branch be closed no later than January 15, at which time our rent is up.

It is pointed out that the traffic in that Port has not been as heavy as previously expected.

Further, it isn't possible for an official to live in Miami on the wages he receives from the SIU, due to the tourist season and boom time conditions in that Port. Prices are so unreasonable, it takes all of a man's wages to live.

Therefore, it is recommended that the Port is closed, a representative cover Miami from Tampa as was done before. The membership is urged, once this move is taken, to cooperate in every manner and see to it that no one coming on board the ships in Miami as crew replacements are finks, and are instructed to see to it that the men are replaced through the Tampa Hall.

## General Elections

Last year a recommendation was made by Headquarters Offices in regards to the General Elections of the past year, which should stand as a good recommendation for this year. This recommendation as made last year follows verbatim:

"The elections for the officials of the SIU for the year 1947 was terminated December 31. According to the SIU Constitution, a Tallying Committee to tally the votes should be elected the second regular meeting in January. This was inserted in the Constitution when meetings were held regularly every Monday and has never been changed. Now that the meetings are held every two weeks, this will not be practical. If a committee were not elected here tonight it would be the 29th of the month before they made their final report and would be the 13th of February before it would be concurred in by all the membership, therefore, delaying the elected officials from going into office on the time scheduled by the Constitution. A special supreme quorum has a right to make corrections in such issues. Tonight we have here a special supreme quorum. Therefore, I recommend that under New Business a committee, as per the special supreme quorum section in our Union Constitution be elected here tonight to tally the ballots of the election for the officials of the SIU for the year of 1947."

Therefore, for the reason of completing the General Elections as soon as possible, and getting the decks cleared for many actions which will be coming up in the next few months, such as wage increases, etc., Headquarters Offices recommends to tonight's meeting in all Ports that a Committee be elected as per the Constitution from each Branch to tally votes.

## Membership Must Push Own Beefs If They Want Backing Of Union

By WM. (CURLY) RENTZ

BALTIMORE — Shipping has picked up again in this port.

Last week there were more jobs on the board than there were men to fill them, but we will get them all filled eventually.

Paying off in the days just before Christmas were: The Barbara Fritchie and the Mae, Bull; the Lahaina Victory, Robin; the Oliver Loving and Arthur Hulbert, Alcoa; the Winthrop Marvin and James W. Cannon, Isthmian; the Ponce De Leon and Governor Comer, Waterman; the Marore, Ore Line; the Seamar, Calmar; the Cornelius Gillian, South Atlantic; the John A. Donald, Smith and Johnson.

The Winthrop Marvin, the Cornelius Gillian, the Marore, the Seamar and the James W. Cannon all signed on again, and there will be additional sign-ons the coming week.

### GOOD PAYOFFS

The above were good payoffs with all crews sober, and, in general, all beefs settled with everybody happy as a result. This is the way things should be if we want to keep our gains, win new ones and organize more non-union outfits. Then we will always have something to work with as well as something to work for.

However, there was one beef on the James W. Cannon which we did not settle for the simple reason that the man concerned was more anxious to leave for home than he was to see the matter cleaned up.

It was a highly legitimate beef, too, and should have been fixed up to prevent its happening again, if for no other reason.

The Chief Engineer of this Isthmian ship turned a fire-hose with 80 pounds of pressure on an Oiler to wake him up. The Oiler

was sick at the time, and was going to press charges, but went home instead.

A man has to press his own charges, we can't do it for him. So nothing can be done in this case.

Yet if a man gets away once with something like turning a hose on a man, he is apt to try it again on somebody else. Eventually somebody will be badly hurt.

### PUSH OWN BEEF

If you have a beef like this one, carry through with it. The Union will back you up. Certainly don't leave a Patrolman holding the bag by skipping out. Press the charges so the offense won't be repeated against another member.

Members around here keep asking about the tanker situation and they sure want to see the SIU make headway in the tanker field.

There are no strikes on in Baltimore right now, but we keep hearing rumors that the MFOWW may go out in an effort to get better wages and conditions. If they do have to, we will back them to the limit here, giving them all the help they need. The SIU always backs up men who are fighting for their rights and for legitimate gains.

Seafarers in the Baltimore Marine Hospital are in good shape and are eager to thank the membership for their Christmas money which was given in the true Christmas spirit.

In our never-ending campaign to keep the Union in good shape we are keeping the gashounds out of the way. They know we have an eye constantly open for them and they just don't come around.

## Waterman Retroactive Pay Ready

By CAL TANNER

MOBILE — The long-awaited announcement by the Waterman Steamship Company was made this week, when the company stated that the 5 percent wage increase, retroactive to June 15, was ready and waiting at the company office in this port. This applies to company-owned ships only.

The retroactive wages for ships operated under bare-boat charter can be collected at the company office in New York.

As yet, Alcoa Steamship Company has not completed its list of retroactive wages, but promises that it will be ready in the near future.

Shipping here goes along at a pretty pace with five sign-ons and three payoffs within the last week. The payoffs were exceptionally smooth, with only one beef hanging fire.

This has been referred to Headquarters for clarification, and as soon as we get a decision it will be printed in the LOG for the information of the membership.

### FULL CREW SHIPPED

Christmas Eve we shipped five men, and the day after Christmas we shipped a full crew to Panama City to take the place of a gang on a Liberty. Stewards Patrolman Jeff Morrison paid off this scow, and the men,

having just missed celebrating Christmas at home, wanted to be home in time for New Years.

The Hospital Patrolman made the Hospital round early Xmas Week, and gave all the men their benefits plus the \$10.00 gift voted by the membership.

We had only a few men in the Hospital, and they have since reported to us that they had a fine time, considering where they were.

We are enlarging the Baggage and Storage Rooms to take care of the increasing number of men who ship out of Mobile. In a short while we should have adequate facilities to accommodate everyone.

## 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.

# AROUND THE PORTS

## Shipping Good For Black Gang In New York

By JOE ALGINA

NEW YORK — In this port, business and shipping continue at a right fair clip with the Black Gang boys having the least trouble landing berths right now.

Deck Department shipping is quite good however, and only the Stewards Department is in a condition that can be called somewhat slow.

Tanker shipping is going on at a really high level, and it can be expected to hold up all through the winter with everybody in this area having difficulty getting enough oil too keep warm.

We had enough trouble with the big snow storm, so it was a good thing that the Christmas week payoffs were very clean and easy to handle.

The big snow made things tough for the Patrolmen who couldn't get to all the ships in time. In fact, the Port of New York was tied up tight for a day and a half. But thanks to a bunch of highly cooperative crews, we got everything handled.

Among the payoffs was the Alcoa Cavalier which was in very good shape. In fact, it was so good that there wasn't a beef aboard her.

Other good payoffs included the Knox Victory, Waterman, the Alexander Clay, South Atlantic, and the Seatrader, of the newly contracted Seatrader Corporation.

### LOST IN SNOW

The payoff of the last-named ship resulted in a little trouble, however, which for once couldn't be blamed on the company.

On the way back from 23rd Street, Brooklyn, where the ship was berthed, the Patrolman got himself lost in the snow which was falling pretty thickly at the time. He survived to tell the story, so you could say the ending was happy anyway.

Another story involving the big snow: We sent a couple of men from the Hall to ship on the Cornelia, a Bull Line ship tied up way over in Kearny, New Jersey. They started out in the middle of the storm and made it to Journal Square in Jersey City. And there they sat—for three days.

That's how it was in New

York. A good many ships were held up a day or two before they could get out. Others had to wait a while before they could come in.

The worst situation we had here last week concerned the crew of the Smoky Hills, Los Angeles Tankers. This was an-



other gang who had the ship sold out from under them in England.

The boys flew back across the Atlantic and paid off at the company office here with a lot of

beefs and, what was worse, a lot of loggings.

### MEN NO CREDIT

The Patrolmen did the best they could, but they simply could not lift all the loggings because the crew had done too much performing in one port and another. In fact, the behavior of some of was pretty bad, and certainly no credit to themselves or the Union.

A word to men going aboard Isthmian ships and encountering old-time Isthmian men without full books among the crews:

Give them a chance. Don't think of them as bums or company stiff. Chances are they are neither, and they should be treated as any set of trip-carders should be treated.

In fact, the behavior of some educated in SIU ways, in the content and meaning of the Isthmian contract. Maybe there aren't as many company stiff as you think there are. Moreover, if a man is a company stiff, you'll find out about him soon enough.

## Boston White Christmas Stymies All Shipping Except For Tankers

By JOHN MOGAN

BOSTON — Anyone in these parts who wanted a white Christmas certainly had his wish fulfilled. A few days ago Boston got a few inches of snow (the suburbs a lot more); then, before the old storm had been cleared away, another dozen inches or so descended on top of the old blanket (up to 20 inches in the suburbs) and just about brought everything to a standstill.

Shipping has been affected also. The tankers are in and out regularly and account for most of the jobs on the board. Lately most of the tankers hitting this area are coming in from coastwise, or very short foreign runs. And even the tanker situation is getting rather hazy according to West Coast minutes.

However, the optimistic view is that the SUP-contracted outfits will gain when the Maritime Commission gets through juggling the tankers around.

The outlook up to New Year's Day shows two tankers paying off, one coastwise and one nearby foreign. Plenty of other stuff pulls in for brief "in transit" stops, but few jobs, if any, are to be had from this traffic.

Apparently the other ports are experiencing a similar shipping slump, judging from the reports of members registering.

### PROSPECTS GOOD

After the New Year, however, things should pick up. According to advices from Portland, Maine, where we have had nothing for a couple of weeks, there should be some action up that way.

The SIU boys in the hospital had a pleasant holiday, thanks to

their organization and their shipmates.

Brother George Meaney made the rounds with the hospital delegate on Christmas Eve, and brought his greetings in person, to SIU brothers, nurses, doctors, and other patients, and to say that George was popular with all hands at the Brighton Hospital is really an understatement.

And I'd like to add that Brother John Kuropatkin donated \$5 to the men in the hospital.

Well, here's hoping that the New Year is one of continued prosperity for the members of the SIU, with the boards in all Halls loaded with jobs, and with good sailing for all hands.

## SUGGESTION

The SEAFARERS LOG is the membership's paper; it is a medium for the expression and airing of your ideas, suggestions, beefs, etc. The LOG urges all Brothers to submit material for publication.

Occasionally, however, we receive a complaint saying that a beef we have printed is a personal one and without basis in fact.

To avoid recurrence of such situations in the LOG whenever possible, criticisms of individuals should be signed by the ship's delegates and/or as many of the crewmembers as are interested.

This would eliminate any possibility of the beefs being regarded as personal.

# Canadian Seafarers Send Their Thanks To A&G District For Help In Organizing

By GENE MARKEY and  
MIKE QUIRKE

MONTREAL—With the closing of the navigation season in the port of Montreal, we of the Canadian District take the opportunity to thank the membership of the Atlantic and Gulf District for the fine cooperation and assistance given us in our drive to organize and re-educate Canadian sailors.

Since the opening of an SIU Hall here in April, we have shipped more than 700 men to jobs aboard SIU-contracted ships.

The A&G membership, by being good shipmates and good Union men, have done more to make these men understand the true meaning of trade unionism than any number of shoreside organizers could ever hope to do. You accomplished this in the face of the powerful commie machine that controls practically the whole of the Canadian waterfront.

But your efforts have not been

confined to the maritime field alone.

Occasionally you were asked to don the white caps and go to the assistance of other AFL workers. Most notable help was that given the Pocketbook Workers' beef in which the crew of the Alcoa Pegasus played such a prominent part. Through that and other splendid actions on your part, we have gained the respect and admiration of the labor movement throughout this area.

The prestige that you have gained for us is shown by the fact that, although organizing on the part of the Canadian District has been restricted, the entire communist machine has been geared to action against us.

The commies, who have a terrific hold on labor in this province, have been quick to see that, in us, they have a potential threat to their power. In this they are correct since, with your aid, we have already weakened them in two or three industries.

Naturally, the commies have not taken this sitting down. They have tried very hard to have us expelled from the Trades and Labor Councils throughout this country, but their success can be judged from the fact that we are still sitting on the Trades and Labor Councils in the ports where we have halls established and we shall continue to do so.

Another of their efforts was a smear campaign in which they attempted to distribute their lying propaganda aboard SIU-contracted ships in the port of Montreal.

This must have cost the party quite a piece of cabbage. And it must have meant quite a lot of pain to the comrades who were so stupid as to try to board our ships.

## CAN TAKE COMMIES

Regardless of the all-out commie opposition against us, we are still here fighting them with everything we have. It's not going to be an easy job, but it's not an impossible one either.

Past history has shown that the SIU is quite capable of taking

## Bridges' Men Beaten In San Francisco Longshore Election

The tight hold of Harry Bridges and the communists on the CIO Longshoremen's Union was loosened recently when militant anti-commies in the San Francisco local administered a sound shellacking to the CP stooges.

James Kearney was elected president with the biggest vote the Local has ever cast for any candidate. Pat O'Hannigan, a well-known longshoreman, defeated Jeffress for publicity committee. Jeffress was expelled at one time from the Sailors Union of the Pacific as a "commie-line follower."

Practically the entire slate elected is composed of true trade unionists, opposed to the communists. This victory climaxes a long fight by the progressive forces, and is an indication that even in Harry's headquarters his policies are not being swallowed by the rank-and-file.

these rats and the Canadian District should be no exception.

Terrific gains have been made by other districts of the SIU, and 1947 can be considered one of the SIU's most successful years.

These gains have been made possible only through the militancy of the membership. With your proud record as an example, we of the Canadian District are determined to build an organization that truly reflects the SIU spirit.

We are grateful for the assistance that you have given us, Brothers, and with your continued cooperation it is not unreasonable to assume that the time is not too far away when we will have the same kind of fighting SIU in this area that you have in the Atlantic and Gulf District.

Here's wishing you smooth sailing for 1948.

## HEROES OF THE ALEXANDER CLAY



In an earlier issue, the LOG carried a story of how the crew of the Alexander S. Clay, with propellor sheared off in the Adriatic, brought the ship into safe harbor by the use of sails. Above are pictured three of the men who made the trick possible. They are, left to right, Robert Hull, AB; William Doran, OS; and George Semko, Messman. They paid off in New York on December 24, glad to be home in time for Christmas, and hurried up to the LOG office to tell their tale.

## Why Bosuns Get Grey Hair

By G. W. (Bill) CHAMPLIN

This is an old gag and most Bosun's are quite familiar with it. Though they are the main victims, they are not the ones who usually fall for it.

It is the younger seaman who, through being taken, becomes the tool of a crooked Master-and-Mate team. I write for their benefit, so they may not contribute toward cutting their own and their Union Brothers' throats. The set-up is something like this:

The Old Man usually plays good guy, so does the Mate, until after the articles have been signed. Up until then the Bosun is a wonderful fellow—"just the kind of man we've been wanting."

The Mate is often a fellow who goes to sea about once a year, just long enough to keep his license, so he's usually greedy for overtime and black-market money.

He will peddle half the ship's gear the first time the Bosun goes ashore, then squawk that the Bosun doesn't take care of the stores.

Before sailing he may cautiously start hinting that so and so is a hell of an AB; the guy likes to take his time, and why in hell can't the Union send better men.

### "PEP IT UP"

At sea, he soon starts in on the Bosun for not getting more work out of the men. Why can't they all work like Swenson and Smith—the two work-horses?

Before long he's going to Swenson and Smith with the story that the Bosun is no good. "Look how he lets the rest of the crew loaf," he exclaims, "Why, they're the Bosun's favorites—he wants to give them the same overtime you get."

