

NEW CONTRACT RAISES WAGES AND BENEFITS



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Sole Survivors Of Southern Isles



The six Seafarers, only survivors of the twenty-three man crew of the Southern Isles which sank off Cape Hatteras on October 5, stand on the deck of the Coast Guard ship Cherokee in Norfolk. Left to right: Howard Bastenbeck, Oiler; Wilson Deal, Steward-Cook; James Childress, AB; Commander Ralph West of the Cherokee; Raymond Holden, Cook; Sam Lynn, OS, and Charles Perkins, Messman.

17 Lost As Ship Breaks In Two

Six Seafarers, who term their rescue "miraculous," are the only survivors of the ill-fated Southern Isles which broke in half and sank on October 5th, 200 miles southeast of Cape Hatteras with the loss of 17 men.

The converted 3,325-ton LST, bound from Puerto Rico to Chester, Pa., loaded with 4,000 long tons of iron ore sank in less than five minutes in heavy seas and swirling winds resulting from a 2-day hurricane blowing off the coast.

Lost were the ship's eight officers, the radio operator and eight of the unlicensed crew.

The sinking came with such suddenness that no SOS was sent out. The swift rescue of the survivors came about only because the SS Charlotte Lykes, following the ship a few miles back noticed the sudden disappearance of the vessel's running lights, and sped to the disaster area.

The survivors are: James Childress, AB; Samuel A. Lynn, Deck Maintenance; Howard Bastenbeck, Oiler; Wilson H. Deal, Steward-Cook; Raymond Holton, 2nd Cook, and Charles Perkins.

The Seafarers who went down with the ship are: Simeon Delacruz, AB; Hal Williams, AB;

Marion Gorman, OS; Cecil Vaughan, OS; William Asble, Oiler; Joseph A. Miller, Oiler; Tolon Shumake, Wiper, and Richard Meekins, Messman.

The Southern Isles, which two times had turned back on its course because of the heavy winds and seas, was proceeding northward at 10 knots when disaster struck shortly after 4 AM.

According to crewmember Sam Lynn, who was heading for his fore'sle after coming off watch, "The ship stopped dead, just like she had run into a brick wall. There wasn't any noise — no pounding and no cracking.

"I climbed the ladder and saw the Wiper lying on a settee. He had been seasick, probably because of the rough water, and I hollered at him.

'SOMETHING'S WRONG'

"Wiper, get up, something's wrong, grab your life jacket.' Then I went down to the bunks where Al (Joseph Miller) was lying in bed reading, and told him to get a life jacket and come on."

Lynn's account of the sinking was given at an inquiry held in Norfolk, wherein the six survivors gave their accounts of the ship's last moments.

Continuing his statement, Lynn

said, "I went to the starboard side and heard someone holler 'The Mate's over the side, she's cracking up.' I went below again, got a life jacket and was thrown against the bulkhead when the ship began to list.

"I went over to release the outboard gripes on a lifeboat, but the crank wouldn't work. Then Childress (one of the survivors) came sliding by, and the water rushed up to my waist

(Continued on Page 3)

ILA Uncovers Skin Game



Patrick Connolly, executive vice-president of the International Longshoremen's Association, inspects one of the 150 bales of Russian furs brought illegally into the US and discovered by longshoremen. Joseph P. Ryan, head of the ILA, which has been fighting the importing of "slave labor" products, said the shipment was only a small part of tremendous shipments sent here to raise money needed to finance Russian armings.

40-Hour Week At Sea Begins Nov. 1; Wages, Vacation Pay Increased

Doubled welfare contributions, increased wages, overtime pay and vacation benefits, along with a 40-hour week at sea are among the new contract gains won by the SIU Atlantic & Gulf District Negotiating Committee in a series of bargaining sessions held with a joint shipowners committee during the past two weeks.

As a result of the contract improvements, which go into effect on November 1st, men sailing aboard SIU-contracted ships will be the first in the marine industry to work 40 hours a week at sea. The National Maritime Union has a contract granting a 40-hour week, but it does not become effective until December 16th of this year.

Current wages will be increased across the board by 6.2 percent, with the overtime pay-rate upped the same percentage.

Following are two samples of the new wage figures:

ABs, who formerly earned \$248.41 per month will now receive \$262.89. Chief Electricians will be upped from \$395.66 to \$418.72. The newly-won 6.2 percent increase was figured, according to the WSB policy, on wages in effect on January 1, 1950, at which time ABs were being paid \$233.51. In October of 1950 the SIU won a 6.38 increase, but the new gain is not figured from this wage scale.

The overtime rate now is \$1.29 per hour for those men receiving less than \$277.30 per month; those men receiving \$277.30 per month or more will be paid overtime at the rate of \$1.63 per hour. The former overtime rate was \$1.22 and \$1.64, with the line of demarcation at \$262.47.

The new vacation benefits won by the SIU Committee raise the amount of vacation pay for each year of employment aboard SIU ships from \$115 to \$140 annually. Under terms of the original Vacation Plan agreement, every Seafarer is entitled to the vacation benefits on a pro-rata basis — two weeks of vacation pay at the \$140 figure.

Eligible Seafarers get the benefit regardless of the number of companies for whom they have worked during the course of the year. To meet the higher vacation payments the operators agreed to increase their contributions to the vacation fund from the original 35 cents to 50 cents a day for each working man.

WELFARE FUND UP

The Union also succeeded in getting the operators to double their contributions to the Seafarers Welfare Plan. Beginning November 1, company payments into the fund will amount to 50 cents a day for each man working aboard SIU-contracted vessels. Present payments are 25 cents daily per man.

SIU A&G District Secretary-Treasurer Paul Hall, who headed the Union's Negotiating Committee, said "The increased welfare contributions will now allow the Union to give attention to one of the several problems we have been studying for a long time—that of the old and disabled seamen."

Hall added, "As the fund accumulates a strong reserve, the Union will be in a position to provide adequate aid for these oldtimers who have spent their lives in the industry and who are now no longer able to carry on."

Additional improvements to the present contract which were won by the Union negotiators include increased room and meal allowance which will be paid at the rate of \$8 per day, as compared to the existing \$6 payment.

(Continued on Page 3)

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Making The Sea Safe

Seamen have always accepted the fact that there were certain risks entailed in going to sea for a livelihood. The risks of the sea have been widely exploited in the sagas of the sea, and the loss of men to the briny deep has been so long accepted as part of maritime that years ago in New England big homes near the water were built with a "widow's walk," a narrow porch near the top of the house where the widow could watch the sea for the ship that never returned.

But taking a more realistic attitude, the SIU has always maintained that seaworthy ships and skilled crewmembers can make ships as safe as, if not safer than, the average home, although today the maritime industry's accident rate is twice as high as that of the average for all other industries and is only surpassed by the mining, lumber and construction trades.

The high accident rate, the SIU believes, cannot be attributed to accident-prone seamen, but rather to unsafe ships and hazardous conditions aboard the ships.

This week the LOG reports the story of the breaking in half and sinking of the Southern Isles, a converted LST, with the loss of 17 men. An inquiry is now being held to determine the cause of the disaster. Already one report has been received that the ship had but one athwartship strap (a bellyband ordered on many war-built ships after several of them broke in half), whereas at least one of the other four LSTs operated by the company has five of the straps to strengthen it. The lack of sufficient straps may be the cause of the accident. If it is, 17 men were needlessly sacrificed because of gross negligence by the company and responsible government officials.

If the Southern Isles sank because she was unsafe, it is an extreme, but not rare, instance of the lack of safety. Crewmembers of an SIU-contracted ship recently sent the LOG photographs of unsafe working conditions aboard their ship. The vessel carried a deck load where no catwalk or provision had been made for the crew to get from one end of the ship to the other. Ironically, the pictures were taken aboard a ship of a company which goes in big for safety lectures. The representatives of the Union took up the matter, and received assurance from the company that in the future provisions would be made for the crew's safety when a deck load is carried.

The men of the SIU have on many occasions suggested improvements aboard ship that would lessen the loss of life and limb, among them safer gangways, more adequate medicine chests and first aid kits and rubber mats on the decks.

In many of these situations, such as the unsafe deck load, the Union can take a hand directly in the safety of the ship, but anything further is up to the company and the steamboat inspectors. The Union does not believe the sea is perilous; the perils stem more from acts of greed rather than acts of God.

Lucky Thirteenth

It was 13 years ago this month that a band of determined seamen formed what today is the Atlantic & Gulf District of the SIU. The conditions under which seamen were forced to work and live had become intolerable and the crews turned to their one hope of bettering themselves—a Union.

Oldtimers remember those early days, when every day was a struggle for the fledgling Union's existence,

'Shipmates'



Personals



E. WALDEN

Pick up your seaman's papers at 334 West 24th Street, New York City. See Mr. Trant, building superintendent.

CARMINE MANCINO

Get in touch with your draft board.

WILLIAM WALTON

Contact your local draft board.

ROBERT NORTH

Write to Edward Cronin, SS Council Grove, c/o Cities Service Oil Company, 70 Pine Street, New York City.

W. A. BEALE

Call your mother immediately.

TROY (Red) HUTCHENS

"Leave my seabag at the New York Hall: Wm. H. Johnson."

JOSEPH (Smokey) SIMMONS

Write to Pvt. Kenneth D. Thomas, US 51040969, Batt. C, 84th F. A. Bn., 4th Plt., Fort Dix, New Jersey, about gear.

PAUL PRINGI

Get in touch with Frank Bianco, 310 Jefferson Street, Brooklyn, New York.

EWALL SKINNER

Write to Pfc. George A. McDonald, USMC 1184499, H. Co., 13th Replacement Draft, FMF, c/o FPO, San Francisco, California.

MAT MILLER

Contact Juanita Morrison in the US Public Health Service Hospital in Chicago, Illinois, at once.

RAUL CUMARE

Get in touch with your draft board.

RUSSELL E. MORRISON

Will this Brother, formerly of Saugus, write his mother: Mrs. Sarah E. Morrison, 2965 Washington Street, Roxbury, Massachusetts. It is very urgent.

Notices

Because the old ones were improperly executed, new welfare beneficiary cards must be filled out by the following men: Price Baker, Panagiotis Ferentinos, George Hebert, Lucian B. Moore, Michael Meguisoglou, Walter Ramin and George Smith.

Tony Jennings would like his friends, particularly Bill Andrewson and Sandy, to write him at Penns Grove, New Jersey.

Pvt. Thomas McCaffrey, RA 12254271, 7th Rec. Co., 7th Inf. Div., APO 7, c/o PM, San Francisco, California, asks his friends to write.

but the nickels and dimes donated by incoming crewmembers kept the stewpot boiling and the rent paid.

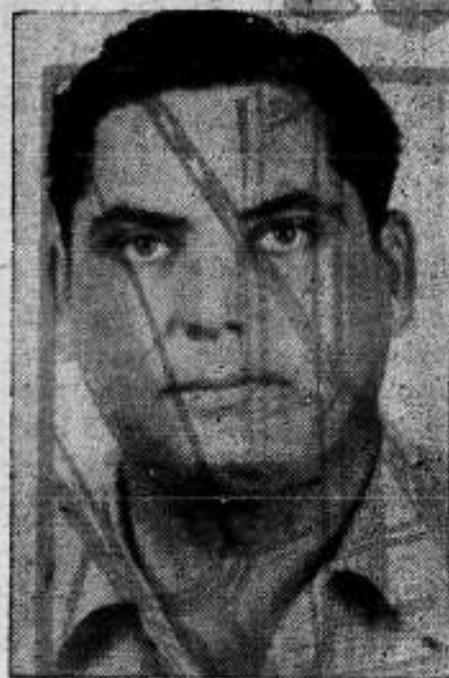
Self-sacrifice and iron-will kept the Union pushing ahead and one by one contracts were signed insuring the crews the conditions for which they had formed a common bond.

Unionism—SIU style—has come a long way since then. Contracts with the operators still constitute the Union's prime reason for being, but the Union has entered a new phase, that of insuring the membership Union protection through the Welfare Plan, Vacation Plan and superior shore facilities.

The first 13 years have seen the SIU survive the formative years and take its place as a powerful factor on the waterfront and in the lives of its members.

But the SIU has not reached the end of the road; stagnation has no place in the SIU as the record still to be written in the SIU annals will show.

Lost Aboard Southern Isles



SIMEON DELACRUZ



JOSEPH MILLER



WILLIAM ASBLE

Only Six Seamen Survive Disaster

(Continued from Page 1)
and we all were swept into the water.

"When I came up about 100 yards away, the bow was sticking straight up. I looked around; I could hear voices shouting in the darkness and then I heard someone calling me.

"It was the Cook (Raymond Holton, another survivor), and we began collecting dunnage, anything that came floating by. Then Childress called and we told him to hold on until we could get a board to him.

"After we picked up a piece of line, we lashed ourselves together with boards between us and started floating. A big wave came along and we didn't hear any more voices.

Statement Of Ownership

STATEMENT OF THE OWNERSHIP, MANAGEMENT, AND CIRCULATION REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912, AS AMENDED BY THE ACTS OF MARCH 3, 1933, AND JULY 2, 1946 (Title 39, United States Code, Section 233) of SEAFARERS LOG, published every other week at New York, N.Y., for Oct. 1, 1951.

1. The names and addresses of the publisher, editor, managing editor, and business managers are: Publisher Seafarers International Union of North America, Atlantic & Gulf District, 675 4th Ave., Brooklyn 32, N.Y. Editor George Novick, 675 4th Ave., Brooklyn 32, N.Y. Managing editor (none). Business manager (none).

2. The owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent of more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual member, must be given.) Seafarers International Union, Atlantic & Gulf District, 675 4th Ave., Brooklyn 32, N.Y. Paul Hall, Secretary-Treasurer, 675 4th Ave., Brooklyn 32, N.Y. Robert Matthews, Headquarters Representative, 675 4th Ave., Brooklyn 32, N.Y.

3. The known bondholders, mortgagees, and other security holders owning or holding 1 per cent of more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: (This information is required from daily, weekly, semi-weekly, and tri-weekly newspaper only.) This information not required.

(Signed) GEORGE NOVICK, Editor. Sworn to and subscribed before me this first day of October, 1951. ALBERT A. BERNSTEIN, Notary Public. (My commission expires March 30, 1952.)

"After two hours I sighted what I thought was a flare. The sea was sweeping us toward the flare so I suggested we start kicking. The flare turned out to be a ship and we kicked ourselves to within about 25 feet of starboard. A searchlight picked us out and I heard a voice shout, 'You guys in the water take it easy,' and the ship pulled away about a mile from us. It turned around later and pulled alongside us. We climbed up a ladder lowered to us and that was it."

The other survivors were picked up two hours later by the Lykes ship. Also rescued was Chief Mate J. Midgette, who died aboard the rescue ship, having lost a leg during the sinking.

Throughout the day the Coast Guard and Navy ships and planes combed the area for survivors and bodies, but none was sighted.

In testimony before the hearing board, Oiler Howard Bas-

tenbeck described the ship as being "very rusty" following the carrying of sulphate of ammonia—a corrosive cargo—to Puerto Rico.

Another crewmember, James B. Childress, AB, who was at the helm during the early hours before the breakup, said he heard a strange noise some time before the ship broke in two.

He felt the ship was laboring, pitching and rolling more to starboard than to port. The "sliding" of the ship and an unusual amount of vibration bothered him.

Later, after his trick at the wheel, when he went to his room, he said: "I lay there and didn't like the way it was riding . . . all at once she lurched."

The inquiry into the ship disaster will continue on October 25 when the president of Southern Trading Company, operators of the Southern Isles and four other SIU-manned converted LSTs, will give testimony.



The Southern Isles' survivors sip coffee in the messroom of the Coast Guard ship Cherokee during questioning by newspapermen. Left to right around the table: Wilson Deal, Howard Bastenbeck, Raymond Holden, Sam Lynn, James Childress and Charles Perkins.

New Contract Raises Wages And Benefits

(Continued from Page 1)
and the installation of electric washing machines aboard all SIU-contracted ships.

