

SEAFARERS LOG

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Waterman Sabotages Unemployed Insurance

By JOE VOLPIAN
Special Services Representative

What seamen on the beach can expect in the way of unemployment insurance these days can be learned from the headlines in the commercial press. "New York State Unemployment Insurance Lays Off 700," one says. "Unemployment Insurance Tax Cut From Three Percent To Two," blares another. "East Coast and Up-River Steamship Company Makes 100 Million," reveals a third.

In addition, newspapers delight in printing stories about the negligible few who collect unemployment benefits under false pretenses. For some reason, news editors prefer the story of an occasional punk who beats the state for a winter in Miami Beach to the story of the real need for unemployment insurance for seamen and workers in other fields.

RUBBER STAMP

No newspapers, however, carry stories of chiseling by industry including the maritime industry—particularly the Waterman Steamship Company. Waterman seems to have a rubber stamp

Carrying Arms Ashore May Lead To Real Trouble

Seafarers should take note of the four-year sentence handed out in Singapore recently to Walter J. Seiferle, Masters, Mates, and Pilots member, who was apprehended with a loaded pistol in his possession while taking it ashore to sell it.

Carrying of armament of any kind off a ship is against the international maritime regulations, so if you do so in any port you will be laying yourself open to serious trouble.

APPEAL CASE

In the case of Seiferle, who was arrested and sentenced by a British court, an appeal has been made to both Secretary of State Marshall, and to the Governor of Louisiana to investigate the fairness of the verdict, and to ascertain if the four-year sentence is excessive.

It is further pointed out that it is unlawful for unlicensed personal to have weapons in their possession aboard ship at any time, and further, that in many States, such as New York where the Sullivan Law is in effect, there are very stiff penalties for possession of concealed weapons at any time.

for all claims. "Refused Re-Employment," it reads.

It is obvious that Waterman is trying to squeeze Unemployment Insurance to death.

SIU Agents up and down the coast and the Headquarters Special Services Department are being deluged with appeals for help from seamen who have sailed for Waterman, and who have been refused Unemployment Insurance. The situation is the same in all ports. Investigation usually reveals that the claim is just.

FACTS IGNORED

Waterman does not recognize the right of seamen to quit their ship after completing a voyage and to retain their rights under the law, despite the fact that at the completion of a ship's articles every man is paid off by the Shipping Commissioner.

But, most flagrant of all, Waterman does not admit that sometimes a man is laid off because a ship is laid up. In such cases, Waterman says that the men quit.

It seems that Waterman does not even check the records on these claims. The office just uses the rubber stamp. The result is that even if a man eventually gets his money (which in most cases he does not) the purpose of Unemployment Insurance is defeated. The man has to hang around broke when he needs the money.

ALABAMA'S BITE

Waterman's attitude is particularly reprehensible. Seamen sailing on Waterman ships are required, under the law in Waterman's home state of Alabama, to pay a portion of the Alabama Unemployment Insurance Tax, and then are denied the benefits, for which they themselves are taxed.

We prefer to believe that the top officials of Waterman are not aware of what is going on in their own organization, that some labor-hating subordinate in their employ instigates this policy of refusing just claims without investigation.

The way things work out now, whatever money is not spent in benefits reverts back to the company.

The trend at present is to sabotage social legislation. The states instead of subsidizing the man in need, give benefits to corporations in the form of tax-rebates, and direct subsidies.

It is therefore clear that we cannot blame members who, when shipping picks up, steer clear of Waterman ships. On Waterman vessels, their real wages are less in the long run, and their protection is nil when they are unemployed.

WSA Money Due

A considerable sum representing money due seamen who sailed WSA-chartered ships is now being held by the WSA. This money was originally held by the companies but for accounting reasons was turned back to the government agency.

Men who have money due them as a result of sailing on WSA ships should write to: District Auditor, Maritime Commission, 45 Broadway, New York, N.Y.

It is essential that claimants list: (1) The name of the ship on which the money was earned; (2) Name of the company which operated the vessel; (3) Approximate dates of periods spent on ship, and (4) Social Security number.

And sign your name, of course.

Seafarers Certified As Bargaining Agent For Cuba Distilling

The Seafarers International Union was certified this week as the bargaining agent for unlicensed crewmen on ships belonging to the Cuba Distilling Company.

The certification order, dated August 3, was handed down by the National Labor Relations Board on the basis of NLRB elections held aboard the SS Carrabelle and SS Catahoula, the company's two ships.

On receipt of the certification order, SIU Headquarters sent a letter to the company asking that negotiations on a contract commence immediately.

OLD COMPANY

Cuba Distilling, whose two ships are molasses tankers, is an old SIU company, the first contract having been won in 1938. However, during the war, the outfit's three vessels were torpedoed, the last one going down in 1943, and the company went out of business for five years.

When Cuba Distilling came back to the sea last winter, with two new ships bearing the same names as their old ones, company officials maintained that no agreement with the SIU existed since the last one negoti-

ated had lapsed. Nothing daunted, the Union reorganized the company.

Early in the spring, the Union petitioned the NLRB for an election on the ships. The Carrabelle was voted in New Orleans on July 12, the Catahoula in Deepwater, New Jersey, three days later. The NLRB announced the results shortly afterwards.

Veteran Seafarers recall the old Catahoula, Carrabelle and Casimir, the three ships that were torpedoed. Many seamen homesteaded them for months at a time, for they were good feeders, making short and frequent runs.

THREE MORE COMING

The Cuba Distilling tankers bring molasses from West Indian ports to Baltimore, Deepwater and New Orleans. Most of the molasses finds its way into various Du Pont plants where it is made into commercial alcohol.

The Catahoula is now in the shipyard for repairs, but she will be back out in a few weeks. In the near future Cuba Distilling plans to obtain three more tankers in a welcome program of expansion.

SIU Clears Electrician Of Phony Charge

Seafarer John L. White is all smiles these days, and he's making no secret of the fact that his Union deserves much credit for his happiness. Brother White, a Chief Electrician, was cleared last week of a "sabotage" charge lodged by against him by the Chief Engineer and the Skipper of the Robin Gray. He feels that Union representation bolstered his case considerably.

The sabotage charge grew out of a situation in East London, South Africa, on June 26, when White missed the Robin Gray as it took off for Durban. After some complications, caused by the Skipper's report to local police that he was a deserter, White caught the ship in Durban.

He found, however, that Chief Engineer Granger, back by Captain Ryan, had logged him for sabotage and that he had been demoted to Wiper.

UNION REPRESENTATION

Represented by the SIU at successive hearings before a Shipping Commissioner and a Coast Guard Hearing Officer after the ship paid off in New York June 26, White was given a clean bill of health and his Chief Electrician's pay was restored for the period he sailed as Wiper.

Brother White called at the LOG office this week and reviewed the incident. Before unfolding his story, the Chief Electrician said:

"The reason I'm giving you this story is that I am grateful for the support the SIU gave me. The Union went all out in getting me a square deal. That's the reason I'm here."

How the fantastic "sabotage" charge came about, and what happened after it, Brother White related this way:

On June 26 he arrived at the docks in East London a half hour after the Robin Gray had shoved off for Durban. Although he wanted to take off for Durban

immediately, since he could make it by next morning, he was advised to wait for instructions in a local seamen's club.

After waiting about 30 minutes, the police came into the club and told him he was under arrest. The Skipper had notified the authorities that he was a "deserter." He was detained two nights and a day in the East London jail, under deplorable conditions.

After being released he went to Durban and boarded the Robin Gray, only to find that he now was charged with "sabotage" by the Chief Engineer, and that he had been demoted to Wiper for the rest of the trip.

TOLD STORY

At the ship's payoff in New York, June 26, White told his story to the Patrolmen. They advised him to payoff under protest, and to report the matter to the SIU Special Services Department.

He appeared at the Union the next day and after repeating his story was promised Union support. On July 28 he appeared before the Shipping Commissioner, accompanied by New York Port Agent Joe Algina and Patrolman Jimmy Purcell.

The Commissioner reviewed the case and then turned it over to the Coast Guard, which has jurisdiction in cases of this kind,

with the recommendation that if the charge wasn't proved at the hearing, White's pay as Chief Electrician be restored for the portion of the trip he served as Wiper.

FULLY CLEARED

At the hearing, held the next day, the Coast Guard hearing officer ruled that the charge of "sabotage" was unfounded and uncalled for, and never should have been instituted.

Extremely happy over the turn of events, Brother White was enthusiastic over the role the Union played in the case. But he couldn't imagine why the Chief Engineer would institute "such fantastic charges, nor why the Skipper would go out on a limb to back him up.

"It's a complete surprise to me why a Master of a ship would go overboard in backing a charge that couldn't hold water in an open hearing," White said.

THANKS UNION

But, he added, "to get back to my original purpose in coming here. I want to extend to the A&G District and its representatives my hearty thanks for their sincere and successful efforts in having me cleared of the false charge.

"I'm proud to say I have a Union that will back a man to the hilt in a legitimate beef."

Free Check-Up For TB

Seafarers in New York who wish to receive a check-up for tuberculosis can do so through the facilities offered by the New York Tuberculosis and Health Association.

In Manhattan, the clinic nearest the SIU Hall is the Washington Chest Clinic at 123 Wooster Street. The examination is free, but an appointment is necessary. The telephone number is WAikins 5-7184.

Another clinic is the Brooklyn Tuberculosis and Health Association Clinic at 293 Schermerhorn Street, Brooklyn. The hours are Monday from 12 to 9 PM. No appointment is needed, and the fee is \$1.

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Caught In The Bight

If you're not an eagle you don't have a chance these days.

Only a strong, high-flying bird could possibly manage to keep ahead of the soaring prices, which are putting practically everything but necessities out of the working man's reach. Even that much taken-for-granted lift that comes with a drag on a cigarette is becoming a luxury among many people. With the rise in tobacco prices last week many folks were adopting a self-imposed rationing system.

Prices are rising in a steady spiral that seems to have no end. And nothing the working man needs for his daily well-being is exempt. Like cigarettes, all food items, clothing, home appliances, rent, entertainment, medical expenses are rising skyward.

Periodically, the newspapers report dry figures on the "cost of living jumps"—something we've been painfully experiencing practically every day of the year. The figures are issued with the same air of resignation that accompany weather reports: "That's the way it is folks—sorry, but there's nothing we can do about it."

Along about this time every year new lists of figures published that don't do any good for the working man or woman but which send the corporation bigwigs and dividend-happy stockholders into frenzied glee.

They are the semi-annual earning reports of the big outfits. And they touch off glee because they are harbingers of better living for those who run U.S. industry. At the end of the six-month period just reported, profits were even more exhilarating for them than current prices are depressing for the worker.

Of some 300 outfits reporting, more than 70 percent showed net profit gains—huge ones—over 1947, another good year. Oil company gains were way up. Standard Oil of New Jersey reported a 210 million dollar profit for the first six-months, 33 percent over last year. Atlantic Refining revealed a fantastic profit increase of 143 percent over last year.

Some companies showed only slight gains in sales but nevertheless were able to show tremendous profits. Willys (the jeep outfit) had a sales increase of only 29 percent, but managed to eke out a 71 percent profit increase to \$2,019,020. Sales of Standard Brands (food manufacturers) showed just an eight percent rise in sales but prices were 31 percent higher—proving folks are spending more to eat less.

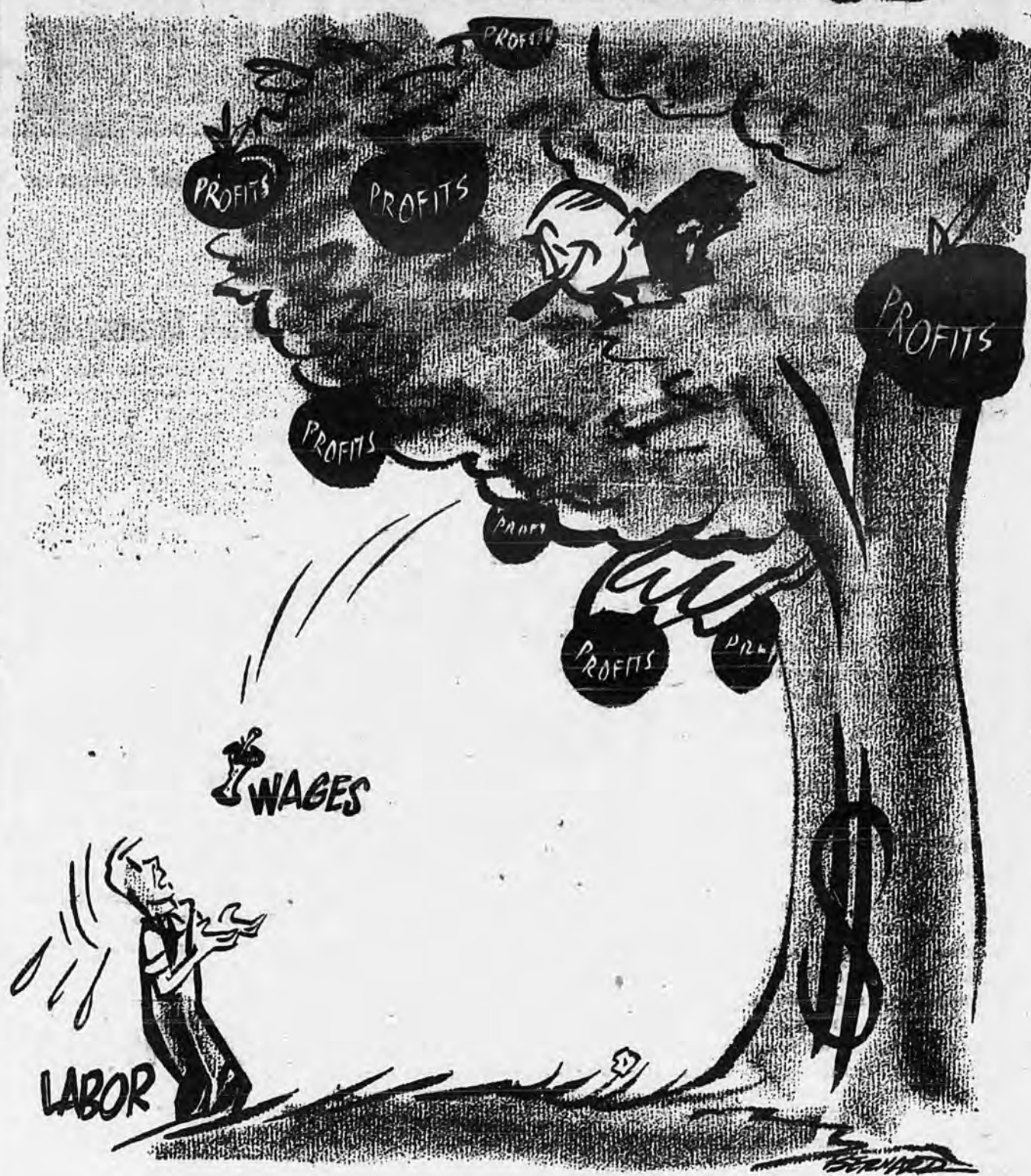
The story is much the same throughout industry, and the figures made the so-called wage increases of three and four and five percent of the past year look weak and ineffective. And prices are still climbing. The big boys are taking the increase right back—with a vengeance.

The laboring man, as usual, was caught in the bight. And as usual, there is no use in him crying "Uncle!" For "Uncle"—Sam, that is—wasn't doing a damned thing about it. Members of Congress are beating their gums according to schedule, despite the fact that one of them—Senator McGrath of Rhode Island put it plainly:

"... the 1948 earnings of workers averaging \$52 per week have an actual purchasing power of \$2 less than in 1946, when their average weekly earnings were only \$43."

The working man's only sure means of protecting himself against this vicious price cycle is his trade union. No one else appears to give a damn for him or his family. So as long as prices go up and up, organized labor will be forced to push for more and more increases to enable working men and women to maintain a standard of decent living.

TREE ENTERPRISE



Men Now In The Marine Hospitals

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

SAN JUAN HOSPITAL

ANGEL SILVESTRE
RAMON OLIVERAS
RAMON SEIJO
ESTIBAN CRUZ
GEORGE LITCHFIELD

SAN FRANCISCO HOSPITAL

E. MELIE
P. J. TRASMIL
D. GELINAS
W. WATSON
J. HODO

SAN PEDRO HOSPITAL

L. TICKLE
T. C. KELLY
M. BYERS

NEW ORLEANS HOSPITAL

STELLY C. FORMAN
E. LIPARI
R. F. BLACK
J. DENNIS
L. C. MASON
A. LOOPER
C. ANDERSON
RALPH PIEPHET
V. R. NORTH
V. P. SALLINGS
C. GREEN
C. R. GRIMES
W. H. COLBOURNE

M. C. GADDY
H. L. SEYMOUR
JAMES FARRIOR
E. MULHOLLAND
A. SYLVERA
EDWIN MAXWELL
FRANK WAGNER
P. E. CUMARE
H. FERDRICKSSON
H. MASON
G. L. DUXWORTH
ED MILLER

SAVANNAH MARINE HOSP.

B. K. BAUGH
TROY THOMAS
F. W. VANLEW
A. S. GRIFFIN
H. W. BIGHAM
W. ROBERTS
M. T. TABING

STATEN ISLAND HOSPITAL

U. WEEMS
A. KUBACKI
R. GIANFAGLIONE
J. P. SAIDE
V. TABARRINI
J. McNEELY
J. L. ROBERTS
T. ZEMBRZUSKI
A. EWING
D. DeDUISEN

Hospital Patients

When entering the hospital notify the delegates by postcard, giving your name and the number of your ward.

Mimeographed postcards can be obtained free at the Social Service desk.

Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following times:

Tuesday — 1:30 to 3:30 p.m.
(on 5th and 6th floors.)

Thursday — 1:30 to 3:30 p.m.
(on 3rd and 4th floors.)

Saturday — 1:30 to 3:30 p.m.
(on 1st and 2nd floors.)

A. JENSBY
J. BOUYEA
K. C. CROWE
C. OPPENHEIMER
W. S. PERRY
W. HUNT
T. MANDICK
C. NANGLE
C. W. HALLA
P. G. DAUGHERTY

BALTIMORE MARINE HOSP.

HAROLD HANNAH
P. D. FULCHER
J. McGUIRE
J. MORTON
H. W. SPENCER
W. WHITE
C. MORALEA
J. P. GAVIN
B. L. MODE
C. L. KAMER
W. T. ROSS
E. BOROCUSKI
L. A. HOLMES
L. J. PATI
G. J. WANKA

SIU Policy Proves Itself To Be Correct

By JOE ALGINA

A few weeks ago something happened in the National Maritime Union that a few years ago would have made even guys with plenty of waterfront savvy blink their eyes and swear it was dream.

The results of the NMU's annual election showed that the communists, who up to now played a powerful role in that union, had been defeated for every single post for which they had a candidate.

That left Joe Curran and the group backing him in complete control of the national council, after a fight which has been tearing the guts out of the NMU for over two years—ever since Curran and Joe Stack, the CP's chief waterfront agitator, broke over the dead body of the Committee For Maritime Unity.