The probability is that the two men he addresses are comparatively green, blue-ticket men, or only acting ABs. Chances are that the Bosun is actually trying to teach them some seamanship.

By the time the Mate has spread a bit of dissention, there is sure to be some job laid out by the Bosun that the Mate can criticize. It is usually one of those things which can be done properly in more than one way. The Mate immediately butts in,

giving orders that conflict with the Bosun's. He and the Bosun may have a set-to there and then, or later topside. Eventually the Old Man rings in on the argument, backs the Mate, and marks the Bosun lousy.

Following that the Mate is on deck every day with his nose into something. The crew is divided, so the Bosun is licked both below and topside. Everyone has a miserable trip.

The Mate and Old Man may really have nothing against anyone personally. What's the game? The answer will be found in just two places: On the Mate's overtime sheet and in the little secret agreement between him and the Old Man, as to reciprocal favors.

The former will show that throughout the voyage the Mate has drawn overtime for doing the Bosun's work. Sometimes a bit of the secret part of the deal sneaks out into the open.

I've seen, on occasion, several cases of good whisky shift from the Mate's to the Master's cabin. I've known of Mates who always pay the old man's checks ashore. Another source of revenue: In some foreign ports of discharge it is often "discovered" that cases of valuable cargo have been broken into, so the loose remainders of the contents are "sealed" in the Mate's cabin. It is interesting to watch where and when such "sealed" cargo goes ashore.

With the kind of crooked team I'm describing it usually reaches the black market, only a few messy things being "salvaged" for the consignee or the insurance company.

This pleasant little game is played with many variations. How to meet it is an open question, and largely a question of the individual personality and experience of the Bosun, Mate and Master concerned.

It would suggest the following: When such cases come into the port of payoff, a joint trial committee composed of members of both the SIU and MM&P—should be formed.

Haul both the Bosun and Mate before it. It seems to me that

only by such co-operative efforts can SIU and MM&P self-discipline be attained.

Captain Ash's recent article calling for improved self-discipline makes it clear that the MM&P should regard such officers as performers just as surely as we regard as performers SIU men who louse things up.

## Stay-At-Homes Boost Shipping In Philadelphia

By E. B. TILLEY

PHILADELPHIA — Shipping, which started to pick up last week, maintained its high average and is now better than just good. Of course, we realize that this spurt is due to the Christmas spirit of the Stay-At-Home boys, but we can't hate them for that.

After the New Year we expect the rush to continue, and we are prepared for anything that happens.

The City of Brotherly Love almost had a white Christmas, but the snow fall didn't start until the morning of December 26, so we had to be satisfied with that. Right now it looks as though New Years will be celebrated in ice, snow and slush.

### POINT-OF-PRODUCTION

Payoffs are going along nicely, with all beefs being settled right on the ships. Our fingers are crossed, hoping that this situation continues, and there's no reason why it shouldn't if the Delegates keep on doing a bang-up job.

This Port is happy to report that there are no Brothers in the Saint Agnes Hospital. Consequently, the money which was who might be there will be donated by crews for any men turned over to the SEAFARERS LOG.

Due to the Holidays there is not too much to report from this Branch. The membership can count on longer reports in the future, and we'll continue to send in all the news of interest to the Brothers.

## Tampa Hard Put To Find Seamen During Holidays

By SONNY SIMMONS

TAMPA—Fishing is booming right now, due in part to the Holidays. As a rule we have men hanging around the Hall, waiting for jobs, but nowadays we can't buy men to take berths.

We've gone out into the bushes and the saw grass trying to find men to fill the 150 jobs we have had during the last ten days. Last week we went down to a boarding house and found half a ship's crew in hibernation. They were routed out on the double, and we shipped them.

The Smith and Johnson scow, SS James M. Gillis, paid off here and we had a hell of a time for three days and nights. The ship had only been out on a four-month voyage, but the crew had piled up enough trouble to last for another year.

### ALL FOULED UP

The ship was loaded down with tripcarders and permitmen from all ports, plus a few bookmen who should never have been given books in our Union. They were performers, gashounds, and all-around troublemakers.

It's characters like these who make it so tough for the SIU when the time comes for re-negotiating contracts.

We have fully crewed this vessel with a 100 percent group of clean cut men, and we wish we could crew all our ships with the same type of men. We want to wish plenty of luck to Brothers Bass and Smith who took jobs on the Gillis.

One more ship, the Edith, Bull lines, will pay off this week and then we'll be able to relax for the Holiday season.

I want to wish all my shipmates and the entire membership a late Merry Christmas and a Happy and Prosperous New Year.



**AMERICAN BEAUTY**, by Edna Ferber, 185 pages, Penguin Books, 25 cents.

The daughter of an old New England family comes back to Connecticut with her father, a multi-millionaire Chicago traction magnate, and finds true love with the son of a Polish immigrant who lives in the old home-stand of her father's family. Strictly in the Edna Ferber groove, "American Beauty" first appeared in 1931.

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**IN BED WE CRY**, by Ilka Chase, Avon, 25 cents.

Park Avenue, Cafe Society, the cosmetics, business, ambition, greed, the War and some shallow philosophizing make the backdrop for this novel by actress Chase. Highly readable despite some very amateurish writing, it takes you on a giddy whirl of cocktail parties where a lot of glamorous folk utter a great many more or less witty remarks. First came out in 1943.

## Miami Has Green Christmas And Good Shipping

MIAMI—Shipping picked up and business was fair during the past week, thanks to the visits paid us by four ships. All of the ships were contacted and replacements sent aboard those calling for men.

The Stewards and Engine Department of the Yarmouth, in true holiday spirit, made a \$57 donation to the men in the New York and Boston Marine Hospitals. No one can say that Seafarers forget their laid-up Brothers.

At the moment we have the Florida and John Bertram in port. As usual the Florida was in perfect shape; the Bertram was not so good.

The Bosun, a man who should have known better, had managed to foul up in a manner unbelievable of a SIU member. He made the ship in Baltimore and didn't appear on deck for seven days.

He stayed in his fore-cabin during the entire time and didn't emerge for anything. His room was the filthiest place I've ever seen—a pig sty smelled like Channel No. 5 by comparison.

He had been logged heavily—nothing he didn't deserve; but after talking to the Old Man and the Mate an agreement was made to lift the logs.

I told him how lucky he was, and that the best place for him was on the dock so he packed up and got off.

He was fortunate in this case, but he may not be so lucky next time.

We had a green Christmas down here as expected—the Chamber of Commerce would never live it down if it was anything else.

We may be a little late, but here's Miami's greetings for the New Year. We hope everyone enjoyed Christmas and will prosper in 1948 and we have in 1947.

**SHOW BOAT**, by Edna Ferber, 252 pages, Penguin Books, 25 cents.

A romantic tale which first appeared in 1926 and which has since been the subject of a highly successful operetta, this yarn of the daughter of the owner of a Mississippi show boat playing "East Lynne" from New Orleans to the Twin Cities and a dashing gambler is still good reading.

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**THE TYRANNY OF SEX** (The Case of Mr. Gump), by Ludwig Lewisohn, 184 pages, Penguin Books, 25 cents.

A powerful, sensitively-written indictment of a marriage that never should have been, this novel originally was published in Paris after it was banned from the U. S. mails in 1926. The first American edition was authorized this year, after revision by the author, with the new title.

The story that is unfolded after Herbert Crump, a talented young musician from South Carolina, succumbs to the seductions of a calculating, ruthless female 20 years his senior shortly after his arrival in New York, is truly an exposition of the tyranny of sex. Hopelessly enmeshed in her web, his life becomes a series of personal degradations that are at once both horrifying and tragic.

The unfortunate circumstances which spelled Crump's downfall could, by the element of chance, be the lot of any healthy young male. Society's taboos can be blamed for confining such unfortunates to a living hell.

# Taxes, Federal And State, Put Bite On Merchant Seamen

By JOSEPH VOLPIAN  
Special Services Representative

Taxes and death are the only things certain in life, some wag once said—but he evidently wasn't kidding. And this being the time of the year when the income tax collector is sharpening his teeth and rounding up his bloodhounds for the annual chase, a survey of the first of life's certainties as it affects Seafarers might prove timely and beneficial.

Because it takes the biggest slice out of our cabbage, the Federal government's income tax rates preference over the varieties imposed by the several states.

As you are all no doubt aware, the Federal government has in effect a withholding tax, whereby deductions are made by the employer from your wages. These periodic deductions are a less painful way than walloping you with a demand for a big lump-sum payment at the end of the year.

### ALL MUST FILE

But regardless of the withholding tax, all merchant seamen are required to file a Federal income tax return on or before March 15 of money earned for the previous year from Jan. through Dec. 31, 1947.

For example, on or before March 15, 1948, returns must be filed for income received during 1947.

Should a seaman ship out on or before March 15, and be unable to obtain his W-2 Form from the company that deducted withholding tax from his earnings, he is allowed 30 days from the time of payoff after his return to the continental U. S. in which to file his income tax re-

turn. (The W-2 Form, by the way, is the statement given to the employe by the company stating the amount of wages and the amount of money withheld for tax purposes).

If a seamen does not file as required, there is a five per cent a month penalty on the amount of the tax payable. But the law provides that this cannot be for more than five months for any calendar year. That means the maximum total penalty cannot be over 25 per cent.

### EXAMPLE

To show how this works, let's suppose a seamen has a refund of \$100 coming to him, because the dough he's had deducted from his wages for withholding tax was more than he is taxable for. But the guy doesn't file an income tax return. The government in this case can keep 25 per cent from his refund. That would come to \$25 plus one-half per cent interest for every month he is in arrears.

While a seamen is allowed 30 days from the time he is paid off upon return to the U. S., the government can add one-half per cent interest charges for every month he is late in filing. However, there have been very few cases where the government has charged a seaman interest.

Sometimes there is a charge of \$500 in cases where the government has to go on a chase for a guy in order to collect tax money that is due. A seaman's wages can be attached for non-payment of income taxes, State as well as Federal.

### STATES TOUGH, TOO

State governments are just as insistent on getting the cash due them on income taxes as is the

Federal government. There are cases on record of ships having been held up in sailing from New York because a crewmember has not paid his state income tax.

Seamen are subject to state income taxes in the states where they maintain residence. If a seaman resides in New York he pays the New York state income tax. The state government, by the way, includes any income for subsistence. The federal government, however, does not charge income tax on subsistence.

For the purpose of income taxes a person is considered a resident of New York State if he (a) maintains a permanent home there; (b) maintains no permanent home elsewhere, or (c) he spends more than 30 days in the port of New York within a calendar year.

The latter would apply to a merchant seaman whose home is aboard ship or who maintains a permanent home there for over seven months and spends an aggregate of over seven months in the state of New York.

While it is true that a great number of seamen are paid in the State of New York, they are not subject to taxes if they maintain their homes in another state. They are, however, subject to the state tax in their own state.

Where a seaman furnishes his Purser with an address, such as "25 South Street" and maintains no home elsewhere, he is subject to the New York State income tax.

### NO INCOME TAX

States which do not have a state income tax are: Connecticut, Florida, Illinois, Indiana, Maine, Michigan, Nebraska, Nevada, New Jersey, Rhode Island, South Dakota, Texas, Washington, West Virginia and Wyoming.

In New York State the penalty for not filing a state tax return is 100 per cent of the tax, plus one-half per cent a month interest.

For example, if a saman's tax is \$100 and is due March 15 and he files no return, the penalty would be 100 per cent of the original \$100, plus one-half per cent a month for the number of months he is in arrears.

There is, however, a compromise penalty of 5 per cent or \$2.00, whichever is greater, plus a 2 per cent a month interest charge on the amount of the tax due.

If a seaman's tax is \$100 and he neglects to file a return on time, the State will add a penalty of \$5.00, in addition to one-half per cent a month interest on the \$100 for each month he is in arrears.

New York State, however, seems to be lenient in most cases, except where the seaman proves difficult in paying tax—in which case he is called upon to pay the 100 per cent penalty and the interest as mentioned above.

All these penalty provisions sound pretty complicated. Maybe they wouldn't be tax laws if they didn't read like mumbo-jumbo. But since the "ifs, ands and buts" only apply to non-filers, the whole procedure is somewhat simplified by filing a return on time.

## FIRST CLASS DEPARTMENT—SECOND EDITION



Some time ago, October 31 to be exact, the LOG carried the picture of the Stewards Department of the SS Bessemer Victory, Waterman. They were called a "First Class Department." Above is the current Galley Gang on the Bessemer Victory, and they deserve the same title. Standing, left to right, M. Vecchio, Steward; K. Paine, Messman; W. Henderson, Messman; R. Maldonado, Chief Cook; and J. Behoit, Messman. Around the life ring, L. to R., S. Emerson, Third Cook; J. Fedosovich, Galley Utility; and M. Beavers, Messman.



# SHIPS' MINUTES AND NEWS

## High Winds, Shoals, Locusts Plague The Gibbon, But She's Good SIU Ship

By DAVID HAGUE-SMITH

(Ed. Note: Send in the story of odd, humorous, dramatic or even tragic events that happen on your voyages. The LOG wants that kind of material. It is the rare voyage that does not make a good story just in itself that the entire membership will enjoy reading. Just get it down on paper, we'll take care of the punctuation. Or, if you hit New York, stop by and tell us. And remember, pictures, while not essential, make any story better.)

The SS John Gibbon, belonging to the Arnold Bernstein Steamship Company, completed a four-month trip during which she hit ports as far apart as Buenos Aires and Liverpool plus a few in between, encountered a hurricane, not to mention a plague of locusts, and foundered in the River Plate. Good luck and bad both played fast and loose with her throughout, but she was a good SIU ship nonetheless.

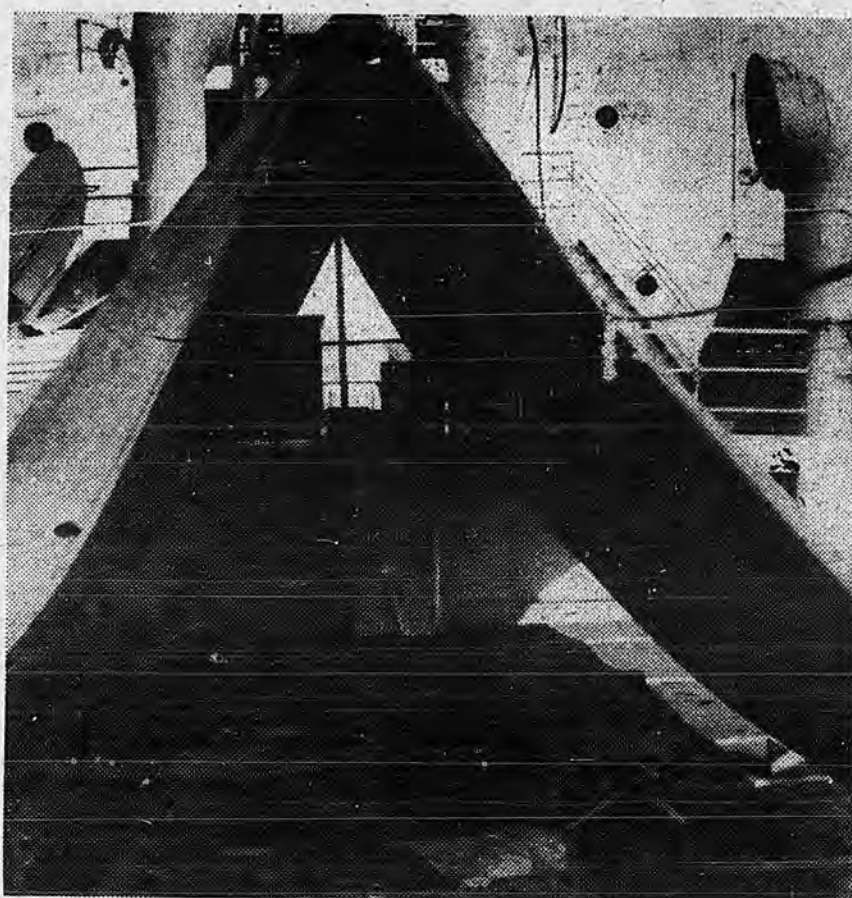
The first stroke of good luck came three days out of Norfolk. However, it didn't look like good luck in the beginning when the radio waves crackled with hurricane warnings.