All of the new gains are subject to the approval of the Wage Stabilization Board, the standard procedure for all improvements involving higher pay rates than those established by the Board for a particular industry.

In this connection, Brother Hall stated, "The Union does not consider the new gains as closing the issue on monetary matters. As soon as the WSB indicates a definite policy on raises involving wage inequities and overtime rates, the SIU Negotiating Committee will take proper steps in the best interests of our membership."

The Union committee did not open the question of wage inequities because the WSB has not yet set a clear-cut policy, and the Union does not wish to take any premature action that might prevent Seafarers from getting the maximum benefits.

This is in line with the policy adopted by the Union when the NMU contracts expired last June, and the latter union's contract was held in abeyance pending approval by the WSB.

Commenting on the success of the SIU's "wait and see" policy, Hall pointed out that "The Union could have gone into the discussions of monetary matters with the operators earlier by virtue of our contract reopening clause.

"We felt, however, that by biding our time we could obtain a better deal for membership on welfare and other benefits. The contract gains we have just made are proof of the correct-

ness of this position," Hall said. "For example," he added, "as a result of this policy men of the SIU Atlantic & Gulf District will be the first seamen in the industry to actually start working the 40-hour week at sea."

In view of the unsettled situation regarding inequities the SIU Committee advised the operators to consider the negotiations as not having been terminated but merely suspended pending announcement of the Board's policy.

Since the Union and company representatives reached agreement on the contract improvements, more than 40 SIU-contracted operators have signed the amended pact. Headquarters Representatives are working on an around-the-clock basis to contact the rest of the companies for signing.

Representing the Union in negotiations were: Secretary-Treasurer Paul Hall, chairman of the Union's committee; Cal Tanner, Mobile Agent; Lindsey Williams, Gulf Coast Representative and New Orleans Agent; Earl Sheppard, Baltimore Agent, Robert Matthews, Headquarters Representative, and Morris Weisberger, SUP East Coast Representative, representing the International.

New HQ Hall Almost Ready For Opening

With all equipment in working order and the final decorative features installed, the galley and cafeteria in the new Headquarters Building in Brooklyn lacked only the go-ahead to begin operations. This week the final touches on the cafeteria's decor were completed with the installation of mirrors on the walls and the center posts.

Elsewhere in the new building the final painting was in progress and the floor covering completed in most of the rooms, leaving only minor, though time-consuming, details to be added, such as the installation of radiators, telephones and miscellaneous trimmings.

Already certain auxiliary units have been moved to the new location and are functioning.

In the administrative section of the building, materials and equipment were placed in many of the offices this week and preparations were made for the final swingover from the present offices, a move expected to take place without a shutdown of services to the membership.

SUP Making Way In Negotiations For New Contract

The Negotiating Committee representing the Sailors Union of the Pacific in discussions to work out a new contract to supersede the one which expired on September worked out details this week with the operators involving maintenance and standby work.

Details involving the daily tasks of men in this type of work were worked out, as well as their eligibility requirements for vacation pay.

The SUP Negotiating Committee also disposed of the problem of the number of men to be employed in gangs doing maintenance and standby work.

Negotiations on the rest of the SUP agreement will be resumed next week.

Committee Checks Credentials Of Nominees For Office

Nominations for men seeking the 29 elective posts to be filled in the annual Atlantic & Gulf election to begin on November 1 closed on October 15 with 37 men submitting credentials. A Headquarters Credentials Committee was elected at a special Headquarters meeting on October 18 and began a study of the credentials submitted. The Committee will complete its report in time for the October 24th

meeting, at which time the men found qualified under SIU constitutional requirements to appear on the ballot will be announced.

In accordance with a resolution adopted last month by all Branches in regular meetings, the posts to be filled are the same as last year's in all ports and Headquarters.

Among the requirements needed for a place on the ballot

were that a candidate be a citizen of the United States, a full bookmember for at least two years and have at least three years of seafaring in an unlicensed capacity, of which four months must be in the current year.

Candidates were also required to submit with their qualifications a recent regulation-size passport photo and a 100-word summary of their union record, which

will appear in the next issue of the LOG.

Polls will open on November 1 in all SIU Branches and remain open until December 31.

The Headquarters Credentials Committee consists of:

Deck: Malvin Collins, 42972; John Santos, 4783. Engine: Joseph Farrell, 50361; William Frank, 5113. Stewards: Alonzo Mileski, 40345; Robert Rogerson, 50607.

Mobile Is Away Up In Shipping

By CAL TANNER

MOBILE, October 10 — This port is right up there again in the shipping column, having dispatched 181 men during the past two weeks. And what with ten offshore and four coastwise ships scheduled for payoffs, the next two weeks should be equally good. From the way things shape up now, we have enough manpower available to take care of the necessary replacements.

Paying off in Mobile were four Alcoa ships, the Ranger, Clipper, Roamer and Patriot; three Waterman vessels, the Maiden Creek, Morning Light and City of Alma; and the Genevieve Peterkin (Bloomfield), for a total of eight.

On the sign-on list were the Alcoa Ranger, Roamer and Patriot; the Maiden Creek and Morning Light, and the Del Alba (Mississippi). In-transit visitors were the Steel Scientist (Isthmian), Catahoula (Cuba Distilling), Lafayette and Kyska (Waterman) and the Wake Forrest.

125 members were present at the meeting tonight, which accepted the Secretary-Treasurer's financial reports and Headquarters report to the membership. The membership was informed of the progress of the Negotiating Committee's sessions with the operators. The feeling was that the SIU would come out of negotiations with the best contract in the industry, and the Committee was given a vote of confidence.

Attending the meeting was Brother Clinton Mason, a member of the SIU for the past ten



CLINTON MASON

years, who has taken part in all beefs since having joined the organization.

Since reading the recent issues of the LOG about the BME, Brother Mason has been giving some thought to sitting for his Engineer's license. The reason he hasn't done so sooner was that he didn't want to have anything to do with the MEBA.

Now, however, that the BME has entered the picture, and has proven itself to be solely interested in the welfare of its membership and not in political adventures, and has shown its strength and stability, Mason has changed his mind.

He thinks that all black gang men with sufficient time should consider this seriously, for the BME is an up and coming organization, that will be on the waterfront for a long time.

Still in the local USPHS hospital are Brothers Tim Burke and Bill Champlin. Drop them a line, Brothers, or pay them a call if you can, and help them get well.

REPORT OF The Seafarers WELFARE PLAN

REPORT NUMBER THIRTEEN

By PAUL HALL, Secretary-Treasurer, SIU, A&G District; Chairman, SIU Welfare Plan Trustees

Each week the Seafarers Welfare Plan will make its report to the membership of the Atlantic and Gulf District through the SEAFARERS LOG. Included will be the names of the men receiving hospital benefits, the amounts paid, the hospitals in which they are receiving treatment, and the total amount paid out since the inception of the Plan on July 1, 1950. Also included in the report will be the names of the men who have died and the amounts paid their beneficiaries.

Period Covered By This Report

September 23 — October 6

Cash On Hand

\$174,074.42

US Government Bonds

\$754,023.44

Estimated Accounts Receivable

\$150,000.00

Hospital Benefits Paid In This Period

\$2,700.00

Total Hospital Benefits Paid Since July 1, 1950

\$72,944.00

Death Benefits Paid This Period

\$1,500.00

Total Death Benefits Paid Since July 1, 1950

\$91,500.00

USPHS HOSPITAL STATEN ISLAND, N.Y.

Atchason, William	\$20.00
Bennett, Joseph	20.00
Burnstine, Maurice	20.00
Butler, Harold V.	20.00
Cedeno, Alfredo	10.00
Chason, Arthur B.	10.00
Cowdry, Robert G.	30.00
Craig, Frank	20.00
Dacey, C. J.	20.00
Diaz Rafael	20.00
Dixon, Earl R.	20.00
Ezzell, Thomas D.	20.00
Feliciano, Amado	20.00
Foelster, Richard	10.00
Hartman, Charles	20.00
Hartmann, Walter G.	10.00
Herbert, Roy	10.00
Jackson, Robert	30.00
Jepsen, Arnold F.	10.00
Johnston, Charles H.	20.00
Kustas, Thomas J.	10.00
Lefco, John	10.00
Lomas, Arthur	20.00
McGhee, James	20.00
McGuigan, A.	20.00
McMullen, David	20.00
Nering, F.	20.00
O'Brien, Eugene	30.00
Padzik, John	10.00
Peters, Charles G.	20.00
Pepper, William E.	20.00
Phillips, Robert E.	10.00
Pruessler, Otto	20.00
Radinak, Marvin	10.00
Raiford, Abner J.	20.00
Releford, Harold	20.00
Ruppert, Raymond	30.00
Salgado, Jose	20.00
Sanchez, Charles	20.00
Sheppard, Jack, Jr.	10.00
Virgin, C., Jr.	20.00
Wagner, Emil	30.00
Wallander, C.	20.00
Watson, Henry	20.00
Yanik, Joseph	20.00
Yeroziannis, Petros D.	20.00

USPHS HOSPITAL NORFOLK, VA.

Devell, Charles R.	\$20.00
Hallenda, Theodore D.	30.00
Horton, Roger, Jr.	10.00
Jarvis, Wylie	30.00
Merkerson, Samuel	60.00
Thomas, Edwin	10.00
Smith, Warren	20.00

USPHS HOSPITAL NEW ORLEANS, LA.

Arch, J. L.	\$20.00
Ashurst, J.	20.00
Burke, D. J. P.	20.00
Cara, Wilson O.	20.00
Celestine, Oliver	20.00
Cook, Lawrence D.	20.00
Cruz, Rogelio	30.00
Everett, Jesse T.	20.00
Gross, E. E.	20.00

Hardeman, W. T.	10.00
Honorowski, Casimir A.	10.00
Kelly, D. D.	20.00
Kiiski, Toivo	20.00
Krisciunas, Wincas J.	20.00
Lang, Leo H.	20.00
Lee, William H.	10.00
Matherne, Ivy E.	10.00
Mauomoto, R.	10.00
Mayrbat, John	20.00
Mitchell, James	20.00
Myers, H. P.	10.00
McDonald, Sam	20.00
Nassar, Alfred J.	20.00
Pellerin, George A.	10.00
Pilutis, Joseph A.	10.00
Raana K.	20.00
Ray, Claude A.	10.00
Schupstick, John	20.00
Simms, Richard	10.00
Terrell, Edward	10.00
Tickle, Lomie R.	20.00
Tostet, Horace H.	20.00
Vieira, Edwin J.	10.00
Wiggins, J. D.	20.00
Willis, Louis L.	20.00

USPHS HOSPITAL MOBILE, ALA.

Burke, Tim	\$10.00
Champlin, George William	10.00
Christian, Walter W.	10.00
Gray, William J.	20.00
Jones, J. H.	10.00

MENDORINO STATE HOSP. TALMAGE, CALIFORNIA

Fairclough, John	\$30.00
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THE COOPER HOSPITAL CAMDEN, NEW JERSEY

Lkemowicz, J. R.	\$40.00
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USPHS HOSPITAL GALVESTON, TEXAS

Adkins, E. M.	\$10.00
Brown, Eugene G.	10.00
Burford, Fred W.	10.00
Drake, John C.	10.00
Greenwald, Harold	10.00
Hagin, Frank E.	10.00
Johannsen, Severre	10.00
McCune, L. E.	10.00
Pedraza, Ygnacio	10.00

USPHS HOSPITAL BOSTON, MASS.

Alasavich, Frank	\$80.00
Olson, Evald A.	30.00
Rogers, William	10.00
Vourloumis, George	20.00

USPHS HOSPITAL MEMPHIS, TENN.

Hegarty, John B.	\$30.00
Wilmoth, Virgil E.	20.00

USPHS HOSPITAL VINEYARD HAVEN, MASS.

Porter, James A.	\$30.00
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USPHS HOSPITAL SAVANNAH, GA.

Cail, J. A.	\$10.00
Cohen, A. F.	20.00
Daugherty, Pat G.	20.00
Gamache, Ernest R.	30.00
Johnson, G. F.	20.00
Kemp, Herman C.	10.00
Lowery, Carl D.	20.00
McCance, R. H.	10.00
McGowan, L. T.	10.00

USPHS HOSPITAL SAN FRANCISCO, CALIF.

Adams, Julian	\$10.00
Cheng, Gee	40.00
Crabbs, Edward E.	20.00
Lewis, James R.	10.00
Meyers, Max M.	10.00
Pritchard, Edward L.	10.00
Pursell, James J.	10.00
Dobertson, C. R.	40.00
Ross, Louis	10.00
Smith, Peter	30.00

USPHS HOSPITAL SAN JUAN, P.R.

Miranda, Luis Gil	20.00
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USPHS HOSPITAL MANHATTAN BEACH, B'KLYN

Hahn, Charles F.	\$30.00
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USPHS HOSPITAL BALTIMORE, MD.

Belt, Alfredo C.	\$10.00
Dean, Clinton	20.00
Goodwin, Ernest E.	20.00
Haukebo, Bjarne A.	10.00
Hilseth, Sigurd	20.00
Kerr, James L.	10.00
Larson, Bernard M.	20.00
Lopez, Alejandro	10.00
Mazur, Stanley C.	20.00
Morrison, Jack D.	10.00
Pritchett, George W.	10.00
Randolph, Claude H.	20.00
Reier, George H.	10.00
Rivera, Ruperto	20.00
Scott, Arvis A.	10.00
Sonnier, Wilfred	20.00
Swienchoski, Stanley	10.00

Death Benefits Paid

Velarde, Fred S.	\$1500.00
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San Francisco Has Shipping Relapse

By LLOYD GARDNER

SAN FRANCISCO, Oct. 12 — Shipping is none too good in this port. As a matter of fact, call it poor and you won't be far off. However, for those who prefer shipping from this coast, it is good in the other Pacific ports, particularly Seattle and Wilmington.

Frisco had no payoffs since the last report, and only two ships signed on. These were the Clarksburg Victory (Mississippi) and the Ponce De Leon (Waterman). Seven in-transit ships came to help keep us busy: the Raphael Semmes, Yaka and Jeff Davis (Waterman), Marymar (Calmar), San Angelo Victory (Seatrade of Delaware) and the Steel Artisan and Clearwater Victory (Isthmian).

Everything was okay aboard

these ships, with no major beefs or disputes aboard any of them.

Although the shipping situation made no great demands on this Branch, all our energies are devoted to our beef with Harry Bridges and his longshore outfit.

ISTHMIANS COLD

This commie-controlled group is still refusing to load or unload the Isthmian ships, in spite of the fact that there are no MEBA picketlines. This is Bridges' way of trying to get back at the SIU, which has been his bitterest opponent on the waterfront.

As you all know, every seaman must have his papers validated by the Coast Guard in order to be able to ship. However, in some cases—on ratings which are in short supply, for example

—it is possible to get a waiver directly from the Shipping Commissioner. To get this, a man must have a dispatch slip from the Hall, and a letter or slip from the company stating that he is to be employed on one of their ships.

Despite the dip in shipping, we were again unable to muster a quorum for a Branch meeting. However, there are some men on the beach here, among them R. Strom, R. O'Dowd, H. McGrath, A. Swiczyczkowski, D. Van Alstine, J. Zuzov, A. Beck, D. Callarin, R. Moissant, G. Dunn, R. Cain and L. Brown.

Six of our Brothers are currently in the USPHS Hospital in this port—Gee Cheng, C. Robertson, J. J. Pursell, Peter Smith, Edward E. Crabbs and J. Adams, Jr.

HERE'S WHAT I THINK...



QUESTION: This being the 13th anniversary of the SIU, what do you consider your luckiest experience in the SIU? (Question asked of men who have been in the Union since its inception.)



DUSAN DeDUISIN, Oiler:

Living through the war was lucky for me. I was on the *Blenville* when she was shelled and sunk by a Japanese cruiser in the Bay of Bengal in 1942. After a stint in a hospital I shipped out again and that ship was torpedoed from under me. Those were my real lucky days, but every time I go aboard an SIU ship and see the clean quarters, the good food and the superior working conditions, I consider myself a lucky guy for being a member of the SIU. Helping other unions, too, has proved lucky for us.