As usual, it was the NMU's membership which paid through the nose while Curran and his former allies of the communist party tried to beat each other's brains out, using the union apparatus for a club.

What's going to happen now, we don't exactly know at this point. Anyway, it's not our problem. The thing that is important to us of the Seafarers is that Curran's success is primarily due to the fact that he adopted the policy long pursued by the SIU. And unless he had done so, he never could have driven the communists from their positions in the NMU.

Curran's adoption of the SIU policy definitely emphasizes the soundness of our course in sticking strictly to our only purpose as an organization. And that is to operate as an economic Union of seafaring men, fighting side by side to better their wages and living conditions.

Our membership realized early in the game that if the Union was allowed to be used in any other way by groups with other goals, we never could have made our giant strides along the road to economic betterment for the membership.

Whether Curran and his group decided consciously or unconsciously that the policy of the



SIU membership was the only smart policy after all is beside the point.

The fact is that after the NMU was practically torn to bits internally and stymied by the operators, externally, Curran apparently figured the SIU theory, that a maritime union cannot be political and economic and still do the membership any good was correct.

Without going into all the little winding details, let's just take a look at the NMU policy, which almost proved fatal to that organization just before it fell in line with Seafarers policy, in regard to the politics side.

In the early part of the war, when Russia and Germany were partners in a pact, the NMU, in-

The Editor of the SEAFARERS LOG has invited the Port Agents to submit a series of articles on issues of general and vital interest to the membership. These articles will not take the place of the Agents' weekly surveys on the state of shipping in their ports and other matters but will be something extra.

The Editor felt that the Port Agents, because of their position, would be able to comment wisely on many subjects. The second article in this series appears below. It was submitted by Joe Algina, Port Agent in New York. Members are urged to submit their own views on the subjects covered in these articles.

Brother Algina is one of the original members of the Union and played a part in all its struggle. Algina sailed during the war. He served as an organizer when the Union began its expansion drive. In 1945 he was elected Deck Patrolman for New York and was re-elected for 1946 and 1947. He assumed the duties of Acting Agent for the port in 1947 and was elected Port Agent in 1948.



JOE ALGINA

fluenced by the communist party line, was against any aid to the allies.

Curran, of course, worked hand-in-glove with the commies and went along on this policy. When Russia was invaded, the NMU swerved according to party policy and went all-out for the war.

The NMU leadership forgot all about trade union affairs and practically became a political group. No strikes, no job actions. The membership's actions were not judged in light of their effect on the union; they were judged as they affected the communist party line—and Joe Curran concurred.

During this period the NMU worked hand-in-hand with government bureaucrats and agencies. Communist party policy was NMU policy.

Meanwhile the SIU was plying its straight, clear course of strict trade union policy. We fought tooth and nail against government encroachment in the maritime labor field. The interests and welfare of our membership remained the chief objective of our organization. Never was our welfare subordinated to the interests or "line" of any outside group.

The correctness of this SIU policy — and the failure of the NMU's — was shown when the government cracked down on seamen at the end of the war.

The Wage Stabilization Board refused to grant the wage increases which we had won in collective bargaining with the operators. We had no friends in the government—we didn't have to talk it over with anybody but our Brother Union members. We decided to strike.

Following the biggest maritime strike in the nation's history, we won what we were entitled to. The WSB was forced to reverse its ruling.

While the NMU was patting the government agencies on the back, the SIU was fighting to break bureaucratic strangleholds on the American seamen. In April 1946 the SIU forced the

War Shipping Administration to reverse its phony General Order 53, requiring competency cards for Stewards Department men.

Several weeks later we won the foreign rider beef, when we bucked the combined strength of the WSA and the shipowners.

And we fought the Coast Guard throughout while NMU official Joe Stack was making speeches about what a wonderful organization the CG was. He was telling that to seamen, too.

All these battles which we successfully waged against bureaucracy benefitted all seamen.

When these beefs were over, the NMU had to save face with its membership and it followed our lead in getting wage increases, which were granted because we had won them. The war was over and the NMU's phony policy showed up in its true light—a dismal failure insofar as the interest of its membership was concerned. That union was nothing but a springboard for communist party policy.

The moral of this parallel between the maritime unions is clearly this: that political groups have no place as such in the structure of a trade union. They merely use the union as the tail for their political purposes. The NMU is learning that this is so.

We Seafarers have no political program. We have an economic program. It is for that reason that the membership does not permit any group to carry on political activity within our organization.

Our Union is not a recruiting ground for guys with a political axe to grind. And that is why we are able to move swiftly and surely in pursuing our objective—betterment of our economic position.

POLITICS IS PERSONAL

This does not mean, of course, that any man in our organization cannot have his own personal political beliefs. Political leanings are a man's own business—his personal business, just like his religion. A man can indulge in political activity on his own—outside the structure of the Union. He cannot expect to use the Union to advance his own political beliefs.

So we have no political recruiting in our organization. There are no groups at work in our Union who are able to divert the real aims of the membership.

In fact, the attitude of Seafarers is that these groups are more to be pitied than scorned. Politicals have learned that they are not wanted. There are many politicals in the NMU who left the SIU because they could not make any progress in the SIU.

What few there are around get

a deaf ear from the average old-timer, who has no use for them. It is the newer men whom they prey upon. These newer members should take a cue from the oldtimers and treat the politicals for what they are.

If anybody has any doubts about the correctness of this position in regard to political groups, they need only look at what happened in the NMU, which was almost wrecked because it became an instrument of politics and forgot it was a trade union. Or look at any other union that has become tied up by politicals.

WORST OFFENDERS

Of these groups which confuse the real purpose of a union, the worst offenders are the communists and their splinter groups. These are the boys who carry their political fights and differences into the unions.

"Hurray for us and to hell with the union," is their attitude. And all the while they have the guts to say with a straight faces that they're good union men. As a matter of fact, as soon as they see that the membership won't let them get to first base, they get sore and take no interest whatever.

Some of them even have gone so far as to say that the SIU



is "fascist" because the majority has ruled them out of order.

One of the reasons these politicals are so harmful to the Unions is that they are always using every minute they are in the union to push their pet views. How can any organization move ahead under such conditions?

A perfect example of this situation goes on in the Marine Cooks and Stewards. While this union is hanging by a string, "Sister" Bryson, head of the MCS, runs off to make speeches in support of Henry Wallace for President.

Sure, he's a good faithful party-liner, but he's a damned poor union man. In fact, he's an enemy of his own union. He completely ignores the problems of his union while he goes around preaching his political faith. Thus, the union becomes the target for attack from the shipowners, who see that the organization is weakened as a result.

The same thing happened in the NMU. If the situation had continued, the organization would have been completely wrecked. Curran only saw the light after the commies had him so trapped that he couldn't move. While they were making him a hero, everything was okay.

AT LONG LAST

Nevertheless after all these years, he and his group have finally realized that the SIU policy is the only sound effective way to advance the welfare of the membership.

The record shows that the SIU

has been able to win clear-cut victory after victory because our membership is united in purpose. Seafarers have been a step ahead of the rest of maritime, because they are alert and alive to their own problems and are not confused by outside political issues and beefs.

It looks like even Joe Curran can see that the policy followed by the SIU is the only true course that a real trade union can follow in order to make continuous gains for its members. The payoff proof lies in the SIU contracts which the Seafarers has steadily fought for and won.

Prices, Profits Continue Their Upward Trend

The pennies, nickels and dimes added to the cost of necessities of life have eaten a 28 cent hole in every dollar since the end of price controls, according to figures released by the Bureau of Labor Statistics.

This covers the period between June 1946, and June, 1948. The dollar, however, has shrunk even more than 28 cents, inasmuch as the bureau's figures are not up to date, being almost two months behind.

While the 28 plus hole in the pocket of the American working man is bad enough, the cost of food has risen 45 percent, during the same period. It's not only the bookie these days who is saying, "Three will get you two." The grocer now gives out two dollars worth of groceries for every three bucks.

NEW BLOWS

Some of the new blows to hit the pocketbooks of the nation last week came with announcements that cigarettes would go up 1 cent a pack (2 cents in machines "to absorb the cost of matches").

International Shoe Company, one of the biggest in the world, raised prices 10 percent, and the price of newsprint went up \$4 a ton. Publishers are now talking of 10 cent daily newspapers.

While Congress hemmed and hawed and Big Business blamed the Unions for the high prices, corporations continued to rack up record profits. No nickel and dime stuff here. In their quarterly reports the facts stood out like red lights!

Studebaker Corporation reported profits of almost \$4 million as against almost \$2 million for the same quarter last year, a neat 100 percent increase. Gulf Oil reported a profit of \$77 million as against \$42 million for the same period in 1947, an 85 percent increase. General Motors, up 55 percent; Continental Oil, up 48 percent; Tidewater Oil, up 100 percent; Sinclair Oil, up 100 percent; Standard Oil, up 81 percent; Radio Corporation, way down the list, showed 21 percent profit over last year's take of \$4 million.

Another sign of the times:

This week the Government requested farmers to plant less wheat as the granaries are overflowing. Prices, however, continue to climb.

Mobile Shipping Hits The Skids, But Shoregang Work Helps Out

By CAL TANNER

MOBILE—Shipping during the past week here was on the dead slow bell, with a total of 71 bookmen and 32 permitmen being shipped. There were five payoffs and three signons for the week.

The Alcoa Cavalier, one of the three Alcoa ships running into this port, came in from a 17-day cruise to the Islands. Two other Alcoa ships also came in from the Island run. They were the Capstan Knot and the Runner. All three paid off clean.

The payoff of the William Blunt, another Alcoa scow, was held up a few hours because of a bit of trouble, but everything was finally settled to the satisfaction of the crew. Our other payoff was on the Zane Gray, Isthmian and, considering her six-month trip, she came in fairly clean with just a few minor beefs.

GOOD CREW

Congratulations are in order for the Grey crew for bringing in the ship with so few beefs, despite the fact that they had another sample of the Isthmian special brand of Skipper and Pursers.

Signons for the week were the William Blunt, which headed back to the Islands, and the Noonday, Waterman, which signed on for a trip to Japan. The Zane Grey signed coastwise articles to Tampa, where she will sign foreign for India.

Several vessels were in port, in transit, among them the Del Aires, Mississippi and the Winslow Homer, Waterman.

Despite the relatively poor shipping in this port last week, prospects for the coming week look pretty fair. Alcoa has quite a few ships scheduled for payoffs and signons. Waterman doesn't have much on tap for next week, but it is possible it might pull a couple of C-2s out of the shipyards, if cargo can be obtained for them.

HELPED OUT

A big help again to the membership here was some shoregang work. Some 150 men were shipped during the week to part-time jobs. These shore gang jobs sometimes run \$30 for a full night's work, and is quite

a piece of cabbage to a man who's been on the beach for a while.

On the organizing side, things were fairly quiet this week. We haven't had anything unorganized in quite a while.

The hospital Patrolman made the rounds again this week, and he reports that all Brothers are being well taken care of, with all men entitled to benefits receiving them.

Speaking of hospitals, the many friends of the Mobile Branch stenographer and secretary, Miss Huggins, will be glad to know she is recovering from her recent appendicitis operation. She'll probably be back to work by the time you read this.

ON THE BEACH

A lot of oldtimers have hit the beach here recently. Among them is Jack Self, with a little less ear than he started out with.

Bosun Mel Shipley has gone and got himself spliced. He was married here a week ago . . . Robert (Chewtobacco) Reynolds was in and got a job on the



Zane Grey . . . Brother Buford (Petrolite) Jones shipped this week as QM on the Alcoa Cavalier . . . "T-Bone" Wattler went along as Carpenter.

Pete Morris breezed in from the bauxite shuttle run, mumbling something about 'Mongo' and McKenzie. Guess it will be some time before we can get Pete down that way again . . . Brother "Ding Dong" Bell dropped by the Hall yesterday and said he would be back shortly. His ship, the Alcoa Pennant, is paying off in Baton Rouge, La. Aboard with him was Steward Leo Marsh. Both of them ought to be much fat . . . Also on the beach in Mobile is Bosun George Bales and his running mate, Red Howse.

AROUND THE PORTS

Branch Meetings

The next regular membership meetings will be held Wednesday evening, Aug. 11 at 7 P.M. in all ports. With the exception of New York, all branches hold their meetings in their own halls.

New York meetings are held in Roosevelt Auditorium, 100 East 17th Street, corner of Fourth Avenue.

These sessions are a good chance for you to hit the deck and speak your piece.

Philadelphia Reports Shipping Shows Considerable Improvement

By LLOYD (Blackie) GARDNER

PHILADELPHIA — Shipping has improved considerably this week, which is the kind of news we wish we could report every time we write in.

We paid off a new SIU tanker, the SS The Cabins. She may have a queer twist to her name, but we got everything squared away without any trouble.

There were also two Bull Line ships, the SS Elizabeth and Aryln to payoff. These ships laid off their crews, and will lie idle until the ILA wins its beef in Puerto Rico. They'll be back pretty soon.

We also paid off a number of SUP ships, with SUP Patrolman Charlie Jacobs coming up from Baltimore to give us a hand on most of them.

SHORTAGE

The net result has been that we have had a shortage of Bosuns, Carpenters and ABs, and have had to call other ports for replacements. In part, this situation was caused by the new rule on ABs, calling for two-thirds of the ABs on each ship to hold green tickets.

Any AB having the necessary three years should go up to have his blue ticket changed for a green one. This is for your benefit as an individual, and it will also mean that the Union never will have any trouble manning its ships.

We kept pretty busy here all week handling beefs on ships in transit here. Among these were the SS Steel Voyager, Isthmian, and the SS Jean Lafitte, Waterman. The beefs, however, were more or less routine and were settled to everyone's satisfaction.

Just for the record, I'd like to report that everything is quiet on the local labor front.

WAIT FOR RULES

The membership here is hoping that the Headquarters Committee on shipping registration rules will soon have its recommendations on paper, as there appears to be a bit of confusion due to the different systems in effect in the various ports.

By setting up a uniform system of registration, the membership will simplify matters. A man will only have to acquaint himself with one set of rules, and he will know that they will apply in any port he may visit.

In the sports scene here, all hands appear to be quite happy. The town's representatives in the major leagues are giving ball fans something to talk about.

The Athletics seem determined to stay right up on top of the pursuing Yankees, Indians and Red Sox. The fighting Phillies are coming along okay under their new manager, Jack Sawyer. Looks like scrapple is as good as wheaties as the breakfast of ball players.

That's all for now. More coming up next week.

Baltimore Shipping Slumps Again, But Ore Jobs Take Up Some Slack

By WILLIAM (Curly) RENTZ

BALTIMORE—Shipping dropped down to nothing again in the seven days just past, with only a handful of vessels paying off and signing on.

This was a blow, for Baltimore had been quite active for a few weeks. Only four paid off while five signed on. As usual, when things are bad it was the Ore ships that kept us going.

This is another good reason for taking the jobs on those Ore ships. You will recall that last week we entered a personal beef to the effect that when members turn down jobs on these ships, they are beating themselves over the head and slugging the Union below the belt.

Well, we wish to repeat a little of what we had to say then. This is a big issue in this port and it's a big issue for the Union, don't make any mistake about that.

BLAMES YOU

You know what will happen if a few more of those ships sail short. We don't have to tell you. And who will be to blame? It's no secret. You men who have turned down those ships will have brought trouble upon yourselves. What's worse, you will be

bringing trouble to the entire SIU.

So you men who turn down the Ore jobs ought to do a little thinking about what the consequences might be. We Seafarers have a job to do sailing these ships, and it's our business to see that every ship we have sails under the SIU banner.

If too many of you men keep turning down these jobs you will have no right to holler when they come back with crews hired from the docks. Remember, if Seafarers don't take the jobs, the company can get its men somewhere else.

If we didn't have many payoffs and signons, we didn't have many beefs either. It wasn't only because shipping was down



—all of the ships were in good shape. The little things there were, we settled easily aboard ship.

DON'T ARGUE

Which brings to mind another point. Don't do any extensive arguing with those Mates and Engineers out at sea. Keep a careful record of everything, then bring it up in port. That's the way to take care of things.

When we say that we didn't ship many men this week, we don't wish to imply that there haven't been many ships here. There have been a lot, but most of them have been in transit. They crew up and pay off in other ports. In the transit class, we've had Watermans, Isthmians, Robins and Alcoas to look at.

Sure doesn't look as if those politicians over there in Washington were going to do much. We hear that a lot of those Senators and Congressmen had sublet their apartments for the summer, which is another reason they're mad about being called back. They don't have anywhere to sleep—which puts them in the same boat with a lot of their constituents.

Shipping In Tampa Good For Bookmembers

TAMPA—Shipping is still fair here, although business is slowing down a bit. Bookmen are able to ship out within a few days, but permitmen are having their troubles getting out.

As this is being written the John Bartram, Waterman, is in and calling for two AB replacements. There was no trouble in getting them, as we have several ABs on the beach who paid off the Robert McBurney.

The Bartram, you will recall, had a steam line explosion a couple of weeks ago that resulted in the death of two Seafarers, and caused severe injury to two others.

An Alcoa and a Bull Line ship come in here every ten days. Outside of these, all ships calling here are Waterman, with the exception, of course, of the McBurney, which comes in every two months to load phosphate for Germany. If we could get a few more ships like her, it

would ease the situation somewhat.

McBURNERY SIGNS ON

The McBurney signed on Friday and sailed Monday night, with several oldtimers aboard. Among them were "Buck" Woods, Harvey Brown, Al Driver and former Port Agent "Sonny" Simmons. Simmons sailed as Fireman-Watertender.

Incidentally, the McBurney just got a contract for three more trips, hauling phosphate between Tampa and a port in Germany.

I see by the papers here that Senator Claude Pepper was excluded from the Southern "Dixiecrats." That's easy to understand, since Pepper is notoriously pro-labor. Holland, the other Florida Senator, has been invited and that is likewise easy to understand since, like most of the oldline Democrats from the South, he is anti-labor.

Progress on our Hall is coming along nicely. It seems like it is

taking a hell of a long time to finish the job but, then, a good job is being done and a good job shouldn't be rushed. It's probably that we're a bit impatient to show off our finished product.

OUT OF HOSPITAL

Brother James Jones, one of the men who was burned in the Bartram explosion, has been discharged from the local hospital.