### BIG WIND

That was the hurricane that raged across Florida and Louisiana the middle of last September with winds up to 150 miles an hour. Ships at sea were sent warnings, and at the time the messages started the Gibbon was squarely in the hurricane's path. In 24 hours she was due to drop anchor in St. Thomas, her first port of call for bunkers.

The Bosun and the Deck gang were tying down everything that could move on deck, when Lady Luck stepped in.

The weather man came through with the good news that the hurricane had changed its



A cruise through the tropics is a pleasure when you sleep on deck under a hatch cover rigged as a tent the way the boys did aboard the SS John Gibbon.

ming pool for which permission was granted by the Skipper, Captain C. H. Lowry. Work soon got under way. The empty gun tub on the stern was converted into a first-rate swimming pool with the help of a few boards and a bag of cement.

Sunny days and calm seas made the crew aware that a tropical cruise couldn't be beaten. Bodies were tanned, and, when hot, coming up from the engine room found the nice cool swimming pool waiting for them.

### COUGH MEDICINE

The John Gibbon sailed serenely along, but she seemed to have a bad cough. At night it could be noticed more than during the day. Every time her High Pressure came down, she'd give a loud cough so one day the engine telegraph gave "Stop Engines" and the tired ship slowed down to wallow in the slight swell.

It wasn't long before men who knew her insides the way they knew good Unionism were pulling out old packing and taking the cough away. A good job done by good SIU men.

Ready to take advantage of the situation, the crew searched up old fishing lines to try some deep sea fishing. Presently a five-foot shark appeared, getting almost to the deck railing only to fall back into the calm seas

with a mighty splash leaving a badly bent ship-made hook.

Just as the engines started coming to life, a shout brought everybody to the fantail. Someone had made a catch—a 12-pound dolphin caught by yours truly.

It was later on that bad luck caught us again when the Gibbon was feeling her way up to Rio de la Plata. The pilot missed a buoy by 100 yards or so and she rammed into a mud bank.

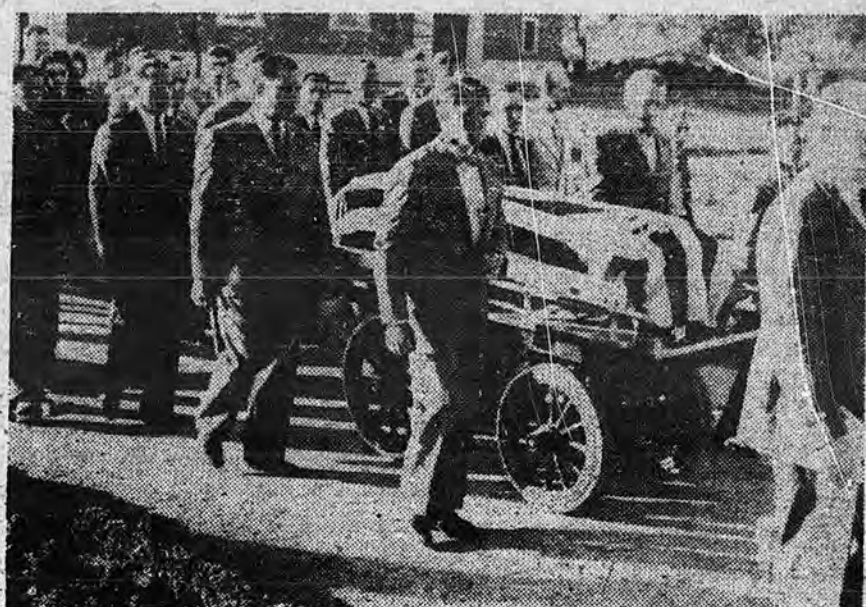
For three days at every high tide she'd strain with all her power. It wasn't until Saturday had passed (much to the disappointment of the Stewards Department) that a high wind came up to move her slowly forward. Six hours later she docked in B.A.

### GREEN BUGS

In B.A. we had another surprise in store for us. While we were waiting for the doctor, a plague of locusts passed by, and in a minute the whole ship was covered by the hungry green insects. They even crawled in bed with us that night.

However, the John Gibbon, being an SIU ship, had a good bunch of guys on her with only one or two exceptions. The real guys know how to take care of men who don't live up to and appreciate their Union.

## SHIPMATES ESCORT BROTHER'S CASKET



As Brother William Pfeiffer's body is borne to a Buenos Aires cemetery, his shipmates march in the solemn funeral procession. Pfeiffer passed away after an operation for peritonitis.

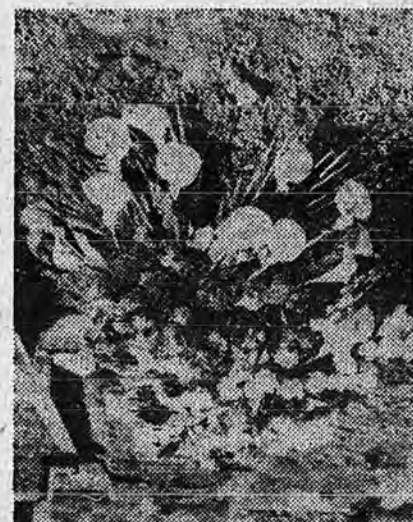
## Del Santos Crewman Buried In Buenos Aires Cemetery

Word has just been received via the New Orleans branch of the death of Brother William Pfeiffer, Messenger on the SS Del Santos, Delta Line, last September 29, in a Buenos Aires hospital. Brother Pfeiffer died after an operation for peritonitis.

A gathering of nearly 100 persons attended the funeral which was conducted by the Rev. Father Columba Dillon, chaplain of the Apostleship of the Sea. Present were 40 members of the Santos crew, 50 members of the crews of the Del Alba and Del Norte, and a representative of the Buenos Aires staff of the Delta Line which is operated by the Mississippi Shipping Company.

Interment was in the British Cemetery of Buenos Aires.

A native of New Orleans, Pfeiffer was 37 years old and had been a Union member since March, 1946. He is survived by his mother.



Flowers contributed by his saddened Union Brothers adorn the grave of Seafarer William Pfeiffer in Buenos Aires.

## — Who Threw The Bottle?

Perplexing question of the week appears to center around the identity of the Seafarer who threw a bottle with a note enclosed into the Atlantic Ocean on Aug. 28, 1947, from the SS Stephen A. Douglas.

Reason for all the concern is the fact that the unknown Seafarer instructed the finder to write to the Seafarers International Union, 51 Beaver Street, New York. Now that the note has been found, the editors are at a loss as to what to tell the finder.

### FOUND IN BRAZIL

The note was picked up by Walter Boeckle on the Camboriu Beach, near Santa Catarina, Brazil, on November 13, 1947. In his letter to the SIU, Boeckle asked for information concerning the circumstances under which the note was tossed to the waves.

His letter stated:

"I have the pleasure to enclose herewith a note which I found

in a gin bottle on the Camboriu Beach in Santa Catarina, Brazil.

### QUICK SEND OFF

"Although six years have passed since the writer of this note wrote the short message (Ed. Note: In the note the 7 in the date Aug. 28, 1947, looked like a 1), I hope that it will be of value to you. I transmit it without further delay.

"I don't doubt that you will have the kindness to acknowledge receipt of the letter as well as, if possible, to send me some more information about the message."

### WHO ARE YOU?

If the Brother who penned the note will show his face or drop a note giving the dope on the whys and wherefores of the bottle tossing, we'll be able to relieve Mr. Boeckle's anxious waiting; also, we'll learn what it is all about.



DAVID HAGUE-SMITH

course a few points east, and would miss St. Thomas by 100 miles or so.

The winds were reaching gale force by the time the first light-house off St. Thomas was sighted, but when the Gibbon entered the protected harbor a lighted match would burn down to the fingers on the open deck.

After leaving St. Thomas and sailing into the hot weather, the crew got together and in their spare time rigged a hatch cover over the No. hatch so the boys could get a cool night's sleep.

Having sufficient and proper leisure time thanks to the SIU, they decided to build a swim-

# SIU Ships' Minutes In Brief

**MONROE VICTORY, Sept. 23**—Chairman Irvin Pearce; Secretary Arthur Cairns. Brother H. D. Higginbotham, appointed ship's delegate by the Hall, resigned in favor of Brother Pearce who was elected by the crew. Motion by Higginbotham that Captain be notified of the repairs needed on lifeboats. Education: Motion carried that Education be fully explained. Brother Pearce explained shipping rules for engine department; Higginbotham for the stewards and Young for the deck department.



**BETHORE, Nov. 9**—Chairman Albert C. Leet; Secretary Albert P. Curry. Delegates reported all square in their departments. New Business: Wipers to paint rooms and disputed overtime to be handled by patrolmen. Motion by Sherman to have crew refuse to sign on until promised repairs are made. All doors and locks to be repaired and keys supplied to crew. Good and Welfare: Minor repairs suggested for addition to list.

**MOLINE VICTORY, Oct. 23**—Chairman Cummings; Secretary Ruggie. New Business: Discussion opened on four workways aboard. Motion by Donley that ship's delegate is to contact American Consul at Lourenco Marques regarding status of men. Motion by White that a committee be elected to draw up a resolution regarding the predicament of stranded SIU men and workways in foreign ports. Motion by Bengt that stewards department stand instructed to follow captain's orders and keep track of overtime, disputed or approved.



**HARRY L. GLUCKSMAN, Nov. 16**—Chairman Joe Bissonette; Secretary Charlie Mazur. Delegates reported no beefs. New Business: Motion carried that the crewmembers should use the showers and heads of their respective departments. Education: Brothers Charlie Mazur and William O'Donnell described the procedure for shipping out of the Hall by members with full books, pro-books and permits. Also a general discussion in regards to the benefits and privileges of being union men.

**GEORGE CHAFFEY, Oct. 10**—Chairman L. Paradeau; Secretary William F. Brown. Education: Several oldtimers spoke on the history of the SIU so that the new members could get an idea of what the Union has done in securing good wages, better food and better working conditions. Good and Welfare: Suggestion that a couple of windbreakers be made for the chocks on the bow so the man on lookout would be protected during cold weather. Fine list drawn up and approved by crew.



**ALCOA POLARIS, Nov. 24**—Chairman Robert Larsen; Secretary Irwin A. Suall. New Business: Campbell elected ship's delegate by acclamation. Matter of crowded condition of messhall raised and agreement reached that one table be set aside for the watch at each meal. Motion carried that an educational committee be elected. White, R. Larsen, A. Larsen and Clarke elected to serve.

**SEATRAN HAVANA, Nov. 11**—Chairman P. J. Daily; Secretary F. Shaia. New Business: Suggestion that crew's quarters be kept in better condition and be better located so as to give men more room. Good and Welfare: Crew requested not to soak clothing in the laundry tubs but use buckets for that purpose. One minute of silence for Brothers lost at sea.



**JOHN HATHORN, Oct. 26**—Chairman D. D. Story; Secretary W. B. Kavitt. New Business: Motion by Korolia that ship's master be contacted to have ship fumigated. Good and Welfare: Discussion on linen, steward agreed that linen will be issued piece for piece. Brother Korolia announced his intention of retiring his book so as to take a long rest. Stewards department delegate J. H. Ponson resigned. E. Barrios elected by acclamation.

**MONROE, Nov. 22**—Chairman J. Schaleland; Secretary Eingram. New Business: Motion carried that all fans be repaired and new locks be added to doors. Good and Welfare: Agreed that every member of crew is to be sober at the payoff. All men drunk are to be fined \$10, money to go to SEAFARERS LOG.

**MOLINE VICTORY, Oct. 5**—Chairman J. M. Bengt; Secretary R. Maston. New Business: Motion by Kane for Steward to assist and instruct messman in his duties. Motion by Lorier to open the floor to discussion on garbage disposal. It was brought out that disposing of garbage has always been a bottleneck toward the sanitary condition of a vessel. Suggestion that barrels or drums be used only for garbage in foreign ports.



**OBERLIN VICTORY, Nov. 9**—Chairman P. Cendrowski; Secretary N. Harrington. Delegate reported on books, permits and trip cards in their departments. Good and Welfare: Cleanliness of messhall was discussed and it was agreed that each man would clean up after himself and the last stand-by on each watch would also clean up as per custom. Agreement to change hours of linen exchange so all watches can receive clean linen. One minute of silence for Brothers lost at sea.

**ALCOA CAVALIER, Nov. 16**—Chairman Fotie; Secretary D. D. Molter. Delegates reported all squared away in their departments. Oleson elected ship's delegate. New Business: Motion by Steve Carr to buy wine for Thanksgiving out of ship's fund. Motion to discontinue Cavalog defeated. One minute of silence for Brothers lost at sea.

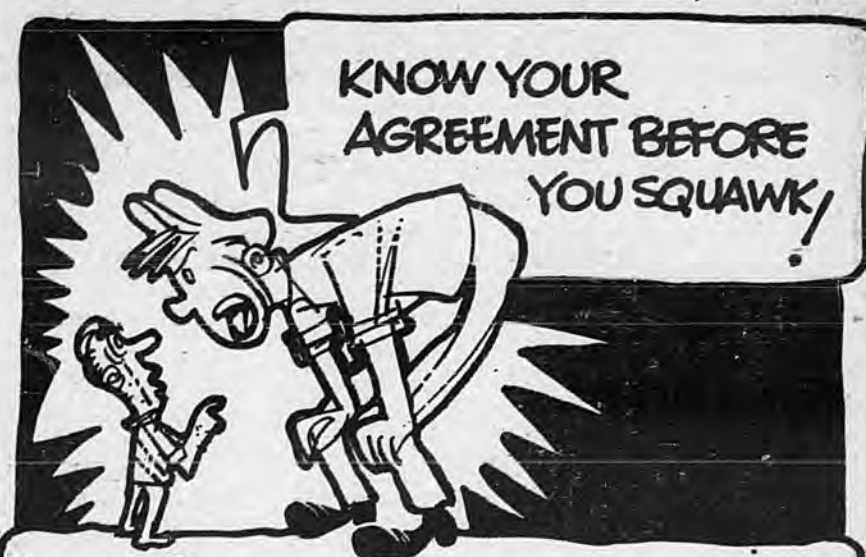


**MONROE VICTORY, Nov. 15**—Chairman Charles Neal; Secretary Arthur Cairns. Motion carried that a committee be appointed to see the Coast Guard and have the lifeboats repaired. Motion carried that Blair, Sexton and Smoyer should comprise the committee to handle above. Motion carried for no one to pay-off until delegate gives the okay. Good and Welfare: Agreed that each delegate is to go around and make list of repairs for his department. One minute of silence for Brothers lost at sea.

**DEL SOL, Oct. 3**—Chairman Willie Cotton; Secretary Fred A. Tate. Deck Delegate reported 41 hours of disputed overtime; Engine and Stewards Delegate reported minor beefs. Motion carried prohibiting anyone but the stewards department from removing ice from the ice cans. General discussion held for promoting more efficiency in serving meals.