CHARLES HENRY, Cook:

I'd consider it lucky the time I paid off the *SS Pan Atlantic*, a Waterman ship, with \$750, my biggest payoff. The next trip out she was torpedoed. I've sailed on over 50 ships in my years in the Union, and consider myself lucky to be enjoying the many benefits seamen have today. The revised method of shipping, too, has been beneficial, as men ship faster than they used to. Overall, thirteen years with the SIU have proved to me that I made the wise move when I joined the organization.



T. R. CORNELL, FWT:

It wasn't lucky, but it certainly was notable, that is the collection soon of vacation pay for the first time in my 29 years of seagoing. In all the years I've been going to sea I never collected a day of vacation pay, but now, thanks to the SIU, I'll collect my vacation pay for the first time. I can't remember any lucky event in my days in the SIU, but I consider all Seafarers lucky to be enjoying the many benefits we've won and inaugurated, such as the Welfare Plan and the new Hall in Brooklyn.



MOSES A. LUCAS, STD:

I was one of the original men to join the SIU when it was formed in 1938 and, being a member all these years, has produced but one moment that I'd consider lucky. That was when in a convoy to Murmansk in March 1943, aboard the *Grace Abbott*, Calmar, we watched four ships go down. Fortunately we got through all right. The SIU, too, has been lucky for me. The high standards we now enjoy have enabled me to provide an adequate home for my family and give my children proper educations.

It's A Quiet Week For Port Boston

By JAMES SHEEHAN

BOSTON, Oct. 10—We spent a quiet two weeks here, with but four payoffs, all tankers, one sign-on and five ships in-transit. One of the payoffs, that of the *Stony Creek* (Mar-Trade), was in Groton, Conn., a bit out of the way for this port, but everything came off okay. Replacements were put aboard without trouble, thanks to the crew's calling in and giving notice of the men quitting. Good work, and worthy of praise.

TANKERS HERE

The other payoffs: *Carrabelle* (Cuba Distilling), *Bradford Island* and *Cantigny* (Cities Service). The *Cantigny* had an engine beef which we are referring to Headquarters, as per agreement. Otherwise, all is smooth here in Beantown.

The in-transits were *Gateway City*, *Iberville* (Waterman), *Robin Gray* (Robin), *Steel Mariner* (Isthmian) and *Republic* (Trafalgar). We signed on the *John Appleby* (Eastern) and are expecting another Eastern ship to crew up here shortly. We have enough men for the job, so we won't have to call elsewhere for a crew.

Here are a few of the men currently on the beach: *Red Rhoades*, *Tom Flemming*, *Vic Carlson*, *L. Goodwin*, *A. Morrison*, *E. Hamaty*, *A. McKenna* and *Bob Collins*.

The Louisiana, Newest Seatrain, Joins The Fleet

CHESTER, Pa.—The *Seatrains Louisiana*, sister ship to the newly-commissioned *Seatrains Georgia*, was launched this week at the Sun Shipbuilding and Drydock Company, and will enter service shortly with an SIU crew aboard.

The new ship will enter the company's New York-New Orleans and Texas City, Texas, service, now being covered by five other Seatrain-type ships, the most recent being the *Seatrains Georgia*, which went into service in September.

17-KNOT SHIP

The \$4,000,000 ship, like the other *Seatrains*, will carry 100 fully loaded freight cars. She is 483 feet long, with a beam of 63 feet and a depth of 38 feet. She is capable of approximately 17 knots.

The first two *Seatrains*, the *New York* and *Havana*, were launched in 1932, the *Texas* and *New Jersey* in 1940. In the hold and on deck the *Seatrains* have a full mile of standard-gauge track, and are capable of going through the roughest weather without danger to the car cargo.

Cities Service Tankers Provide Bulk Of Jobs For Lake Charles

By LEROY CLARKE

LAKE CHARLES, October 13—Greetings from Lake Charles, the Gateway to Southwest Louisiana, Texas, and all points of the compass—at least, that's what the tourist folders of this village say.

These past two weeks have found this a busy port for rated men of all departments, but a bit slow for non-rated men. However, a man with a permit or an un-rated book doesn't have to starve, for he can get out fairly quickly.

Calling in here for cargo during this period were the *Paoli*, *Chiwawa*, *Fort Hoskins*, *Cantigny*, *Bents Fort*, *Lone Jack*, and the *Winter Hill*, all Cities Service tankers. The *Chiwawa* came in again this AM—this baby really makes a fast turnaround.

Most of the above wagons took a few men, both rated and entry, which were filled with ease, with the exception of some rated jobs which had to be supplied by other ports.

COME ON A HERE

We sure wish that some more bookmen and permits with lots of time would drop around and make one of these Cities Service ships, for they can do a good job on these scows by helping the new men learn the score on Union procedure.

We have lots of good Union material on these tankers, but like newcomers everywhere they need the guidance and advice of men who have been around.

The Skippers and Engineers have discovered that the SIU is in Cities Service to stay, and are trying to make the best of it. However, we must never let our guard down for a moment—and that goes on every ship under SIU contract. We got what we have today by fighting every step, and not by handouts, and we must always be on the alert to see to it that no attempt is made to take these things away from us—or to dilute them, for that matter.

VISITORS IN

Also calling here were the *Federal* (Trafalgar), *Trinity* (Carras) and the *Petrolite* (Mathiasen). Each of these took a man or two; so, all in all, shipping was good in these parts.

The labor front here is on the quiet side, although there are rumors that an NLRB election will be held in a plant here in the near future. The AFL union has a very good chance of winning, and we're hoping that such is the case—victory to us, and confusion to our foes!

As we are writing this, we learn that two of our Brothers have secured themselves a lifetime contract to have and to hold. Here's the best of everything in life for the both of you, Brothers *Dunn* and *Wever*.

Well, Brothers, we'll sign off now with just one last word—hurry down, you bookmembers, and take some of these jobs on Cities Service tankers!



MORRIS M. SCHAPIRO, STD:

My luckiest day was the day I joined the SIU when it was formed. I've been sailing since 1930, and the eight years prior to joining the SIU are not fond memories. I'm 64 years old now and, no matter what the future holds, I'll always have the memory of these enjoyable days in the SIU. One lucky thing that could happen to me is if the SIU wins a pension plan for the oldtimers. If any maritime union wins such a plan, it will be the SIU, so I consider myself a lucky guy in that respect. Men coming in today are lucky guys.



CHARLES BENWAY, FWT:

The luckiest thing in my years in the SIU was the time during the war, when I got off the *Joseph P. Wheeler*, a South Atlantic *Liberly*, after 11 months on her. The next trip out she was sunk by dive bombers in Bari, Italy, and all hands were lost. I don't carry a good luck charm, but that was certainly a lucky day for me. I also consider myself lucky to have participated in the winning of the 1946 General Strike, which was one of the SIU's most notable achievements and put us up there as the strongest maritime union.

Rep. Shelley Introduces Jury-Right Bill

A bill pending in Congress, if passed, will allow seamen injured aboard government-owned or operated ships the right to trial by jury, a right now enjoyed only by seamen aboard privately-owned vessels.

The bill, of great importance to seamen injured aboard government merchant ships, was in-

troduced by Congressman Shelley of California and embodies provisions long sought by the SIU and other maritime unions.

Under existing law, men suing in injury cases or for wages involving government ships must press their claims through the admiralty side of the federal district court, which makes no pro-

vision for jury trials. Men employed on privately-owned ships sue through the civil side of the federal district court and receive trial by jury—the latter course usually resulting in higher awards for the men involved.

The bill, which was introduced on September 27th, is now before the House Judiciary Committee.



SHIPS' MINUTES AND NEWS

Greenstar Crew Aids General Strike Victory On Chilean Waterfront

The maritime workers in Chile recently concluded a successful 15-day general strike for increased wages and the adjustment of long-standing grievances, a strike in which the SIU crew of the SS Greenstar stood solid with the workers despite a declaration of martial law and an attempt to break the strike by the military.

The strike solidarity demonstrated by the SIU crew was the first known case where the SIU has worked on a man-to-man basis with a foreign union member of the International

Transportworkers Federation, the world-wide labor organization with which the SIU is affiliated.

In an account of the Greenstar's participation in the strike, crewmember Hugh Murphy related that the vessel was in San Antonio, Chile, when the longshoremen, harbor workers and seamen went on strike.

"Before a settlement was reached," he wrote, "all maritime unions were involved and martial law had been proclaimed throughout Chile."

The Navy and the Army moved in and took over all shipping operations; the Greenstar crew was asked to work the ship's winches, which they refused to do. No incidents resulted and the strike continued without violence, although the Chilean waterfront workers received no aid from the crew of the Canadian ship Lake Winnipeg.

HELPED SCABS

The Canadian crew worked the winches for the strikebreakers. Brother Hugh Murphy, after a bit of scouting around, found the ship was crewed by men of the communist-controlled West Coast Seamen's Union, a remnant of the old Canadian Seamen's Union.

Thanks to the crew of the Greenstar for their demonstration of international solidarity were given by Secretary-General Odomiro Cartagena of the San Antonio local council of the National Maritime Confederation who, in a letter to the SIU, voiced his organization's appreciation to the SIU men.

Cartagena stated that his organization had received only double-talk from the government in its attempts to improve the conditions for the waterfront workers. Finally, the strike became the only means of enforcing their demands. The effect was a complete shutdown of the entire Chilean coast, which brought the entry of the military into the picture.

"I would like to express appreciation to the Greenstar crew," Cartagena wrote, "for their assistance in our struggle for social riches."

"Our great universal union (the ITF) is bringing about better understanding among workers and is countering the forces which have forced the workers here into deep misery."

In Chile, the labor situation is such that unions direct their bargaining directly to the government. In the case of the NMC, the union's demands were in the form of a bill to reform the law governing maritime workers' pay and conditions.

The Boys In White Coats



Paddy McCann, SIU oldtimer, center, poses with two Messmen aboard the SS Atlantic Water, Metro Steamship Company ship. The picture was taken in Philadelphia. Paddy reported the Steward, crew and topside were all good fellows.

Voice Of The Sea

By SALTY DICK

Aboard the SS Puerto Rico—Hungry guys looking for a hand-out. Rebel being played by all hands. The only voices I hear coming from the gloryhole are those of Pete Gonzales and Seigal.

Some of the boys on the European run are buying clocks in Germany. The cost is \$18 plus \$13 for duty. I understand the same clock costs \$50 in the United States.

I promise not to reveal his identity, though they call him "Dee Dee." He met a girl on the ferry that plies between San Juan and Catino and the girl asked him to buy her a sandwich. She was a little hungry. They became "fast" friends.

You can always tell the boys who are uptown away from the waterfront. They wear better clothes and they come back crying about their losses. . . A member of the black gang has fallen

again. This time it's a gypsy, but she can't tell fortunes, although one of her pastimes is to hold hands.

These comic books of Dick Tracy, Superman and others may be found all over the ship. It seems they prefer these to other books. Did you know the seamen are a clean lot? They take more showers than passengers, and these people represent all walks of life. Being an ex-BR I can verify this statement.

Have you seen the new headquarters? Come around and see for yourself the best Union Hall in the country. Don't think we will stop here. A hotel is our next dream. The SIU cannot be stopped. . . Warning! When you go ashore in Trujillo take nothing ashore as the Customs are strict. Everyone is searched; even your shoes are taken off for a look-see.

Where American Libertys Get Their Names

The reasons behind the names borne by ships are sometimes vague, but not without purpose. Companies usually have personal reasons for naming their ships the way they do; the government, when it undertook the tremendous shipbuilding program of World War II, named its Liberty ships after famous Americans. Many of these war-built ships are in service again. Below are the names of a few SIU-contracted Libertys, and thumbnail sketches of the persons whose names they bear.

George Gipp (Waterman). Notre Dame's greatest football player. Born in Michigan. Was a baseball star in high school and went to Notre Dame to play baseball. In his first game, on first play, he kicked a 62-yard field goal, a record. The first triple-threat

player, no one ever completed a pass against him. Died in his senior college year, 1920.

Glenville M. Dodge (South Atlantic). Army officer and civil engineer (1831-1916). Served in Civil War as a major general. Was chief engineer for Union Pacific Railroad. Was associated with Jay Gould in railroad development in southwest of US.

Helen Hunt Jackson (South Atlantic). American writer (1830-1885). Wrote poetry and children's stories. Wrote Century of Dishonor, a documentary study of the wrongs done by the US in dealing with the Indians. As a result, was appointed Special Commissioner to investigate conditions among the Mission Indians in California.

George H. Pendleton (Aces). Political leader (1825-1889). Born

Master Fined For Overload Of SIU Ship

Being over-anxious to make a buck cost an SIU-contracted company a \$1,060 fine recently when the master of the SS Swansea was found guilty in Swansea, England, of overloading his ship.

The T-2 tanker is owned by the Metro Petroleum Shipping Company and operated by the Mar-Trade Company of New York.

FLAUNTED LAW

The Swansea court found the ship in violation of the International Load Line Convention of 1930, to which the US is signatory, a report on overloading of ships revealed in the October issue of proceedings of the Merchant Marine Council.

The report lashed out at companies who overload their ships terming them "penny wise and pound foolish." The report noted that besides endangering the lives of the crew, an overloaded ship's ability to navigate is hampered and danger of structural damage is great.

No Union Okay To Fund Appeals

Several crews of SIU-contracted ships have recently written to Headquarters asking whether or not the Union has endorsed charitable or fund raising organizations which have appealed to them for donations.

The SIU has maintained a policy of not endorsing any fund, charity or public-supported organization without first having the membership's approval in regular membership meetings. Whenever the Union supports such an organization, the membership will be notified directly by mail from Headquarters. At the moment, the only organization endorsed by the membership is the March of Dimes.

Voice Of America Beams Chandu's Story To Europe

Chandu the Magician, the sleight-of-hand artist turned Seafarer, told the story of his life under the Germans and the Russians to the people of Europe this week over the Voice of America. Able to speak 11 languages he made the broadcasts in Czech, Russian, Polish, German and English.

Chandu's story was originally told in the SEAFARERS LOG of September 7th, where it was spotted by the Voice of America



CHANDU

office in New York. An invitation to tell his story to an estimated 100 million listeners in Europe followed.

Karol-Johan Michalski—Chandu's real name—learned magic from his father in Czechoslovakia and put on shows throughout Europe. He was living in Poland when first the Russians and then the Germans occupied the land. The Germans sent him to Dachau for "opposition acts" and later made him work in the Skoda munitions works.

He came to this country as a displaced person in 1949 and is now a crewmember of the SS Puerto Rico.

in Cincinnati, Ohio, served as US Representative 1857-1865; US Senator 1879-1885. Was chairman of Senate Commission on Civil Service. Secured passage of law setting up present Civil Service Commission.

Frederic Collin (Dry-Trans). Mayor and judge (1850-1939). Practiced law in Elmira, NY and became Mayor in 1894. Was appointed by Governor Hughes as Judge of Court of Appeals; served until 1920.

Frank C. Emerson (South Atlantic). Governor (1882-1931). Born in Saginaw, Mich. Chief engineer of Wyoming Engineering and Irrigation Company. Superintendent of Big Horn Canal Association and other big firms. State Engineer in Wyoming in 1927. President of Farmers Cooperative Lumber Company. Governor, 1927-1930.

Digested Minutes Of SIU Ship Meetings

Seafarer Sam Says

Your Welfare Plan Beneficiary Card must be properly filled out to be valid.

To be on the safe side, ask someone - and any official of the SIU will be glad to help you - to check the card before you turn it in.



STEEL ARCHITECT (Isthmian), September 2—Chairman, J. Martin; Secretary, L. Laronde. Delegates reported everything in good order. Motion made to have departments make up repair lists and orders for articles needed. Steward is to check any supplies coming from dry stores to mess-rooms.

DEL VALLE (Mississippi), August 25—Chairman, H. C. Rosorans; Secretary, H. R. Ellis. Delegates reported no money in ship's fund. It was suggested that all members donate 50 cents for ship's fund. Suggestion made to have the baseball team play all the Mississippi passenger ships that the Del Valle may meet on the way south.