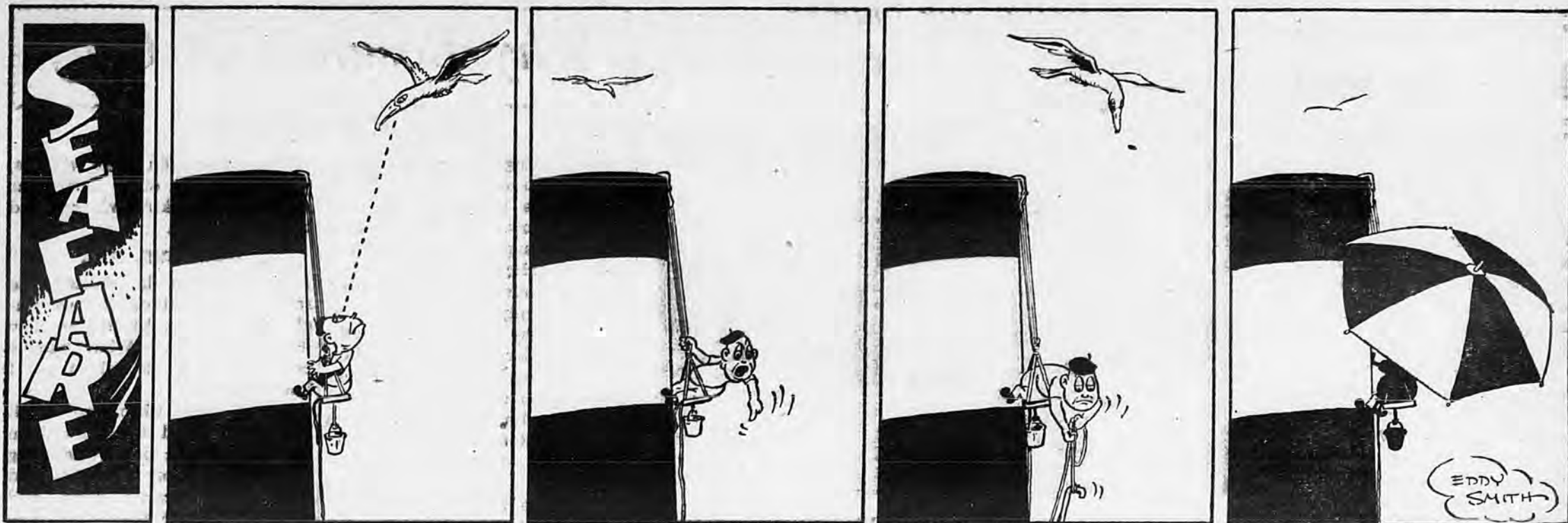
Jones, who hails from Mobile, Ala., will require out-patient treatment for sometime to come. He is stopping at the Sailor's Hotel and plans to rest up and take in a few shows and ball games meanwhile.

This is about the best port there is to lay around on the beach. Things are very cheap and there's plenty of recreation—all kinds.

Hope by the time we file our next report to the LOG, our building will be finished and we'll be doing our business from there. See you then.

ATTENTION!

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



CG To Enforce Law On ABs

On July 15, the Coast Guard commenced rigid enforcement of the legal qualifications for signing ABs on American ships.

Under the law, two-thirds of the ABs on any ship must hold green tickets. In other words, two-thirds of the ABs must show three years of deck time. The remaining third may hold blue tickets which require only a year of deck time.

On the average ship calling for six ABs, four will have to have green tickets after July 15.

All ABs are urged to check their tickets. If you hold a wartime AB ticket, terminating six months after the end of the war, you should go to the Coast Guard and get your blue ticket, or get your green ticket if you have the three years.

And if you have a blue ticket and the three years, you should get it upped to green, whether you got your papers during the war or some time earlier.

New York Beats Robin Gray Job Demotion

By JOE ALGUNA

NEW YORK—Before jumping into the story of shipping in this port for the week, I'd like to give the wind-up of the demotion incident aboard the Robin Gray.

Last week we reported that the Chief Electrician on the Gray had been demoted to Wiper and we were taking the case before the Steamboat Inspector. We did, and the man was reinstated with all pay due him.

He had been charged with sabotage and demoted by the 1st Assistant while the ship was in Durban. When the true facts came to light before the Inspector it was found that the man was very capable in his job and had not been destructive in any way.

We are now faced with a similar case. The Chief Steward on the Azalea City has been demoted to Messman by the Skipper. This case, too, will be fought just like the previous one.

All men who find themselves disliked by the Department head or Skipper should protect themselves by keeping their noses clean. If someone is out to do a job on them, they should be sure that they do nothing that will give the officers reason to derate them.

HOLDING FAIR

New York shipping is continuing fair for another week, and it looks like it will hold its own during the immediate days ahead.

The movement of jobs here isn't terrific, but it is fast enough to provide a smooth turnover of men on the beach. It would have been a little better, but the ILA strike in the Islands has caused Bull Lines to hold their ships here until the strike ends.

We're supporting the ILA men down there, and we'll be content to wait until they win their just demands.

Some of the good ones in port this week were the Arizpa and Azalea City, both Waterman. Outside of the Steward beef already mentioned, they were both good, clean ships. A couple of others worth praising were the Isaac Singer, Alcoa; and the Rosario, Bull.

Others, new to the SIU, were the Lake George, U. S. Petroleum Carriers; and the Sweetwater, Metro Petroleum. Both ships were well handled by the Patrolmen with excellent cooperation coming from the crew.

Departing from this port in good shape this week were

Fairland, Waterman; Marine Arrow, Robin; Emilia, Bull (she's not going to the Islands); Arizpa, Waterman; and Lake George and Steel Scientist.

These days when every dollar counts it hurts a Seafarer to lose out on money which is



rightfully his. One of the frequent causes of loss comes when a man pays off a ship in a foreign port because of illness.

ANCHORS AWEIGH

Unless he gets a statement from the Skipper stating the reason for his piling off, he might find it very difficult to collect wages and subsistence when he returns to the States.

The best way to be protected all the way around is to first get the statement from the Skipper and also a record of treatment from the hospital or doctor who treated you. Then drop a card to the Special Ser-

vices Department, Headquarters, 51 Beaver Street, New York, giving the name of ship, when and where paid off and for what reason.

With this the Special Services will have a record which will make it easier to push a claim when you hit the States.

SAFE WAY

It may sound like a lot of bother to get the statements and send a card, but it is the safest way to assure collection of the money due you.

Here's a recommendation passed in the Port of New York at the last membership meeting which we feel is a good one:

If a man ships on a ship as a 3rd Cook and later the ship takes on more than 12 passengers, which means a 2nd Cook is required, the 3rd Cook be allowed to stay aboard as 2nd Cook.

This is not a shipboard promotion as he is not stepping into someone else's job. Instead, he is merely doing the same work but gaining an increase in pay. Of course, in a situation like this, the 3rd Cook must have the endorsement for 2nd Cook.

Just thought we'd pass the word along, so all Brothers can become acquainted with it should it pop up on the floor at one of the meetings soon.

New Orleans Shipping Picks Up; Mississippi Negotiations On

By EARL SHEPPARD

NEW ORLEANS—Shipping has picked up somewhat in the past two weeks in this port, and the business affairs of the Branch are in good shape.

The upswing in local shipping was marked by ten payoffs and six signons during the past week. The immediate picture doesn't look bad, with about the same number of payoffs and signons expected this week. Shipping should at least hold its own.

Negotiations on the new contract are in progress with the Mississippi Shipping Company, and we hope to have something definite in our next report.

The company has already signed the new Hiring Hall Agreement and has agreed to most of the conditions being sought. However, there is still a question on wage increases.

NEGOTIATIONS

I returned from New York recently, where I joined in the contract negotiations the Union is conducting with the Atlantic and Gulf Coast Ship Operators Association. It appears that these people want us to make quite a few concessions but, in turn, don't want to give us a damned thing.

How long they will keep up this phony attitude we don't know, but you can rest assured we will win this beef in true SIU style.

A party tendered in honor of "Uncle Bill" Donnell on the thirty-first birthday of the Federationist, which he edits, was held here in our Hall last Saturday after the membership voted to give our facilities for the purpose.

The Federationist has been the official American Federation of Labor organ for the State of Louisiana since its inception.

Everyone agrees that it has carried the AFL banner at all times for the betterment of the organization's entire membership.

The party was a success from start to finish and was thoroughly enjoyed by all who attended. Several prominent townsmen and local AFL union officials spoke in honor of "Uncle Bill" and the Federationist.

HANCOCK CELEBRATES

Brother Red Hancock celebrated his thirty-eighth birthday on board the SS Del Norte at sea recently. It seems as though everyone took the opportunity to imbibe one and have fun. Guess it's about time Brother Hancock starts going back toward twenty-one.

The Del Norte is the vessel on which Brother Neil Handley died. The crew made a very fine gesture in collecting \$1,077, which they turned over to Brother Handley's widow, to whom all Seafarers extend their sympathy.

One thing before signing off. Any members not having blue AB tickets should get them changed immediately for the green tickets, if they're eligible, or they may find they're unable to ship.

Only one-third of the ABs can ship with blue tickets; the rest of the ABs aboard a vessel must have green tickets. Information on this score has been running in the LOG from week to week and all members should read it and follow the instructions given.

Attention to this matter by those affected will eliminate beefs at signons of the kind we had today, when the Shipping Commissioner refused to allow some men to sign on because they failed to take note of this new provision.

Galveston Shipping Spurt Dies

By KEITH ALSOP

GALVESTON—As expected short-sighted course in making the spurt in shipping this port has been enjoying the past couple of weeks petered out this week. Although we were not inactive—we had four payoffs and two signons, no payoffs loom in the immediate future.

We paid off the Governor Bibbs in Beaumont, the Horace See, the Stanton King and the Nathaniel Currier. The See went into the shipyard for a remodeling job. There were no beefs of any consequence on any of these ships paying off.

Signons were held aboard the Nathaniel Currier and the Stanton King.

DRAFT TALK

Most of the younger members seem to be most interested in the draft status of seamen, not a very difficult thing to understand, either. Although oldtimers may talk less about the situation, they too are undoubtedly interested.

Up to now, the government appears to be following a rather

no provision for the exemption of experienced seamen who sailed through the last war, and are still manning ships.

We hope that the communication sent from Headquarters to President Truman last week, pointing out the advisability of keeping our merchant fleet manned by capable and experienced hands brings some results.

NO SENSE

The odd thing about the government's lack of foresight is that all the time they are trying to convince everyone how important the merchant fleet is in war and peace, they never raise a hand to keep it running smoothly.

That man was here last week. We're talking about the one and only Frenchy Michelet, who stopped in for a few hours, then moved on.

Other oldtimers around the beach her are Philip Daly, Jr., Buddy Jordan, D. Gardiner, W. H. Laffoon and W. R. Walker.

Frisco Narrows Down The Hunt For New Hall

By A. S. CARDULLO

SAN FRANCISCO — We've been knocking ourselves out looking for a good location for our new Hall here. The field has narrowed down to two places, and we will definitely choose one of them next week.

Although we would have liked the Hall to have been ready by now, the delay has not been too great a drawback. We have had no payoffs or ships in transit this past week and none is expected for the next two weeks, with the exception of the Calmar. She's due next week in transit.

WORTH WAITING

As a matter of fact, we feel that the delay will ultimately be of benefit to the membership, since we are solely interested in obtaining the best place possible. Waiting a bit longer for something worthwhile appears to be fairly sensible. The entire A&G District membership here on the West Coast has been drafted to help in our search.

Chin up, chest in, all's well that ends well!

After the slump, we expect to do a rip-roaring business for the remainder of the year—in all Departments. This forecast is based on a careful "West Coast-wise Survey" of the shipping situation. The only error in this fool-proof survey was made recently when it selected Wolcott against Louis in their last set-to.

DONORS

A group of the boys aboard the SS Iberville donated \$31 to the Frisco Branch to be used for the purchase of books as an aid in the educational work in the new Hall.

Donors were D. F. Sykes, Frank Smith, Leon Roberts and Bob Neuer, all of the Deck Gang; George Crosby, Ken Ecklund, Sane Agro, L. O. Miller, Carl Kumlin, A. Hildago, D. B. Ruff, K. H. Hakensem and W. R. Connell, of the Black Gang. Stewards Department men contributing were S. O. Lange, J. E. Gallant, J. A. Lafrance and Frank Mittelhauser.

All beefs aboard the Iberville were squared away at the sign-on in Stockton. Brother Gallant, Stewards Department Delegate, was elected Ship's Delegate for the voyage.

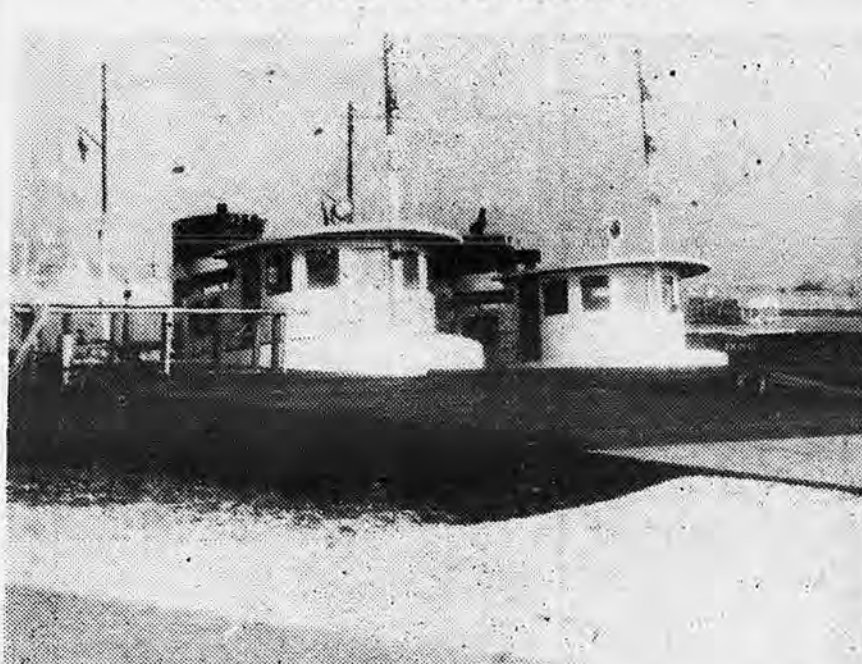
The Skipper, a retired bookman from the Gulf, agreed not to log any of the crew during the trip, providing an amount at least equal to what the log would be was donated to the SEAFARERS LOG at the payoff.

Attention Members

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

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

WAITING FOR ORDERS



Tugs manned by Marine Allied Workers, SIU affiliate, await the word to shove off. Above, are the Debardeleben tugs of the Coyle Lines at Algiers, La. Below, tugs Walter R and Alma D. are pictured at Harvey, La. Photos were submitted by Trussel Beatrous, New Orleans Patrolman of the MAW.

San Juan Branch Cracking Down On Performers

By SAL COLLS

SAN JUAN—As this is being written, the International Longshoremen's Association strike here is still in full swing. The ILA, which has the full backing of the SIU, is striking because the companies have refused to discuss a wage increase since the beginning of the year.

Meanwhile, we are covering all our ships in the port every day. The beefs on the SS Monroe, involving all three Departments were settled to the crew's satisfaction. One Oiler had to be removed for failure to cooperate with his shipmates. He had been drunk for three days. A Night Cook and Baker was fined for not working with the other members of his Department.

PULLS PERFORMER

A performer on the SS Jean had to be pulled off the ship. All disputes aboard the SS Dorothy were settled on the ship. All is quiet on the SS Suzanne. No beefs are pending. Passes were issued to all unlicensed personnel aboard this vessel.

The minor beefs on the SS Wild Ranger were settled aboard ship.

Aboard the SS Cape Mohican, which is at Guanica, there was a beef involving the Engine Utility, whom the First Assistant wanted to demote to Wiper for no reason whatsoever. We boarded the ship where we learned that the entire Black Gang backed the Utility, saying he was working all right. So we straightened the matter out with the First Assistant.

After we squared everything away, the Engine Utility requested that he be switched to Oiler. The entire gang agreed with the idea, so we advised him to see if he can get Engine Utility wages when he gets back to the States.

The SS Morning Light, Waterman, has been over at Mayaguez ever since the strike and she has made some replacements while in that port. There are no beefs pending on this ship at this time.



The Patrolmen say

Hiring Hall Is Best

Our Agreement states: "The Union agrees to furnish capable and competent men." This actually relieves the ship operators of a lot of headaches, and saves them money in the long run.

By eliminating favoritism and petty grievances that are bound to crop up under any company hiring system, the cooperation and efficiency of the crew is increased.

Under the Hiring Hall clause in our agreements, the companies agree to obtain their men through the facilities of the Union—and for the SIU the facilities of the Union means the Rotary Shipping System, which is equitable and just for all.

The companies have found that they get a higher standard of men in this way than they could get through a hiring office, where the judgement of some man in charge is subject to personal prejudice and acts of favoritism.

That's one reason the companies were anxious to retain the Hiring Hall in the new agreements.

FEW EXAMPLES

There are a few instances where a Mate, Engineer, or Steward rejects a man dispatched from the Hall as incompetent. But usually investigation shows that such refusal is ungrounded; and every case should be thoroughly reviewed and, if

necessary, put before arbitration to prevent abuses.

The SIU disciplines its own members through Union action aboard ship and ashore, to take care of company property as well as their own, to keep a clean ship, to work together as Union Brothers and to respect the contract.

An SIU crew feels that the maintainance of the ship is as much its responsibility as it is



the Master's. Upon return to the home port they make a list of the repairs that are needed to facilitate efficient operation.

A free-thinking trade unionist is a militant fighter for justice, and he prides himself as a competent seaman. He does his job right, and sees to it that his shipmates do, theirs. But he will not tolerate unjust restrictions, abuses, whipping-boy tactics, and will accept nothing less than dignity and responsibility.

The company's interest is involved as much as the seaman's when the Union stands by the Hiring Hall for competent, capable and independent seamen!

Freddie Stewart

Why Bosuns Get Grey

By G. W. (Bill) CHAMPLIN

Many things on the sea are a matter of tradition. Most of the duties of a Carpenter fall into this category. The relationship between Carpenter and Bosun is such a delicate matter that I shall endeavor to touch on the subject largely in the hope of getting some answers from others—both Carpenters and Bosuns.

On modern steel ships, Carpenters are rapidly being displaced by ABs who are signed on as Deck Maintenance men. Often two DMs are substituted for "Chips."

All cargo agreements provide for "competent members of the crew doing Carpenter's work" (in other words carpentry in the shore-going meaning of the word: woodworking). Chips' first rivals were Deck Engineers, who came

with steam-driven cargo winches, windlasses and other such gear as capstans, docking winches, and towing winches.

GOODBYE, PAL

Electrification is causing the rapid disappearance of Deck Engineers, Milford Electrician now displacing him. What atomic energy will do to all of us, I hate to think!

Traditionally, Chips greases all blocks—he used to make them of wood—doors, ports (including the replacing of portlights and dead lights), cargo ports, and hatches, because they were once upon a time made of wood, so are still subject to the Carpenter's care and maintainance.

Anchors, which long ago were of wood reinforced with iron, fall into Chip's ancient realm, together with the anchor windlass. The latter has come a long way from the hand-propelled anchor capstan of yore.

It is now a highly complicated winch, but the Carpenter runs it. Indeed the only cables left on an American ship are the anchor cables, which are now great chain cables of steel.

WATER BOY

When sailing ships put in for water, Chips was called upon to cooper all watercasks and butts, and break out whatever hose and pumps were necessary. The latter he also made. Hose was made of canvas or leather. Pipe was made of wood. On Limey ships, Chips still does the plumbing.