**AFONDRIA, Nov. 16**—Chairman Seton LeLachur; Secretary Howard E. Forman. New Business: Agreement between Master and crew: Agreed that the following repairs will be made prior to vessel's sailing foreign or said crewmembers may be released by mutual consent: repair or installation of new lockers in deck maintenance room, repair porthole fan in deck maintenance room. Motion by Soss that last stand-by on each watch clean up messhall. Motion that catwalk be built before sailing if deck load is carried. Good and Welfare: Discussion on stores, steward reported them okay.

## SEAFARER SAYS:



**GOOD BEEFS ALWAYS PAY OFF; BUM BEEFS WASTE THE UNION'S TIME AND ENERGY. READ YOUR AGREEMENT AND LEARN YOUR RIGHTS AND DUTIES.**

## CUT and RUN

By HANK

May we wish a Happy New Year to all Seafarers, ashore or afloat, to their families, and to our friends in other labor unions. Also a Happy New Year to the following Brothers: Jimmy Saliba—who may perchance be in his home town of Boston, celebrating; Alex (Baltimore Ski) Grapco—may his sudden voyages be longer ones; John Santos—probably celebrating Christmas and New Year's somewhere at sea; Eddie Kelly—may he catch some bigger fish in 1948; Pete Bush and Edgar Kurz—two swell shipmates here in New York; Charlie Henry—probably coming in from a trip while Jimmy Millican is far out to sea; Buddy Callahan—either in New Orleans or out again; Oscar Grimm—here in New York, usually with a cigar; Robert Rutledge—long time away from New York; Joe De George—with his mustache and ritzy clothes; Mike Rossi—the Smiling Bosun and his land-lubbing ship of a car; Warren Callahan—is that dream-trip ever coming true?; Martin O'Connor—may his pinochle games keep going strong.

Joe James—no doubt out again out of New York; Claude Davis—how's the seagoing rabbit getting along; Frank Bose—how's the electrician and the trips; Joe Ryan—who may be down Alabama way; Salvatore Frank—how's Mobile and the trips; Frank Radzvil—may the garlic be stronger in '48; "Old Chile" Dusan Dei Dusan—perhaps still in New York with Arthur Thompson; "Rocky" Benson—down the coast on an Alcoa ship; Spurgeon Woodruff—probably down South after that recent trip; Ray Myers—perchance home in York, Pa., for the holidays; Tommie Murray—leaving all the beaching for a New York visit soon, no doubt.

Brother Franklin Smith, the oldtimer, just come in recently after some hospitalization in the Marine hospital in Seattle, Wash., which wasn't so good as far as food, etc., was concerned. Brother Smith, who said he didn't see a single LOG distributed in the hospital, is happily contemplating splicing himself into matrimony in the near future here in Brooklyn... Last week, Brother John Jellet, happily stated that the Alcoa Cavalier "always sails on Friday" and confessed his proud nickname of "Bend-them-over" Jellet and also wishing his shipmate Paddy McCann could bring his sea legs aboard for several voyages... Brother Eddie Mooney, who has spliced himself into his 12th trip aboard the Cavalier, confessed he sure would like it if he could make a home for his wife aboard, too.

The following oldtimers may still be in town: Happy Harper, J. Crowley, R. Burns, C. Connors, J. Maisonet, J. Rivera, A. Robertson, T. E. Tucker, J. Downie, J. Murray, T. Casey, J. V. Bushkirk, A. Koklonas, S. Henry, F. Tobey, T. Carlos, A. N. Daines, J. Hill, W. Zadorsky, J. Barron, F. Mazet, J. Glass, J. D. Keefe, M. B. Franciose, F. Nonziante, Gulfer R. C. Reynolds, Steve Carr, J. Fediow and E. Swanson.

Of the 30 million tons of shipping in service on January 1947, some 26 million tons are still operating the trade routes of the world. Whether the New Year will be a prosperous one for shipping depends upon the extent of the Merchant Marine's participation in the movement of cargoes under the Marshall Plan and the stab-in-the-back proposal of transferring American ships to foreign countries for carrying such Marshall Plan cargoes. This anti-American proposal to transfer about 500 ships by direct sale or charter to foreign nations will further sabotage the jobs of American seamen who unfairly and hopelessly stand by weeks and months for jobs which rightfully belong to them but presumably will go to foreign sailors—fast enough.

# THE MEMBERSHIP SPEAKS



## Change Rules On Shipboard Promotions, Brother Urges

To the Editor:

I read a letter in a back issue of the LOG concerning promotions on board ship, and I think it is a splendid idea to amend the constitution to the effect that no one be allowed to take a higher rating unless he clears through the Union Hall.

For such promotions, not only do some of the members play favorites with the officers, it also makes it tough to get key positions, such as Utility men, Assistant Electricians and Second Pumpman and various other jobs. I think it would be much better to give the guy on the beach a chance, through the Union.

### HAD EXPERIENCE

As it now stands, to ship on these jobs, you have to go on a ship at the lowest rating and ride until there is an opening and you also have to be in good standing with the Chief Engineer or the Chief Mate. That's the

## Cape San Diego Running Smooth, Reports Member

To the Editor:

While all you boys back home are beginning to huddle around the fire a little closer, we are here in the blue Mediterranean heading for Alexandria. After that we'll hit Ceylon.

This ship, the Cape San Diego, is a good tub. Those men working below deck are working under the Waterman agreement. On deck it is different. The Mate works strictly by the company bible, but he is not a bad egg and is rooting for the SIU.

The Captain, Mate and others are okay. If we have a beef, he'll listen.

Fish Ruby is ship's delegate and is doing a fine job in settling the minor beefs that arise.

### ANSWER, PLEASE

When we left port, we left the Bosun behind so we are short a man. The day man went off watch and an AB went to Bosun. Is there any way we can collect for the missing man's wages?

Our cooks are old Isthmian men but really know how to fix a good meal. I'm even putting on a belly. After looking at myself in a full length mirror I've decided to go on a diet.

We have been holding meetings every other week; the Captain makes his inspections on Saturday mornings. He never had any reason to complain as 'An SIU ship is a clean ship.'

Well, it's coffee time so I'll sign off.

William J. Ryan  
Cape San Diego

(Ed. Note: Because the Day Man went on watch you have a full complement of 6 ABs, therefore, you cannot put in for the missing man's wages.)

way it happened to me on the Bucyrus Victory.

I had 104 hours overtime that the Chief would not recognize. Before this matter came up, I asked him for Assistant Electrician and the job was mine. I think this was the reason for him not wanting to recognize my overtime.

I went to the Union with the beef, where the matter was settled and the overtime was paid.

So come on fellows. At our membership meeting let's change things around so our Union brothers can have a chance.

It will make better Union men out of all of us.

Charles (Tex) Welbow

### Convalescing



Brother Roland Wright, formerly of the SS Zebulon Pike, pictured in front of his home. For story of his amusing experience read his letter in adjoining column.

## Brother in Hospital Sends 'Hello' To Gang

To the Editor:

I want to thank you for putting my last letter in the LOG.

I have undergone a big operation up here at the Brighton Hospital and I have come out OK. Expect to be back in New York in about two weeks and I will drop in to say hello to the gang. How is the gang feeling anyway?

I was looking through all the LOGS that I received and I noted that there was a set of minutes of a meeting sometime in about August aboard the SS Nampa Victory.

I turned in a lot of minutes of the meetings we had on that ship in the past.

How is the weather in New York? It has been very cold here in Boston. Although I haven't been out of the hospital since October 25, visitors who come in tell me about it.

Will close now with further regards to the gang.

George Meany  
Surgical Ward  
U.S. Marine Hospital  
Brighton, Mass.

## ABRACADABRA IN ALEXANDRIA



A local magician goes through his act in the Egyptian city. Seafarer Charles (Tex) Welbow recorded the action with his camera.

## Here's A Guy Who Demands The Cold Proof

To the Editor:

While sailing Deck Engineer aboard the SS Zebulon Pike, Waterman, I suffered an injury to my back and neck. After being sent to a small hospital in Cuba where I took treatments for two weeks, I was recommended to a specialist by the hospital doctor who could not diagnose the case.

When the Captain of the Pike saw this doctor's report he ordered me back to the ship, but instead I went to the American Consul to whom I told my story.

The Consul took the Old Man down a few notches and I was finally discharged.

Another and similar incident occurred aboard the same ship when Brother Saxon, an Oiler, had acute appendicitis. The Old Man refused to lower the motor launch to take him ashore. The Old Man's motto was "If you are sick, fellows, die and prove it."

So, if you ever run into this Captain, you had better be in first class shape.

Roland Wright

### Active Seafarer



Glen Vinson, OS, who recently paid off the SS Ponce after a run to Havana, was a busy brother during the 1947 Isthmian strike as a member of the highly important Transportation Committee.

## Casa Grande Cash Went Far Down Cartagena Way

To the Editor:

When the SS Casa Grande pulled into Cartagena, Columbia, we passed through a narrow channel, both sides of which still had the old protective forts which helped fend off attacks from pirates such as Henry Morgan, the Spanish and English, etc., into the Bay of Cartagena, up to the oil docks.

Even before we secured to the dock, natives in dugouts paddled alongside offering their wares: native novelties, birds, animals and bottled goods.

### SALE

The occupants of the canoes tried to shout and out gesture each other to attract attention. While the first novelty sold for \$3.00, a short while after the ice was broken the same items were selling for a dollar or less.

The natives spoke surprisingly good pidgin English. In the evening we hired a cab to see the town. The town was about ten miles away. The cabbies wanted \$5.00 each way and another \$5.00 for the interpreter. The fare was the same whether one or ten used the cab.

### ACCOMMODATIONS GOOD

As far as hotels go the Hotel Del Caribe was one of the nicest I've seen in a long time. It's operated by an American outfit. The exchange in town is two pesos for one dollar, which is much more than the bank will give you.

Cigars were cheap. I paid a peso and a half for two packets of 25 each, which meant 50 cigars for six bits, American dinero—and they were mild, too.

Novelty souvenirs were the usual run that you get in a tropical country. It was a nice port. No one tried to clip us. I wouldn't mind going back there. The city was founded in 1553 and has a population of 100,000.

Bus fare is six cents their dough and practically everyone speaks or understands English, even though they won't admit it.

Al Bernstein

## Log-A-Rhythms

Close the Door!

By DON BROWN

The Skipper screamed,  
And yelled for the Mate,  
Who went for the Bosun  
At a fast-stepping gait—

"Bosun," says he,  
"Close that door!"  
"That," said the Bosun,  
"Is the Quartermaster's chore."

"Well," said the Quartermaster,  
"That may be—  
I'll see to it personally.  
I'll get an AB."

He went after a seaman,  
Who closed the door,  
And the Skipper quit screamin'—  
—I'd just like to say:  
"It's a helluva way to close a door."

## To Andrea

By DON BROWN

Today that girl was in my arms,  
Today was a wonderful day;  
I realized again her precious charms,  
In the same but beautiful way.

I thought, O Lord, could this lot  
be mine,  
What a happy guy I'd be,  
With this wonderful girl, with  
eyes that shine,  
Like stars they could be.

We were saying hello, and dar-  
ling goodbye,  
And with a hurried word about  
love;  
But wherever we go, I'm willing  
to believe,  
It'll be protected from high  
above.

It's a long lonely road we travel  
down,  
To find these things worthwhile,  
But I found that girl with her  
eyes of brown,  
In my heart is imbedded her  
smile.

So maybe the day isn't far away,  
When her heart shall belong to  
me,  
So I'll make a try to see if I  
Am as worthy of happiness as  
she.

## Rardin Thanks Brothers For Remembering Him

To the Editor:

I should like you to print this letter of thanks to the brothers mentioned below for the help they gave me while I was in the Baltimore Marine Hospital.

These men are: C. H. Cole, G. W. Bichert, R. K. Fox, R. V. Browne, R. C. Melhert, H. L. Smith, F. A. Bodengen, M. Mope, J. Dan, E. Marcussen, B. Diebler, R. Haldi, and J. R. Silva.

Thank you.

Robert Rardin

## Brau Crew Takes Falmouth By Storm; City Key Theirs

To the Editor:

To continue the madcap antics of the Salvador Brau crew I now take you to Falmouth, England, where, if you remember, kiddies, we were towed after our condenser went haywire.

It seems that we were to be there 18 hours but it turned out to be 40 days. We got to be so well known that the people of the town were calling us by our first names. When we walked by a gin mill it was "Hello, Bill" or "Hi, John."

If I ever saw a ship with lovers it was the Salvador Brau. These guys could cop any loving cup offered and could more than hold their own in the field of Tommy Manvilles. When I say lovers, I mean just that. From topside to the engine room the brilliantined Beau Brummels cut neat figures.

One of our boys, whom we affectionately call Porky, can't resist the fairer sex. When he goes ashore he tells the girls "Take my money 'cause I know you love me." Our other man-about-town Clark, who thinks that means Gable, has the girls all adither. When he hits the beach the gals swarm to him like bobby soxers. Ah yes, the Brau has more handsome hunks of manhood than a Hollywood swimming pool.

### PECULIAR SPELLING

The girls here in Falmouth are lovely creatures or should I say leaches. They all wanted romance but they spelled it p-o-u-n-d-s.

It got so that every time we went ashore to see the Captain for a friendly visit he would shake his head "no" at us. I could never understand why he did that, after all, a visit is a visit, not pounds or tons. Every-

time we made a draw we spoke of tons not pounds.

The townspeople were putting up a petition to change the name of Falmouth to Salvador Brau but a few protested and it didn't go through.

One of the crew ran for Mayor but lost the race by one vote. I guess his girl friend forgot to vote or was paid off by his rival.

Falmouth has a wonderful dance hall called the "Snake Pit" and I do mean snake pit, because when you danced you had to be a snake to dance or wiggle your way through. Yes, gals and gals, that's Falmouth for you.

We left one day for Southampton and four hours later we were back. One of the girls told her boy friend that she hoped we would do just that.

If any of you, my fine listeners, ever come to Falmouth and you want to be honored with the key to the city, just mention the Salvador Brau and it's yours.

Parting is such sweet sorrow, said the immortal bard who lived not far from Falmouth, and so it was. We finally left this paradise of gin and orange for Antwerp.

Thanks to Don, one of the messboys who went below and found the ship ready to proceed, we made it to Antwerp without much difficulty.

### LOOK OUT, ANTWERP

You would think that after 40 days of gay shoreside escapades we would be exhausted, but when the heaving line was tossed ashore there were at least five guys holding onto the monkey fist. Great fellow cupid!

Well, we are to sail some time today for the states, we hope. First we sailed as a coal ship, then we became a light ship in Falmouth and now at last we sail as nothing special.

Well, I guess I can't say much more than that about the crew of this ship, although being mostly rum soaks, are swell fellows and behave in the SIU manner. I would like to sail with this kind of a crew all the time.

Also, on behalf of the crew, I want to thank our Steward, Ray Wells who, in spite of all that happened to our iceboxes and food, did a swell job in the chow department.

Thanks for listening and I'll see you in the near future.

Tony Zarraga, Engine Delegate

## Nuttall Galley Gang Tops

To the Editor:

The crew of the SS Thomas Nuttall want to thank Chief Steward Thomas Moller for the splendid way he has handled his department and above all for the excellent Thanksgiving Dinner we all enjoyed.

This Steward is a 100 per cent Union man in every way and he is strictly for the crew—on the ship and off.

When he goes ashore you will find him with his brother members and he is, at all times, a good sport. The overtime in his department is equally divided among all his men. He plays no favorites.

When the crew suggests some new dish to him, he always places it on the menu; he is an oldtimer in our Union and he knows the way to a sailor's heart is through good chow.