BESSEMER VICTORY (South Atlantic), September 9—Chairman, Doyle; Secretary, Nolan. Discussion by one of the crewmembers on a letter that was sent to the Union office in New York and comments about it were made by the Captain. Motion made that no one pays off until all beefs are settled.

WILLIAM H. CARRUTH (Trans-Fuel), August 19—Chairman, W. F. Walker; Secretary, F. G. Beatrous. Delegates reported everything okay so far. Discussion about keeping the messroom as clean as possible. Deck department spickets are to be repaired.

AMES VICTORY (Victory Carriers), September 4—Chairman, J. B. Garrison; Secretary, Whitney L. Girouard. Delegates reported no beefs. Repair list made and accepted by membership. Discussion on use and operation of washing machine and it was decided to discontinue use of new machine until fixed.



WESTERN TRADER (Western Nav.), August 23—Chairman, Vincent Kuhl; Secretary, Tony Vasiluk. Delegates reported that if there were any beefs they were to be brought up at the meetings instead of talking about them among the crew. Suggestion that we get more SIU literature aboard ship so that each man may get to know more about the SIU.

MAE (Bull), September 1—Chairman, W. Saylor; Secretary, R. Goiling. Delegates reported no beefs. It was suggested that money should be drawn from the ship's fund to purchase stamps and stationary to be used for ship's business.

DEL ALBA (Mississippi), September 2—Chairman, Fred Shalar; Secretary, C. Moore. Delegates reported no beefs outside of overtime. Motion made to have ship fumigated. Discussion on old mattresses being replaced.

ROSARIO (Bull), September 9—Chairman, Frankor; Secretary, Sorhillo. Ship's fund to be contributed by crew, and ship's Delegate is to attend to collection after payoff. The members have agreed to buy locks for three doors.

ROBIN GOODFELLOW (Robin), August 19—Chairman, L. Thomas; Secretary, Jas. R. Mulvan. Delegates reported no beefs. Motion made to see ship's Delegate about library. Many thanks to the wonderful stewards department for the delicious food and wonderful service.

FORT HOSKINS (Cities Service), August 26—Chairman, John Kennedy; Secretary, E. Carr. Delegates reported no beefs, some disputed overtime. The crew was asked to cooperate with messman. Educational bulletin number 100 on "What is MTD?" was read and accepted.

ALCOA CAVALIER (Alcoa), September 2—Chairman, Brother Stephens; Secretary, Sister Cervantes. Delegates reported no beefs, few hours overtime. A donation of \$100 was given to the LOG by the stewards department. Ship's Delegate is to see about gangway in Trinidad, as present gangway is unsafe.

WINFIELD STRATTON (Bull), September 9—Chairman, William McCarthy; Secretary, A. Bryant. Delegates reported no beefs. It was suggested that the Delegate see the company about getting innerspring mattresses on all crewmembers' beds.

YORKMAR (Calmar), September 9—Chairman, Louis Johnson; Secretary, C. B. Carter Jr. Delegates reported a few beefs between Captain and Steward which were settled. Everything else is running smooth. Bosun made a suggestion that everyone in crew put in a few cents to pay for telephone calls to the Union halls when needed.

SEATRAN GEORGIA (Seatrains), September 9—Chairman, Sir Charles Oppenheimer; Secretary, J. Bruce Cole. Sir Charles said all's clean on deck. Sir Charles asked that all members express themselves freely at the meetings and attack whatever they dislike or doubt. Drinking cups for the fountain were required because it is unsanitary for the entire crew to use the same glass.

BENTS FORT (Cities Service), September 9—Chairman, Eddie Mastrianni; Secretary, Patrick Burke. Delegates reported that the Boston Patrolman wants all dues and assessments brought up to date on arrival. \$33 reported in ship's fund. An educational meeting was held aboard ship on August 30.

DEL MAR (Mississippi), August 19—Chairman, George McFall, Jr.; Secretary, Charley Breaux. Delegates reported no beefs. Steward suggested that if any one of ship's crew has any special dishes he would like to have on the menu, he will try to put them out.

Directory Of SIU Halls

SIU, A&G District	
BALTIMORE.....	14 North Gay St. Earl Sheppard, Agent Mulberry 4540
BOSTON.....	276 State St. James Sheehan, Agent Richmond 2-0140
CALVESTON.....	308 1/2 - 23rd St. Keith Alsop, Agent Phone 2-8448
LAKE CHARLES, La.....	1419 Ryan St. Keith Terpe, Agent Phone 6-5744
MOBILE.....	1 South Lawrence St. Cal. Tanner, Agent Phone 2-1754
NEW ORLEANS.....	523 Bienville St. Lindsey Williams, Agent Magnolia 6112-6113
NEW YORK.....	675 4th Ave., Brooklyn HANover 2-2784
NORFOLK.....	127-129 Bank St. Ben Rees, Agent Phone 4-1083
PHILADELPHIA.....	337 Market St. S. Cardullo, Agent Market 7-1635
SAN FRANCISCO.....	450 Harrison St. Lloyd Gardner, Agent Douglas 2-5475
SAN JUAN, PR.....	252 Ponce de Leon Sal Colls, Agent
SAVANNAH.....	2 Abercorn St. E. B. Tilley, Agent Phone 3-1728
SEATTLE.....	2700 1st Ave. Jeff Morrison, Agent Seneca 4570
TAMPA.....	1809-1811 N. Franklin St. Ray White, Agent Phone 2-1323
WILMINGTON, Calif.....	440 Avalon Blvd. Sam Cohen, Agent Terminal 4-2874
HEADQUARTERS.....	51 Beaver St., N.Y.C.
SECRETARY-TREASURER Paul Hall	
HEADQUARTERS REPRESENTATIVES Joe Algina Robert Matthews Joseph Volplan	
S U P	
HONOLULU.....	16 Merchant St. Phone 5-8777
PORTLAND.....	111 W. Burnside St. Beacon 4936
RICHMOND, Calif.....	257 5th St. Phone 3599

PAOLI (Cities Service), September 15—Chairman, R. Sirois; Secretary, none given. This meeting was called as an educational aid for newcomers and members alike in clarifying the contract. Besides covering the SIU contract and its conditions, the hospital Welfare plan, the shipping rules and the SEAFARERS LOG were also explained. The meeting was also held primarily to destroy false interpretations of the working agreement and conditions which tend to disrupt labor relations with the Cities Service Oil Company.

SANTA VENETIA (Elam), August 26—Chairman, Roy Fithen; Secretary, B. Fally. Delegates reported some disputed overtime. Discussion on proper clothing during meals. Discussion on strained relationship between topside and men.

LYNN VICTORY (Dolphin), September 10—Chairman, E. Giza; Secretary, I. Weisbrot. Suggestion made to have crew's quarters painted. The crew was asked to keep the noise down to a minimum in consideration of the men sleeping off watch.

DEL NORTE (Mississippi), September 2—Chairman, Bob High; Secretary, Kaiser. Delegates reported everything going along smoothly. Baseball uniforms were purchased and will be ready next trip. A motion was made and carried that gambling be outlawed in mess-room.

CARROLL VICTORY (South Atlantic), September 9—Chairman, none; Secretary, A. Lambert. Delegates reported no beefs. Cooks were asked to try to improve food. Each department Delegate to be consulted by ship's Delegate before calling a meeting.

Great Lakes District

SAN FRANCISCO.....	450 Harrison St. Douglas 2-8963
SEATTLE.....	86 Seneca St. Main 0290
WILMINGTON.....	440 Avalon Blvd. Terminal 4-3131
NEW YORK.....	105 Broad St. Bowling Green 9-3438
ALPENA 133 W. Fletcher Phone: 1238 W	
BUFFALO, N. Y.....	180 Main St. Phone Cleveland 7391
CLEVELAND.....	2602 Carroll St. Phone: Main 1-0147
DETROIT.....	1038 3rd St. Headquarters Phone: Woodward 1-6957
DULUTH.....	531 W. Michigan St. Phone: Melrose 2-4110
SOUTH CHICAGO.....	3261 E. 92nd St. Phone Essex 5-2410

Canadian District

MONTREAL.....	463 McGill St. Marquette 5909
HALIFAX, N.S.....	128 1/2 Hollis St. Phone 3-8911
FORT WILLIAM.....	118 1/2 Syndicate Ave. Ontario Phone 3-3221
PORT COLBORNE.....	103 Durham St. Ontario Phone 5591
TORONTO, Ontario.....	86 Colborne St. Elgin 5719
VICTORIA, B.C.....	617 1/2 Cormorant St. Empire 4531
VANCOUVER, B.C.....	565 Hamilton St. Pacific 7824
SYDNEY, N.S.....	304 Charlotte St. Phone 6346
BAGOTVILLE, Quebec.....	20 Elgin St. Phone 545
THOROLD, Ontario.....	37 Ormont St. Phone 5-3202
QUEBEC.....	115 Cote De La Montague Quebec Phone 2-7078
SAINTE JOHN, N.B.....	177 Prince William St. Phone 2-3049

TRANSATLANTIC (Palmer), September 1—Chairman, Paul Oakley; Secretary, Raymond Miller. Delegates reported no beefs. A motion was made that all men stay away from the Patrolman with any beefs until all Delegates make a ship's report.

NATHANIEL B. PALMER (Palmer), September 13—Chairman, Bauer; Secretary, Gaufl. Delegates reported no beefs. It was suggested that washing machine be fixed. The Steward wants the crew to see him in the event that something isn't on the menu that they would like.

SEATRAN HAVANA (Seatrains), September 16—Chairman, W. T. Cahill; Secretary, C. Diaz. Delegates reported everything in good order. Motion made to have all springs checked and bad ones renewed in all departments.



SOUTHERN COUNTRIES (Southern Trading), September 12—Chairman, Leroy E. Blader; Secretary, Frank H. Knaff. Delegates reported no beefs. Motion made for election of new officers. Crewmembers suffering from heat exhaustion. Motion made to see company officials to have awning put over poop deck.

PETROLITE (Tanker Sag), September 2—Chairman, John J. Flynn; Secretary, Joe Coady. Delegates reported no fans, but windshoots arrived. Ship's Delegate requested that all new men familiarize themselves with Union agreement and regulations. Bosun reminds all hands about smoking regulations on board for benefit of new men.

ALAWAI (Waterman), September 16—Chairman, B. Vaughan; Secretary, E. L. Eriksen. Delegates reported no beefs. Motion made and carried that a clarification be published in the LOG in regard to SIU men forced to leave a vessel in a foreign port due to sickness, as to their status in transportation, a hospital patient or workaway, and whether or not they are entitled to 1st, 2nd, or 3rd class transportation.

HURRICANE (Waterman), September 9—Chairman, G. Henderson; Secretary, P. Whitlow. Delegates reported some disputed overtime. It was suggested that beefs be settled in Union procedure.

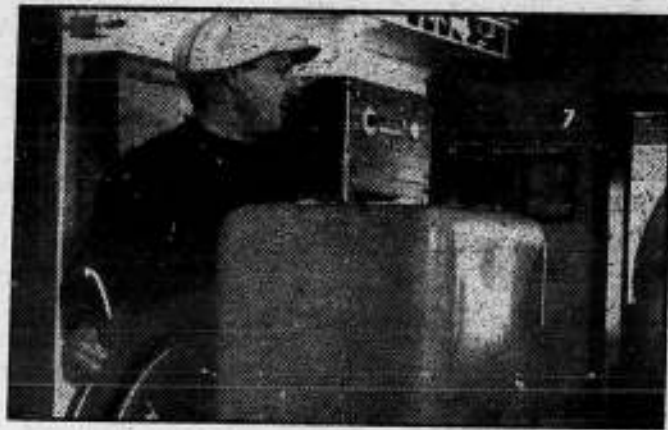
WACOSTA (Waterman), September 5—Chairman, Karl G. Karlson; Secretary, R. T. Whitely. Delegates reported a few hours disputed overtime, no other beefs. Discussion for everyone's benefit on performing. Vote of thanks given to steward's department for a job well done.

SUNION (Kea), August 16—Chairman, W. R. Giese; Secretary, I. Rose. Delegates reported no beefs and no disputed overtime. The bookmen were asked to help the permitmen and explain how the SIU operates.

(More Ship's Minutes on Page 13)

Good Ship - Good Times

Dear Fr
How a
all the
who was
before t
sailed
to the
and
-tr



and one of the boys takes the wheel. Here's Mike taking his turn on the 8 to 12 watch.

all kinds of work and we do it. Keeping the ship painted is important. This is Tony pushing the red lead around



"Shipshape" doesn't just happen. We got to get it that way, like hosing the deck down



which is the job of the engine department. Frank, who was the engine department delegate is here +



Here's Augie hosing down the hook just outside where



during the day. Each of us is busy at work, keepin ship clean and

before painting, the electric chip-ping hammer scales -H.



Joe's all rigged out in sou'wester and oilskin them +



Shipboard

George, Tony, Mike, and Augie
freshening up the king
posts and enjoying
the balmy
breezes



of this hurricane
coming up. I
took these shots
of the Bos', Mike,
and Ramon on
the job of un-
covering the
lifeboats, just
in case



A quiet evening at
home for Joe
(D.M.)



Rosie aint
talking...

The chow
was fine
(O.S.S.U.
style) and
the galley
and mess-
room at
all times
clean. Lot
of laughs
at meal-
times; Coffee time broke up the
working day nicely, and we
had a chance to bat the
freeze in a friendly way
The men at



Lam Ching, 2nd
Cook, did a fine
clip job for
Artie and his
channel fever.



and it's real
business with
us, these ship
meetings. Paul,
ship's delegate,
is r
min
of t
pre

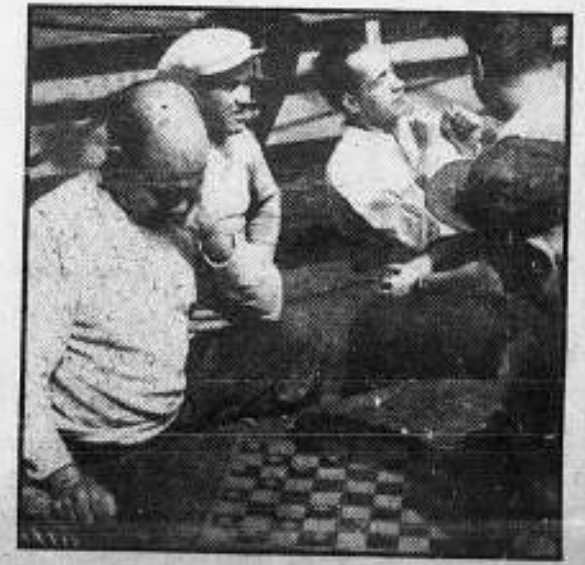
Taking it
easy. The
checkers was
big league,

The pay-off - This
is what it's all
about: Best wages
and conditions in
maritime. The S.I.U.

too good
for me.
On deck
the day
before



d getting up-to date



THE MEMBERSHIP SPEAKS



Says Labor Must Wage 2-Front Survival War

To the Editor:

Almost all of us are aware that "collective bargaining" is the term to describe the great tool in labor and industry which equalizes the bargaining power between them. When many of us think of collective bargaining we think of the dramatic circumstances and atmosphere during contract negotiations in a smoke-filled room at midnight.

Not many of us, however, take time to stop and think of the important interim between contract negotiations.

This is the period in which

the successful operation of union-company agreements are carried out. This is the period in which the rank and file member of the union can prove his worth to himself and to his Brotherhood.

It is fully as important that union members live up to the contract as it is that the company do so.

RESPONSIBILITY

It might be said that collective bargaining is a process whereby two or more organizations having chosen responsible men, imbued them with the authority to negotiate binding contracts for the purpose of fixing the price of labor services, establishing a system of mutually respected codification of laws, and providing the machinery for the representation of the individual and group interests of the employees and employers under the contract.

Now is a critical time for rank and file union members to realize the importance of collective bargaining, and that we must depend upon the gains achieved through this method.

However, it is also time to realize that in order to continue to achieve these gains we must step out in government and politics.