Sailing as Carpenter on the Dominican Victory, India SS Co. of Calcutta, Ltd., under the British flag, (until they hoisted the Star of India) under Canadian articles, but SIU-contracted under the Waterman Agreement, I had my hands full.

The Master was broadminded enough not to make me do plumbing; but he did insist on my tending water whenever we took fresh water at Malta, Port Said, and Aden.

The mention of hose recalls an interesting and very frequent combination job of times gone by: that of Carpenter-Sailmaker. As a result, Chips is still required to do all kinds of odds and ends of canvas work even now.

FRICTION

So ill-defined are the Carpenter's duties today that the condition often leads to friction in the eternal triangle of Carpenter-Mate-Bosun.

Unfortunately, the Carpenter and Bosun have to live together. Occasionally the spectacle of neither one speaking to the other for months on end presents itself to an amused crew. The Carpenter takes orders only from the Mate, and gives orders to no one—at least on a freighter. When Chips and the Serang are not speaking and it's "all hands fore and aft," the situation becomes really ridiculous. The Mate has to give two sets of orders.

Or take the situation when the Bosun relays the order to heave away on the mooring line, and Chips feels the Bosun is trying to tell him what to do. Chips mumbles in his beard, the Bosun blows his top, and the Mate probably demands, "What the hell kind of crew did the Union send me anyway?"

Then everyone goes ashore and gets drunk and is ready to start all over again.

Minutes Of A&G Branch Meetings In Brief

NEW ORLEANS—Chairman, Johnny Johnston, 53; Recording Secretary, Herman Troxclair; Reading Clerk, Buck Stephens, 76.

Minutes of other Branches previous meetings read and accepted. Motion carried to non-concur with section of Baltimore minutes regarding J. Petro, with recommendation that his probation period be changed to read "suspension." Motion carried to request West Coast Representative to get suitable Hall as soon as possible, as per wishes of membership. Port Agent Sheppard reported he just returned from New York, where he took part in contract negotiations with the operators. He said operators want Union to make concession but they are unwilling to make any in return. He predicted success for the SIU, however. In accordance with instructions from the Secretary-Treasurer, he said he would meet with Mississippi Shipping Company tomorrow to discuss negotiations for new contract. He said he was of the



opinion Mississippi would talk business but, if they didn't, everything possible would be done to make them think differently. Sheppard also advised men with blue AB tickets to change them to green immediately, to avoid confusion at the last minute before signon. Motion carried to accept and concur in Brother Sheppard's report. Patrolman reported that shipping and business was rather slow for awhile, but that it had picked up a bit in the past few days. Patrolmen's and Dispatcher's reports accepted. Accepted and concurred in telegram sent by Secretary-Treasurer to President Truman urging draft exemption for seamen who sailed in war and are still going to sea. Meeting adjourned at 8:30 P.M., with 480 members present.

BALTIMORE—Chairman, William Rentz, 26445; Recording Secretary, Ray Pulliam; Reading Clerk, Al Stansbury, 4683.

Oath of Obligation administered to 16 members. Motion carried to accept Trial Committee's reports. A memo to all Branches was attached to one Committee report, which found a member guilty of missing Isthmian Strike duty. Trial Committee memo recommended "that in future all Branches, particularly the Honolulu and Philadelphia Branches, check members' books more closely" for strike clearances. Minutes of previous minutes in other Branches read and accepted. Motion carried to forward all ship's minutes to SEAFARERS LOG for publication. Motions carried to accept reports of Port Agent, Patrolmen, Dispatcher and Hospital Committee. All hands rose and stood in silence for one minute in memory of our departed Brothers. Under Good and Welfare, several members took the deck to discuss pro and con the food problem aboard the Ore Line ships. There were 363 members present when meeting adjourned at 9:30 P.M.

A&G Shipping From July 13 To July 27

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston	40	21	25	86	12	9	12	33
New York	267	169	209	645	175	160	166	501
Philadelphia	55	52	38	145	60	27	18	105
Baltimore	310	164	147	621	223	135	104	462
Norfolk	67	54	33	154	64	53	50	167
Savannah	24	44	20	88	24	21	19	64
Tampa	16	26	17	59	17	14	14	45
Mobile	83	74	62	219	112	92	84	288
New Orleans	194	117	192	503	174	102	141	417
Galveston	65	60	34	159	84	53	38	175
San Juan				(No figures available)				
GRAND TOTAL	1,121	761	777	2,679	945	666	646	2,257

NOTE: A&G men shipping on the West Coast are not included in this report.

MOBILE—Chairman, Oscar Stevens, G-115; Recording Secretary, Jeff Morrison, 34213; Reading Clerk, Harold Fisher, G-59.

Read and accepted minutes of previous meetings in other Branches. Agent Tanner reported on recent trip he made to New York to participate in negotiations for new contracts. He also reported on shipping prospects for Mobile. Tanner related that he had been instructed at Headquarters to continue negotiations with ship operators in Gulf who are not members of Atlantic and Gulf Ship Operators Association. Everything is being subordinated to the problem of securing the contracts, he concluded. Motion carried to accept Agent's report. Headquarters report read and accepted; also telegram sent by Secretary-Treasurer Hall to President Truman in regard to draft status of seamen. Motion carried that Agent contact West Coast Representative and ask for report on progress being made in search for new Hall in Frisco. Patrolmen's reports read and accepted. Trial Committee's report accepted. Membership observed one minute of silence in memory of departed Brothers. Meeting adjourned 8 P.M., with 289 members present.

SAN JUAN—Chairman, S. Colls, 21085; Recording Secretary, R. V. Ortiz, 6141; Reading Clerk, H. H. Spurlock, 11101.

New Business of other Branch meetings read and accepted. Agent reported Building Committee had found a building which it highly recommended.



Resolution, signed by members of the Committee, called for purchase of two-story cement building, at 51 Calle de Pelayo, to bring the Puerto Rican Hall up to the standard of SIU Halls in the States. Price: \$17,000. Details of building: Building has two big rooms for meetings, four big rooms for offices, one large room for Dispatcher and Patrolman, one large room for the Shipping Hall, two toilets and showers. Building also has a large baggage room and a place to put an awning on the roof large enough to contain about 250 persons. In case of strike, 250 cots can be set up. Room on terrace can become a strike kitchen in a matter of hours. Building is all by itself in block, thereby causing no interference. After much favorable discussion resolution was adopted. One

minute of silence for Brothers lost at sea. Meeting adjourned with 54 members present.

PHILADELPHIA—Chairman, L. A. "Blackie" Gardner, 3697; Reading Clerk, D. C. Hall, 43372; Recording Secretary, G. H. Seiberger, 6932.

New Business of all Branches read and accepted. Great Lakes and SUP minutes were posted. Special meetings of Philadelphia New York, Norfolk and Puerto Rico read and accepted. The Agent reported to the membership that shipping had picked up considerably in the past week and the outlook for the immediate future was fair. There are several Bull Line ships in port with the crews laid off due to the strike in Puerto Rico. The communications from the Secretary-Treasurer, his Financial Reports dated 7-10-48 and 7-17-48, and his Report to



the membership were read and accepted. The Dispatcher reported a total of 145 registered, and 105 shipped. Two members were Obligated at the meeting. There was little discussion under Good and Welfare. One minute's silence for departed Brothers. Meeting adjourned with 145 members present.

GALVESTON—Chairman, Keith Alsop, 7311; Recording Secretary, Val James, 7803; Reading Clerk, R. Wilburn, 37739.

Galveston minutes read and accepted, as were Galveston financial reports, and the Secretary-Treasurer's financial and Headquarters reports. Quarterly Finance Committee's report accepted. New business in minutes of other Branches read and accepted. Dispatcher reported 159 men registered and 175 men shipped in two-week period. Dispatcher's and Patrolman's reports accepted. Following men Obligated: J. Gribble, W. Big-ham, D. Lacey, P. Ohedh, W. Tolmachoff, G. D. Sims, P. Cathcart, W. A. Thomas. Voted to take immediate action on Secretary-Treasurer's telegram urging protests to President Truman on drafting of merchant seamen. Voted that man should show real proof of reason he asks to be excused from meeting. Voted 182 to 0 that J. Megan, former pie-card in Boston, be brought up on charges of action unbecoming a Union member and that Galveston be on record as demanding that he be placed in 99-year club. Voted another member into 99-year club. Minute of silence for

departed Brothers. Under Good and Welfare, wide discussion of need of protesting drafting of merchant seamen with war records, who still sail. Meeting adjourned with 183 bookmen present.

NORFOLK—Chairman, Ben Rees, 95; Recording Secretary, J. A. Bullock, 4747; Reading Clerk, M. Darley, 100931.

Norfolk minutes and financial report read and accepted. Secretary-Treasurer's report heard and accepted. Quarterly Finance Committee's report also accepted. Voted to read only new business of other Branches. All new business of Branch minutes of July 14 meetings read and accepted. West Coast and Great Lakes minutes to be filed. Voted acceptance of Headquarters' telegram urging members to protect drafting of seamen with war records, who are sailing now. Accepted recommendation of Trial Committee fining member \$100 and placing him on probation. Voted charges against another member. Elected following committee to handle donations for telegrams: L. Baker, G. Lawson, C. Saunders. Agent said that shipping had improved considerably since the previous meeting. He thanked the membership for the way they had been sailing ships crewing in Norfolk. Result is that several Waterman and South Atlantic ship now crew and payoff here, although actually ending their voyages elsewhere. He urged everybody to send telegram to Truman. Agent's report accepted. Dispatcher's report accepted. Eight men Obligated. Minute of sil-



ence for departed Brothers. Under Good and Welfare, several Brothers spoke on draft problem, and about 100 Brothers arranged to send telegrams. Meeting adjourned with 154 members present.

SAVANNAH—Chairman, W. J. Brantley, G-111; Recording Secretary, Billy Harrison, 36878; Reading Clerk, Charles Starling, 6920.

Voted to hear new business only from all Branches. All Branch minutes were accepted, but one member went on record as opposed to Baltimore minutes. Voted to file West Coast and Great Lakes minutes. Agent reported shipping still slow. Said he expected about a payoff a week for next few weeks. Also said hoped to be in new building before next meeting. Report ac-

cepted. Patrolman reported on settlement of beefs aboard the SS James Swan. Everything fixed but a few logs. Report accepted. Secretary-Treasurer's reports heard and accepted. Voted authority to Agent to act on excuses offered by men missing meeting. Trial Committee's report accepted. Accepted Headquarters' telegram urging protest against drafting of merchant seamen with war records, and voted to send telegrams to Washington. Dozen from crew of SS William Carson hit deck to explain how sensation-hungry newspapers had plastered a good ship with a bad name by headlining false reports of mutiny. Minute of silence for Brothers lost at sea. Meeting adjourned with 63 bookmen present.

TAMPA—Chairman, R. H. Hall, 26060; Reading Clerk, R. L. Duke, 143; Recording Secretary, R. Seckinger.

Tampa minutes read and accepted. New business of other Branches read and accepted. Agent reported shipping holding



up. Several ships hit each week, he said, and bookmen generally get out fast. Stewards Department men having the longest waits. The Hall is coming along fine and will soon be shipshape. New radio is expensive, but it is combined AM-FM. Agent's report accepted. Accepted Headquarters' telegram against drafting of merchant seamen. Also accepted Secretary-Treasurer's report. Voted to buy the radio, since the nicest Hall in the Gulf certainly should have a nice radio. Voted that Agent should contact Secretary-Treasurer on getting Waterman coastwise ships to crew up and payoff in Tampa, to help get some of non-rated men out. Dispatcher's report accepted. Minute of silence for departed Brothers. Under Good and Welfare, Jones, one of men injured by steam on SS John Bartram, asked question about blood donations. He was told that hospital owed SIU fifty pints.

BOSTON—Chairman, J. Greenbaum, 281; Recording Secretary, C. L. MacDonald, 50632; Reading Clerk, W. Siekmann, 7086.

Minutes of other Branches' previous meetings read and accepted. Also read and accepted were: Secretary-Treasurer's financial report, Patrolman's report, Dispatcher's report and Agent's financial report. Motion made and carried to accept Secretary-Treasurer's telegram to President Truman on draft status of seamen copy of which is to be posted on bulletin board. Port Agent, in his verbal report, said that shipping and business was slow, but that four Cities Service tankers were crewing up in this area over the weekend and he urged members to make an effort to obtain some of these jobs. A report was given of the robbery by some of the former piecard's and the membership was assured of the Union's security, inasmuch as these ten-cent store badmen weren't worth a second thought.

(Continued on Page 14)



SHIPS' MINUTES AND NEWS

Mysterious Cigarette Loss In Aden Irks Butt Addicts On Fabricator

Eight cases of cigarettes went over the side of Isthmian's SS Steel Fabricator in Aden under circumstances the crew never could quite understand, according to Vladik Susk who was sailing as Assistant Electrician.

The cigarettes didn't fall into the Gulf of Aden. It so happened that they were lowered into a bumboat. Seafarer Susk, a handy man with a camera, recorded the proceedings and brought the pictures to the LOG.

All that the crew knew was that the cigarettes came from the officers' deck, Susk declares. But nobody knew who got them out, or who lowered them, or who collected a little something for his trouble.

Nobody might have thought too much about the incident anyway if the Fabricator hadn't come close to running out of cigarettes a few days later on the way home. In fact, the slopchest got down to where there were nothing to be had but Chesterfields.

BITTER WEEDS

Of course, there is nothing wrong with Chesterfields—for those who like Chesterfields. But Chesterfields were bitter weeds to confirmed Camel puff-ers and Lucky Strike men. Susk had no complaint. He doesn't smoke.

The sale of cigarettes was conducted in a pretty high-handed fashion throughout the Fabricator's three-month trip to the Far East, Susk discloses. The ration was two cartons a week during the entire voyage, but the Purser sold them only at stated times and if a man was asleep or on watch or was just a minute late he didn't get his two cartons that week. Nor did he get two extra the following week to make up for his loss.

The only time anybody got four cartons was directly after the incident related above when the Purser allowed four cartons a man going through the Suez Canal.

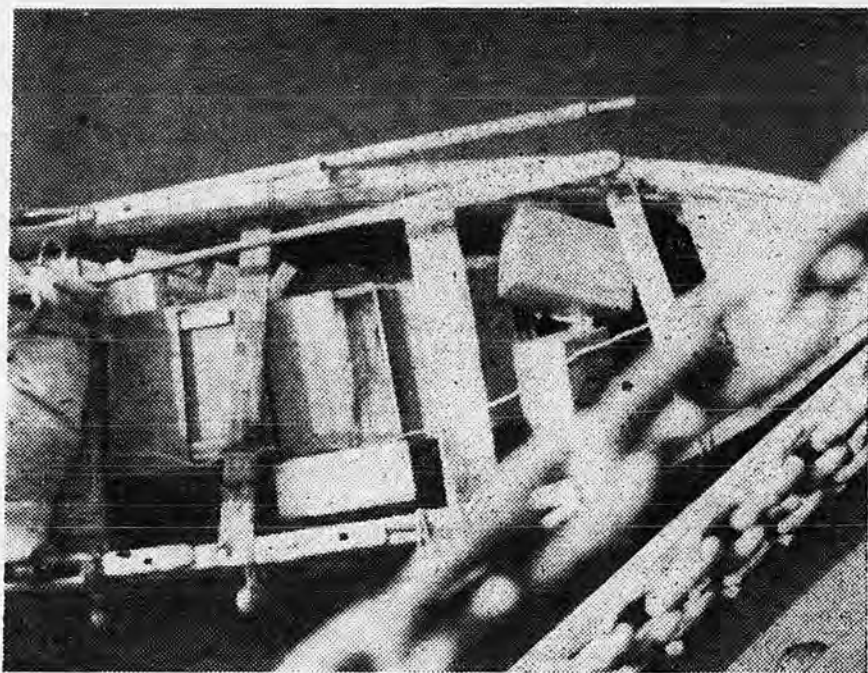
On the trip in general, Susk says the crew was, by and large, a first rate one. However, the ship was a poor feeder, getting worse as the weeks wore by, and the Skipper was plain tough.

He allowed overtime, but he gave it grudgingly. He interpreted the contract strictly and the hours were hard to get. Moreover, he was a fast man with a log, Susk says. But Susk himself avoided the loggings.

One of the crew's bitterest complaints was the Old Man's reluctance to issue draws. "He was tight on draws in Port Swettenham, Saigon, Bangkok and Surabaya," Susk says, which doesn't leave many places in which to have been easy.

SOURCE OF DANGER

The crew had another complaint at Port Swettenham, Malaya. The Fabricator was going to take on a load of rubber, but was only going to be tied to the dock for 24 hours before moving out to anchorage. The



Brother Vladik Susk's camera gives the evidence as to why the Steel Fabricator suffered a cigarette shortage. The shot showing the eight cases of cigarettes in the bumboat was snapped before they could be covered with a canvas. A minute later the butts were concealed and the bumboat was rushing to shore with its booty.

Old Man didn't want to run out the gangway for so short a stop so he had Chips make a ladder der.

The ladder was just a few boards with narrow cleats nailed to them, and a rickety railing. When the tide was high, the contraption stood at an angle of about 85 degrees.

Since everybody went ashore that night, the ladder was a potential source of danger. But luckily nobody was hurt. However, for the record, Susk took



This served as a gangway for the Fabricator men in Port Swettenham. The rickety ladder was knocked together by the Carpenter under orders of the Captain, but few were the crewmen who would chance many trips ashore. No one was injured, but it was only luck, reported V. Susk who took the photo.

a couple of pictures showing just how perilous the ladder really was. It looks as bad as he describes it.

The food got pretty short on the way home, Susk says. For two weeks there was nothing but ham and frankfurters. However, the trip, can't have been too awful. After the payoff in New York, Brother Susk signed right back on again for another ride to the East. He promises more pictures and another story when he returns.

Got A Story? Send It In!

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

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

Well, we still want to hear from Seafarers who have beefs—they serve a good purpose—but as the crew mentioned cheerful news is just as interesting and we'd like to print more of it.

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

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

Seafarer Bowls 300 Game, First Of Hometown Season

For three years E. E. (Elzie) Diffenderfer bent the ears of his shipmates telling them how someday he was going to bowl a perfect 300 game. Now he can bend their ears telling them how he did it.

The young St. Petersburg, Florida Seafarer turned in the first 300 game of the season in his hometown July 23 when he levelled every pin for twelve straight frames.

In a write-up in the St. Petersburg Independent, Diffenderfer was spotlighted for his feat and also credited with rolling the high series of the year. His perfect game, added to scores of 227 and 240, gave him a high of 767.

A bowling enthusiast since the age of 10, Elzie has long pointed for that one perfect game. Since going to sea three years ago he has spent most of his time between ships at the local alleys, where he consistently racked up high scores. But the big one always eluded him until now.

Now that he has it under his belt, his shipmates can relax. "I would like all my brother Seafarers who have heard me harp on it for three years to know that if I died today I would rest in peace," he said.

Seafarer Thanks Brothers For Aid To Sick Wife

When Seafarer Buddy Bass' wife lay seriously ill in a Baltimore Hospital six Seafarers volunteered to give their blood to help pull her through.