While we are talking about chow, we want to thank the cooks for their splendid cooking. On our return home the Steward took great pride in seeing that the ship was brought home in clean and spotless condition. And that is an important thing in a Steward's department. We all gave a vote of thanks to the Steward for contributing to a pleasant voyage.

George J. Fox  
SS Thomas Nuttall

## Ship's Delegate Interprets Duties

To the Editor:

Inasmuch as the question: What is a ship's delegate, has been brought up at different times, allow me to give my own interpretation:

1. He should be duly selected and elected at a regular or special ship's meeting. Whenever possible he should be an oldtimer and know his Union rules as well as the agreement.

2. He is your sailing patrolman until termination of the voyage and should, at all times, cooperate with the department dele-

gates. He has no power except that which has been given him by the membership.

3. He is to call all ship's meetings and see that they are conducted properly giving advice when advice is needed. His presence is required in serious disputes between licensed and unlicensed personnel and he should act as a legal advisor. At no time will he be allowed to make any final ruling without the sanction of the departmental delegates or the membership.

4. He is directly responsible for

the sanitary condition of the crew's foc'sles, heads, passageways and showers plus all other matters dealing with the sanitary condition of the ship.

### TEACH THE ROPES

5. He should hold educational classes to make old and new members familiar with the various functions of organizational matter such as acting as chairman, recording secretary, ship's delegate and learning Roberts Rules of Order.

6. He is to take up—if instructed—all books twenty-four hours prior to final payoff and turn them over to shore officials so they may be paid up, stamped and returned to the men at the payoff.

7. His job is entirely voluntary and he should in no way be compensated for his duties.

The above is entirely my own interpretation and it is not official or binding on anyone. I list them with the hope that crews will take this matter up at their shipboard meetings.

Bat them around, revise them, tear them to pieces. Constructive criticism is our best form of education and this, I believe, is an excellent topic for all crews to consider.

Andy Lorier  
Ship's Delegate  
Moline Victory

(Ed. Note: Let's hear from the Brother on what they think of Lorier's views.)

## Report Good Sailing On McKittrick Hills

To the Editor:

We are completing the last passage of our present trip. The crew has been a very good one. Capt. Saar has been a fine Master and A. W. Caviness a good Chief Engineer. We are enclosing menus for Nov. 11 and Thanksgiving Day, which will speak for the Steward and his department.

We hope we find future crews and ships as good as this one.

William Weaver, Eng. Del.  
Fred Black, Ship's Del.  
Chester Ritter  
S. F. Peeters  
Ernest Affranchino, SUP  
SS McKittrick Hills

(Ed. Note: The menu made our mouths water.)

### QUIET CORNER ON THE THIRD DECK



While the three brothers seated at table talk things over, Seafarer Joe Volpe scans reading matter in recreation room of New York Hall.

## Polaris Crew Thumbs Down Rough-riding Ship's Master

To the Editor:

This is the story of Joseph Conrad. Not the Joseph Conrad known for sea stories such as "Lord Jim," this Conrad couldn't write anything except "disputed" across overtime sheets.

He is the skipper of the SS Alcoa Polaris which has just completed a two-months trip in which the skipper made every day an ordeal of misery.

You've all seen the kind of Captain whose power goes to his head. Well, that the main trouble with Joseph Conrad. He thinks he is King Tut and tries to make the crew believe it every time he opens his mouth.

To him it's not enough to give the helmsman an order, this character has to first whisper it and when the man at the wheel doesn't hear it, he shouts "God damn it, can't you hear?"

If this happened once it happened a dozen times. In at least one case the helmsman was insulted despite carrying out his order.

That is only one example of an all-around rotten skipper. He'll stand on the bridge for hours at a time and call the unlicensed men foul mouthed names. His mates are likewise treated like dogs.

In La Guaira, Venezuela, he gave the crew passes and a draw but refused to call for the launch on a very flimsy excuse by interpreting literally the agreement. Officers were permitted ashore but the unlicensed men were kept aboard.

He was the most tight-fisted master we ever saw. When issuing a draw he acted as though he were giving the money out of his pocket.

Logs and threats of logging were witnessed throughout the voyage. In all of his actions

he was aided by a phony chief mate—a two-faced character if there ever was one.

The mate would talk nice to the crew and the captain, too, but he'd snap the whip when the captain ordered it and never once showed the slightest degree of independence. In his own quiet way he was just as bad as the old man.

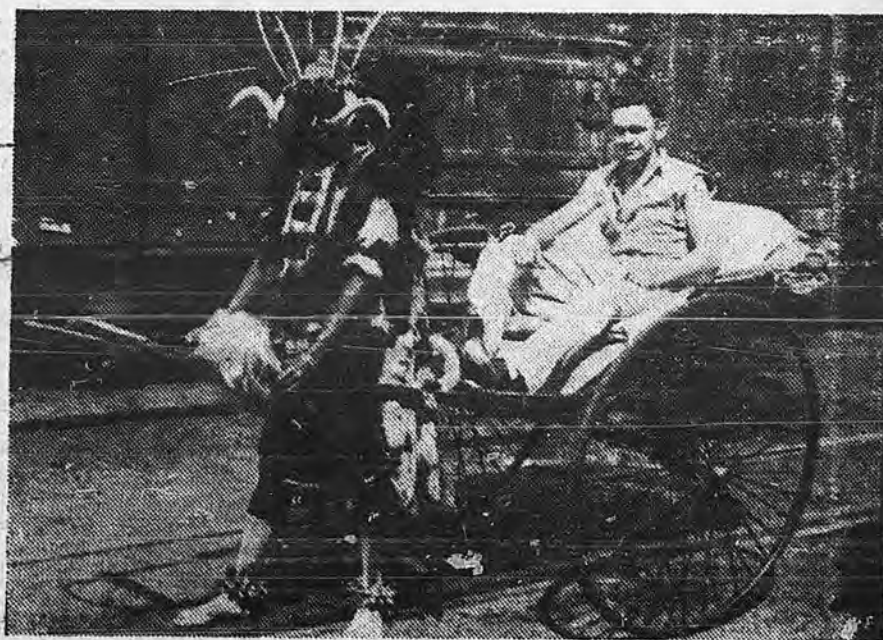
### NO APPRECIATION

Bell to bell from almost the beginning of the trip was the deck gang's schedule. No matter how hard we worked, a good job well done was never appreciated and no incentive whatever was provided for hard and careful work.

Watch out for these two phonies. They'll not change until they have to and that's up to us.

Former crew of Alcoa Polaris

### "—AND DON'T STOP FOR LIGHTS!"



Seafarer Ray Durbin takes a ride in style in Durban, South Africa. Taxiing was done during a stopover on a recent trip aboard the SS Robin Goodfellow.

# Sulky Chief Gets Skipper's Eggs In Scrambled Crisis

To the Editor:

On December 4, due to a shortage of eggs, the Chief Steward posted a notice of rationing of eggs in both messhalls.

Everything went along until December 10 when the Chief Engineer made his appearance in the officers mess. He had the quota of two eggs and then asked for two more which the Messman denied him.

The Chief raised his voice and asked for the Captain's eggs which were also denied him due to the Captain's not being present. He continued in a loud, abusive voice until the Messman went to the Delegate and asked him what to do.

The Delegate in turn went to the Chief Steward who, after a few minutes, told him to give the Chief the eggs and then let the Chief argue with the Skipper if the latter should make an appearance. The eggs were placed before the Chief who, in a sulky mood, left them.

## BLOW-UP

On December 11, yesterday, the Captain complained about a couple of minor discrepancies



which were false. Today, December 12, the whole thing came to a blow-up. As follows:

At 11:30 A.M., the Captain, Chief Mate, Chief Engineer and First Assistant went to the Captain's foc'sle and proceeded to drink.

At about 18 minutes after 12, they came into their messhall and the Captain was high. We fed them up to and including 20 minutes to one o'clock when the three of us, the undersigned, proceeded into the messhall to eat.

After we had been there a few minutes, the Captain said something about "some bastards" putting down overtime for cleaning brass. Then he yelled to know who was the Delegate. We told him.

Then he proceeded to yell about the Stewards Department not putting in eight hours a day as they should. We argued for a while, and then he demanded that we leave the messhall and eat down below where we belonged—which we did.

Two of the Messmen went into the pantry and the third one of us went for the Steward. The Captain asked the other two where that "other bastard" had gone.

He and the Chief Engineer followed us into the pantry, the Chief obviously enjoying what was going on. The First Assistant came along too.

## WOULDN'T LISTEN

The Captain then proceeded to yell about water splattered on the bulkhead opposite the pantry. We tried to tell him that the drain was plugged and that we had been asking the Chief and the First to fix it since leaving Penang 34 days ago. All

they'd done was stall us off.

He wouldn't listen, and yanked open a drawer where the ladles and spoons were kept and yelled about it, saying there was a layer of dirty paper under the equipment. We then exchanged words and he called us "sons of bitches."

This man in our opinion is unfit for the role of Captain. He listens to the babyish whines of a man who, rumor has it, has tremendous pull in Mobile and therefore has Chief Engineer's papers.

Steve Maerjzko

Geo. J. Curran

Salvatore V. Caster

(Ed. Note: Hey, What's the name of the ship?)

## Get Your Story In The LOG

Some mighty interesting stories of shipboard meetings, sea rescues and just plain every day goings-on have been coming in from SIU members out at sea. But the LOG would like to hear from more of the fellows, because there's more going on that's just as interesting and beneficial to the membership that we don't hear about.

All it takes is for one or more of the crew to put it down on paper and send it to the Seafarers Log, 51 Beaver St., New York 4, N. Y.



We don't care if it isn't fancy, just jot down the facts and we'll set them up in your story. If you have any pictures, so much the better—send them along.

How about doing this right now, on this trip? There are thousands and thousands of Union members and their families who'll read your story about your ship and shipmates.

## Futile Effort



Shown giving artificial respiration to an unidentified pilot is Cornelia Deck Delegate Albert Ulrich. Accident which took the pilot's life occurred when the Pilot boat capsized while approaching the Cornelia off Cuba. Full account of the accident was carried in the LOG of Dec. 13.

## A FESTIVE EVENING—CAVALIER STYLE



With full stomachs and light hearts following the big Thanksgiving Day dinner aboard the Cavalier, the messmen celebrated the occasion with an impromptu get-together.



At the left, two unidentified Seafarers—a la Carmen Miranda—do their version of the rhumba to an ecstatic audience. At the right, the boys and their "girls" gather around for crewmember Jim Golder to photograph. The gowns worn by the ladies were designed by Sophie of Pier 45, New York.

## Wants Mom To Know All About His Union

To the Editor:

Please send your fine paper, the publication of the best union, to my mother at the enclosed address. I'm quite anxious for her to get to know what a wonderful job the Union is doing.

I read the LOG every time I can get my hands on it. It sure is a swell paper.

C. D. Solomonson

Great Lakes District

To the Editor:

While looking through back issues of the LOG, I got to thinking of past shipmates and friends.

Wonder where Tex Sorensen is? Haven't heard from him in over a year. Received a letter from Tommy Wheeler, however. Tommy is married and living in New York City. He claims he has quit the sea.

Blackie Kane was here in San

Juan for about two weeks. He made the rounds, including the Marine Hospital. Blackie shipped on the SS Wild Ranger, Waterman. That guy sure made Dumbo and almost everyone else in San Juan wild. Now that San Juan has returned to normal, guess he will make the Wild Ranger really wild.

Most of the oldtimers have shipped. Red Morgan is on the SS Hurricane. "Boy Smokumn Pipe" Lincoln is on the SS Francis, Bull Line, with Dan Butts and "Oiler Joe." Vic Sukenick, just of the Marine Hospital, is out of the Marine Hospital, is here on the beach, and George "Red" Davis is home with his family across the bay in Catano.

Henry O. "Chuck" Limbaugh has his SIU book here at the San Juan Hall. If he will write Sal Colls, the book will be sent to him. Homer Spurlock is in San Juan doing sketches for the LOG and painting a portrait now and then. Sal Colls is still on the ball keeping things in Puerto Rico running in real SIU style.

## GANG'S ALL HERE

Tony "Chinito" Gonzales was in San Juan last week for a few days. The night he left for Ponce I met his brother Pablo in the Texas Bar. Also met a few more SIU men from Ponce. Pedro Nathan was among them. And I met that oldtimer Bosun, Tony Gonzales who is now Serang on the SS Beatrice, a Bull ship. Tony was heading for San Truce to attend a shipmate's wedding.

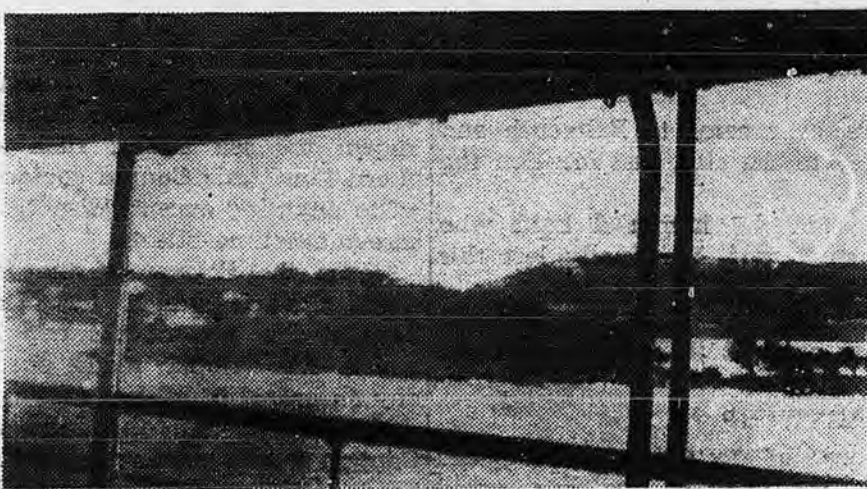
Meeting a few Great Lakes men lately. Can spot them at once. The Midwestern lingo sounds good to me as you don't hear it much on deepwater ships.

Bob Bellevue shipped on the MV Ponce, loading for South America. Sidney Day paid off the Edward Livingston and is still here.

Will close wishing all hands a merry Christmas.

Woody Lockwood

## BACK TO THE BERMUDA SHORE



### A SEAFARER SIGHTS BERMUDA

"Bound for the shores he loves so well  
With familiar sights at day or night—  
Always a trip by sea and Sir Charles  
Will be near his romantic isle."

—Sir Charles



## PROMOTION OF PERMITMEN CRITICIZED

There seems to be much discontent regarding promotion aboard ship. It will be noted that those promoted usually turn out to be permitmen. The beef always comes from bookmen on the beach when learning of such action. I believe this situation can be easily remedied my making Shipping Rule 29 read: "Any bookman may be promoted..." instead of any man.

(Name withheld by request)

Inasmuch as permitmen are only allowed 60 days aboard a ship there is small chance of them being promoted. If they do get a promotion it is because they took the job off the board when book members passed it up. They can't be refused promotion if no one else will take the job and they are rated men.



# Puerto Rican Sketches By Seafarer Spurlock



CHARLIE  
PALMER

Above is another Seafarers' Seafarer, Brother Charlie Palmer. He has been going to sea for the past five years, three years as a member of the SIU.