We have now grown up.

Our votes are sought after and our attitudes are studied by politicians whose great aims are to do the most good for the greatest number of people.

The greatest good that we can do is to realize these things, to uphold and execute our end of the contract, and to use our votes and influence wisely to enhance and establish our inherent position in the political and economic theatre of government!

Thurston Lewis

No Dandruff Problem Here



No hair tonic but Simoniz for these boys. Sailor Jack Delney, left, and his pals, Butch and Eddie, pose on the deck of the Barbara Frietchie, while the sun's rays bounce off their shiny pates.

Hastings Mate And Bosun Made Working A Pleasure

To the Editor:

The following is not a journalistic account, a chapter from a novel, or a literary essay, but is an account of the good performance on board Waterman's SS Hastings by the SIU crew.

Our trip was scheduled for Honolulu, Yokohama, Okinawa, and back to Honolulu and the good old U.S.A. It was night, the sea was calm, our spirits high, and we cast off and sailed away.

There's going to be lots of overtime and work. I want you to make a strip tease act with her. Start from top to bottom, from bow to stern, and build her up, we were told.

Yes, sir, we chipped and scraped and scraped and chipped, and buffed and painted until she changed into a new lady,

with a clean face and new dress, and proud of having a good bunch of boys that know how to take care of her.

The Mate was so pleased with our work that he paid us the best compliment yet. He said: "Boys, you really did a good job—you did a one year's job in a three-month's trip—you went out on a rust pot and brought her back as a clean yacht. I want all of you to stay and make another trip."

We also want to compliment our Mate, Mr. Julian M. Fernandez.

DRAWS EASY

We also want a word of acknowledgment to our Captain, Mr. C. W. Butt, as he, too, was pleased with our work. He was tops regarding draws. Whenever we were in port, we knew that we could go every day after supper to hit the Old Man for some de-re-me and we were sure to get it, too.

But all credit should go to our Bosun, Robert Garn, for his ability to coordinate and distribute the work among us. He was fair, he never let a man do a dirty job twice, nor did he keep the same man in a soft job all the time. He never used a rough word to any of us, and he was always a regular guy.

For the above reasons, and because I was designated by the crew to express the above sentiments, I beg you very kindly to publish these few words of the sentiment and appreciation that comes from a happy group of boys who had the opportunity to sail on a good SIU ship under a good Mate and a good Bosun.

Orlando L. Guerrero
On behalf of the crew

Check It - But Good

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

Bosun Makes 'Fine Seamen' Of Newcomers

To the Editor:

A certain Dispatcher must have stayed up nights baiting his hook, because when Bosun Aubrey Smith walked into a certain Hall he was immediately collared and shanghaied to the deck of Waterman's SS Bienville. Things happened so fast that Smitty was convinced that he had grabbed a floating bucket. Much to his surprise he soon discovered that the Bienville was all a seaman could ask for.

Although the Bosun and the deck gang have had their full share of hard work, their worthy efforts are beginning to show results. The Bienville's decks and rigging are now a shining example of SIU seamanship at its best.

"Nuggets," as the gold-cropped Bosun is fondly referred to by the crew, hails from Savannah, Georgia. In the opinion of the crew, Smith, although one of the youngest Bosuns in the SIU, is aged and worldly-wise in leadership and seamanship.

OLDSTERS HELP

With the able help of such oldtimers as Deck Maintenance Stanley Lowery, Deck Maintenance Marvin Forrester, and Able Seaman Manuel Banteo and Johnnie Gunthers, the Bosun finds his job made easier building the newer deck crewmen into fine sailors. A large portion of the men aboard are new to the sea, but the young men have shown much eagerness to learn. The Bienville can be proud of its able deck department.

A good example of how the younger men have been exhibiting their seamanship can be seen in the manner Able Seaman Larry Kaufman does a bang-up job of wire splicing. Over a hot cup of joe, Smitty, himself, admitted that Larry had taught him a few tricks with a marlinspike. If these new seamen develop as quickly into good Union men as they have sailors, someday the SIU can well be proud of them.

Smitty isn't a bit sorry now that he was shanghaied as Bosun aboard the SS Bienville.

Herb Dunlevie
Ship's Reporter

Welfare Plan's Role In Member's Burial Praised

To the Editor:

I think the membership should be told about the fine job the Welfare Plan did when one of our Brothers died in San Francisco in the USPHS hospital there early this year and the Brother's father had no money for his burial.

I was in the SIU hall there when the Welfare Plan office in New York was on the phone and I can really say that the Welfare Plan did its job in a bang-up fashion.

James R. Porter

Facing The Lens



His camera is usually turned on his fellow crewmembers, but this time William Cameron, Del Sol crewmember, poses in the traditional white cap.

WW II Sailor Asks Release From Service

To the Editor:

I am an AB, a bookmember, having joined the Union in November, 1943.

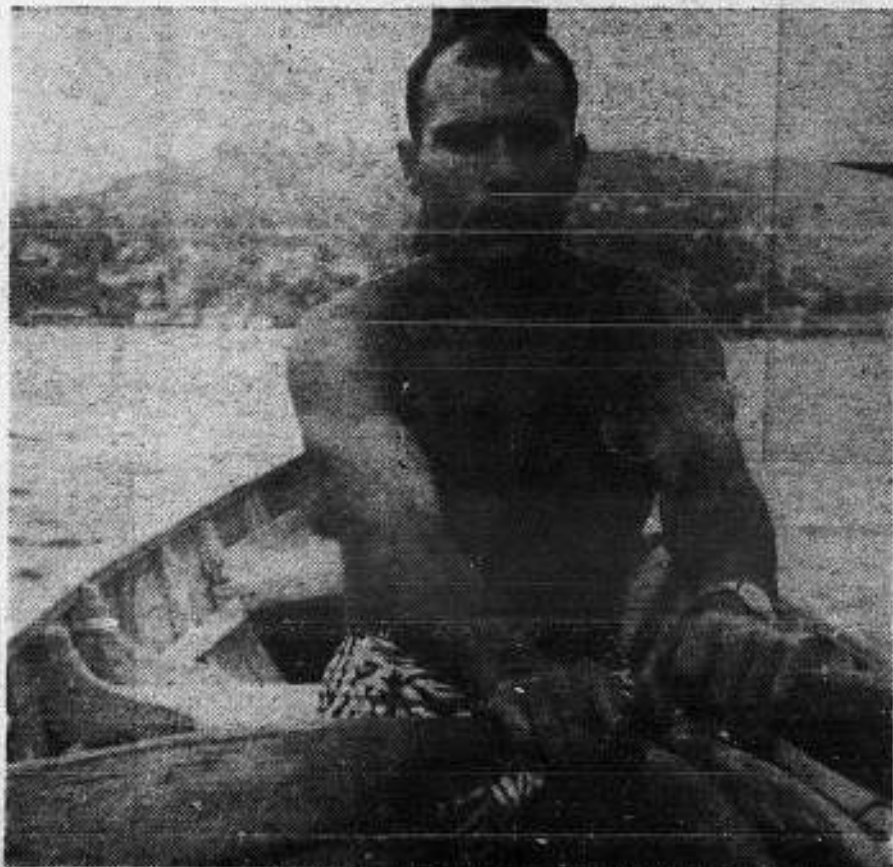
I would like to know if there has been a law passed releasing seamen from the armed forces. I sailed during World War II and received a certificate of continuous service for that job. I was aboard the Cities Service tanker Cantigny when I was drafted.

If anything is known about such a law I would appreciate it if you would let me know. I am now 27-years-old and have 56 months of actual seetime behind me and would like to be back at sea.

Pfc. Homer Turpin
Co. C. 317 Tk. Bn. H
Camp Polk, La.

(Ed. Note: Steps are being taken to secure the release of rated men, such as you. You should write a letter to the Union requesting us to write your commanding officer to seek your release. In your letter give your ratings, seetime, etc.)

And A Strong Arm At The Oar



North Platte Victory crewmember, "Pinhead" Morgan keeps in shape by taking a spin in a native rowboat in Istman, Turkey. The North Platte Victory toured the Mediterranean recently and has since returned to the Gulf area. Picture submitted by J. Stringfellow.

No World Series, But It's Baseball



While their ship was loading in Aberdeen, Washington, the Azalea City crewmembers rounded up 18 of their number and knocked the ball about a bit. The crewmembers are: back row: W. Kriedman, Robert Gohur, Radio Operator, James Pate, Ed. House, Victor Ortera, Rikie House, Larry Ellorin, George Dent and Ollie Olson. Front row: Pat Murdock, Frank Gonzales, Gordon King, E. Scott, Charles Daniels, Dan Moylin, Blackie Connors.

Sign It, Brother

Be they praise, criticism or query, the SEAFARERS LOG wishes to receive letters from its readers. A section of the Union newspaper has been set aside for the expression of opinions of interest to the membership, and all are invited to make use of the pages.

The only rule contributors are asked to adhere to is that all letters must be signed. Anonymous letters cannot be printed. A writer's request that his name be withheld will be honored.

Army Radar Man Terms LOG His 'Link With World'

To the Editor:

I would like to have the LOG sent me at my Army address, if possible. As an SIU member since 1945, I never feel right unless I can read every issue, and now it is my only link with the maritime world.

I'm now a radar man in the AAA, for better or worse, but I hope to be back chasing blown fuses on ships in less than a year.

Cpl Gordon Peck
D Btry, 28th AAA Gun Bn
Fort Lewis, Wash.

(Ed. Note: The LOG will be winging your way regularly from now on.)

Pearl Diving



George McFall's camera catches the Del Mar's 2nd Pantryman Catingo busy with his chores.

No Smoking On Bridge Draws Fire From Crew

To the Editor:

It has been quite some time since I contributed anything to the LOG, but I reached the conclusion that there is plenty of room for discussion on what I want to speak about. Maybe our negotiators could talk it over with the companies and settle this thing for us. May I ask that men shipping in the deck department take notice of this for it concerns you.

This ship—the Amarillo Victory—is contracted to the SUP, but due to the shortage of men it was crewed by SIU men from the Mobile Hall.

The other day as I was leaving the wheelhouse after standing my watch I stopped at the door to light a cigarette. The Mate didn't have a match so I held my match for him and was lighting my cigarette when in walked the Master of the vessel, who proceeded to chew us out good and said there would never be any smoking on the bridge.

My relief told me later that after I went below the Captain told the Mate they they could not smoke on the bridge, for if he allowed the Mates to smoke then the crew should be allowed the same privilege. To this I agree wholeheartedly, but there is a little catch to it. Since then no member of the crew has lit a cigarette on the bridge. Yet the Captain and the Mates continue to strut around the bridge, wheelhouse, and chart room puffing away on cigars or cigarettes.

LIKES BUTTS

Now I'm the type of fellow who likes to smoke, and since I have been unable to find anyone who has seen or heard of a law opposing a helmsman's right to smoke at the wheel, I think it is time to get it straight that if we can't smoke then neither can those fellows who want you to bring them a cup of coffee at each relief.

On this matter I wish the deck departments of all ships would write in their views. This is by far not the first ship I have been on where the Captain forbade the crew to smoke on the bridge nor would it if it were allowed, be the first one I have been on where it was allowed by the Captain.

Below are signatures of the members of this deck depart-

ment who would like to hear an okay to smoking at the wheel and know that Masters of all vessels had been instructed that such is permissible.

Signed by 11
members of the crew

(Ed. Note: Smoking or not smoking on the bridge is one of those matters entirely within the discretion of the Master.)

N-3 Makes Phone Booth Seem Spacious: Manley

To the Editor:

"Turn backward, turn backward oh, time in thy flight," said some author who just didn't know what he was talking about. I know because time turned backward about one hundred years for me, the day I came aboard this seagoing bathtub, the Alaska Cedar, an N-3. Never will I be able to forget the twenty-fourth day of July, the year of our Lord 1951, for that is the day that I walked aboard this ship.

Not only is she the slowest and most powerless bucket of rust afloat, but she is so small that it takes the effort of the entire deck gang to keep the seagull droppings shoveled off the leeside to keep her from listing too much. If two men go forward at the same time one has to use the starboard side and one the port to keep her on even keel.

Our quarters are the latest thing in how to make a sailor's life short and miserable; they are the worst that I have seen since we had to sail the banana boats. We are packed in like the proverbial sardine, in rooms six-by-ten-by-seven. When two of us are in the room at the same time one of us has to be in the bunk. In this space are two lockers, one chair, one washbasin and two bunks. And speaking of washbasins they are

about the size used by the mid-gets to wash Gulliver's eyelashes in.

BLISTERED UP

Often the crew is lined up in the passageway on the sailor's side, for it is so narrow that only one man can go through it at a time. And when the weather is hot, the fidley bulkhead is so hot that if you touch it you blister yourself, and you can't get through the passageway without touching it. We are right over the diesel engine and the place sounds like an airplane hanger during warming up time before takeoff.

There isn't even a place where you can wash your clothes, and if there was, there is no place to hang them. There is one place to draw water and then it takes about five minutes to get a bucketful, then you wash in the passageway or the shower, which is a designer's nightmare. There is just enough room in the refrigerator for a ham and a pork chop at the same time, and if a cockroach got locked in the storeroom he would have tears in his eyes when you let him out, thanks to the last Steward that we had.

The deck space is limited to three hatches all forward. There is about three feet of deck on each side of the hatches to walk on, for the hatch combings are about five feet high, so you can imagine about how much room that you have to walk on. The fantail is about seven by fourteen feet and it is nearly always wet. And the recreation room—well, we are still waiting. If everyone would sit down in the messroom at the same time, someone would have to sit on the deck.

CONTORTIONIST

The Messman has to be an Indian fakir to get between the sink and the table to get your order. But I guess it doesn't make much difference, for between the fumes from the engine room and the smell of hot soapy water it is pretty unappetizing.

If the seas are running and you have to batten down, there is about as much ventilation as you would find in hell on a cloudy morning. If you ever happen to get down there, look me up for we have been battered down now for about a month—excuse me, I mean a week. And the fumes from the engine room makes everyone about half sick.

It is my opinion that the men who sail these ships are jeopardizing their health, religion and so forth. When we sail from an-

(Continued on Page 12)

A Ringer For A Seatrainer



Seatrain Havana crewmembers up from the engine room pose for Lester Moore's sharp lens. Left to right: Tom Drake, Wiper, Allen Miller, Watertender, and Lester Peppett, Engine Utility. In the ring is William Gannon, Electrician.

Army Life In Korea Makes Member Appreciate Sea

To the Editor:

Received the August 24th LOG this week here in Korea and I sure was happy to be able to read of the ships, seamen and the Union's progress. The progress of the Welfare Plan and other gains are good to know.

Probably as all the seamen who have been drafted say, stay out of the army. About all I can do is say the same. They may decide to send you to this wonderful country of Korea.

The weather here is really swell. When the sun is out, you

roast; when it gets dark, you freeze. Then, of course, you always have the nice cold rain. The terrain is also very nice: mountains and more mountains, with a few rice paddies thrown in between.

DEEP IN RICE

I have a lot of fun pulling wire and telephone poles up these mountains and wading knee-deep in the rice paddies. Now I know why the taxes are so high in the States. It seems as if they can never do anything right the first time, but generally after three or four attempts

they manage to get a job done. Then, of course, I love the Army officers and sergeants. They are so intelligent and pleasant.

Let's hope and do all in our power to keep the government (Coast Guard) from getting their hands on the merchant marine and messing it up.

I guess about the only thing the Army has done for me is to make me appreciate what I had and hope to have again: Union representation, pay for overtime and the right to open my mouth like a man.

Name withheld

Logans Fort At Half-Way Mark On One-Year Voyage

To the Editor:

When we started out on this trip, we said, "You'd be hearing from us quite often." But we haven't kept our word. So we'll give it to you now. The latest news from the Logans Fort, out for a cruise on the beautiful Med.

We signed one year articles March 11 in Boston for the Far East, and so far we've made three trips to Japan and we're on our second trip to France now.