Now she is well on the road to recovery and is doing nicely. Brother Bass wishes to extend his and his wife's heartfelt thanks to the men who contributed so greatly to her recovery: J. Spuron, D. DiMai, W. H. Foote, L. Bewig, B. Cawthorne and J. Gnagy.



(The Evening Independent, St. Petersburg, Fla.)
E. E. DIFFENDERFER

N.Y. Seafarers Sipping Java Gift Of Former Member

Coffee "on the house" to the members on the Recreation Deck of the New York Hall is fast becoming an institution since its inception several months ago. This week it was given a boost when a case of 24 one pound tins of coffee arrived at the New York Hall from retired member P. A. Carlson.

Carlson, now working for W. F. McLaughlin & Co. in Chicago, had read in the LOG where coffee is being served to the membership. Remembering what coffee time meant to him, he purchased the coffee for his former SIU brothers to enjoy while waiting around for a ship.

The coffee urn is perking it up and the boys are calling out "draw one"—one of Brother Carlson's, that is.

THE BEEF BOX

SAYS RADIO, FANS DROWNED OUT ADDRESS SYSTEM, FOULED CALL

To the Editor:

How about fixing the public address on the third floor? I made an important call and needed to reach a Brother on the third floor. He was there all day waiting for my call; but never heard his name called over the speaker system.

Undoubtedly, with the radio and the noise of the fans, the public address system should have more volume. I hope this can be attended to for the benefit of all.

Don M. Ravosa
New York

ANSWER: The building superintendant reports the public address system is in good order. The switchboard operator has been requested to turn up the amplifier when announcing calls.

Digested Minutes Of SIU Ship Meetings

CHRYSAANTHY STAR, April 4—Chairman T. Salzarulo; Secretary A. Govastes. Motion carried that the Mates keep off the deck. Good and Welfare: Suggestions that the passageways be kept clean and that the crew keep cups off messroom tables. Suggestion made that some pictures of ship and crew be taken for LOG. Warning given that there will be no missing of watches. One minute of silence for Brothers lost at sea.



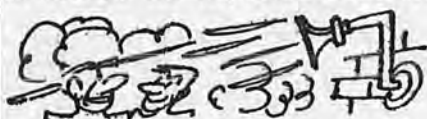
clamation. Resolution submitted for a letter to be drafted to LOG calling for men to sail the ships to eliminate the free loaders. One minute of silence for Brothers lost at sea.

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PORTMAR, July 4—Chairman H. J. DeForge; Recording Secretary Robert McCulloch. Overtime beef in Deck Department which the Delegate reported he expected to settle before reaching port. Motion carried to petition Secretary-Treasurer and Membership to remit fine imposed on the Chief Cook for missing ship between New York and Philadelphia. It was pointed out by members making previous voyage that the Patrolman was not fully advised of the circumstances in this case. Motion carried to have the Deck and Engine Departments take turns cleaning laundry, while the Stewards Department would clean recreation room. One minute of silence observed for departed Brothers.



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ALCOA CLIPPER, July 10—Chairman Krehn; Recording Secretary Greenberg. Viv Meriana, Ship's Delegate, read a communication on the retaining of the Union Hiring Hall. He recommended that each Department use its own messroom, that minors be kept out of crew's quarters unless they are with an adult making a tour of inspection, that the coffee would be replaced with a better brand. Accepted. Deck Delegate reported nine dollars had been collected for ship's fund. Engine Delegate reported overtime beef on delayed sailing. Motion under New Business by Lloyd Blanchard to obtain a separate ice box for beer. Vic Meriana explained that the dairy box was being opened so often for beer that everything else was spoiling. Amendment to have committee of three investigate and report back at next meeting. Brothers Meriana, Eddy Steugh and Joe Vaccarre to compose committee. Carried.

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MARINE RUNNER, June 6—(Chairman and Secretary not given.) All crew members present. Minutes of previous meeting read and accepted. Vote of thanks given Chief Steward T. M. Reilly and Steward Department by entire crew for excellent food being put out. One minute of silence for departed Brothers.



~ ~ ~
CAPE EDMONT, April 6—Chairman Widden; Recording Secretary Pittman. Delegates reported no beefs and reports accepted. Motion that brother who left ship with unpaid debts be put on the "do not ship" list, and that the Patrolman be notified. Motion carried that no one pay off till Patrolman has cleared the ship. It was requested under Good and Welfare that each watch leave the messroom clean for the next watch. It was decided that the Patrolman would be asked to check the slopchest before payoff.

man be notified that the ship sailed with booms raised and hatches un-secured, and that men were otherwise asked to work under unsafe conditions. Moved by W. Rand, seconded by J. Fonseca, that all hands be sober at payoff. One minute of silence observed for Brothers lost at sea.

~ ~ ~
CAPE EDMONT, May 30—Chairman F. Hartshorn; Recording Secretary W. Christain. No beefs reported by Delegates. Moved to have performers brought up on charges. Motion to get more stores in Trinidad. Motion to have Patrolman inform Mate to post new sailing board time when sailing is delayed. One minute of silence for Brothers lost at sea.

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BERTRAM G. GOODHUE, June 13—Chairman L. Santa Ana; Recording Secretary D. Allbright. There were no reports by the Delegates. Discussion covered the poor condition of the Deck Department showers, soap dishes, coffee urn, and porthole screens. It was decided that the four Delegates should see the Chief Engineer about repairs. One minute of silence for departed Brothers.



~ ~ ~
BERTRAM G. GOODHUE, May 23—Chairman L. Santa Ana; Recording Secretary D. Allbright. Motion by L. Santa Ana and seconded by J. Hilton that two men be appointed to visit the Hospital in Yokohama for the benefit of SIU Brothers that may be there. Under Good and Welfare it was suggested that the escape panels be replaced with screens. One minute of silence for departed Brothers.

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BERTRAM G. GOODHUE, May 9—Chairman W. Groholski; Recording Secretary D. Allbright. Motion by the Steward under New Business that future scheduled meetings be held on Sunday at 1:30 P.M. Under Good and Welfare it was recommended that all plumbing in toilets, showers, and sink be checked. One minute of silence for Brothers lost at sea.

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BETHORE, July 4—Chairman Charles Luckner; Secretary Fischer. Deck Delegate reported 3 bookmen, 3 company men and the rest permits; Engine Delegate reported 3 books, 2 permits and 2 company men; Stewards Delegate reported 2 books, 5 permits and 1 company man. Motion carried that all beefs not taken care of by the time the ship reaches Baltimore are to be handled by the Patrolmen. James Murphy elected Ship's Delegate by ac-

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SOUTHPORT, May 29—Chairman William Saunders; Recording Secretary Thomas Yarbrough. Minutes of last meeting accepted. Disputed overtime reported in Engine Department. Question raised under Good and Welfare as to who was to oil the winches. Bosun reported that Captain Van Woot expected the Utility to do it. Crew asks for more grits for breakfast. Washing machine, portholes and pantry drainboard needs repairing. One minute of silence for Brothers lost at sea.

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SUZANNE, May 30—Chairman P. Duñphy; Recording Secretary W. DeLong. Delegates reported some disputed overtime. Motion under New Business by DeLong to go directly into New Business. Under discussion, the procedure of feeding the watch first was agreed upon. Safety measures for deck work was brought up. Jack Martin, Deck Delegate, stated that overtime for delayed sailing was disputed. The Delegates were asked to make up a repair list. One minute of silence for departed Brothers.



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GOVERNOR BRANDON, June 30—Chairman W. Rose; Recording Secretary L. G. Kretzel. Delegates reported they had repair list ready for the first port. Motion by C. Eckley, seconded by O. May that deodorants be ordered for next voyage in order to keep the air fresh in showers and washrooms. Motion by W. Rand, seconded by C. Eckley, that the slopchest be inspected by delegates at the beginning of next voyage to see that Union made goods only were carried. Motion by L. Kretzel, seconded by R. Shultz, that fresh cigarettes be put aboard for next trip. Motion by Mueller, that the Patrol-

SEAFARER SAM
says:



LEARN WHILE
YOU ARE
WAITING!

TAKE ADVANTAGE OF YOUR TIME ON THE BEACH TO IMPROVE YOUR JOB ABILITY OR TO GET A HIGHER RATING IN YOUR DEPARTMENT. READ THE TECHNICAL BOOKS THAT THE UNION HAS IN THE VARIOUS HALLS, AND—THIS IS IMPORTANT—ASK QUESTIONS OF THE OLD-TIMERS AND LEARN FROM THEIR EXPERIENCE. THEY WILL BE GLAD TO HELP.

CUT and RUN

By HANK

Those Brothers in the 18-through-25 age group received a ridiculously unfair decision in being affected by "draftitis." They did a patriotic job sailing the dangerous seas during the war years. And they turned to with their share of tough spirited militancy in winning SIU beefs and organizing the unorganized ships. We hope our youngtimers remain sailors after all.

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Our slapstick sense of humor received an old-fashioned horse-laugh when Brother Tom Madigan way out there in Wyoming, sent a postcard asking how shipping was in the Stewards Department in New York. The distance being so great, shipping so changeable, and the New York beach loaded with many Brothers—all we can say is—Go West, Brother. San Francisco is one of the nearest ports to Wyoming and it's good shipping there for SIU men every week . . . Seafarers Say: Steve Carr—If the SIU had about two passenger ships running out of New York it would clean the beach of plenty of men . . . James Murphy: I haven't any money but I'm smiling just the same . . . Anonymous: Keep your nose clean and your dues paid up . . . Ed Larkin: I just rented a bicycle for twelve dollars a month. (Those sea legs can't get rusty that way, eh, Ed?)

~ ~ ~
When it comes to sports we're strictly pin-ball athletes. There aren't many of us left, either, since pinball machines in New York are now against the law, darn our petty luck. Anyway, we thought it would never happen that some Seafarer could hate any popular sport—especially baseball. One Brother recently shocked our soul by calling baseball a dead, silly game. Players standing all over the field doing nothing at all. Some guy gets up at bat and suddenly hits the ball. What happens? Thousands of people roar, whistle, jump and argue. The umpires are all thumbs, acting like lunatics. For a psychological split second we thought he had either an inferiority sports complex or a split personality due to being always at sea and never rubbing elbows with landlubbers and the sports. We even suspected him of being an indoor athlete—an amateur champ in pingpong, billiards or chess. Then he said he's from California—which was the mysterious reason for his unsportsmanlike dislike of baseball and loyalty to California's football games.

~ ~ ~
Brother "Dutchy" Moore just came in off a tanker owned by one of many new tanker companies the SIU has been signing excellent agreements with and providing the membership with more jobs in these days of tough shipping. Well, Dutchy gave us food for thought when he said how impossible it was to eat decently and according to accustomed style in New York (Floridian gastronomy, as we'll call it). Of course, he could control his mind and stomach and force himself to eat in deluxe restaurants—avoiding the beaneries serving hot-dogs, hamburger steaks, pea soups and potato salads. But it's just no soup—with Dutchy. It's dangerous, too. He could lose weight (by not eating) or perhaps his entire viewpoint on life would change if he forced himself to eat anything at all. This is why Dutchy usually doesn't anchor ashore too long because there just isn't any real Florida cooking (especially beans and rice) available. We don't imagine there's any decent restaurant cooking genuine Florida-style food here in New York. If there is, Dutchy can be saved from going to the dogs (Frankfurters, we mean).

THE MEMBERSHIP SPEAKS



Alien Asks Brothers' Aid During Job Calls

To the Editor:

I'd like to bring to the membership's attention some of the difficulties facing the alien members of the SIU and offer a suggestion as to how the aliens can be helped in obtaining jobs under the quota set by the government.

As you all know, aliens are allowed to constitute but 15 percent of the crew of a subsidized ship and 25 percent of a non-subsidized ship. Also, an alien is allowed only 29 days ashore in the United States before the Immigration authorities can begin deportation proceedings.

I am an alien. I have sailed SIU ships since 1943 when I joined the Union and have sailed only American ships since.

I have almost five years of seetime, so citizenship is not too far off for me; but while I am still an alien I, and the other aliens in the SIU, must always live in fear of being deported.

ASKS HELP

I'd like to suggest to the membership that when a job is on the board which can be filled by an alien, and an alien nearing his 29-day limit throws in for it, the citizen brothers let the alien take the job. The alien cannot sail coastwise and he is allowed but a small percentage of the foreign jobs.

Here's an example of what I am driving at:

The other day there was a job on the board which could be filled by an alien. I threw in for it but three citizens had older cards. They, of course, had the right to the job over me. But the same day coastwise jobs came up with no takers. I could not throw in for them.

I'm not suggesting that the Union adopt a rule to this effect, I'm instead courting the good will and brotherliness of every member. In a situation

Hey, Hollywood!



This handsome Seafarer is Rudy Matara, AB. The picture was taken by Bertil Svenson last fall when Rudy was down in the Islands on the SS Alcoa Polaris.

like I just mentioned citizens would be doing all aliens a great favor if they would step back and allow aliens to take the jobs.

FOR POOR SHIPPING

If shipping were good and men could get out in a week or two, I'd never suggest this; but now that shipping is tough and an alien sometimes must wait five and six weeks for a ship, something like this would make it easier in view of the 29-day limit.

At the same time I'd like to suggest that when aliens are registered, their cards be stamped "alien." This would make it simple for the dispatcher to determine who are the aliens when a job is thrown in for. Also, it would eliminate more than the allowed number of aliens being sent to a ship which means some have to return to the Hall.

I hope you will take this matter into consideration.

Edmund Eriksen

(Ed. Note: All Brothers are urged to comment on Brother Eriksen's proposal—whether in agreement or disagreement—through the pages of the LOG and/or by hitting the deck under Good and Welfare at membership meetings.)

Feels 'Leatherneck' Story Maligns Seamen's Ability

To the Editor:

Just a line from the old Wilmington Windbag about the kicking around that union seamen are getting in the July issue of the Marine Corps magazine called the "Leatherneck."

On page 26 of this rag, the self-styled champion of the "sea-going bellhops," by name Guy Richards, complains of the way the seamen ran a ship called the SS Ellery F. Wheelock. The story is called "Coffee Time."

Mr. Richards says that all the seamen ran for cover at gun-drill, and were always on coffee time. Maybe, if Mr. Richards ever was on a Liberty that went to the bottom, he would know that the over 5,000 seamen who died weren't hiding in life boats or in ventilators when their ships were under attack.

PROMISES CERTIFICATE

The point that really gets me is that Mr. Richards says he told the crew that the Marines were going to put a stop to all overtime for the crew unless they turned into company-stiffs. Also, a phony piece of paper called a "Marine Certificate" was promised to those in the crew who would do little favors, such as forfeiting showers every other day, giving a seat in the mess-hall to a Marine, and doing bell-to-bell work without overtime.

These are just a few of the things this bellhop wanted the crew to do. As his story ends,

Mr. Richards says it really was a good ship, but for whom?

Shipping is picking up in this port of Wilmington with about one boat in transit a week. Last week the SS Cape Race, South Atlantic, was in loading for Europe.

I am enclosing a letter from the Maritime Commission on seamen's draft status which might be of interest to some of the members.

Please sign this letter as "Smokey the Fireman" as I am working under an ex-Marine Captain and it might get to him. Most of my friends will know who "Smokey" is.

Smokey, The Fireman

(Ed. Note: A letter similar to Smokey's was printed in the July 30 issue of the LOG. The letter revealed that the Maritime Commission is also pressing for exemption of those merchant seamen who have obtained their "Certificate of Substantially Continuous Service." The Commission previously had received assurance from General Hershey that the Certificates would be recognized. As yet, however, no definite decision has been made public. Every effort in the meantime is being made through the Washington Representative of the SIU to obtain a ruling exempting acting seamen, or at least to exempt seamen with wartime service from the draft.)

PORTMAR MEN SIT FOR PORTRAIT



The boys on the SS Portmar, a Calmar ship on the inter-coastal run, sit for a picture in Portland, Oregon.

Top row (left to right): Moe, FWT; Edwards, Carpenter; Anderson, Utility; Mercer, OS; Gonyea, MM; Jesus, OS; and Perez, MM. Middle row: Pierce, Wiper; Spicer, AB; Datko, AB; Ramsey, AB; James, Chief Cook; Tongue, Oiler; Sullivan, FWT; Kemp, Wiper; Burke, FWT; Ebbert, Utility; and MacDermott, AB. Front row: McCulloch, Steward; Deforce, Bosun; and Reier AB.

Picture was taken by Brother R. G. Hohman who says the crew is a fine bunch of men doing a bang-up job.

Claims Steward Freezes Up With Ice-Making Overtime

To the Editor:

I have been a Seafarer for more than five years, but never before have I written to the LOG. But now the time has come for me to get a few lines

into that very good paper, the LOG, to let my Union Brothers know what a hell of a bad time you get when you go out with the wrong kind of Union men.

We left San Francisco on Isthmian's SS Winthrop Marvin for a few ports along the coast before taking off for the Persian Gulf. The Steward on here was supposed to get off. According to the Union rules, he got his transportation money after last trip.

But, since he is the best man the company can think of having—from its viewpoint—on any ship, he somehow remained aboard, although the crew did its best to have him pulled off.

However, in my opinion, I don't think he should be considered a Union man since he is trying to take anything he can away from the boys. Of course, he is a little afraid right now.

This man will call you anything when you say something about overtime. He doesn't believe in such a thing as overtime. The other day I sougeed for two hours and a half. This man said that one and a half was enough. He also said that, because I put down for more, I was a crook. Then he said that the Union was to blame.

He didn't buy any ice in the States. He explained this by saying that he didn't see why the company should have to spend money when there was a man on the ship who could make the ice and save that money.

He now is having me fill up all kinds of cans with water to make ice, and I am putting in for one hour each day and am doing the same for making ice cream.

I'd like to get an answer telling me what I should do. Tell me if it's overtime or not.

G. De Jesus

(Ed. Note: The Brother's beef has been turned over to Headquarters for clarification.)

Incompetents Foul Union: Vendor Crew

To the Editor:

If we are going to enlist new companies under SIU contracts, it is important that we put competent men on the vessels we now represent. In line with this fact, I was asked at the June 25 meeting on the Steel Vendor, to write a letter about the incompetency of the Chief Cook and Steward.

The competence of each man is assumed by the indorsements he carries. Yet regardless of the number of years a man sails, many men come aboard ship with indorsements which they are not capable of fulfilling. To aid the Union in weeding out those who cast a reflection upon the rest of the membership by not being able to do their work, it was felt that all should be made aware of the situation here.

LACKS KNOW-HOW

In this instance the Steward lacks the knack of running his department and, in addition to that, does not know what is required of each member in his department.

Most SIU men have a pretty good idea of the work they are expected to perform in the jobs for which they ship. Therefore, when the Steward requires them to do other things there are beefs from the start of the trip.

As a result the food has been terrible, the ice-boxes have never been cleaned, stores are going to waste and rotting from neglect. The Stewards' Department toilets were not cleaned for over two months. Aprons, dish towels and table cloths were not issued when needed.