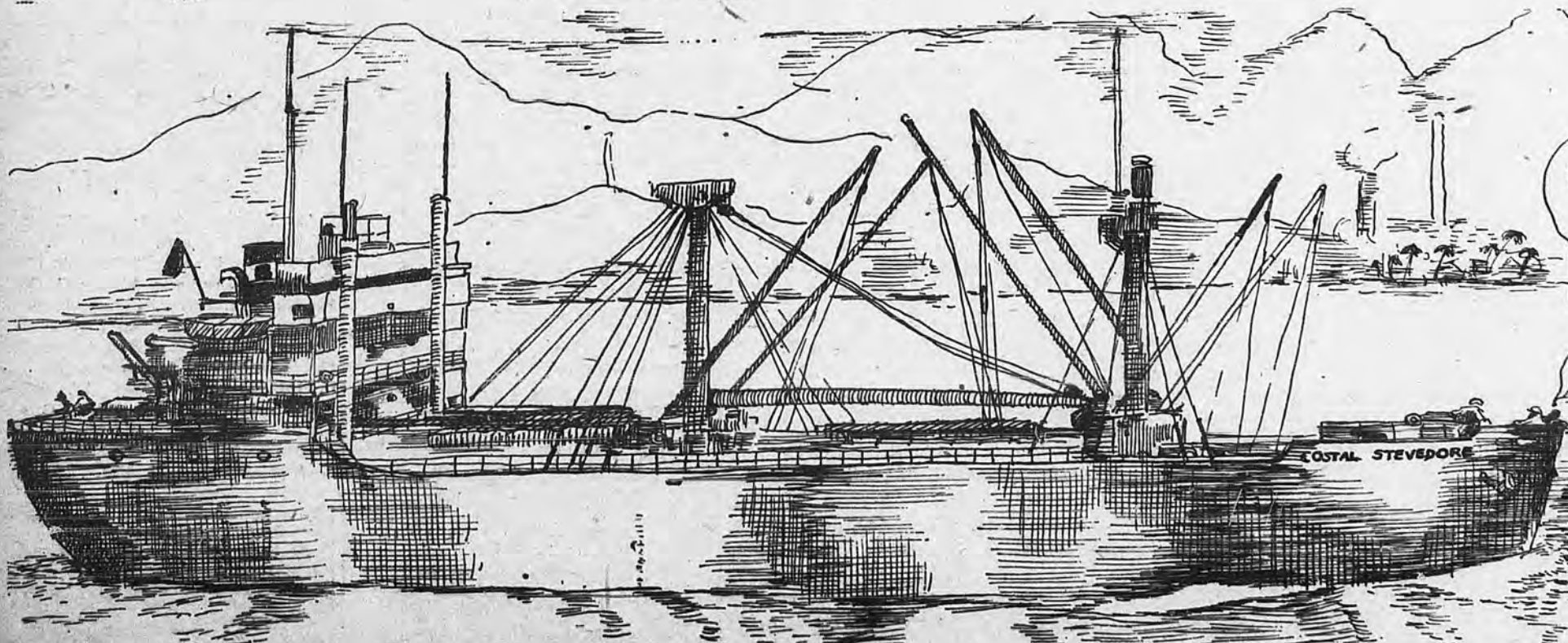
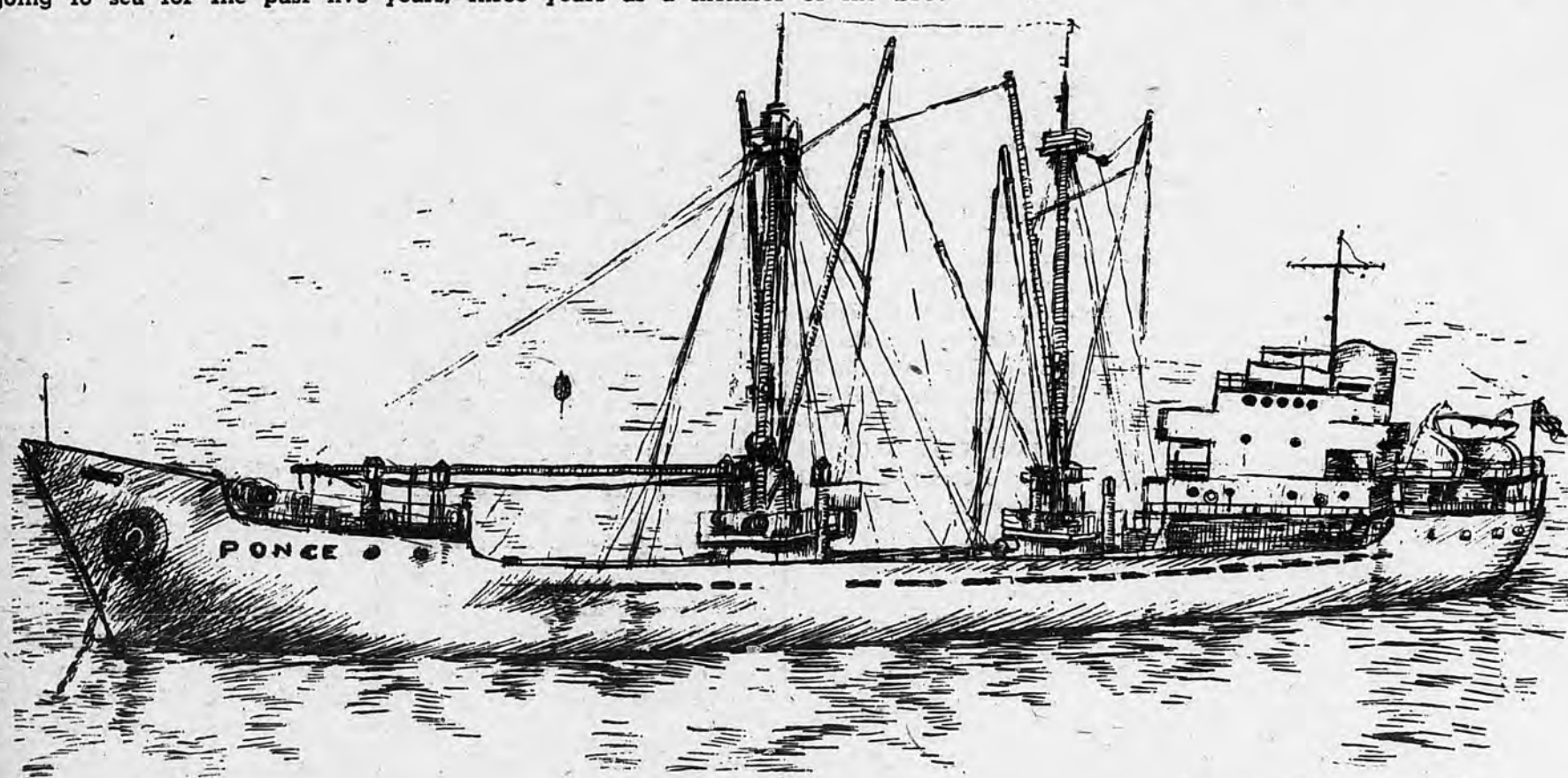


DOUGLAS  
"SMILEY"  
CLAUSEN

The above sketch by Seafarers' artist, Brother Homer Cpurlock, is of Douglas "Smiley" Clausen, who, although just past 21 years of age, is rated by his shipmates as a good Union man, both ashore and afloat. Brother Clausen just paid off the Waterman C-2 Morning Light. All the pictures on this page are the work of Spurlock.

~ ~ ~

One of the few ships operating in the waters around Puerto Rico, and which is owned by Island interests, is the M/V Ponce, at left. This vessel is normally engaged in transporting cement from Ponce, P.R., to Caribbean ports. As per contract, the Ponce is manned by a full SIU crew. Right now the ship is not in operation, but is expected to resume early in 1948.



After having spent many delightful months on the beach in San Juan, a Typical Tropical Tramp ships out on the Coastal Stevedore, and the above

picture shows what he feels like. The unhappy character in the bow is unnamed lest the bonds of friendship be broken.



# BULLETIN BOARD

## Unclaimed And Retroactive Wages American Liberty Steamship Corporation 75 West Street, New York, New York

### SS Frank Dale

Jimmie J. Cotton \$5.67; R. Rawan \$7.37; A. S. Polverento \$7.72.

### SS Charles Hull

R. T. Fitts \$93.94; W. P. Grabenauer \$0.94; F. W. Mays \$0.17; A. Govastez \$5.08; F. Wolenski \$4.67; R. Gibson \$3.45.

### SS Leo J. Duster

Knute Hjelm \$11.03; Erik Lindkrist \$3.12; Jos. Bourgeois \$2.10; Burton Hirshfield \$2.85; Gerret De Bot \$35.76; Sigvard Richardson \$2.51; Benjamin Vincent \$37.15; Alston Henderson \$3.74; Carl A. Berg \$2.92; Geo. Stanter \$3.34; Ernest McCaskil \$2.50; Geo. Mackey \$3.25; Donald Short \$3.54; Elmer Jones \$2.15; Columbus Hitchcock \$26.68; Joseph Hall \$2.00; Alfred Marcet \$2.57; Hugh Hallman \$2.57; William Cogswell \$3.14; Wm. MacDonald \$1.96; Mike King \$1.96; James Norfleet \$36.56; Lish Taylor \$0.87; James Bradley \$3.45; Claude Boling \$3.76; Merryman Johnson \$3.43; John Gardner \$3.43; Walter Brown \$3.48; James Carter \$2.35; James Kelly \$1.38; Albert Richardson \$1.68; Walter Groski \$1.79; Bunny Amizata \$20.08; James Linnon \$0.81; Glen Tudor \$0.86; Michael Martucci \$3.89; Robert Rooney \$26.50; Wm. Salzwedel \$25.35; Gillis Smith \$24.26; Ralph Frey \$26.09; Clyde Hotis \$24.22; John Walker \$23.41; John Jones \$20.59; Richard Alston \$27.22; Wm. Brooks \$25.23; Horace Byrd \$26.00; Webster Stanley \$24.74; Philip Green \$26.92; Garfield Jones \$26.35; Delmar Shuck \$26.34; James Hostettler \$25.95; Richard Tuberik \$25.75; Clarence Wallace \$23.28; John Turner \$23.66.

### SS F. T. Frelinghuysen

L. Dolan \$91.35; A. Gapinski \$229.25; J. Andreasson \$239.60; W. W. Grant \$5.08; Graham Scaife \$2.53; Barney Heuken \$2.75; Leroy M. Dolan \$201.26; Wm. F. Smarz \$30.31; Woodron De Haven \$15.31; Claude Adams \$1.73; Louis Perez \$1.95; R. P. Durgin \$1.56; J. T. Ruhl \$1.43; Harry Cohn \$1.77; J. Kerrigan \$1.16; K. C. Hausen \$1.06; E. P. O'Brien \$0.98; W. W. Grant \$0.98; R. C. Raivey \$0.98; D. H. Ikert \$0.98; W. Murry \$0.98; Charles E. Shaw \$0.85; Alex Sawicki \$0.85; John Cottman \$0.85; Pedro L. De France \$1.00; A. V. Marauder \$1.00; Gaston E. Roupe \$1.00; A. R. Blikvar \$1.00; E. L. Mercer \$1.00; John Fritz \$1.00; Nils Bengston \$1.23; Herbert Carlson \$0.99; B. W. Hardacher \$1.24; Geo. A. Wolf \$1.16; Curtis Hancock \$1.16; Harry J. English \$0.42; W. W. Foley \$0.99; Helga Noord \$1.05; C. Bryant \$0.85; J. C. Baxter \$0.85; Larue P. Binder \$10.31; A. W. Thompson \$0.64; John Beregeria \$0.22; A. Jennings \$0.42; Samuel Starleper

\$10.24; Robert Gibson \$10.62; R. Abbey \$13.63; W. Carey \$9.81; Clifford Unfleet \$18.25; Granville Newman \$11.66; Harold Pough \$14.12; Nils Finnborg \$15.57; Stanley Seltzer \$15.32; Anthony Pitton \$14.21; George Crosstopher \$14.64; K. Christopher \$15.91; Thomas Moriartz \$13.63; Jos. Simmons \$18.59; Robert McGrath \$15.57; Leonard Pigg \$18.08; Alfred Bliksmar \$18.33; Richard Nelson \$9.16; Arthur Lutz \$11.50; Wm. Vandenburg \$10.73; Magnus Lovgren \$10.14; John Chiorros \$9.16; Peter McCormack \$7.85; Leon Kopczuski \$7.85; John Abrams \$7.85; E. Zakewski \$7.42; Joe McConn \$0.79; Clyde Mariner \$0.73; R. E. Winan \$0.73; Roy D. Roberts \$0.64; Robert Beale \$0.64; Joseph Thomas \$2.51; John Rumarz \$0.74; Larry Key \$0.74; John Chan \$1.86; James Lum \$0.87; Kerns Jew \$0.74; Jos. Baldrick \$1.49; Kenneth Bastian \$0.64; Daniel Clifford \$0.64; Ray McBride \$0.64; C. C. Mecurer \$1.55; John Wessels \$1.06; George Gonzalez \$8.00; R. A. Gruber \$211.67.

### SS King Hathaway

Kjell Goth \$18.67; Fred Pitman \$2.73; E. Ebbert \$3.48; D. Bissett \$19.53; J. W. Lunkous \$1.70; Wm. Jones \$1.70; R. Figuerora \$17.33; H. W. Walls \$6.75; Andre Aubin \$2.51; Joseph Robillard \$1.88; Charles F. MacDaniel \$11.83; Lloyd Warden \$3.00; Svend Aage Holst \$3.00; Bertil Hager \$3.00; Leo P. Curran \$3.00; Roy M. Joplin \$5.55; D. Bissett \$3.00; J. Beatty \$3.85; F. Symthe \$3.37; J. Merrier \$3.10; Wm. J. Collins \$2.87; Bertie Hagen \$2.87; Geo. Ford \$2.12; Robert Gillette \$1.96; James Winget \$1.96; Erwin Plank \$1.96; Jarrel Clark \$1.96; Haskell Bagley \$1.96; Richard Cody \$1.96; John L. Nugent \$1.70; John C. Clement \$1.70; Leo P. Curran \$1.70; Thomas Goodsen \$5.82; P. Vanloupou \$4.33; E. Doherty \$3.37; Andrew Hoegh \$3.10; G. M. Blackstock \$2.32; Koljun Lua \$2.48; R. M. Jopin \$2.00; J. A. Yeakel \$2.00; Daniel Sissett \$2.00; Teddy Toheasson \$2.00; Svend A. Holst \$2.00; Robert Meadow \$1.98; Adolph Becker \$1.98; Clifton Wilson \$2.49; Lloyd E. Warden \$2.32; Grady D. Dail \$2.32; Julius Oswalt \$1.98; Louis Cohn \$1.70; Garland R. Willen \$1.70; Chas. Meyers \$1.70; Le Roy Fraiser \$1.70; John R. Beatty \$3.70; Jack Redman \$0.58; L. F. Blankenblecker \$0.64; Robert E. Long \$0.53; Andrew Hough \$1.54; Louis L. Owens \$0.87; D. E. Sanders \$2.01; H. A. Bishop \$3.39; K. Justesen \$3.39; Bertil P. O. Hager \$8.54; Francis Smythe \$2.58; Clifton Wilson \$3.07.

### SS Cecil N. Bean

Willie S. Ferguson, \$2.84; James Wayne, \$3.55; Allan G. Lind, \$12.12; Elbert Swindell, \$3.59.