Everything is going fair, except that our ship's Delegate Jim Ahern (from Boston) had a real fight on his hands when he asked the Steward to have the crew messhall sougeed. He made a simple request to the Steward the other day: "Would you, the Steward, please have the messhall sougeed?" That really started it. He pointed out to the Steward, that besides being dirty, it has been four months since it had last been sougeed. The Steward has a few valid beefs and he is not receiving 100 percent cooperation of a crew in keeping it clean. He vehemently attempts to magnify this lack of cooperation as a reason not to have it sougeed. Of course, our ship's Delegate has refused to accept this form of rationalizing.

(Ed. Note: On Cities Service ships, the Steward is hired by

'Send For Me When Sick,' Says Mom

To the Editor:

Will you please publish the following words in the SEAFARERS LOG. This is just a greeting to all you of the merchant marine. I wish you all smooth sailing and good luck. I have not heard from any of you in some time and I always have your interests at heart.

I am still visiting the Brothers in the USPHS Hospital here in Galveston, taking the Seafarers magazines, cigarettes, writing material, etc. If you are ever a patient in this hospital in the future just send for me, if I can help in any way.

Mom Knowlton

the company and it not a member of the SIU.)

Although the Steward has a fine personality and puts out a fair menu with what he has on hand, he still has a few infantile characteristics. It seems that whenever a beef arises involving overtime or such as this beef about sougeeing the messhall, he reverts into childhood tantrums and cracks the whip over the whole stewards department until he cools off a few weeks later. If anyone in the stewards department complains, he says, "Blame it on the ship's Delegate," he seems to think that this method will make the ship's Delegate stay away from him with any problem that smells of legitimate overtime rather than incur nasty looks from the stewards department.

It will really be nice to see SIU stewards on these ships in the future.

BUGLE CALL

The draft boards are still at it. Robert Levy from Brooklyn, N.Y., who has been on this floating gas station a year this month is looking forward to a vacation in khaki on our return.

Our crew Mess, Oris Robichaux from Algiers, La., ex-Del Sud waiter is looking forward to collecting his vacation check under the new SIU vacation plan on our return.

For all of those who know Benny Martin and Kenny Goldman, who were on the Puerto Rico last year as roommates, they are both on here serving time in the same cell.

Roger Hall who was on the Ames Victory last year is our Salon Mess on here, and as usual, will need a truck to lug all of his gear off the ship when we get back.

So far in our travels we haven't left any of the crew behind, a pretty good record for seven months out on a tanker.

Here's a good tip for all of you that may be passing through the Suez Canal in the near future, watch out for the bumboat men and their English Gin. A couple of the crew got a bottle of it only to find out that they had bought a bottle of water. The Egyptian Cognac is rot-gut. Alex

Log-A-Rhythm:

The Golden Shore

By RALPH E. BUTLER

Ships sail east, Ships sail west,
To serve earth's hungry mouth;
Winds of bounty o'er her breast,
Blow from north to south.

Laden deep with Love — our cargo —

Wheat from Kansas Plain;
Cotton from the River's delta,
Abetting loneliness and pain.

And so, the breath of Mercy,
Hath blown men o'er the Sea;
In proof that God is ever
Caring for you and me.

Who am I to doubt Him —
Him in whom we breathe;
Who are we to curse Him
By whom the waters seathe.

Come! my brother, Come!
Men move upon one flood;
Come! be still and know
That we are of ONE blood.

Can you not hear Christ's plea,
Fell His Work upon the Cross?
If we our hearts unopen,
Our commerce all is dross.

So Come! unite in Spirit —
Sister, Brother, I implore;
That in crossing life's Ocean
We've found Love's Golden Shore.

Atlantic Run Veteran Recalls Early Years

To the Editor:

Having been a member of the SIU for the better part of six years, I have finally decided that it is one of my small duties to write a little article to the LOG concerning a few of my experiences as a Seafarer. I enjoy reading the LOG very much but so far my name has never appeared.

My first two-and-a-half years were spent shipping out of Baltimore, one ship, one trip, but for the last three years I have been casting my lot with South Atlantic, having shipped out of Savannah on the good ship Southport twice as FWT, once as Second Electrician, and at the present time as Chief Electrician.

FETED BY DUTCH

For about the first two years, this ship made the best run to Europe. In November of '49, we were the ten thousandth ship to enter the port of Rotterdam, Holland and the officials of that city gave us a big party at the City Hall. That is something that very few crews have the pleasure of running into.

We have always had a pretty

good bunch of officers on this ship and some of the best crews I have ever sailed with. Even the new fellows we have now are eager to learn the score and are doing their jobs SIU style.

STORED RIGHT

This company once had a bad habit of storing their ships for sixty days, but a little militant union action stopped that. Last January, we got caught in Dublin, Ireland, during a flu epidemic for fourteen days and had to discharge three thousand tons of Liverpool cargo into small coast-wise ships. The trip lasted seventy-three days and when we pulled into Georgetown, South Carolina, the seagulls didn't even stir. We were hungrier than one of those Waterman scows Red Campbell is always complaining about, but since then we have had good stores and good cooks, and the boys have been as happy as Frenchy Michelet with a bellyful of catfish cooked in his inimitable manner.

When I decided I wanted to go to sea, I didn't know anything about unions or ships either, but luckily I stumbled across the SIU Hall in Baltimore and Brother Bob High wrote me out a trip card. I made two trips as Messman and then I started sailing in the engine room.

I am very proud that I belong to such a wonderful organization and to me my Union book is a priceless possession.

I am sending you a clipping from a Glasgow, Scotland newspaper. It points out all of the advantages of being an American Seaman but it doesn't point out any disadvantages of going to sea or that for hundreds of years seamen were the most ill-treated class of working men. To us it smells of exaggeration.

R. E. Pierce

(Ed. Note: The article enclosed noted: "The call of 'all hands on deck' has passed out of existence. It would bankrupt the company.")

Hobbies Keep Pointer Crew Happy

To the Editor:

Here's speaking for myself and other crewmembers. We have made the Islands and are now in Canada with a load of bauxite and molasses. Will be leaving in a few days for a return trip back to the Islands and then back into the Gulf, we all hope.

Everything is running smoothly and shipshape. The ship is kept clean and no beefs about the chow. A fine bunch of Cooks are on board. Sorry that Joe Crawford had to leave us. We

will have to find somebody else to lead us in the bull sessions on the fantail. Lost four men here in Montreal because of illness.

We have several oldtimers on board. Pete Henderson is still making boats in bottles in his spare time. Trent's hobby is shooting the breeze. Sid Saltis' hobby is sleeping, Gator the galley boy is writing letters, and you can find George Clark and Hank fishing off the fantail.

Please send us a copy of the LOG to Port of Spain, Trinidad, as we will be there in about two weeks. Thanking you very much.

James Pursell
Alcoa Pointer

N-3 Makes Phone Booth Seem Roomy

(Continued from Page 11)

chorage to Seattle I bid my good shipmates farewell, for it is the good old Gulf breeze for me. Toq much snow, ice and rain up here for this old Gulf Coast pelican. I pine for the good warm breeze and my only wish now is for my little handful of cabbage for the most miserable two and a half months of my life.

DID HIS PART

I have done my part, now Ocean Tow, you please do yours. I have brought your rust heap out here for you, now keep it out here so I will know where it is.

If you like to work and get paid for it boys, this is really the ship and the run. Me, I am too lazy, I have made seven fifty a month so far. We have Paul Frozak as Bosun, and believe me, things have been different. Now everyone is as happy as can be and I want to thank the Steward for the good work that he is doing. His name is Leonard Russell, and if you ever have the pleasure to sail with him I am sure that you won't regret it.

Bill Manley

Got A Problem, Bill?



The Chief Pumpman, Bill Thompson, of the Royal Oak hard at work, as seen by shipmate Red Fink.

Taking A Bit Of Sunshine



Alawai deck department men pose for John Santos' camera. Front: Akla, Peterson. Rear: Dutch, Vaughan, Kelly. Vaughan is the ship's Delegate and Dutch is the deck Delegate.

Digested Minutes Of SIU Ship Meetings

TRINITY (Carras), September 15—Chairman, Charles Everett; Secretary, R. H. Carrington. Motion made and carried to buy an electric iron out of ship's fund. Treasurer reported \$66.57 in ship's fund due to donation of \$20 by one, who missed two watches.

ELLY (Seatraders), September 19—Chairman, none given; Secretary, W. Woodward. Chief Engineer refused to allow painting of deck and engine quarters, Wipers, Firemen and Oilers quarters. A motion was made to keep dishes clean on night watch.

FRANCES (Bull), September 16—Chairman, John Sullivan; Secretary, Francis Solis. Delegates reported no beefs. All Union pamphlets were posted for members to read and try to explain the full meaning to anyone who does not understand them. It was suggested that someone get in touch with the Patrolman about the constant delayed sailings.

CLARKSBURG VICTORY (Mississippi), September 16—Chairman, George Petensky; Secretary, R. S. Gossman. Delegates reported no beefs. Numerous crewmen spoke of responsibility of trip card men. It was suggested that the ship be fumigated.



SEATRAN NEW JERSEY (Seatrains), September 18—Chairman, R. P. Adams; Secretary, R. P. Doran. Delegates reported no beefs. It was suggested by the crew that a new iron be purchased and the money taken out of the ship's fund. A general painting of quarters was recommended.

SOUTHPORT (South Atlantic), August 12—Chairman, Harry Galphin; Secretary, R. E. Pierce. Delegates reported no disputed overtime. There was a discussion on the fumigation of the ship and the slop chest.

September 9—Chairman, R. E. Pierce; Secretary, T. W. Burke. Ship's Delegate reported \$20 in ship's fund. Ship's Delegate read educational bulletin from headquarters on the meaning of MTD.

DEL CAMPO (Mississippi), September 9—Chairman, George King; Secretary, C. E. Miller. Motion made that the engine Delegate see the Patrolman about the duties of the Engine Utility in regard to relieving the Oiler for supper.

ALCOA POINTER (Alcoa), August 19—Chairman, G. Clark; Secretary, J. Pursell. Delegates reported everything running smoothly; no beefs. Discussion on setting up PO mess while in port during meal hours.

September 16—Chairman, R. Morgan; Secretary, J. Pursell. Ship's Delegate pointed out the importance of the literature sent from headquarters and suggested that all the men read and study it. Discussion on general cleanliness. J. Messman. He was advised to keep messroom in better condition.

A&G Shipping From Sept. 26 To Oct. 10

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	57	35	34	126	18	17	12	47
New York.....	250	239	156	645	192	160	112	464
Philadelphia.....	76	51	37	164	83	60	31	174
Baltimore.....	179	127	95	401	143	106	78	327
Norfolk.....	157	122	101	380	141	112	90	343
Savannah.....	21	19	16	56	29	33	29	91
Tampa.....	9	7	12	28	26	29	27	82
Mobile.....	84	51	61	196	64	67	50	181
New Orleans.....	97	66	63	226	94	83	65	242
Galveston.....	58	43	29	130	86	66	52	204
West Coast.....	50	61	61	172	59	45	45	149
TOTAL.....	1,038	821	665	2,524	935	778	591	2,304

EVELYN (Bull), September 20—Chairman, E. Hall; Secretary, E. Dacey. Delegates reported no beefs. A general suggestion was made that the washing machine be kept clean after using it. Motion was made to take the ship's dog, "Teddy," to a veterinarian and pay for it out of the ship's fund.

WILLIAM H. CARRUTH (Trans-Fuel), September 15—Chairman, T. G. Beatrous; Secretary, P. Blanchard. Delegates reported one man jumped ship in France. Steward asked to put ham on night lunch platter, which he agreed to do. Motion made and carried that the Steward see the Port Steward about the company putting a washing machine on board for the crew.

SHINNECOCK BAY (Veritas), September 2—Chairman, A. E. Black; Secretary, John Gardner. Motion made and carried for each Delegate to see about mattresses in his department. Permits told they have a voice in shipboard meetings and urged to take advantage of this fact. Vacation and customs bulletins explained.

ANNISTON CITY (Isthmian), September 21—Chairman, E. Besi; Secretary, K. Brittain. There was a thorough discussion on the report given by the ship's Delegate concerning the trouble between crewmembers and Engineer. Educational Bulletin 101 was read.

PUERTO RICO (Bull), September 23—Chairman, Allan Lake; Secretary, Jim Murphy. Delegates reported slight increase in drunkenness and performing. Educational meeting held September 15 and the subject of the meeting was "Charges." Request that crew's quarters be painted while in shipyard.

September 9—Chairman, Ed Caudill; Secretary, Jim Murphy. Motion made that \$45 be drawn from ship's fund to allow one of the crewmembers to build a model of the SIU Constitution to be presented to the new Hall.

WINFIELD STRATTON (Bull), September 29—Chairman, Billy McCarthy; Secretary, A. Bryant. Delegates reported no beefs and no disputed overtime. One of the Brothers stated that the problem should be taken up with the Patrolman about the fish oil that is used on the deck. It doesn't dry very fast and it is slippery and dangerous. Motion made and carried to see Patrolman about getting new mattresses.

AZALEA CITY (Waterman), October 2—Chairman, Johnny Williams; Secretary, Bill Warrmack. Delegates reported no beefs. Crew advised to take better care of laundry and tubs. All lower passageways to be painted.

BEATRICE (Bull), September 2—Chairman, Maldonado; Secretary, F. Monseau. Delegates reported no beefs. Crew voted against trade-in for new automatic washing machine. The membership requested repairs on the ship.

CAROLYN (Bull), September 21—Chairman, R. Dickey; Secretary, G. Faircloth. Delegates reported some disputed overtime. Discussion regarding fresh milk in Germany. There were several requests made by the membership. The Engineer is to see about the water pressure in the drinking fountain.



INES (Bull), September 16—Chairman, P. Condzar; Secretary, E. Oppici. Delegates reported no beefs. Everyone was asked to cooperate in keeping area around garbage can clean in the pantry. Steward's Department rooms are to be painted.

PECONIC BAY (Agean), no date—Chairman, J. Denley; Secretary, S. Record. Delegates reported no beefs. Complaints about drinking water being rusty about drinking water being rusty. The Messman was given a big hand for the way he did his job.

BENTS FORT (Cities Service), September 16—Chairman, Leo Paradise; Secretary, Ralph Eurico. Delegates reported no beefs. Motion made and carried to have company increase the milk supply to 160 quarts. The Steward advised the crew that unless they stop leaving linen and cots on the open deck after using them that he will bring action against them through the Union.

BRADFORD ISLAND (Cities Service), September 22—Chairman, Maurice Kramer; Secretary, B. Waits. Delegates reported one Oiler missed ship leaving Brooklyn. Discussion on buying a new timer for washing machine. Suggestion made to see about getting gunners' foc'sle made into recreation room for crew.

TUSKEGEE VICTORY (Coral), August 19—Chairman, J. F. Lae; Secretary, R. F. Ransome. Delegates reported few beefs — all straightened out. Suggestion made that ship's Delegate try to find out which agreement the crew is working under.

ANGELINA (Bull), September 5—Chairman, M. H. Dean; Secretary, William Walker. Delegates reported no beefs. Suggestion that all members donate \$3 for new washing machine. Suggestion made that gangway watch keep all outsiders out of passageways until meal hours.

ARCHERS HOPE (Cities Service), September 9—Chairman, Howard Miller; Secretary, H. M. Young. Motion made and carried that lifeboats will be repaired in next port, as it has been in bad condition for the last three trips. Discussion on performers.

COUNCIL GROVE (Cities Service), September 28—Chairman, Donald Dickson; Secretary, A. Prego. The ship's Delegate brought up the question of delayed sailing on the contract. The radio aboard has poor reception, therefore the crew favors \$1 donation toward a new radio. Suggestion made that penalty pay be paid for delayed sailing on tankers.

LONE JACK (Cities Service), September 14—Chairman, W. Weidmann; Secretary, T. Moore. All hands were told to read agreement and understand it. Any questions are to be brought up at meetings so all hands will know duties and what constitutes overtime. It was suggested that the menu be improved.

September 1—Chairman, W. F. Stevens; Secretary, T. J. Moore. The new men were told about Union educational literature in the recreation room and urged all hands to read it. The Patrolman is to be contacted to see if another fan can be obtained for the foc'sle.