None of these things was properly supervised by the Steward.

The Chief Cook was to be broken down the second week out at sea, but he was given further chances and the thing dragged on. No one is satisfied. Steel wool has been found in eggs and soup. Meat is burned or unseasoned. The man just isn't a Cook.

CAUSE FRICTION

The Skipper, J. Scully, also brought this to my attention, pointing out that poorly fed stomachs cause friction on board ship and that he wants to see his ship running smoothly.

So, although we have been stuck with these men for one trip, it now becomes a Union problem. What is the Union going to do about them? Are they to be allowed to put other SIU ships in the same spot?

We are going to turn it over to the Patrolman and we hope for the sake of ship's harmony and the Union's good name that neither be allowed to sail in his present job again.

S. Jandora
Ship's Delegate
Steel Vendor

A Werewolf In The Night

To the Editor:

Seamen have the name of being steeped in superstition, but I have found people ashore more inclined. Here is an experience I had on the Adriatic coast of Southern Italy which bears out the point:

Our ship was tied up in the center of a town built around a small port awaiting a new propeller.

Across the quay was a leading hotel. So we had only a few steps to go from the ship to be comfortably seated in a lovely cocktail lounge over a cool drink, listening to the gentle music of a small orchestra concealed behind the palm trees.

I had a room above. It is always preferable to sleep ashore in port, if for no other reason than to relieve shipboard monotony.

In this charming setting I met Chiara. That's not her name, but it will do; and you may rest assured that she was charming and intelligent.

Our room fronted on the quaint little harbor, and its full-length windows opened upon a balcony, four stories above the street, where we could look down on the ship. Every noise and movement aboard was carried clearly to us on the soft evening breeze.

One full-moon night I was enjoying a cigarette and my soul was filled with contentment and well-being. Chiara stood on the balcony, her hair blowing softly, her body silhouetted in the tall window frames.

EERIE HOWL

Suddenly a long eerie howl rose from across the ghostly-luminous harbor. Chiara stiffened, then flew across the floor into my arms. She was trembling with fear as she gasped into my ear, "Lupo! Lupo! Lupo!"

I understood that lupo meant wolf, and finally she sobbed the story to me that some months before our arrival, on just such a full-moon night, a werewolf, had howled in the harbor and a man had been found with his throat torn out.

The werewolf howled again and she clung more tightly to me. I found it very pleasant stroking her hair and soothing her fears.

Next morning the watchman

told me that on the previous occasion a huge dog had gone mad and turned upon his master mutilating him horribly.

Then an old woman who sold fish on the quay till late at night spread the rumor of a ghostly werewolf — a tale that grew to fill the simple people of the place with supernatural dread.

But the howling we had heard I knew to be the feedpump on our boilers which would howl and scream every time it drew air instead of water.

Chiara never knew the difference, for I never told her. In the first place it would have been too bad to spoil the fisherman's story with such an unimaginative truth — and besides I found it most delightful having Chiara cling to me in the night for comfort and protection.

John Wunderlich, Jr.

No Draw, Hazardous Work On Deck Move SS James Swan Crew To Poetry

To the Editor:

Most of the crew of the SS James Swan, South Atlantic, had been on the beach for at least six weeks previous to shipping—so as you can imagine we were pretty broke.

Nearly everyone had clothes in the cleaners; articles in pawn, or debts. The Delegate and various members of the crew saw the Captain about a draw on Thursday, June 3.

The Captain said that he could not do so on that day, because it was too late but would put out a draw on Friday, June 4.

However, on this day the Captain came aboard at supper time with more excuses. There was no draw.

This breach of promise could not but be considered as a raw deal, and many of the boys were forced, as a result, to leave valuable possessions ashore.

On the day of sailing, Friday, June 4, the vessel left the oil docks at 11:15 P.M. The Mate ordered the deck gang to stow the mooring lines in number one and five holds. Since it was dark on deck and there had been no provision made for proper lighting, the deck crew refused.

The agreement states that in order to secure gear, the vessel must proceed to a safe anchorage before going to sea, but the Captain threatened the men who refused with lodges if they failed to carry out his orders. He even went so far as to order the Bosun handcuffed. This was done by the Mate, though the handcuffs were later removed.

Then the crew, under direct order, proceeded to open the holds and stow the lines, aided by only two flashlights. This was extremely unsafe in the dark, for there were lines, cables,

and coal lying all over the deck. Someone could easily have been hurt.

Everything except the lines had previously been secured, therefore, according to the Bosun, the ship was seaworthy, so if the Captain did not wish to anchor and let the boys have light to do this dangerous work, it could have been left till daylight.

The Captain remarked, "I had a good crew last trip," meaning that he did not like the Union replacing the last crew under the Union rule that a member must get off when he is paid transportation.

The Captain informed the Steward Department that the only overtime would be on Saturdays, Sundays and Holidays. There would be no sougeeing. He also informed the cooks that the meat box would be cleaned only before arrival back in the States.

He stated that he would order all overtime and all extra meals, and that there would be no feeding of anyone except the Port Captain, Port Engineer and Port Steward. The messmen were not to feed anyone without the Captain's signature.

On Saturday, June 5, at sea, the Captain issued three cartons of cigarettes for the trip overseas.

In view of these conditions aboard the James Swan, it is hoped that the following poem will be appreciated by other SIU men.

POPPA HUBBARD

1
I'm known as Captain Hubbard
Of the Good Ship "Jimmy"
Swan;

I'm really liked by all my
men—
At least, most everyone.

2
There's just a few who think
I'm tight
But Boys, they're all mistaken;
Because I said no overtime,
Don't mean I'm God forsaken.

3
Of course I won't put out a
draw
While in a "State-side" port;
I've got my crewmen's good at
heart.

They'd spend it and run short.
4
But I make up for it aboard
With draws out every day;
The boys get all the dough
they need
For sight-seeing or play.

5
I give the boys their just
exchange,
The standard, one for one;
Of course I'm getting twice
that much,
I'm not sailing just for fun.

6
I'm Lord and Master of my
ship
And all the men on board;
I've got to keep strict discipline
To keep all in accord.

7
I feel like a proud Poppa
With all the crew my boys;
I don't believe in spanking,
But Logging is a joy.

8
And so you see, we all agree
I'm pleased as I can be;
With one for you and two for
me
There's money in going to sea.

I. C. Gentile, Secretary
R. H. Basberg,
Ship's Delegate
SS James Swan

Fort Bridger Men Enjoying Shuttle Run, Growing Shortage Of SIU Men Only Hitch

To the Editor:

Will try to shed some light on the travels and travails on the SS Fort Bridger, the flagship of the United States Petroleum Carriers fleet.

We are supposed to be on the shuttle between the Persian Gulf and Europe. We made one trip to Ras Tanura and then were routed to Tripoli to load. We will make a few hauls from there now. I suppose the tense situation in Palestine had something to do with it.

We unloaded in Le Harve, France last trip and had repairs made to the boilers. The gals there were glad to see us (and our money) and will, no doubt, be glad to see us when we roll in this trip.

We get our orders from Le-Havre, so it seems that this will be our home port.

All ready we have lost six men, but one reshipped aboard. Two men jumped ship in Naples, the rest were lost through sickness or injury. If we keep losing men at the rate we have been, there will be very few of

the original crew left when we arrive stateside.

We have a good Stewards Department, but we are short a Second Cook and BR. The Steward deserves a good word for the food and menus he puts out.

CHARACTERS ABOARD

Some of the characters aboard are Bing Miller, Red Shea and Red Bronstein. Bananas Zeir-



eis was with us for quite awhile but he piled off because of illness.

We were certainly glad to hear of our pay raise. We can use it, especially those of us with dependants on the beach.

The Skipper seems to be all right and well liked by the crew. He seemed a little hesitant to grant shore leave at one time but everything seems okay now. These tankers are not in

port very long as a rule and a crew is much more satisfied if they get a little time off even if it is only a few hours. With the sailing board time posted on the gangway, the men always come back on time.

They have good American beer and whiskey in Tripoli, but it is expensive. It sure hits the spot when you haven't had any for awhile. Will try to get a mailing address for the LOG in one of our regular ports over here.

TOPSIDE OKAY

The Chief Engineer is a good Joe, in fact, the whole topside gang seems to be okay all the way around.

We have been hearing over the radio that the government is going to have the Army and Navy man the ships should a maritime strike take place. God forbid that this should happen. The brass would quickly ruin what little there is left of the maritime fleet.

If they try to man the ships every labor union in the U.S. should pull a twelve hour strike as a show of strength. That's the one way to put an end to such nonsense. This, of course, is only my opinion.

Will secure for now.

Al. Gordon, Eng. Del.

COOKS' FOOD, JOKES BY MESSMAN MAKE TEXAS HAPPY SHIP

To the Editor:

The crew of the Seatrain Texas agree that the Chief Steward William E. Pepper, and the entire Steward Department are entitled to hearty thanks for the good food they have been putting out.

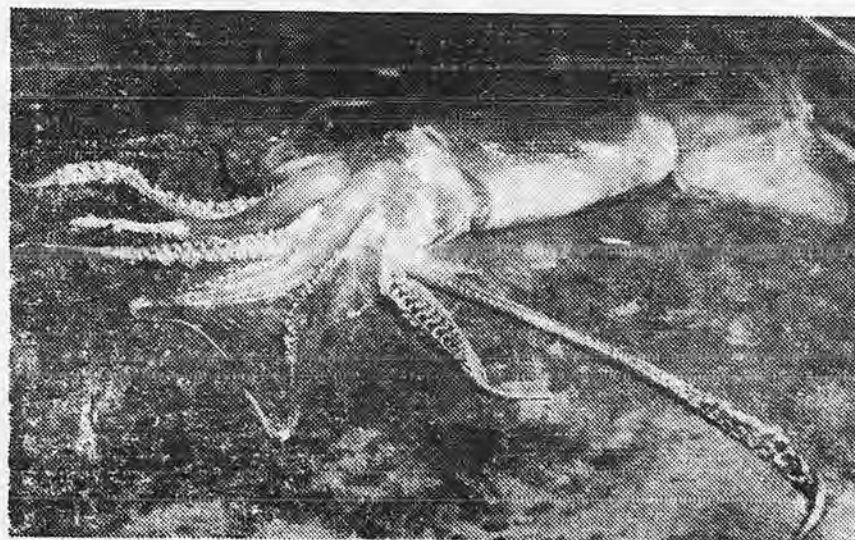
The Steward is a good Union man as well as Steward. Messman Whitey Plunkett keeps the boys laughing with his jokes while he gives the best of service, and the Cooks sure know what they are doing when they put the food together.

The Deck Department wants to put in a good word for the Chief Mate—who was known as Smoky Lanton when he sailed in the Foc'sle, and now that he's doing his job on the bridge he's still an SIU Brother at heart.

All in all it is a swell gang.

William Zarkas
Deck Maintinance

IT JUST MIGHT BE FRIENDLY



Somebody aboard the Ore Line's SS Chilore found the time to go fishing down at Cruz Grande on the Chilean coast. He must have been more surprised than pleased when he hauled in this squid. Pat Robertson, Baltimore Patrolman, sent the picture of the ugly customer to the LOG without saying who had snapped it.

Keep It Clean!

It is the proud boast of the Seafarers International Union that an SIU ship is a clean ship. Let's keep it that way. Although most of the crews leave a ship in excellent condition, it has come to the attention of the membership that a few crews have violated this rule. So they have gone on record to have all quarters inspected by the Patrolman before the payoff, and if the conditions are unsatisfactory, he has the right to hold up the payoff until everything is spic and span.

Remember that the Patrolman can only have repairs made if he knows what has to be done. Cooperate by making up a repair list before the ship docks. Give one copy to the Skipper, and one to the Patrolman. Then you'll see some action.

GOOD SHIP, GOOD BUNCH, GOOD PARTY



When the crew of the Mississippi company's crack Del Norte threw a birthday party for "Red" Hancock, AB and Deck Delegate, they were also celebrating the fact that they were a swell crew on a fine ship. Some of the boys weren't able to get into the picture, but here are the names of the ones who did. Back row (left to right): Tozel, AB; Torres, AB; Kaiser, Ch. Stwd. Sheehan, 2nd Stwd; "Joe," Bellboy; Gamm, Storekeeper; "Eddie," Linen Keeper; Bankston, Bosun; Scott, QM; and Thurman, Carp. Middle row: Anderson, OS; Garza, BR; Denison, AB-M/T; Hancock; Kreel, 2nd Elect; and Carlson, AB-M/T. On deck: Dynarski, Ch. Reefer and Daveierson, FWT.

Brother Calls Crew Of Del Norte 'Tops,' Labels Vessel, 'Queen Of South Atlantic'

To the Editor:

After reading so many stories of other ships and crews in the LOG. I think its time that the membership heard of the "Queen of the South Atlantic"—the SS Del Norte.

I have been Deck Delegate on her for five trips and I think it can be said that it is the best out of the Gulf. There has been but one man logged on the deck since I have been here—thanks to the Union consciousness of the membership; to say nothing of a damn good bunch of officers.

This ship is one of the cleanest I ever sailed on. This is largely due to the fact that the Bosuns and Bosun Mates, have been such men as Vorel, Scotty Findlay, George Carroll, Blackie Bankston and last but not least, our poor old baldheaded carpenter, Baldy Thurman, Ship's Delegate.

I can't give all the credit to the deck on this fine ship because we also have had fine crews in the Engine Department. The Stewards Department is, and has been one of the finest that can be found on any large passenger ship. All Seafarers know the hard job it is to find the right men for these jobs.

DID FINE JOBS

I want to say that the Chief Steward, Bill Kaiser and the late brother Neils Sheehan, the Second Steward, did fine jobs in keeping the boys in line and, at the same time, giving the crew everything possible.

In passing, we'd like to mention and thank the Union officials in New Orleans for the fine cooperation that they gave to us in keeping this the finest ship afloat, as far as we are concerned.

Enclosed is a picture of the party thrown me by the crew on my birthday. We could not get all the gang in but maybe you know some of them shown. It

sure made me feel good to have so many SIU brothers celebrate my birthday.

~ ~ ~

To the Editor:

We, the men of the Del Norte, would like to take our hats off to the late Brother Neils Sheehan, one of the finest shipmates and Brothers that the SIU ever had. Brother Sheehan died in Santos, Brazil on July 13.

With his passing we lost a fine brother. The crew came

through with one of the finest collections for his wife that I've ever seen on any ship—\$1,077. That's the old SIU spirit—unity all the way.

One of the contributors to Brother Sheehan's wife was Manuel Lopez at the American Star Bar in Santos. He is a fine man and those of us on the Del Norte look upon him as a friend.

Red Hancock
Deck Delegate
SS Del Norte

Feels Uniform Fine System Is Needed In All Branches

To the Editor:

I have several opinions regarding fines that I would like to put before the membership through the pages of the LOG. It seems to me that the SIU should have a uniform set of fines for specific offenses, and if a matter justifies more consideration, it should be referred to another committee.

Every dollar counts these days with shipping slowing down, and we must be sure that in minor offenses, the punishment fits the crime.

My position is this: When fines vary from ten to 50 dollars for an identical offense in the same (as well as different) ports, it often creates hardship and hard feelings which largely destroy the main objective of the fine in the first place, which is to correct the offender on the one hand and put forth a just object lesson for others to the end that the offenses will not be continued.

FINES NOT EQUAL

In the cases of men charged with missing a watch, taking days off, pilfering cargo, black-marketing ship's stores, being gassed up at payoff, and many others, various trial committees exact whatever fine come into

their heads first. I believe that is altogether wrong and demoralizing to men on the ships and ashore.

Wouldn't it bring order and more justice to the whole system of fining if committees were elected in the Branches to make recommendations for a standard set of fines for usual offenses (as was done on the question of uniform registration rules)? These recommendations could then be reviewed by a special Headquarters Fine Committee which would make a report to the membership for action up and down the coast.

Then, if such a system of fines were accepted by the membership, future trial committees would be obliged to adhere to this schedule in all cases where their investigation finds that an offender falls into one of the listed categories. This, of course, would not apply to offenses during strike periods. A different procedure would then apply.

And while we are correcting our own procedure, can we do anything about having the LOG money on the ships turned over to suitable charities instead of going to the millionaire steamship companies?

Ed Larkin

Pioneer Penman Chronicles Fun And Frolic Aboard Ship

To the Editor:

Greetings and salutations from the crew of the "Bauxite Flash"—otherwise known as the Alcoa Pioneer—to all SIU Brothers wherever they may be.

Before starting to heave the malarkey and blarney around, I would like to state that the last payoff of this tub, July 16, was as smooth as an eel in a barrel of Blue Point Oysters. By request of the crew I am authorized to extend our thanks to the Agent and Patrolmen in the port of grits and gravy, Mobile to you, for their sincere cooperation in ironing out what beefs we had.

In fact, Brother Editor, the ships paid off six hours after arrival, and 18 hours ahead of schedule. Isn't that somewhat of a record for an Alcoa bauxite packet?

"Spareribs" Northrop, the alligator-catching Chief Electrician has publicity stated that before he returns to Tampa he is going to take a vacation in the Islands to raise tobacco of a special type so that Robert "Dō The Best You Can" Hillman may have free cigars.

"Pork Chops" Hand (Northrop's partner in short-circuiting), better known as the midget sparks, has gone on a diet. Yes indeed! A diet of food and plenty of it. Incidentally, Pork Chops merely weighs 304 at this writing—and that is "aveirdupois" weight, too, Brother.

CHAMP RIDES AGAIN

Eddie "Champ" Yates decided to ride the "Flash" for another voyage, and now his whole ambition is to walk through the passageways and muble to himself. The reason is this: Eddie was walking through the star-board passageway last evening, muttering a soft song to himself, when the Chief Engineer happened to notice him. The Chief yelled, "Holy cow!" do they get those guys on deck too? And he ran into his room and locked the door.

The following brothers have decided to cease sailing for a short while, and have headed to the famous County of Baldwin to raise spuds: Bacon Skin Kelly, Bosun, Muscles Cordell, the Strong Man Bob, Pretty Boy Guss, Cousin Grady McNeil, Scotch and Soda Lambert, Slow Motion Johnson, R. California Masey, KO Laws, the swimmer To-Hell-With-The-Sharks, and last but not least, the famous Pepsodent Advertisement Kid H. Chicken Howell. Bon Voyage to all, from them, and to them. We say, "Take it easy!"

From all indications, the Engine, Deck and Stewards Department men who shipped on this tub just about a week ago have fitted into the groove very well and are showing the real SIU spirit. This is especially true of the "belly-robbing" department which now acts like a bunch of waiters in the Waldorf-Astoria. The crew is well pleased. Let's keep it up Brothers. My fingers are crossed as this packet may go on the Bauxite run again.

YACHETY-YACK

Archibald "Spotlight" Elliott, the Night Cook and "Barker"—and I do mean barker—has been informed that his nickname is now "Yackety-yack." He actually tops Waterman's "Ackey-yackety-yack" Les Joiner when

it comes to the gift of gab. At least we'll bet on Elliott against any other yackety-yacker.