\$12.12; Andrew Thompson, \$4.98; John Ellis, \$2.83; Paul Shook, \$2.59; Victor B. Cooper, \$1.37; Alfred K. Johnson, \$5.94; Anthony J. Madora, \$257.97; W. H. Keller, \$1.37; Joseph Sofia, \$11.02; Joseph Nasta, \$324.25; Joseph T. Bergbauer, \$198.75; William J. Mastine, \$185.25; Jesse D. Wiggins, \$108.75; Woodrow H. Bowman, \$108.75; George H. Elledge, \$371.75; Anthony J. Konstansek, \$224.25; Alton C. Kennedy, \$212.62; Howard J. Gouldy, \$185.25; Robert J. Mansfield, \$116.25; Charles P. Warpup, \$116.25; Leon T. White, \$116.25; Frank Girardi, \$99.38; Michael Trakalos, \$99.38; Andrew A. Branicky, \$99.38; Wilford B. Loll, \$118.13; Jack Comins, \$99.38; A. L. Murtagh, \$72; G. L. Power, \$18.48; Louis J. Lackovich, \$44.76; C. E. Bellenberger, \$9; Peter L. Lopez, \$58.13; Clifford E. Brown, \$7.64; Arthur Manhood, \$15.84.

### SS Albert S. Burleson

Harry W. Aarensen, \$6.46; Ole S. Pederson, \$6; John H. Banner, \$14; Klaus Wass, \$1.79; M. Nielson, \$1.72; W. Haugh, \$1.37; John Dover, \$1.37; Costa Sovellius, \$45.78; Joseph E. Gerian, \$72; R. Thue, \$13.27; L. Jackson, \$29.02; John Dover, \$47; Jacob Bean, \$7.54; A. Gonzales, \$8.91; Joseph McVicker, \$2.16; Alex R. Williston, \$39.59; Edward Gardner, \$32.65; John N. Craddock, \$3.50; Edward H. Spooner, \$26.00; Bonaventura Hoggia, \$10.31; R. A. Pettis, \$30.52; John Ellis, \$1.60; M. Jacinto, \$1.60; Robert L. Lord, \$2.40; Lauro Morales, \$1.60; Sherman J. Murphy, \$16.80; Gus Lopez, \$80; N. L. Hughes, \$10.18; T. J. Touns, Jr., \$94.

### SS Lloyd S. Carlson

Zol Harvey, \$2.06; Jos. A. Wyatt, \$1.62; Mato Rossi, \$25.76; Jeff B. Ross, \$4.85; Everett Walker, \$11.52; Zeph H. Foster, \$25.06; Donald W. Johnstone, \$5.76; Wah Den Young, \$27.36; L. D. Chandler, \$27.36; ? Collard, \$7.43; R. DeGraw, \$8.39; N. Ronley, \$322; Wladyslaw Mronzinski, \$8.17; Ernest Graw, \$14.00; Joaquim Maxine, \$4.00; George N. Prevost, \$68.68; Donald R. Nicholson, \$63.80; David A. Allen, Jr., \$9.00; Genn R. Burnett, \$13.70; B. A. Lucas, \$12.16; Joseph Wing, \$6.34; Richard Morris, \$7.94; Murray Kanter, \$4.66; Emerson Napier, \$1.33; K. M. Filsebakki, \$12.66; Willis W. Wright, \$37.79; Earl H. Turner, \$24.22; Wm. McNamenie, \$24.39; Charles Corbin, \$38.93; James E. Downer, \$14.06; Harold T. Johnson, \$5.41; Fred S. Goldsborough, \$11.44; Harold Mantel, \$11.94; Eugene Mantel, \$5.41; Roger W. Mathews, \$6.38; James L. Reynolds, \$9.24; Silvester J. Panella, \$14.92; Charles W. Thomley, \$2.20; Erbie Smith, \$1.80; Edward H. Spooner, \$8.64; Roy White, \$7.59; John W. Yarbrough, \$9.64; George H. Neilsen, \$3.59.



### BOSTON

R. Raia, \$1.00.

### NEW YORK

#### INDIVIDUAL DONATIONS

R. L. Moran, \$5.00; M. H. McGlauffin, \$4.00; Anthony Moshak, \$5.00; Walter Mueller, \$2.00; R. Lester, \$3.00; L. Williams, \$3.00.

#### SS BULL RUN

F. E. Herlong, \$1.00.

#### SS AFOUNDRIA

J. J. Thompson, \$1.00; B. Llanez, \$1.00; L. Movall, \$2.00; B. L. Bryan, \$2.00; B. Stalsworth, \$2.00; T. C. Rigby, \$3.00; R. G. Kimes, \$5.00; F. J. Soss, \$2.00; E. L. Blanton, \$1.00; J. Sanloulans, \$2.00; G. Lass, \$2.00.

#### SS ALCOA CAVALIER

C. Sousa, \$1.00.

#### SS JOHN SWETT

J. Laycock, \$2.00; O. B. English, \$2.00; B. Czek, \$1.00; V. E. Joyce, \$2.00; J. L. Zaring, \$2.00; J. B. Kidd, \$2.00; S. Trzcinski, \$1.00; Luigi Basso, \$3.00; J. Callis, \$2.00; J. E. Kristianson, \$3.00.

#### SS NOONDAY

C. J. Hyrny, \$1.00; M. Rzenkowicz, \$2.00; P. V. Larsen, \$4.00; A. F. Rolley, \$2.00; J. W. Arellanes, \$1.00; H. E. Dearen, \$1.00; J. F. Fiesel, \$2.00; C. E. Kull, \$2.00; A. Teeter, \$1.00; R. L. McKenzie, \$2.00; T. McCarthy, \$2.00; C. Kasprzyk, \$2.00; D. D. LaCruz, \$2.00; A. F. Smith, \$3.00; T. Baker, \$2.00; A. Ix, \$2.00.

#### SS EMILIA

B. Watson, \$1.00.

#### SS SUZANNE

I. T. Pearce, \$1.00; R. D. Scott, \$1.00; L. G. Franco, \$1.00.

#### SS A. CLAY

M. Realland, \$2.00; C. G. Peterson, \$2.00; J. Antoniadis, \$3.00; D. W. Barry, \$3.00; H. Childs, \$2.00; F. E. White, \$2.00; J. T. Fiddler, \$2.00; J. A. Wernboe, \$5.00; F. S. Borkowski, \$2.00; R. A. Grunder, \$2.00; A. Valanzuela, \$1.00; G. Semro, \$3.00; R. Eneacarnacion, \$1.00.

#### SS SMOKY HILLS

J. Mazzocchi, \$2.00; C. J. Roblee, \$2.00; J. Hederson, \$4.00.

#### SS ANTINOUS

E. J. Laskowski, \$1.00; W. C. Schoenborn, \$2.00; T. Moncho, \$1.00; H. Poulin, \$2.00; V. R. Tallberg, \$2.00; B. C. Shipman, \$1.00; R. J. Maley, \$1.00; D. C. Reynolds, \$4.00; P. C. Adrian, \$1.00; F. Paul, \$1.00; J. Pineiro, \$2.00; G. Stepanchuk, \$1.00; O. N. Peltomaa, \$3.00; U. Pipinen, \$2.00; A. Arnella, \$3.00; P. Lohse, \$2.00; M. DeNicole, \$1.00; L. Bugajewski, \$1.00; M. Trocha, \$1.00; N. Bosanyi, \$10.00; H. Ward, \$2.00.

## NOTICE!

Andrew Messelhauser has lost his seaman's papers, passport and other papers. If found, forward them to him care of Central Maternity Hospital, 1831 Grand Concourse, Bronx 53, N. Y.

### EDDIE C. JARRETT

Your book and papers are being held for you in the New York Headquarters office, 6th floor, 51 Beaver Street, N. Y.

### JOSEPH ALOYSIUS SPAULDING

Your seaman's papers are being held for you in the 4th floor baggage room, New York Hall, 51 Beaver Street, N. Y.

### SS KNOX VICTORY

S. Furtado, \$3.00; J. E. Goeller, \$1.00; O. Johansson, \$2.00; J. Auslitz, \$1.00; P. Andersen, \$2.00; W. Lewis, \$2.00; J. Zlach, \$1.00; H. F. Kruzewski, \$3.00; F. LaGuardia, \$2.00.

### SS SEA TRADER

J. T. O'Conner, \$3.00; W. B. Aubrey, \$1.00; E. Johansson, \$2.00; R. A. Hobson, \$1.00; N. F. Arsenault, \$2.00; H. M. Hockersmith, \$2.00; J. J. Rodriguez, \$3.00.

## PERSONALS

### MARTIN SKREE WEFALD

Contact your father at Hawley, Minnesota.

### VINCENT PARILLI

John DeNinno reports your mother is very ill.

### J. A. ROZMUSZ

You are requested to write Mrs. J. A. Rozmusz, 2128 Avenue N, Galveston, Texas.

### EDWARD E. CASEY

Your brother, James, asks you to get in touch with him, care of Security Steel Service, 758 North Ogden Avenue, Chicago 22, Ill.

### SHERMAN N. UTTINGER

Contact your brother George W. Uttinger, Box 492, Redding, California.

### CHARLES DEAN

Contact Harold Weaver care of the Norfolk Hall, 127 Bank Street, Norfolk, Va.

### JERRY E. ANDERSON

### JAMES R. ANDERSON

Your mother wants you to know that the telephone number at home is now Lockport, Illinois, 822-M.

### RAYMOND C. FAHERTY

You are requested to get in touch with the manager, Western Union, 40 Broad St., New York.

### ISTHMIAN STRIKE DONATIONS

A. Tavares, \$5.00; R. P. Kunec, \$10.00; H. Spencer, \$25.00; P. Willie, \$18.00; J. Lovett, \$6.00; A. Ferrer, \$5.00; G. A. rummer, \$10.00; C. Gordon, \$20.00; Wm. Robey, \$15.00; H. Gearda, \$10.00; F. Landmeyer, \$10.00; S. G. Kurosz, \$25.00; G. Kries, \$25.00; R. L. Moran, \$5.00; J. Magyrossy, \$10.00; S. P. Henry, \$10.00; Wm. W. Skyberg, \$10.00; H. Wm. Thom, \$10.00; C. Ayala, \$10.00; Robt. Morton, \$25.00; G. S. Lynch, \$5.00; W. J. Rushinski, \$10.00; J. A. VanBuskirk, \$10.00.



# Unclaimed Wages

## Mississippi Steamship Company

501 HIBERNIA BLDG., NEW ORLEANS, LA.

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

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

|                           |        |
|---------------------------|--------|
| Green, Vincent P.         | 2.64   |
| Greene, Alfredo Augusto   | 24.46  |
| Green, Clayton            | 13.86  |
| Greene, Emmet W.          | .02    |
| Greene, Harry H.          | 5.23   |
| Green, Jerry Paul         | 7.94   |
| Green, R. R.              | 1.40   |
| Greenlee, Harold W.       | 13.79  |
| Greenslitt, James R.      | 1.58   |
| Greentree, C.             | 4.27   |
| Greenway, Kenneth         | 4.57   |
| Greenwood, Chas. O.       | 5.16   |
| Greer, James M.           | 69.27  |
| Gregoire, Joseph David    | 1.24   |
| Gregorie, Anthony Joseph  | .04    |
| Gregory, Benjamin F.      | 8.95   |
| Greig, John Sidney        | 79.41  |
| Grenier-Guild, Maurice G. | 28.28  |
| Grepp, Paul               | 2.81   |
| Gresham, Robert L.        | 9.60   |
| Gresham, T. F.            | 193.28 |
| Grey, Erdmann W.          | 25.60  |
| Gribin, Morris            | .89    |
| Griffen, Timothy F.       | 20.53  |
| Griffen, Chas. L.         | 5.37   |
| Griffin, Gerald N.        | .60    |
| Griffin, James R.         | 1.66   |
| Griffin, John L., Jr.     | 1.00   |
| Griffin, Joseph           | 8.95   |
| Griffin, Louis M.         | .27    |
| Griffin, Ralph            | 4.55   |
| Griffith, Cecil R.        | 2.56   |
| Griffith, Claude G.       | 7.13   |
| Griffith, James P.        | 12.91  |
| Griffith, Phonzo E.       | 12.78  |
| Grijalva, Francisco       | 15.22  |
| Grimes, Porter G.         | 11.20  |
| Grimmer, Herman Charles   | .02    |
| Grimsley, William         | 18.97  |
| Grisillo, S. D.           | 1.60   |
| Grist, Wallace            | 16.00  |
| Grizzall, Frank J.        | 9.21   |
| Grohmann, Haruy F.        | 6.88   |
| Gros, Chester C.          | 4.21   |
| Gross, Ernest E.          | 7.71   |
| Gross, Jacob              | 4.51   |
| Grossnicklaus, Wm. A.     | 1.40   |
| Grout, Quentin N.         | 3.12   |
| Grover, Bruce C.          | .59    |
| Gruber, Andrew J.         | .28    |
| Grunder, Roy A.           | 1.40   |
| Guedes, Arthur            | 4.72   |
| Guenther, William         | 13.96  |
| Guerard, Robert S.        | .47    |
| Guerin, J. J.             | 73.64  |

### SIU HALLS

|                  |                                           |
|------------------|-------------------------------------------|
| BALTIMORE        | 14 North Gay St.<br>Calvert 4539          |
| BOSTON           | 276 State St.<br>Bowdoin 4455             |
| BUFFALO          | 10 Exchange St.<br>Cleveland 7391         |
| CHICAGO          | 24 W. Superior Ave.<br>Superior 5175      |
| CLEVELAND        | 1014 E. St. Clair Ave.<br>Main 0147       |
| DETROIT          | 1038 Third St.<br>Cadillac 9857           |
| DULUTH           | 531 W. Michigan St.<br>Melrose 4110       |
| GALVESTON        | 308 1/2-23rd St.<br>Phone 2-8448          |
| HONOLULU         | 16 Merchant St.<br>Phone 58777            |
| JACKSONVILLE     | 920 Main St.<br>Phone 5-5919              |
| MOBILE           | 1 South Lawrence St.<br>Phone 2-1754      |
| MIAMI            | 10 NW-11th St.                            |
| NEW ORLEANS      | 339 Chartres St.<br>Magnolia 6112-6113    |
| NEW YORK         | 51 Beaver St.<br>HAnover 2-2784           |
| NORFOLK          | 127-129 Bank St.<br>Phone 4-1083          |
| PHILADELPHIA     | 9 South 7th St.<br>LOmbard 3-7651         |
| PORTLAND         | 111 W. Burnside St.<br>Beacon 4336        |
| RICHMOND, Calif. | 257 5th St.<br>Phone 2599                 |
| SAN FRANCISCO    | 105 Market St.<br>Douglas 25475           |
| SAN JUAN, P.R.   | 252 Ponce de Leon<br>San Juan 2-5996      |
| SAVANNAH         | 220 East Bay St.<br>Phone 3-1728          |
| SEATTLE          | 86 Seneca St.<br>Main 0290                |
| TAMPA            | 1809-1311 N. Franklin St.<br>Phone M-1323 |
| TOLEDO           | 615 Summit St.<br>Garfield 2112           |
| WILMINGTON       | 440 Avalon Blvd.<br>Terminal 4-3131       |
| VICTORIA, B.C.   | 602 Boughton St.<br>Garden 8331           |
| VANCOUVER        | 565 Hamilton St.<br>Pacific 7824          |

|                       |       |
|-----------------------|-------|
| Guerrera, Antonio     | 58.05 |
| Guerrero, Daniell     | 11.66 |
| Guest, Francis L.     | 1.40  |
| Guidroz, Earl A.      | 9.15  |
| Guidry, Albert R.     | 8.83  |
| Guild, Roy M.         | 2.34  |
| Guillard, Alered      | 3.35  |
| Guillermo, Vidal      | .46   |
| Guillory, Burley      | 37.98 |
| Guillory, Cournist P. | 41.98 |
| Guilott, Ernest J.    | .01   |
| Gulbransen, Thorleif  | 24.32 |
| Guliett, Flint C.     | .40   |
| Gumine, James         | 1.72  |
| Gumren, Ed. Gregory   | 2.77  |
| Gunderson, C.         | .45   |
| Gunn, Franklyn R.     | 1.44  |
| Gunn, Michael F.      | 2.63  |
| Gupton, George R.     | 9.26  |
| Guresby, J.           | .74   |
| Gurganos, Jay         | 21.21 |
| Gurskie, Alexander    | 49.17 |
| Gussigs, John H.      | 15.47 |
| Gustavson, Walter     | 25.19 |
| Gustilo, Jose         | 14.63 |
| Gustin, Joseph        | 1.65  |
| Guthrie, Arthur R.    | 1.06  |
| Guthrie, Bobbie B.    | 6.09  |
| Guthrie, J. P.        | 2.23  |
| Gutierrez, Allerto B. | 3.73  |
| Gutierrez, Robert M.  | 2.34  |
| Gutowski, Zigmund     | 2.79  |
| Gutzman, Walter C.    | 14.24 |
| Gutzweiler, Wm.       | 10.66 |
| Guy, Grady H.         | 84.39 |
| Gwartney, I.          | 2.88  |
| Gwyn, Robert L.       | 4.62  |
| Gynikisnya, S.        | 3.23  |