W. S. JENNINGS (Waterman), September 16—Chairman, Henry W. Miller; Secretary, Jason K. Gibbs. Delegates reported some disputed overtime. Some discussion about stores bought in foreign ports. One man in steward's department missed a couple of days work, to be reported to Patrolman in the port of payoff.

STEEL FABRICATOR (Isthmian), September 15—Chairman, Paul Maximo; Secretary, A. C. Castelo. Delegates reported everything okay. The membership was asked to bring back books and magazines to library when done with them.

CAPE MOHICAN (Mar-Ancha), September 23—Chairman, Harry H. Pierce; Secretary, Harry L. Franklin. Delegates reported a few hours disputed overtime. Motion made to have each member of the crew contribute \$1 at next payoff to ship's fund which will increase fund to about \$80. Laundry room and gear locker must be cleaned and painted.

SEA CLOUD (Seatraders), September 16—Chairman, H. Miller; Secretary, T. Tears. Delegates reported one acting AB reduced to rating of OS due to the inability to perform the work or stand watches properly. Suggestion that the galley stove be rebricked while in dry dock in Norfolk.

ABIQUA (Cities Service), September 20—Chairman, D. K. Fisher; Secretary, T. W. Carmichael. Delegates reported some disputed overtime. \$36.93 reported in ship's fund. Discussion on food situation being far below the SIU standards.

LIBERTY FLAG (Gulf Cargo), September 2—Chairman, William Fredrick; Secretary, Lee Snodgrass. Delegates reported no beefs and everything is going along fine. New dues payment plan was explained. Discussion on keeping recreation room clean. (More Ship's Minutes on Page 15)

Go After Your Rating

With the nation tightening its defense preparations, the role of the merchant marine is daily becoming more vital. For this reason it is imperative that every Seafarer stand ready to ship in the rating for which he is qualified and in which he can be of the greatest service.

In this connection, Headquarters continues to point out that many men qualified by experience and skill have not applied for endorsements for high ratings.

Men who do not seek higher ratings for which they are qualified are, in effect, causing a waste of needed skill.

The Maritime Administrator is seeking draft-deferment for rated men only. Consequently, men, who are drafted because they have not obtained the ratings for which they are qualified, will not be serving in jobs in which they can be of greatest service to our nation.

If you have the qualifications, apply for upgrading. Do it today!

Do 'Brand Names' Protect The Buyer?

By SIDNEY MARGOLIUS, (Labor Press Association)

Wage-earning families better hold on to their pocketbooks... literally. For this year they're going to be pounded with a giant campaign to get them to believe widely-advertised products are the best values, and to buy on the basis of brand names.

The Brand Names Foundation, an association of advertisers, has announced that this coming year newspapers, magazines, radio and transportation advertising firms will contribute up to \$14 million in time and space to a campaign designed to show that advertising, by creating larger demand, increases the competition among brands, makes possible lower costs and better values through volume, and by steady demand, stabilizes employment and improves the standard of living.

Even before this big campaign coming up, you've been seeing cards in the trolleys and busses, and magazine ads sponsored by the Brands Names Foundation selling the idea that widely-advertised brands are safest and best to buy, and even hinting it's a little un-American not to buy advertised brands.

NOT AT ALL TRUE

There's only one thing wrong with the claims of the Brand Names Foundation. They're not true, and it will cost your family extra money to heed their line. Fortunately, the SEAFARERS LOG is not subsidized by national advertisers and is free to tell you the money-saving side of the story:

A nationally-advertised brand name is no assurance at all of superior quality. It may be an assurance of fair or average quality, but hundreds of lesser-known brands made by smaller firms may be as good, and in some cases better. The only way you can be sure which of the many items on the market may be best is to compare the quality, specification against specification, and not depend on vague,

uninformative claims made in ads.

A nationally-advertised product may be only an ordinary chemical or other material available under its own name, or in lesser-known brands, for much less money. This is particularly true in drugs, toiletries and household soaps and cleaners. All aspirin tablets, for example, must measure up to the same United States Pharmacopoeia (USP) formula, whether they are sold under the name of Bayer's for 59 cents a bottle of 100, or just plain aspirin for 19 cents. Or take a household bleach. Chlorox is the same as a number of other bleaches, as the ingredients listed on the label show, but is the most widely-advertised — and costs as much as 50 percent more than the others. You can save a lot of money by this one simple shopping technique: read the label on such preparations to see what they contain.

The private brands and the national brands are frequently made by the same manufacturers. In some cases, the same "basic" producer supplies different firms with the product in bulk. They simply package the product, give it a "brand name" and market it. This is true in the case of household detergents, for example, with a big chemical manufacturer like Monsanto selling the same basic product to a number of companies. This is also true in the case of many drugs and toiletries.

SAME PRODUCT

In many cases the manufacturers of brand-name products supply the same goods to large retailers to sell under private names at lower prices. Most of the white floating soaps sold by consumer co-ops and large department stores under their own names are the same as Ivory, and in fact are manufactured by a subsidiary of Procter & Gamble, manufacturer of Ivory.

And many of the famous-brand household appliances and equipment sold by larger retailers at lower prices are made by the brand-name manufacturers. Presto, for example, makes the Cop, Montgomery Ward and Spiegel pressure cookers. Montgomery Ward's own-brand Riverside spark plugs are really the Champion but cost little more than half the price; its home freezers are Deepfreeze brand under another name. Sears Roebuck's own-brand steam iron is identical with the Steam-O-Matic, etc.

Nor is the Brand Names Foundation's claim that advertising increases competition among brands any more accurate than its claim that widely-advertised brands are the best choice. Let alone create competition, modern advertising in the hands of big corporations has become a weapon of monopoly. A huge advertiser can dominate markets and run smaller competitors out of business, not because his product is any better or lower priced but because it is constantly and compellingly advertised. As well as the consumer, the retailer is then at the mercy of the big advertiser.

If everybody comes into your store and asks for a certain brand name, you have to handle it, pay whatever price the manufacturer asks, and obey his regulations against cutting prices.



LABOR HAS RIGHT TO FREE SPEECH, TOO. The National Labor Relations Board in Washington recently set aside an NLRB election held among employees of Bonwit-Teller, Inc., a New York department store, on the grounds that the company interfered with its workers' rights to organize. The boss thought that free speech was his right only.

Ruling that "an employer who chooses to use his premises to assemble his employees and speak against a union" must grant the same freedom of expression to his employees, the NLRB ruled favorably on the complaint of the AFL Retail Clerks Union.

Because the company refused to allow the union equality of speech, the collective bargaining election which the Retail Clerks lost, was set aside. The company president and a supervisor had promised benefits if the union was defeated, and reprisals if the union won. The Board's decision showed them they were talking through their hats.

CONGRESS SLICES THE TAFT-HARTLEY LAW. The first amendment to the Taft-Hartley Law since its enactment in 1947 has been passed by both the Senate and the House, and is expected to be signed by the President shortly. The amendment knocks out the provision for union shop elections, a costly, cumbersome and needless requirement.

The amendment allows any union which holds collective bargaining rights to negotiate with management for a union shop agreement without a further election. Previously, the T-H Law required that the NLRB must take a poll of employees to see if they want a union shop before a union could ask for such a contract clause. Even Senator Taft agreed that the union shop provision was a flopperoo.

SPEAKING OF TAFT. The first hat from the head of a presidential aspirant plopped into the political ring this week. Its owner is Senator Robert Taft, father of Taft-Hartley (pardon the expression), who will be seeking the Republican nomination for the third time. He tripped up in 1940 and again in 1948. Precedent (as well as organized labor and other liberal groups throughout the nation) will be against "Mr. Republican." Only one GOP man ever got the party's nomination on the third try—James G. Blaine, back in 1884.

COMMIES TO STAY IN BUCKET. The eleven top communist party leaders, eight of whom are now serving jail terms and three who jumped bail and are still in hiding, no doubt saw red when the Supreme Court denied their appeal for rehearing on their conviction. The commie general-staffers were found guilty in a Federal Court of conspiracy to teach and advocate overthrow of the government by force and the decision was upheld in June by the Supreme Court. Other commies are still plenty active however.

CHANCE FOR A GUY TO MAKE GOOD. Lots of people, including the New York Daily News, have worked up a load of enthusiasm over the New York Stock Exchange's new president, Keith Funston. "Dynamic," says the News of Funston. The new prez is expected to push a bunch of good ideas intended to improve the standing of the Exchange among the mass of American people. While he's at it, Funston might attend to a little matter that Wall Street has been so backward on for too long—labor relations. If Funston could get the brokers to recognize that trade unionism—even among Wall Street workers—is an integral part of our American setup, he probably would have an easier time in improving the Street's public relations across the nation.

Wilmington Shipping Is Still Among Best

By SAM COHEN

WILMINGTON, Oct. 11—Shipping has been very good here, and I am spending all my spare time scouring the beach for men.

There were two payoffs, the Seaclipper (Colonial) and the San Angelo Victory (Seatrade of Delaware), both of which signed on again.

Eight in-transit vessels helped to make this two-week period a successful one—the John B. Waterman and Raphael Semmes (Waterman), the Marymar and Portmar (Calmar), Tuskegee Victory (Coral) and the Steel Traveler, Steel Rover and the Las Vegas Victory (Isthmian).

We cleared up a beef on the Steel Rover, which at the same time served as a lesson in unionism to the crew. It seems that the stewards department couldn't get along with the Steward, so they petitioned the Skipper to remove him.

When I made the ship, I pointed out to the stewards department men that they should not

have run to topside, that the complaint should have been brought to the Hall as it was strictly a Union beef—and that, in any event, they had a ship's delegate aboard to handle any beef. At any rate the whole thing was cleared up by showing them that they had to work eight hours a day, according to the agreement.

We have to remove an emergency man from the Las Vegas Victory, as he was continually fouling up by not turning to. He was told to go to another union, where they might put up with him—that we wouldn't.

The revived Japanese fleet is beginning to make itself felt here. Every day more and more Japanese ships appear in Long Beach, hauling ore to Japan—a job that was formerly done by American ships.

Seen on the beach here were Doc Moran, Red Braunstein, George Reid, Cal Wilson, Frank Feld, Max Byers, and darn few others—all of which adds up to no meeting.

His friends and former shipmates can do A. J. Adams a good turn by dropping him a line at the Seaside General Hospital. He—and all hospitalized



Seafarers, for that matter—will appreciate hearing what's what with their buddies.

The weather here has been keeping pace with the shipping—it's real good. All ratings and non-ratings are urged to come to Wilmington for good shipping, good weather and good (real good, that is) women.

SIU Beats NMU In Great Lakes NLRB Election

DETROIT — The SIU Great Lakes District announced this week an overwhelming victory in an NLRB election involving four ships of the Nicholson Steamship Company fleet, where in the SIU received 73 percent of the total vote to the CIO National Maritime Union's 16 percent.

The victory was the result of an organizing drive begun in 1948 and two NLRB-conducted elections, the first of which was inconclusive.

In 1948 the SIU Great Lakes District petitioned for an election on four of the Nicholson ships, and was met by company stalling bolstered by delaying tactics of the NMU. The first election was finally held in September, 1949, with neither side winning. The SIU again petitioned for an election and once more the NMU entered the battle.

The result of this month's balloting proved the SIU the clear-cut victor with 52 votes. The NMU received twelve votes, with four for No Union and three challenged.

Digested Minutes Of Shipboard Meetings

DE PAUV VICTORY (South Atlantic), September 2—Chairman, I. W. Magarvy; Secretary, Lew Meyers. Delegates reported some disputed overtime. All Union literature was posted so that everyone could read it. Discussion on Vacation Plan. The crew wants heavy canvas cots, one for each crewmember.

NORTH PLATTE VICTORY (Mississippi), September 15—Chairman, Walter Mueller; Secretary, Stringfellow. Delegates reported few hours disputed overtime to be taken up on arrival. Motion made to make up repair list.

LAWRENCE VICTORY (Mississippi), September 22—Chairman, C. A. Pubert; Secretary, P. F. Sheahan. Delegates reported everything okay. The ship will be fumigated if possible. The Steward was asked to improve the menu.



ALASKA CEDAR (Ocean Tow), September 23—Chairman, Levand Russi; Secretary, P. Drozek. Delegates reported few hours disputed overtime. Motion made and seconded for Steward to check stores before leaving anchorage.

SEATRIN TEXAS (Seatrains Lines), September 23—Chairman, W. Souby; Secretary, E. Jones. Delegates reported no beefs. Motion made and carried that treadmill be installed for gangway. Suggestion made that messroom be kept cleaner at night.

BESSEMER VICTORY (South Atlantic), September 22—Chairman, J. C. Blade; Secretary, G. Fowles. Delegates reported everything okay. Steward discussed shortage of coffee for five month voyage. Engine Delegate reminded Wipers of their duties on sanitary work.



HIGH POINT VICTORY (South Atlantic), September 16—Chairman, E. Smith; Secretary, M. George. Delegates reported no beefs. It was decided that the deck and engine departments take care of the laundry alternating each week.

AMEROCEAN (Blackchester), September 15—Chairman, J. A. Smith; Secretary, R. A. Quintal. Delegates reported everything running smoothly. Motion made that ship's Delegate and Steward contact Captain about getting fresh milk and provisions in the Canal Zone. Engine delegate is to see Chief about having showers painted.

YOUNG AMERICA (Waterman), September 23—Chairman, W. O'Conner; Secretary, Ralph W. Tindell. Delegates reported everything okay so far. Everyone agreed that a new washing machine be purchased in Okinawa. Suggestion made that all chairs in crew messroom be sanded and varnished.

LONGVIEW VICTORY (Victory Carriers), September 16—Chairman, Horace Mobley; Secretary, B. Trottie. Delegates have nothing of importance to relate that would tend to materially affect the membership. Due to negligence on the part of a few, the drain pipes are frequently stopping up.



FRANCES (Bull), September 30—Chairman, Felix Benefont; Secretary, Ed. Bonefont. Delegates reported no beefs. A vote of thanks was given the stewards department for the way they are running their department. All repairs are to be listed by each department Delegate, who will present them to the boarding Patrolman upon arrival.

MASSILLON VICTORY (Eastern), September 26—Chairman, A. Janes; Secretary, Packert. Delegates reported no beefs on disputed overtime. Ship's Delegate is to see the Patrolman about having the water tanks cleaned. A suggestion was made to collect \$2 from each new member for the ship's fund.

SEACOMET (Colonial), September 23—Chairman, Edmundo G. Sepulveda; Secretary, Frank Votto. Delegates reported one man fired and another one paid off on mutual consent in Honolulu. Lengthy discussion on the charges to be filed against ex-Chief Cook. Motion made and carried to give the stewards department a vote of thanks for the fine food and service rendered.

PETROLITE (Mathiasen Tankers), September 23—Chairman, Frank Lombardi; Secretary, Stanley F. Schuyler. Suggestion made for a new stationary awning to be put on repair list. All hands agreed for messman to make coffee at coffee time in the morning at 10:00, so Wiper would have more time for sanitary work.

You're Out Before You Know It When You Go To New Orleans

By LINDSEY WILLIAMS

NEW ORLEANS, Oct. 12—Reporting from New Orleans this week is a pleasure, as both shipping and business were very good. Business affairs of this port are A-1 and shipping couldn't be better for rated men. If you're an AB, come on right down and we'll get you out before you have a chance to unpack your bag.

Since the last meeting, we registered 226 men and shipped 242 on regular deepsea jobs, besides 25 jobs dispatched to various tugs here.

Paying off were the Alcoa Pioneer, the Del Campo and Del Mundo (Mississippi), Oceanstar (Dolphin) and the Catahoula (Cuba Distilling).

Stopping here in-transit were 20 ships, paced by eight Waterman and five Alcoa vessels. Waterman was represented by the Monarch of the Seas, Warrior, Alawai, Kyska, Chickasaw, Morning Light, Gateway City and the Lafayette. The Alcoa ships were the Pennant, Cavalier, Roamer, Ranger and Clipper.