D. Lige Jones, ex-pic-card in the Port of Norfolk, and now 2nd slum burner on this vessel, has written a hunk of poetry. When he was asked to send it into the LOG, he replied, "Hell no! What do you think I am? Do you want the whole damned East Coast laughing at me?" Perhaps his nerve will come back and he will send it. If he doesn't, and I get ahold of it, I'll forward it to you.

Eddie "Long Distance" Caudell, the Chief Steward, seems to have developed a permanent smile, and a very infectious grin. In fact, it has been getting so contagious that "Pickle Puss" Lambeth, the star watch Fireman, smiled twice in three hours, and now everyone is mimicking Eddie. I'd like to know just which tooth-paste they are trying to sell.

GENTLEMAN SAILOR

Back to a little seriousness, Brother Editor. A young seaman who had made a couple of trips before getting on this rust-pot, recently asked me just what constituted the definition of a Gentleman-Sailor. Though stunned for a short while, I replied, "Son, a Gentleman-Sailor is a man that believes in assisting his shipmates, never hurting his Union Brothers, paying his dues and assessments regularly, never starting a phony beef ashore or on board ship, never performing, or doing anything detrimental to the Union, and, whether he is a young man or an oldtimer, he puts his whole heart and soul into the building of the Seafarers International Union."

He replied, "Brother, I am all ready a Gentleman-Sailor. When do I get my SIU Book?"

The Ship's Delegate has just informed me that he was notified in the Port of Mobile that the SS Alcoa Pioneer (Bauxite Flash) has made the last two trips without even a small beef in regard to food or the Steward's Department.

May I state here that I have never sailed with a finer bunch of men than were on here last trip. I can also quote Captain Pembroke, the Master, as stating the same to the Officials in Mobile.

Rinky Dink Dunlap, a Brother who came back workaway from the Islands, has requested me to thank the Crew for the swell donation (\$75) that was given to him before he entered the Marine Hospital in Mobile. Well done, Brothers!

Au revoir, adios, and vaya con-dios, and a real old-fashioned goodbye to all SIU Brothers all over the world—and Hoboken.

James R. "Jimmie" Prestwood
Steward Department Delegate

Send 'Em In

Don't hold your pictures and stories of shipboard activities. Mail them to the Seafarers Log, 51 Beaver St., New York 4, N. Y. If you haven't the time or don't feel in the mood, just forward details. We'll do the rest. Pictures will be returned if you wish.

Patience Throughout Trip Is Cash To Crew At Payoff

To the Editor:

Leaving the ship and the Skipper anonymous, we would like to tell you the result of six months steady pressure against a modern Captain Bligh wherein "justice through patience" was achieved.

Our first problem came shortly after leaving Baltimore, Jan. 26, which set the pattern of arrogance displayed by the Captain.

At this time he issued written instructions on how an AB should steer. Two men refused to take his instruction sheet, maintaining that they held unlimited AB certificates issued by the Department of Commerce upon the basis of which the Shipping Commissioner had signed them on the articles of the ship as competent seamen.

The Skipper was very much upset about this, and ordered the men to pack and get off at the first port. He said that he was not going to let any one run his ship.

The Galveston Patrolman backed the men involved and they stayed on.

But one of those involved was the Deck Delegate. When he had occasion to remind him of the clause in the contract prohibiting officers from doing crew's work the Captain called the crew stupid. He said the Union meant little aboard his ship as he intended to run it as he liked.

He handed out unlimited logs, but was very careful to stay within the letter of the law. His eloquence was exceeded only by his arrogance and his strong will to cast aside all human rights.

On a long tropical run, he neglected men who were ill, and logged sick men for not turning to. He ever sought to impress his slaves with his logic, his infallibility, and his principles.

He would like to show where his principles failed him: When the payoff came after long grueling months, he had to sit down and face the SIU Patrolman and his own company representatives and admit that he had disregarded the Contract, and have his whole position knocked out from under him. It was hard to take, but by not trying to straighten him out at sea, where he had all the advantage, we had the satisfaction of taking care of him right in the end, the SIU way!

Robert J. Mansfield
John W. Leavitt

"Once Over Lightly"



Swede Swanson, AB on the Loyola Victory, puts himself at the mercy of S. A. Holden, Chief Cook and a mean man with the barber tools. No "after" picture was submitted, but according to the note accompanying the picture, Brother Swanson stepped away from the chair no worse for wear.

Student Reads Log, Asks For More

To the Editor:

I received the July 16 issue of the LOG today, and was somewhat surprised to see one of my letters printed therein.

Brother Bender, Records Patrolman, said in his letter of

July 3, that if any of my college friends desire to receive the LOG, I should submit their names. I am sure that the LOG will serve as an ambassador of good will, not only for the SIU but for other Unions as well.

I noticed a picture of the crew of the SS Steel Recorder in the June 25 issue. It is interesting to note that most of the crew of the Recorder that made the trip to the Persian Gulf and the Far East last winter are still with her. We had a good trip then, and the crew was tops.

There has been a lot said about our success in winning the Hiring Hall rights, so I won't try to add anything, except that it was damn good news.

Here are the names of my friends who would like to get the LOG: John Smarz, Jr., Herbert Reif, George Crocker, Charles Sterling, and Billie Delano.

Jack S. White
Farragut, Idaho

FARM UNIONIST THINKS THE LOG IS EDUCATIONAL

To the Editor:

I wish to thank you most sincerely for the LOG you send me weekly. I think it is a wonderful paper (I read every word), because it is very educational in the ways of the Union.

I met the SIU San Francisco Agent when he came to my home after the shooting of our President Mr. Price. Since then I have received the LOG regularly. Our President, Mr. J. B. Price wonders if you would also send him a copy of the LOG weekly. Best regards to the LOG.

Hattie Shoddiness
National Farm Labor Union
Local 218
Arvin, California

(Ed. note: President Price will begin receiving the LOG shortly.)

Bistro On Bauxite Trail Has Impromptu 'Floor Show'

To the Editor:

This is to keep the membership posted on the Bauxite Trail. Some well known Brothers aboard the Oliver Wendell Holmes are L. Lott, Dennis (Brooklyn Kid) Saunders, Sunny Rankin (From Mobbile), and E. B. (Perlockes) Tart.

The other night we were in Paranam—the place where the Bauxite comes from—having a few rum and cokes in one of the local spots and looking over the "floor show". The music was of the Jungle kind.

The tom-toms beat faster and faster. Suddenly one of the "skirts" let out a yell and

started rolling on the floor. What madness! A couple of guys wanted to interrupt, but the majority of the boys wanted to see the show go on.

All this was in the Chink's joint. If you've ever been on this run you know the Chink's.

About this time the crew of the SS Edward W. Scripp—another Alcoa Scow—began drifting in. About this time, from nowhere, a battle royal began.

Everybody found himself engaged in the ruckus, voluntarily or not.

Dennis Saunders, the Brooklyn Kid, covered the door, and yelled, "That goes for the house!" Sunny was swinging wild and furiously. One of the Brothers off the Scripps let go with a beer bottle, and the Brooklyn Kid gave ground.

I sure did admire his footwork. Never saw a man back up so fast in my life.

Then Sunny from Mobile shot out of the joint like a bat out of hell with three brothers from the Scripps in hot pursuit. There is a little bridge on the pig-trail in front of the door, crossing a slimy ditch. Sunny was running so fast that he couldn't turn onto the bridge, and into the ditch he went—the three right after him.

It was a wonderful free for all then, with mud in their eyes and all four swinging at random. About then someone started throwing beer bottles from the gallery.

While all this was going on an Oiler from our ship, who doesn't drink, but who had been up to listen to the music, decided it was getting too hot and tried to leave. He stepped out just as someone let go with another beer bottle. He turned to go back, but the Chink with his whole family back of him, slammed the door. And as if this wasn't enough, his hand was caught in the door-jam so he had to see it through whether he wanted to or not.

Well, after a few knots on our heads—nothing so serious that a little iodine wouldn't repair—we called the battle off.

My votes goes to the Scripps bunch this time.

But here's a warning. The Brooklyn Kid and Sunny from Mobile are going into training. They say five will get you ten they win the next bout! Time will tell, but I sure hope I'm there when the battle starts again.

Here are some of the Brothers I hope see this letter: L. Williams, William Oliver, Ellis Gaines, G. Curry, and C. Perkins.

E. B. (Perlockes) Tart
Steward
SS Oliver W. Holmes

On Overtime

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

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

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



LOG-A-RHYTHM

By ROBERT G. PATTISON

I've sailed a lot of ocean,
I've sailed a lot of sea,
I've met a lot of people
That meant a lot to me.

But the man I really care for,
A friend both loyal and true,
Now lies in a sleep that's
endless,
With the rest of a sturdy
crew.

We sailed the North Atlantic,
When death stalked through
the night,
We heard its gentle whisper,
We heard its roaring might.



But through it all Old Alf
would sit,
And casually roll a smoke;
Though men died by the
hundreds,
He'd treat it as a joke.
A joke both grim and
mirthless.

Though sure enough he'd
smile,

"Take it easy, kid," he'd often
say;

"We'll all get ours in style."

We'd make our plans for the
future

All through the night and
day;

We'd make our plans for the
future

As if nothing barred the way.

Until one day we parted,
As I was slapped in jail.

Although he waited and
waited,

At last he had to sail.

He came to me and asked me
If there was anything he

could do,

He cursed and said, "God
damn it, kid,

I'd move the earth for you."

That was the last I saw of him,
For soon I got the news,

His time had come in the
Pacific.

Both his and the rest of the
crew's.

I've sailed a lot of ocean,

I've sailed a lot of sea,

But if I ever meet a man like
Alf,

He's good enough for me.



By ROCKY BENSON

How is your seafaring I.Q.? See if you can answer these 10 questions. Score yourself: 6-fair, 8-very good, 10-brainstorm. One point for each answer.

1- On what day of the week does the SEAFARERS LOG come out?

- 1- Monday
- 2- Tuesday
- 3- Wednesday
- 4- Friday

2- How many Union Halls are there in the A&G District?

- 1- 10
- 2- 12
- 3- 13
- 4- 14

3- What line on a ship gets coiled more than any other line?

- 1- Heaving line
- 2- Sounding line
- 3- Head line
- 4- Breast line

4- How many cardinal points in a compass?

- 1- 32
- 2- 48
- 3- 75
- 4- 360

5- What is known as the "stool pigeon" on a ship?

- 1- One who carries tales top-side
- 2- Second Mate
- 3- Course Recorder
- 4- Direction finder

6- What is called the "Charlie Noble" on a ship?

- 1- Iron mike
- 2- Foremast
- 3- Galley stack
- 4- Windlass

7- What are the gripes on a ship?

- 1- A man who beefs
- 2- Something to eat
- 3- Fire hose
- 4- Lifeboat equipment

8- How many different Halls did the SIU have in New Orleans from 1938 to the present time?

- 1- 3
- 2- 5
- 3- 6
- 4- 8

9- If it is 12 Noon in Washington, D.C., what time it is in London?

- 1- 2 PM
- 2- 5 PM
- 3- 8 PM
- 4- 9 PM

10- Which is the fourth largest of the Great Lakes?

- 1- Lake Erie
- 2- Lake Superior
- 3- Lake Ontario
- 4- Lake Michigan

(Answers on Page 15.)

The Virgin Islands, Tropical Paradise

By AUGUSTUS H. COTTRELL

Four and a half days out of New York by steamer, less than nine hours flying time from Miami, lies one of the most beautiful of tropical islands in the world, and it belongs to the United States.

More Danish colonial than modern American is this American island, St. Thomas, one of the three large islands comprising the Virgin Islands which belonged to Denmark for more than 250 years before the United States purchased it along with the rest of the Virgin Island group, in 1917.

Although there are few experiences that can match lounging about the deck of a steamship as her screws drive her through the deep cobalt blue of the Caribbean Sea, there is one dramatic moment in the approach to St. Thomas that can be had only from the air.

That moment comes when a Pan-American Clipper soars upward from San Juan, Puerto Rico, and levels out for the final jump to Charlotte Amalie, Island of St. Thomas, less than an hour's flight away.

One can see the vast bow of the Lesser Antilles swinging away, island after island, fading through lighter and lighter shades of blue until they vanish finally into the horizon.

LAND AHEAD

As Charlotte Amalie appears one instantly thinks of gaily-painted doll houses, as the bright sunshine reflects every color of the rainbow from its rooftops. Cultivated areas appear against the intense green of the forest-clad hillsides, not unlike many miniature golf courses. And the little town, too, sparkles as bright as a pretty gypsy girl's dress and seems to offer hospitality to the traveler ever before he lands.

There will be no official welcoming party to greet your boat or plane with pomp and ceremony, as is the case in many



Latin ports. There may be an aged woman crouching over a basket of cigarettes which cost, by the way, seven cents a package (Luckies, Camels, Chesterfields, etc.).

And she may be offering pint-size bottles of bay rum, a native product and one of the finest in the world, for a few coppers, the exact amount depending on whether she likes your looks or not.

ISLAND PARADISE

The people of St. Thomas by nature are not wont to demonstrate. They are convinced that God has provided for them the finest, most beautiful island in the world. And a visitor to the island will come to believe, almost certainly, that this is true.

If you decide to linger, to explore the island, you will be charged by the variety of entertainment it has to offer. Starting out from one of the many small but excellent hotels, you

may go for a swim at any one of a number of palm-fringed beaches, explore the hills on horseback, or put in an exciting day deep-sea fishing.

Legend hunting is also a favorite pastime, tales of buccaneers, blockade runners, and even local "bluebeards" are as deeply rooted and as omnipresent as the lichens that cover ancient walls.

Because of the harbor, which is laid out in the shape of a horseshoe to amply provide protection, more ships are attracted here than to any nearby place, and because of the visitors these ships bring, the town of Charlotte Amalie is a miniature cosmopolitan center of great importance to neighboring islands.

COSMOPOLITAN

Charlotte Amalie is the capital of the American Virgin Island group, and the social activities which radiate from the Government House bring together the native islanders, and travelers from the States, as well as foreign countries, on one common ground.

Private craft cruising in the Caribbean make it a point to lie over in its safe harbor whenever in the vicinity.

Like many other islands in the Caribbean, St. Thomas' early history was one of development by absentee land-owners. Here were made possible most of the fortunes that were taken back to Europe during the golden era of the West Indies. Consequently there are few monuments, imposing school buildings, expensively laid out parks, or other man-made landmarks depicting the early days in this island.

Every business building in the downtown district, however, speaks a more eloquent language of the past than any formal monument. Each is a thickly walled building, very narrow, but four hundred or more feet deep and running from Dronningensgade, the main street, all the way back to the sea.

These fine old buildings were built to withstand the cannonball of pirate craft in the harbor. In one there is now a laundry, where all clothes are washed in an old-fashioned washtub and pressed by hand.

WORLD MART

Other shops sell various merchandise: exquisite French perfumes, rum, hand-made lace, native cigars and an assortment of excellent brocades and cashmeres.

In one of these cavernous old buildings there is a single barber chair—and, as one reclines in the chair, one feels dwarfed by the vastness of the building. The mind is inclined to wander to the days when these same walls rang with the ribald toasts of swash-buckling buccaneers as they drank to their conquests and ladies.

It has always seemed some-historic buildings, mellowed by the centuries, whose interiors in bygone days had bulged with the wealth of the Indies brought to thing of a sacrifice that these their back doors by majestic clipper ships from all the seven seas, should now suffer the indignities of housing wash tubs and barber chairs.

However, the basic beauty, the natural splendor of this tropical paradise remains unprofaned by the march of civilization. The same diadem of glistening beaches, where pirates once

buried their plunder, still rings this idyllic isle.

Cocoanut palms and lush vegetation grow almost to the edge of the sea. The verdant hills abound with gaily plumed birds



and gorgeous flowers that thrive only in such perfect climate.

U. S. PURCHASE

In 1917 the United States paid \$25,000,000 to Denmark for the three main Virgin Islands — St. Thomas, St. Croix, and St. John — with fifty-odd surrounding, uninhabited pin-dot islands thrown in for good measure.

The islands were not very prosperous at that time, nor have they been since. Yet the sum paid represented a higher price than was paid for any other United States acquisition of land. The actual land cost averaged \$293.70 per acre as compared to 2 cents an acre for Alaska and 27 cents an acre for the Philippines.

In the past few years, however, the value of the Virgin Island has undergone considerable change. As a covering air base for the Canal Zone, they are potentially a valuable source of protection to the US, and Crum Bay situated near Cha-Cha Town (two names, the origin of which has never been determined) maintains a sheltered submarine base that is capable of providing safe anchorage for a full submarine fleet.

FRENCH TOWN

Cha-Cha Town is a very small piece of France, as quaint as its name implies, hugging a small corner of this American island. It is populated by a shy, thrifty, intelligent people who are direct descendants of the French folk who came to St. Thomas from the nearby island of St. Barthelemy many years ago.

These kindly people speak a patois which is largely 17th Century Norman French, few know sufficient English to chat with visitors.

ISLAND BOAT

The inhabitants of this tiny colony fish and weave hats for a living. They frequently intermarry and rarely mingle with the inhabitants of St. Thomas. Most of their hats are purchased by the tourist trade or passengers aboard what has become a Virgin Island institution, the steamship "Catherine."

The small self-contained world of the two larger Virgin Island, St. Thomas and St. Croix, are served by this staunch little steamer which covers the circuit twice a week.

Starting at San Juan, Puerto Rico, she proceeds overnight to Charlotte Amalie. Then she steams across forty miles of the Caribbean to Christiansted, the principal port of St. Croix, and returns to Puerto Rico the following day following the same schedule.

Affectionately called the

"Katy" by the Virgin Islanders, the S. S. Catherine is more than a mere convenience. She is a personality, and they are enormously proud of her. Her arrivals and departures are social occasions of some magnitude with the visitors being escorted aboard to be formally presented to her captain and passengers.

Her departure for San Juan, which takes place at night, is attended by all the pomp of a transatlantic sailing from New York. The dock bustles with activity. Native porters struggle through the crowds with luggage. The white linens of the men and gay dresses of the women suggest a holiday in the making.

Aboard ship, parties from town have preempted the hurricane-deck bar and lounge. An orchestra blazes forth a rumba from the radio and partings are toasted in drink.

The whistle blows, the crowd troops ashore, the screws bite into the black waters of the Bay. Soon the little town, the starlit hills behind it, and the two red eyes of the range lights, go sliding down the phosphorescent waves toward the horizon.

WORK OF ART

But whether viewed from the decks of the Catherine, or from the windows of a Clipper plane high in the skies, these isles with their gracefully molded emerald hills set in a turquoise sea with foamy waves forming a fringe about dark green shores, appear to be the work of some famous sculptor.

Sitting on a bench in Emancipation Park gazing out to sea, and listening to the gentle whispering of the wind through cocoanut palms, it is difficult to conceive that this same park was the site of an ancient whipping post and slave mart, or that buccaneers once carried their booty and captives across this same ground.