### H

|                          |        |
|--------------------------|--------|
| Haag, John E.            | 10.11  |
| Haag, Theodore Thomas    | 23.84  |
| Haas, Joseph, Jr.        | 9.15   |
| Habighorst, Harold R.    | 1.40   |
| Hackbarth, Leslie        | 25.21  |
| Hackbarth, Robert C.     | 11.20  |
| Hackney, Leland Ray      | 1.60   |
| Hackney, Warren G.       | 31.20  |
| Hadley, Norman W.        | 1.34   |
| Hafford, Joseph A.       | 4.39   |
| Hafner, Frank            | 2.42   |
| Hagerty, Martin          | 17.96  |
| Haggerty, John E.        | 25.46  |
| Haggerty, W. F.          | 7.00   |
| Hagland, F.              | .79    |
| Hagner, Wm. B.           | .01    |
| Hahenberger, F.          | 22.63  |
| Hahn, Charles F.         | 25.02  |
| Hahn, Geo. H.            | 14.85  |
| Hahn, W. R.              | .01    |
| Hahne, D. A.             | 1.48   |
| Haiffer, Paul            | .12    |
| Haindl, John K.          | 2.75   |
| Hairston, Billie Glenn   | 2.34   |
| Hake, Walter W., Jr.     | 22.85  |
| Hakkarainen, Albert      | 8.03   |
| Hakos, Alex              | .69    |
| Halbe, Ed.               | .68    |
| Halcomb, L. S.           | 39.42  |
| Hale, Edward E.          | 1.40   |
| Hale, Walter D.          | 4.66   |
| Halem, Mohamed           | 17.96  |
| Halen, Georgell          | 82.10  |
| Holk, S. T., Jr.         | 3.79   |
| Hall, Albert S.          | 28.26  |
| Hall, Claude W.          | 1.44   |
| Hall, Donald F.          | 10.28  |
| Hall, Donald L.          | 11.66  |
| Hall, E.                 | 2.10   |
| Hall, Edgar A.           | 3.42   |
| Hall, Edward J.          | 117.87 |
| Hall, Fitzhugh L., Jr.   | 7.03   |
| Hall, Gene V.            | .45    |
| Hall, Harlan J.          | 5.60   |
| Hall, James              | 9.45   |
| Hall, John O.            | 4.94   |
| Hall, Joseph E.          | 3.59   |
| Hall, Kenneth B.         | 12.14  |
| Hall, Lawrence           | 1.87   |
| Hall, Lawrence J.        | 8.17   |
| Hall, Mason              | .89    |
| Hall, Nimrod J.          | 1.98   |
| Hall, Robert A.          | .69    |
| Hall, Sam P.             | .01    |
| Halle, John E.           | 32.10  |
| Hallebough, Charles      | 1.42   |
| Halleran, John A.        | 3.55   |
| Hallman, Elmer Ellsworth | .46    |
| Hallman, Hugh R.         | 7.90   |
| Halloway, Peter          | 4.67   |
| Hallowell, John J.       | 17.58  |
| Hals, Johannes           | 2.13   |
| Halsey, G. K.            | 29.00  |
| Halsinger, J. T.         | 1.40   |
| Halstead, Chas. F.       | 1.78   |
| Ham, Alvin M.            | .59    |
| Hamaty, Elton J.         | 4.76   |
| Hamby, Clyde             | 8.77   |
| Hamby, David             | .34    |
| Hambleton, James H.      | 8.25   |
| Hambrick, C. V.          | .27    |
| Hames, Joseph H., Jr.    | 2.64   |
| Hamilton, B.             | .94    |
| Hamilton, Calvin, L.     | 37.92  |
| Hamilton, Harry A.       | 95.94  |
| Hamilton, Harvey D.      | 1.48   |
| Hamilton, Paul E.        | 1.48   |
| Hamm, Bert Lee           | 1.54   |
| Hamm, F. J.              | 1.42   |
| Hammer, Francis E.       | 13.03  |
| Hammett, F. A.           | 41.00  |
| Hammon, Marvin Lee       | 7.50   |
| Hammond, Dirvon D.       | 25.66  |
| Hamond, James            | 3.88   |
| Hamot, Eugenicz J.       | 4.13   |
| Hampshire, Roland M.     | 3.26   |
| Hampson, James           | 23.87  |
| Hance, George            | .34    |
| Hancock, Alfred A.       | 1.69   |
| Hancock, Clarence A.     | 2.29   |
| Hancock, Curtis J.       | 59.22  |
| Hand, James              | 21.94  |
| Hand, James M.           | 5.10   |
| Hand, Robert L.          | 1.42   |
| Handley, B. F.           | 7.24   |
| Hane, J.                 | 6.09   |
| Haney, Minor A.          | 155.42 |
| Haney, Vergil G.         | .94    |
| Hang, Tam                | 3.53   |
| Hanks, Pierre H.         | 41.31  |
| Hanley, Charles K.       | 13.77  |
| Hanlon, Edmund F.        | 11.19  |
| Hannah, Chas.            | 6.76   |
| Hanners, George M.       | 13.50  |
| Hannibal, Roberto        | 20.66  |
| Hanover, Eliot           | 3.55   |
| Hansen, A. H.            | 64.00  |
| Hansen, A.               | 3.77   |
| Hansen, Berge            | 51.88  |
| Hansen, Bert R.          | 10.74  |
| Hansen, Charles N.       | 1.40   |
| Hansen, E. B.            | .14    |
| Hansen, E. A.            | 5.92   |
| Hansen, Harold J.        | 1.91   |
| Hansen, H.               | 41.35  |
| Hansen, Holger H.        | 10.89  |
| Hansen, John W.          | 19.28  |
| Hansen, Joseph Leroy     | 22.97  |
| Hansen, Nils             | 47.98  |
| Hansen, Sven Bos         | 33.44  |
| Hanson, C.               | 35.53  |
| Hanson, C. B.            | .88    |
| Hanson, B. C.            | 1.32   |
| Hanson, Mikolai M.       | 1.27   |
| Hanson, Roger M.         | 8.81   |
| Hantusch, Walter         | 10.26  |
| Haralon, C.              | 4.66   |
| Harb, Suleman M.         | .94    |
| Harbour, Allen D.        | 24.73  |
| Hardacker, Beecher N.    | 1.40   |
| Hardekopf, Leonard E.    | 10.26  |
| Hardeman, Standford      | 9.90   |
| Hardeman, Willy T.       | 6.68   |

|                         |        |
|-------------------------|--------|
| Hart, Gordon F.         | 2.34   |
| Hart, Harry             | 32.27  |
| Hart, James             | 6.34   |
| Hart, Ralph W.          | 33.19  |
| Hart, Robert S.         | 2.89   |
| Harten, James N.        | 1.64   |
| Hartenstein, L.         | 1.98   |
| Harth, R.               | .45    |
| Hartley, Jack           | .69    |
| Hartline, James G.      | 4.95   |
| Hartman, George H.      | 9.95   |
| Hartnett, Michael J.    | .59    |
| Harton, Don C.          | .96    |
| Hartsell, Thomas Edwin  | 2.23   |
| Hartwig, John E.        | 3.17   |
| Hartz, J. J.            | 42.00  |
| Hartzy, David           | 6.13   |
| Harvey, George          | 6.01   |
| Harvey, Henry J.        | 9.37   |
| Harvey, Morris E.       | 14.95  |
| Harvey, Zol B.          | 3.71   |
| Harzold, Henry Joseph   | 1.48   |
| Hassard, Howard William | 2.75   |
| Hassen, A.              | 4.20   |
| Hatch, Avery L.         | 35.22  |
| Hatch, Clifford         | 3.31   |
| Hatch, Henry D.         | 1.72   |
| Hatch, Marion S.        | 1.44   |
| Hatcher, John A.        | .69    |
| Hatcher, Willie E.      | .01    |
| Hattaway, Edward A.     | 4.26   |
| Hauber, Robert William  | 108.86 |
| Hauck, Louis H.         | 3.29   |
| Haukeland, Ingold S.    | 8.61   |
| Haukins, John           | 1.05   |
| Hauptman, E.            | .45    |
| Hausell, John C.        | 2.64   |
| Hauter, Dale W.         | .89    |
| Hawkins, G. R.          | 3.46   |
| Hawks, Richard          | 12.14  |
| Hay, William G.         | 26.07  |
| Hayden, D. W.           | 5.50   |
| Hayes, Claude           | 13.54  |
| Hayes, George L. Jr.    | 15.16  |
| Hayes, Geo. R.          | 4.58   |
| Hayford, Julian D.      | 1.67   |
| Haylock, Claude         | 6.61   |
| Haynes, C.              | .01    |
| Haynes, George A.       | .24    |
| Haynes, Herb V.         | 15.34  |
| Haynes, Spark           | .01    |
| Haynes, Woods M.        | 3.94   |
| Hayta, Lewis            | 1.37   |
| Hayton, William N.      | 18.19  |
| Hazelwood, Clarence S.  | 1.06   |
| Heal, Phillip G.        | 20.99  |
| Healy, Eugene           | 6.49   |
| Healy, T.               | 24.98  |
| Heard, Fred G.          | 5.15   |
| Heard, J.               | 4.21   |
| Heath, C. G.            | .22    |
| Heberlein, Herman       | 2.34   |
| Herbert, Ross Joseph    | 6.79   |
| Hebert, W. L.           | 7.50   |
| Hecker, Lucas J.        | 15.22  |
| Hedges, Gaines          | 3.55   |
| Hedler, Clarence F.     | 25.60  |
| Hedrick, William        | 27.06  |
| Heidle, Herman          | 7.47   |
| Heil, Clarence E.       | 42.46  |
| Heinfling, Seymour A.   | 3.87   |
| Heisa, Daniel C.        | 7.28   |
| Heismald, Waldemar      | 3.79   |
| Heitmeyer, Henry Donald | 9.40   |

### Notice To All SIU Members

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

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

### PLEASE PRINT INFORMATION

To the Editor:

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

Name .....

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Book No. ....

# HERE'S WHAT I THINK...



**QUESTION:** What do you consider to be the SEAFARERS' outstanding accomplishments during the year 1947?



**EARL T. BROWN, 2nd Cook:**

Our Union accomplished much during the past year. Everyone will agree on that. To me it seems that the victory over the big Isthmian company was our biggest and most important victory for the year. It showed that we have the organizing machinery to tackle any waterfront job, that unorganized seamen want the Seafarers. We got a lot more jobs on our Hiring Hall boards because of this victory. Other important Union gains for the year were the wage increases and the new Halls in Mobile and New Orleans.



**G. J. SMITH, Wiper:**

Our outstanding accomplishment was the signing of Isthmian to a Hiring Hall contract, and later the signing of a full SIU contract with all the conditions we enjoy aboard our regular contracted ships. We have also done a fine job in the Cities Service fleet—another outfit they said could not be organized. Our work in gaining several new companies and many hundreds more jobs during the past year is far and away the biggest achievement in maritime organizing. We have continued to grow when other outfits have stood still.



**JAMES WALKER, Nt. Ck.-Bkr.:**

The Union's drive for better wages and conditions was an outstanding achievement. While we did wonders in other fields, such as aiding striking AFL and CIO unions, we made sure that our lot was improved also. We gained two wage boosts during the past year—something few unions did. Aboard our ships, in the Stewards Department, the companies now must furnish all cutlery and uniforms. Some of them did it before, but now they all must supply these tools. That's a big step forward in improving shipboard working conditions.



**H. SLITTS, Chief Electrician:**

The chief accomplishment of the Seafarers International Union during the year 1947 was the winning of new contracts which gave us the highest wages and best conditions in the maritime industry. Second is the signing of the Isthmian contract, and the great strides the Union has made in organizing. During the war we had lots of jobs, but when the war ended and shipping died down, we lost quite a few of those berths. Our organizing campaign has helped to take up the slack, and we should do even better in the future.



**B. EDWARDS, Ass't Cook:**

If there was anything bigger than the Isthmian contract I guess I didn't hear about it. Of course, I liked the five per cent raise we got. That raise came in very handy and was very pleasant, but I don't see how it compares with the Isthmian agreement. For one thing, look at all those jobs. About 3,000, I hear. That's a lot of Union strength for the future. That's the kind of strength we're going to have so the Union organization can continue to back up the membership.



**OLIVER LEWIS, Night Ck.&Bk.:**

Maybe it's because I was active in the Isthmian strike, but I feel the winning of the Isthmian company was among the most outstanding Union accomplishments for 1947. The SIU's all-out organizing drive was another important step. Altogether, the Union made a lot of progress during the past year. We won several wage increases. We added a bunch of new companies to our list of contracted outfits. These are important because they are all aimed at getting more jobs for the membership and that is the Union's biggest job.



**ROBERT E. LANSDPELL, OS:**

Tops on my list is the organizing job done among the unorganized men and companies. We should be proud of the men who organized the companies we gained—they made it possible for the Union to grow stronger. The volunteer and shoreside organizers proved themselves to be the backbone of the Union. The achieving of a contract with Isthmian showed that our organizers did a job where other unions failed. If we keep organizing at the pace of 1947 we will have nothing to worry about during the coming years.



**RENE PEPIN, Carpenter:**

No question about it, the biggest thing we did was to get that final agreement with Isthmian. I organized on Isthmian ships for 16 months and know what it means. The new conditions are making the Isthmian oldtimers really Union conscious—and making the officers that way, too. Things are going to be a little different from what they were. Another thing is the job the SIU has been doing in Canada. I sailed in some Canadian ships before I joined the SIU. I hear those ships have been getting better all year.



**JOS. CAMPOREALE, 2nd Cook:**

To my mind, the victory in Isthmian was the biggest thing the SIU accomplished during 1947. I know how big it was because I was an organizer last winter aboard the SS Archer. Of course, winning Isthmian wasn't the only thing the Union did. That five per cent increase was pretty good. The fact that living standards aboard all SIU ships are better than in plenty of shore jobs as a result of SIU activity throughout the year is pretty important, too. But the Isthmian contract gives the Union solid strength.



**SEYMOUR WALLACE, AB:**

By and large I'd say that the Isthmian Strike and contract were our greatest achievements during the past year. Winning a strike over such a large organization would be enough in itself, but the contract we succeeded in gaining guarantees us more jobs for the future and good security for some time to come. Also this year we maintained high standards of discipline and seamanship aboard our contracted vessels, and put a stop to the performers and gachounds. Last, but not least, we should mention the Halls which we bought in New Orleans and Mobile.