The other in-transits were the Seatrains Georgia and Texas, Del Santos and Del Alba (Mississippi), Steel Executive (Isthmian) and the Evelyn and Edith (Bull).

BEEFS FEW

As for sign-ons, there were seven of them: the Alcoa Pioneer, Del Campo and Del Santos (Mississippi), James McHenry (Bloomfield), Jefferson City Victory (Victory Carriers) and the Catahoula and Oceanstar.

Since the last report there have been no major beefs in the port and very few minor beefs. As a matter of fact, even the few gashound beefs that we sometimes have in port were absent in the last couple of weeks.

On the ships coming in there were the usual minor overtime, repair and food beefs that were squared away with all hands satisfied. About the only beef now is the Dispatcher bitching for rated men and especially ABs.

Even the oldtimers on the beach are very few, as only those that are ready to ship are hanging around the Hall.

Among the men on the beach



BEN COLLINS

in the port is Brother Ben Collins, who at the present time is not looking for a ship, as he came in on the last trip of the SS Del Sud. He was on there nearly a year, and a year on the Sud for Ben means damn near a year on the beach.

Ben is well known in New Orleans as a volunteer for any and all Union beefs, committees or whatever may come up. He has served on quite a few committees, and, last year, when he came out second best with a motorcycle he worked on the balloting committee the entire 60 days, in addition to working on the Tallying Committee.

Ben was also active in pushing for a "yes" vote in the recent voting of the constitutional amendments, as Ben says we are very strong physically and financially but to remain that way, he says we must have that additional dough, and a satisfied membership such as we have doesn't mind putting out addi-

tional money when they can see where it is going.

Our new Hall in Brooklyn, our Hall in New Orleans and Mobile and the new additional companies that we have secured recently go to show that our money is being well spent.

At the last meeting all minutes, reports and Headquarters report to the membership were read and accepted. There was no New Business or Good and Welfare.

HOSPITALIZED BROTHERS

It being slow with news since the last report, we will close this report to the membership with a list of the Brothers in the hospital, and a plea to those Brothers that have been shipmates with any of those listed to drop them a few lines, as we know it will be appreciated.

The weekly visit by the hospital delegate with the LOG and the \$10.00 smoke money is a welcome sight for all Brothers confined, but that does not offset the other 6 days when there is nothing to look forward to. So, Brothers, just a few lines of bull will help these Brothers while they are in the hospital—and not only in the port of New Orleans. Check the LOG for the complete list of your shipmates in the other ports.

Here are the Brothers in the USPHS Hospital:

R. Cruz, E. E. Gross, W. O. Cara, C. Ray, D. D. Kelly, L. Lang, K. Raana, R. J. P. Burke, J. Ashurst, O. Celestine, J. T. Everett, L. J. A. Willis, T. Kiiski, L. D. Cook, J. C. Mitchell.

Also R. Marumoto, J. L. Arch, A. C. E. Fish, L. R. Tickle, J. Mayrbat, J. Schupstick, W. J. Kriciunas, I. E. Matherne, C. A. Honorowski.

Shipping Is Still Hot In Tampa

By RAY WHITE

TAMPA, Oct. 12—Two payoff ships, which took almost full crews, and supplying the in-transits with replacements made this last two-week period a good one for this port.

The Lafayette (Waterman) and Mother ML (Eagle Ocean) were the payoff vessels. Both of them were clean, and their beefs were settled aboard the ship at the payoff.

The in-transit ships were the Edith (Bull), the DeSoto, Azalea City, Noonday, Iberville and Chickasaw (Waterman), Alcoa Partner, Catahoula (Cuba Distilling) and the Southern States and Southern Counties (Southern Trading). It was a real good two weeks for this port.

Everything is quiet here on the labor front. No strikes are in sight and everybody seems to be happy. The Retail Clerks are still carrying on their organizing campaign and, needless to say, the SIU gives a hand whenever requested.

The Florida Federation of Labor will be holding its convention shortly, and there is a possibility that we will not be able to attend, as shipping is so good and the officials are busy with the Union's business.

There was no meeting due to a lack of a quorum, and it follows that there are very few oldtimers around just now. Most of them are waiting until the hunting season comes around in November, which is when the local fellows take their vacation. It should be a good year for quail. Every place a fellow goes now, he jumps several covies.

The new Hall in New York is still the main topic of conversation here, and all hands feel that this is about the biggest step ever undertaken by the Union, and one of the most important.

Where Those Expressions Come From

Jolly Roger, the black flag of piracy, is derived from the word "roger" of the 16th century, which appears to have the meaning of vagrant or thief. The adjective, jolly, was applied by pirates for effect.

Horse Latitudes, was so named because a sailing ship, loaded with horses was becalmed in those latitudes and the horses died for lack of food and water.

Roaring Forties, was so named for the geographical belt located approximately 40 degrees south latitude in which are encountered the prevailing or stormy westerlies.

One nautical mile is 6,080 feet, whereas the land mile is 5,280 feet.

Typhoon, is from the Chinese "Tai," great; "foong," wind.

A fathom is a measure of six feet. Originally derived from the length a man can extend his arms.

Booby Hatch, is a small opening in the deck forward or aft of the main hatches. It is used for communication below or between decks.

Bum-boat, is a small craft used, generally in the Orient, for peddlers to come alongside to supply crews with fruit, tobacco, etc.

Brig, comes from the word "brigand," a robber. A brigante was a pirate, and brigantine, a pirate's vessel. Today "brig" is the barred cabin aboard ship used for prisoners and miscreants.

Wreck, is derived from "wrack," a seaweed cast upon the shore.

The plimsoll line, painted on the side of each vessel, obtained its name from Samuel Plimsoll, who got the British Parliament to pass an act forbidding the overloading of merchant ships.

Cal's-paw, is a ruffled surface of the water caused by a flaw in light airs.

New Maritime Nations Pose A Problem

By JOHN BUNKER*

If it were not that American ships are busy carrying defense cargoes, importing vital raw materials, and freighting emergency food and fuel to foreign nations, they would be feeling much more the growing competition from "new" merchant marines.

Since World War II, a number of nations which never possessed shipping of any consequence in world trade have been acquiring tonnage, and making themselves felt in the shipping world.

Of special interest to American companies and American seamen has been the growth of the Brazilian, Argentine, and Grancolombiana fleets; and, to a lesser degree, those of Israel, South Africa, Cuba and the Philippines.

In addition to these and other "new" fleets, the postwar merchant navies of Italy, Germany and Japan are being rapidly rebuilt with new and second-hand tonnage, and give evidence of even surpassing their prewar levels.

BITE INTO FREIGHT TRADE

All of these shipping ventures, plus the augmented fleets of our former enemies, take a huge bite out of the available freight to be moved at sea. If world shipping conditions return to normal and armament movements fall off, there is certain to be terrific competition for cargoes wherewith to keep all these vessels employed.

All other things being equal, it will be those nations able to sail ships efficiently and move cargoes economically that will be able to keep the most ships upon the seas.

Directly competitive to American lines in the South American trade is the "Greater Colombian" or Grancolombiana merchant fleet representing Venezuela, Ecuador and Colombia.

Purely a postwar product, this fleet now comprises more than 30 ships, and will be augmented by several more passenger-cargo vessels in the 10,000-ton class. Grancolombiana operates six inter-American services and a direct service to Europe, carrying a large amount of cargo formerly moved in British and American ships.

In 1950, these lines carried 941,612 tons of cargo—enough to fill more than 90 Liberty ships!

Typical of the up-to-date Grancolombiana fleet are the motorships Ciudad de Maracaibo and Ciudad de Marizales, both built by Canadian Vickers of Montreal in 1949. They are 421 feet over-all, are powered by 4,275 hp diesels and are rated at 6,000 tons dwt.

ARGENTINA'S FLEET GROWING

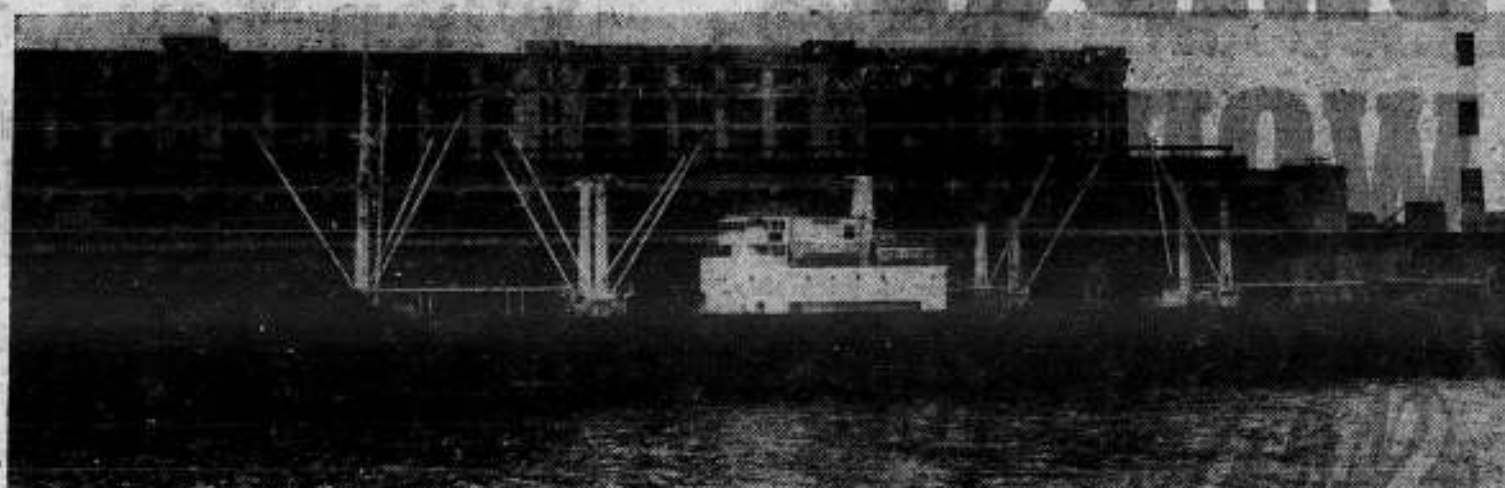
The Argentine merchant marine is now first in South America, and is fast bidding for a top place among the sea carriers of the world. Argentine freighters call regularly at ports where they were never seen prior to World War II, and in their holds are hides and wool and other freights once carried to and from Argentina by the British and other maritime nations.

In 1939, Argentina had only 196,649 tons of merchant shipping, a large part of which consisted of small coastal and river craft. The total now runs close to 1,000,000 tons—afloat, building or on order in American, British and Italian yards.

Since World War II, Argentina has been the second largest customer of British shipyards, having ordered more than 300,000 tons of ships from firms in the United Kingdom.

It is important to remember that Argentina's merchant marine is government-subsidized and operated. In May of 1949, President Juan Peron ended private shipping in that country when he took over the Dodero Lines and its 382 vessels of all kinds from the brothers Albert, Jose and Nicolas Dodero, paying them \$35,000,000 for the fleet.

Brazil's merchant marine is also nationalized in the Loide Brasiliere Company, which was started in 1888 but has only lately come to the



Typical of the growing merchant marines of "new" and ambitious maritime nations is this freighter of the rapidly expanding Brazilian fleet. She's the SS Loide-Canada of Loide Brasiliere Lines and features an ultra-modern stack which is just an overgrown sampson post.

fore as a major shipping venture. It operates to New York, New Orleans, Hamburg, Genoa, Buenos Aires and many other foreign ports.

Unlike Argentina, which was a neutral during World War II and profited from the shortage of shipping in the Americas, Brazil declared war against the Axis, losing 19 ships, 336 men, and 1,000,000 tons of cargo.

Brazil's expansion program included 14 built-to-order freighters from the Ingalls shipyard at Pascagoula, Mississippi. Typical of these postwar vessels flying the flag of this largest South American nation is the Loide-Ecuador, which is 443 feet overall and carries 414,000 cubic feet of freight, plus freezer cargo and liquid in deep tanks.

In addition to dry cargo ships, Brazil is building up a considerable tanker fleet, highlighted by the acquisition of the President Dutra, ex-Venus, a Swedish-built oil carrier capable of carrying 15,000 tons of petroleum.

The Brazilian government has ordered 21 additional tankers for Loide Brasiliere from shipyards in Sweden, England, Japan and Holland. These ships range from 2,000 to 16,500 tons dwt.

CUBA ENTERS SUGAR TRADE

Cuba has also come into the shipping picture in the Caribbean and has five American-built "knot"-type ships on regularly scheduled service to Atlantic coast ports, bringing sugar and other products north and taking back general cargoes formerly carried by American vessels.

British and American seamen long felt rather smug in the belief that the Latin-American and other nations not accustomed to seafaring would not be able to operate vessels.

That there is no longer any reason for this smugness and complacency about the superiority of Anglo-American seafaring skill, is evident by the fact that youthful Cubans, Brazilians and Argentineans are taking their ships into far ports of the world as well as their more experienced competitors.

The mechanical nature of ship operations today enables any nation, whether it has much of a maritime heritage or not, to put freighters onto the ocean trade routes and bid for a share of world freight.

Looking overseas, we see South Africa now competing with American lines in regular service to Atlantic ports, using a number of American Victory ships as the basis for an expanding merchant fleet.

Still farther away, but competing more and more in the trade between the US and the Middle East, is the baby nation of Israel, which has acquired a number of war-built Canadian and German ships for its services to the United States and Britain. American financial aid to Israel is providing the cargoes with which this new merchant marine is making its start.

Egypt is becoming maritime-minded, too, and has entered some ships in foreign trade with its own officers and crews, depending only on British Masters and Chief Engineers.

One of its ships, the Khedive Ismail, has been

converted from a regular, war-built American Victory ship into a combination freighter-liner with accommodations for 130 passengers and a crew of 100.

It flies the house flag of the Kredicial Mail Lines, an outfit owned by Mohammed Aboud Pasha, an Egyptian multi-millionaire.

One of the world's largest merchant fleets, of course, flies the flag of Panama, but this fleet does not have the same significance as those of Brazil, Argentina and other maritime newcomers, for it is not truly a national undertaking, but represents mostly a mere transfer of flag, with ownership still remaining in foreign hands.

LITTLE COUNTRIES' FLEETS, TOO

Other nations which are sailing new fleets on the seven seas are Uruguay, Mexico, Turkey, Iceland, Switzerland, Ireland and the Philippines.

Ireland's merchant marine started in 1941 when it suffered from a shortage of shipping. Its small but modern fleet is now carrying substantial tonnage of woollens, skins and whiskey to the United States and is returning with auto parts, machinery, canned fruits and other products.

These nations, small as their individual efforts on the sea may be, can all together carry many thousands of tons of freight that formerly went in ships flying the flags of Britain, France, the Netherlands, the United States and the Scandinavian countries.

While not competitive with American shipping, Turkey's merchant marine has expanded considerably since World War II, and is especially interesting because of the ex-American vessels it has acquired. It has also obtained new tonnage from English, French, German, Dutch and Italian shipyards.

Among former Yankee ships which now fly the Star and Crescent are the Exochorda (now Tarsus) of American Export Lines; the Monterey and Mexico (now Adana and Istanbul) of the Cuba Mail Line, and the Iroquois (now Ankara) of the old Clyde-Mallory Line.

In addition, Turkey has purchased four C-1-type motorships from the US Maritime Commission for its service between Istanbul and European ports, also the tanker Fort McHenry, a 10,000 tonner.

HEAVY US SHIP SALES

Under the Merchant Ship Sales Act of 1946, the Maritime Commission sold hundreds of war-built ships to foreign flags. The purchasers were 34 nations, ranging from Pakistan and Peru to Iceland and Iran.

Argentina bought 24 ships, including 17 Victories, while Colombia purchased eight C-1 diesel ships, handy little vessels that American buyers didn't want at the time. Egypt got two C-1s, India took 15 Victories and Libertys, and Uruguay bought four freighters and two tankers.

Besides the ships bought by these "new" merchant marines, hundreds of vessels went to the "older" maritime nations of Great Britain, Norway, Denmark, France, Italy, and the Netherlands.