MANY LANDMARKS

However, there is plenty to remind one of these things. Facing the park and the sea is Fort Christian, with old towers and spiked muzzle-loading cannon still on its walls. The year "1671" chiseled into the stone over its portal tells its age. It is now used as the jail.

As a contrast to the Fort, we find the modernly appointed Grand Hotel. A wide veranda runs the entire length of its second floor. Here cool drinks are served in an ultra fashionable atmosphere to the soft strains of music from a modern orchestra.

As one gazes upward to the hills and sees bluebeard's castle looming staunch and black against the background, one wonders what the old rascal would say today if he could but gaze at the electric light meter occupying the place he used to sit with his telescope scanning the sea.

Paradoxically, although surrounded by water, the chief economic woe of the island is a lack of water, fresh water.

The island depends almost entirely upon rainfall for its supply. The hillsides are lined with enormous concrete casements that catch the rain and divert it to a reservoir. Each house top also has its rain catcher for an additional supply of drinking and bathing water. It is a cardinal

sin to waste water on the island. The island's chief revenue is derived from its rum and sugar exports. Raw sugar output averages more than 5,000 tons a year. The U. S. Government established a rum distillery on the island following the repeal of prohibition. The distillery is backed by 5,000 acres of sugar cane and two sugar mills.

Commerce and industry have made no appreciable impression on this garden spot of the Caribbean, however, for wealth is a secondary desire here.

The joy of life and the beauty that accompanies it on the island comes before the haste and push of modern day business.

It is almost as though nature rebels against having her natural beauty marred by too gay a life, for pushing to the very door of your home are the night blooms and flowers, ever embattling the encroachment of man.

The voodoo drums and other sounds in the dark tropical night remind the pleasure seeker that he has to but step to a door or window to feel, and hear, and smell true nature in all her magnificence.

And that, all islanders feel, should be enough.

Branch Meetings

(Continued from Page 7)

On advice of the Union's attorney the incident had to be reported to the bonding company and the police as so to avoid loss by the Union of the \$184 involved. Agent also stated that Brother Queen and several rank and file members worked with him on negotiations with the Wilson Line, an excursion outfit. As a result, a contract embodying Hiring Hall features has been signed for the first time for any of the the summer boats. This was a definite victory because clauses in the old contract making concessions to the company enabling it to hire off the dock were completely deleted. There was, one minute of silence in memory of our departed Brothers.

NEW YORK—Chairman, Robert Matthews, 154; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Lindsey Williams, 21550.

Branch minutes from the out-ports accepted. New Business: Motion by Fields, that members past the draft age assist the draft-eligible younger members to gain exemption by sending telegrams to the President, as per Headquarters' request. Motion carried. Motion by Sam Philips that the membership go on record that, in the event of a strike, the SIU will not tolerate outside interference but will work directly with the operators. Amendment by Williams that this matter on Union policy be referred to the Negotiating Committee for their consideration. Discussion: Several members pointed out that the Negotiating Committee has been given full right to call for a strike vote and based on their previous performances in gaining the best contracts in the Industry, such suggested actions be left entirely to their discretion. Motion as amended carried. Because of the extreme heat, Good and Welfare was very brief. Meeting adjourned with 1232 members present.

PERSONALS

MELVIN F. LIBBY

Your sister, Mrs. A. A. Finigan, missed you when she moved back to Portsmouth. She has a matter of utmost importance to discuss with you and does not have your address. Please contact her at 453 Pleasant Street, Portsmouth, New Hampshire.

EARL McCAMBRIDGE

Your mother is anxious for you to contact her at RFD Box 75, Coral, Michigan.

BOB McDONALD

Ralph Padget, c/o Phil-Kron Drive-In, Bloomington, Ill., would like to hear from you, or any of his old shipmates.

PHILLIP R. WAGNER

Get in touch with your mother at 120 East 34th Street, New York City.

MAX R. DUNLAP

Your family in the Phillipine Islands is anxious to hear from you.

VITO WILLIAM MASI

Your wife Mary asks that you write.

JOHN ROACH

Please write Charles Dix, care of SIU New York Hall, 51 Beaver Street, New York 4, N. Y.

SIU HALLS

SIU, A&G District

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William Rentz, Agent Calvert 4539
BOSTON276 State St.
Walter Siekmann, Agent Bowdoin 4455
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Keith Alsop, Agent Phone 2-8448
MOBILE1 South Lawrence St.
Cal Tanner, Agent Phone 2-1754
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E. Sheppard, Agent Magnolia 6112-6113
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Lloyd Gardner, Agent Poplar 5-1217
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SAN JUAN, P.R.252 Ponce de Leon
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Charles Starling, Agent Phone 3-1728
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DIRECTOR OF ORGANIZATION

Lindsey Williams

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Terminal 4-3131

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Cadillac 6857
DULUTH531 W. Michigan St.
Melrose 4110
TOLEDO615 Summit St.
Garfield 2112

Canadian District

MONTREAL1227 Phillips Square
VICTORIA, B.C.602 Boughton St.
Empire 4531
VANCOUVER565 Hamilton St.
Pacific 7824

THE SAILOR MEETS A LADY

By JOHN LEGGE

The Sailor's Story

I'd been watchin' this dame. Smart as you please, with a pair of foxes hangin' where I'd like my arms to be. She settles herself on a stool with a couple of wiggles, big purse on the bar, crosses her legs and orders a drink.

She's aloof as a racing yacht; but I figure I can spot 'em every time. I mean a woman on the make. When you lead your life on the sea you learn how.

Every now and then any of 'em are ready for someone else. They're tired of the old man, or just pickin' up their head again after some guy broke their heart; or some tramp just saw her last boy-friend off on a boat—it can be anything or nothin'.

What I'm lookin' for is a not-bad-looker right then!

Pretty soon I catch her eye in the mirror. But she looks up the bar to a big blond lubber from the sticks that just about faints when he gets her eye.

I says to myself, "Mac, she's on the prowl!" I raise my glass and give her a big fish-eatin' grin.

I should have moved in right then. That's where I made my mistake. But I sit there.

And it isn't long 'till some tall, pasty-faced dude in a dinner jacket crowded in beside her and buys a couple of drinks without even speaking to her.

THE COME-ON

I didn't like the look of him anyway, so when she gives me a smile, I know it's the old come-on, and I didn't hesitate at all.

I figured he'd most likely crawl off without me even havin' to smack 'im.

Well, I shoves him aside and starts the old line. She's takin' it right in, when—blotto!

I'll be damned if this dude hadn't plopped me back of the ear while I ain't even noticin'. And that's the last I knew 'till the police come and hustle me and these other two guys out.

Oh, yes, I forgot to tell you about this big blond lubber. I don't know just what happened; but after I was out cold, he'd got mixed up in the fight. And him and this guy that clipped me was both on the floor when the police hauled us out.

And as we go, I see this dame leavin' the place, prim as you please, turnin' her back on the lot of us.

All I can say is she was damned sure ready; but I got caught in a riptide.

The Girl's Story

Meeting Richard like this had been my idea—after he had asked for a divorce.

I had insisted that we would meet three times a week in this little corner place and then spend the evening together—just to ourselves—and try to find that something we had lost, or never found.

QUIZ ANSWERS

- 1- Friday
- 2- 12
- 3- Sounding line
- 4- 32
- 5- Course recorder
- 6- Galley stack
- 7- Lifeboat equipment
- 8- 6
- 9- 5 PM
- 10- Lake Erie

I didn't say it, but I meant that he had never found.

He was late as usual, and I was just sitting there in the bar waiting.

Half, then three-quarters of an hour went by.

Oh, how I wished that I could hate him! I wondered if I ever could. That would be enough, I thought. If this experiment does not bring him to me, please God, let me hate him!

LOOKS DOWN BAR

I looked across the rows of whiskey bottles into the mirror. Into the leering, drinking, laughing, frowning pool of faces swimming there.



I must learn to see other faces, I thought. Not just Richard's face!

It is strange what makes us care for people. I tried to analyze it. He didn't even like me; and yet I was tied to him with a blind love that would not release me.

On the far end of the bar was a man in the off-brand Maritime Commission uniform, with a black band on his high-pressure hat. I had helped out in a canteen, and I knew about uniforms.

Why doesn't he put on civilian clothes or else join the Navy? I thought.

GETS THE EYE

He raised his glass and nodded to me. I thought, Oh, oh! That'll do.

There was a large fellow at the bar, with an old slouch jacket, and a shock of blond hair sticking out in all directions. As I looked at him, he glanced at me and then quickly away. One of the local Bohemians.

How pathetic most of them are, and how really un-Bohemian, I thought. I wondered what it would take to jar him out of his repressed aloofness. Such people always make me uncomfortable, for you never know what they are going to do.

And there I sat. Waiting. Waiting. How I wanted to hate!

Then suddenly Richard was there. He sat down beside me. I caught his arm and smiled up at him.

Two brandies, he called to the bartender loudly.

He knew I wouldn't drink brandy! He didn't even glance at me.

I dropped his arm and looked back down the bar. The sailor was frowning heavily at us. I gave him a little smile.

It was a quite impersonal smile. It was as spontaneous as the smile you give a puppy who is looking up at your table.

SAILOR MOVES IN

He got up ponderously, pushed his stool back with a deliberate, expansive gesture, and started down the bar. My hand went to my lips. My God, what have I done! I thought.

I turned quickly to Richard and touched his arm. Richard, I whispered. He ignored me as he

so often did; and suddenly in the tension of that moment I felt a release from the blind love that had tied me to him. Suddenly I knew that no matter what happened I didn't care any more.

The sailor shoved in roughly between us, giving Richard a shove that spilled him off of his stool.

Is this bum annoyin' you Miss? he asked.

Oh, not very much, I said casually, but thank you, anyway.

Things happened all at once then. The strange blond fellow got into it too—I suppose he thought he was protecting my honor.

All I remember is that when someone had Richard on the floor and was choking him, I didn't feel anything. Nothing at all!

It was wonderful!

I got up and walked out.

The Bartender's Story

I get all kinds.

I got one of those in-between-places in Greenwich Village where you get 'em all. Some uptown people come in here thinking they're slumming. There are a few, a very few, crack-pot artists, and would-be writers.

But the real trade: working men, the Italians, and a few stevedores and seamen come just to drink—and they drink whiskey. They're the ones that make the house money.

But, as I say, I get all kinds; and I'm just working here.

I gotta feed 'em all and try to keep 'em all happy.

TAKES NOTICE

So I'd got to noticing this uptown guy and this society dame. I didn't know who they were, but you could see they was class.

Well, she had come in by herself this night, and sat around about an hour I guess. Same as usual, only damned if she wasn't rolling her eyes at the customers. I didn't pay too much attention, cause as I say, she'd been in a lotta times and hadn't never caused no trouble before.

Then this guy comes in after while and orders 'em both a drink. He'd always been a pretty cold fish, but I did notice he was colder than usual this time.

Anyway, I hadn't no more than made her another Martini if I see 'em coming into my and poured his brandy, when this

big sailor that had been sloppin' up rum all evening down at the other end, shoves in between 'em. And she gives him a big smile on top of it!

SMACKS SAILOR

And that's one thing I will give this uptown gent credit for: he really laid one on this sailor. He'd been shoved off balance, but when he come back he didn't ask no questions. He swung one right off the ground, and that sailor dropped like a beef, and never moved till the police come.

Then he grabs this dame by the arm and says, I hope you're satisfied! Now let's get out of here.

She jerks her arm away, as snooty as you like, and says in a low voice that carries all over the place, You brute, let go of me!

And then—and here's the payoff—one of these artist nuts, a big blond guy that always comes in here alone and never falls into conversation with anyone at the bar, and whom I'd figured for some kind of a queer, is over there before I know it and cold-cocks this 'uptown guy with a square sock to the chin.

Call it chivalry, if you want to. Or maybe something snaps in his brain, but he was like a wild-man. He's right down on the floor after this guy with both hands on his throat, choking him and banging his head up and down on the floor.

Well, not wanting any murders in my place, and further, expecting this thing to develop into a madhouse if it keeps on, I tap this nut with the sap I keep under the bar.

I start to call the police, when the police walk in anyway.

GIRL LEAVES

And I'll be damned, if, while the police drag these guys out the dame don't get up with her nose in the air and walk away!

To top it all off, I see by the papers that the up-town guy is some big-shot and she's an heir-ess; and now she's divorcin' him on charges of mental cruelty and makin' a spectacle of her in a public place!

Leave it to the dames every time!

I tell you, dutchess, or shop-girl, they're all tramps to me than made her another Martini if I see 'em coming into my and poured his brandy, when this

Notice To All SIU Members

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

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

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Book No.

State Dep't Shipping Unit Is Scrapped

The State Department has sent its much-criticized Shipping Division to the scrap heap.

The move was forced by Congress' reduction in appropriations for the Department's activities in transportation and communication. Sub-committees from both branches of the legislature roundly scored the State Department for overstepping its bounds by expanding its advisory functions into the field of operations.

Under a reorganization plan, the Shipping Division will be replaced by a smaller group that will serve solely as an advisory body under the Office of Transportation.

The Seamen Affairs Branch, the agency that has traditionally dealt with seamen and ships in foreign jurisdiction, will be transferred to the Division of Protective Services.

TARGET

The Shipping Division was a target for considerable stormy criticism last March when Congress was acting on the Marshall Plan. The State Department at that time used every device in the book to pressure Congress into giving beneficiary nations 200 ships and charters on 300 more to carry the relief cargoes into their respective ports.

While Congress see-sawed in the course of active debate on the State Department's proposals, all sections of the shipping industry unleashed a barrage of criticism, with the Seafarers International Union being among the most outspoken critics.

The SIU charged at that time that the State Department plan "might lead to the liquidation of the U.S. merchant fleet," and leave some 30,000 American seamen out of jobs.

SIU PROTEST

Through its Washington representative, the SIU strongly protested the proposals, and thousands of Seafarers sent telegrams and letters to their legislators decrying the "sellout" of American seamen.

The protests bore fruit when both Houses of Congress passed the Marshall Plan legislation, after striking out the provisions to lend or charter any ships to foreign nations.

A striking provision of the legislation as passed was one vigorously sought by the SIU—that 50 percent of Marshall Plan cargoes should be carried in American ships.

It is felt that the State Department's overwhelming defeat in regard to the Marshall Plan, and the attention focused on its shipping activities during the Congressional debate were partly responsible, at least, for the windup of its Shipping Division.

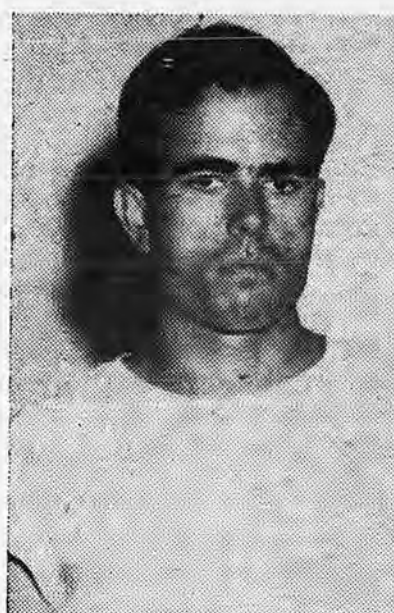
ATTENTION!

The slop chest is your corner store while you are at sea. You can't take your trade someplace else if the slop chest doesn't have what you need.

HERE'S WHAT I THINK...



QUESTION: What was the biggest beef you have ever been in? Why do you regard it as the "biggest?"



OMER SAPP, Wiper:

To my mind the Union's—and my own—biggest beef was the Isthmian strike last year. I was in the Port of Savannah at that time and participated in the strike there. I feel it was the biggest strike because it involved so many ships belonging to one of the last, big anti-Union holdouts. And there were a helluva lot of jobs involved, too. We were tackling one of the biggest babies in the business, and we came through victoriously with some real good strategy. When we won this great beef, it proved that Union structure and our organizing program were solid—and paying off.

JAN R. MUCINS, Deck Eng:

The biggest strike I took part in was the 1946 General Strike, the biggest strike ever waged on any waterfront in the world. The SIU struck because the Wage Stabilization Board refused to allow the increases we had won in collective bargaining with the shipowners, and for eight days not a ship moved in or out of this country. That beef was a test of the Union's strength against an arbitrary ruling by the government agency. And we won. We were so right in that strike that practically all public opinion was behind us. We set a wage pattern that was followed by all other maritime unions.



PAT PRIOLO, OS:

I always look upon the Isthmian Strike as the big one. Isthmian was a tough outfit and determined not to give up easily. To win this strike meant a lot more ships and jobs to the members, and was one we could not afford to lose. I was in the '46 General Strike and the UFE Strike, but Isthmian, I think, was the big one. I had been a volunteer organizer on the Sea Fiddler and, after all the sweat I put into bringing that ship in, I wanted to be sure she went SIU. It would have been a pity to lose the company after that beautiful organizing job.



ENRIQUE CORTES, AB:

In the Isthmian Strike I saw how powerful the SIU had become in maritime. No other Union was able to take on Isthmian and lick her, but we did it. It showed me that we were big enough to tackle the biggest anti-union outfit of them all and come out on top. I sailed on the Kelso Victory before the strike and I know what the conditions were like. Taking part in putting an end to all of that gave me a real thrill. I haven't sailed an Isthmian ship since the Union gained a contract, but I'm going out on one soon to look over the fruit of our victory.



SAMUEL VANDAL, Baker:

The Isthmian strike wasn't the biggest strike in size that the SIU ever had, but it was far and away the biggest in importance, to my way of thinking, because it brought such impressive results. That beef gave us prestige — on every waterfront in the world. Don't forget, European seamen knew about Isthmian, and they were plenty impressed when the Seafarers won the beef. But I can't talk about Isthmian because I was on a Waterman ship at the time. Biggest beef I ever was personally active in was the 1946 General Strike. I picketed Pier 28 in Erie Basin in Brooklyn.

GEORGE FOWLES, FWT:

Biggest beef I was in was the famous Wall Street strike, when we helped out the United Financial Employees. I don't think there's any question about whether that was a big beef. But the beef was very important to our Union. We won great prestige because we took up the fight of the underdog against the powerful Wall Street money boys. In helping out our Brother AFL union, we picked up some very practical pointers. We saw how effective our strike machinery was and what our weak spots were. That beef also showed organized labor that Union people need each other, especially these days.



GLEN VINSON, OS:

I came in the SIU with the Isthmian fleet, and the Isthmian strike was my first SIU action. I was on the transportation committee in New York, contacting picketlines all over town. I learned then how the SIU strike strategy works when it goes into action. I was impressed by the cooperation and efficiency displayed by all hands. Also the courtesy and efficiency of those who contacted the ships and explained the meaning of the strike and invited us in the crews to join the picketline. No wonder we won the beef.



EMILIANO ACABEO, AB:

The biggest Union Action I've been in was the General Strike of 1946. It was a crucial time for the Union with the threat of Government strikebreaking—and when we won it we established the highest conditions in the industry. I stood picket duty on the North river throughout the strike. Everything went off smoothly and according to plans. I knew that the whole SIU was with me and, that no matter how long it lasted, I would have a place to sleep and good full meals in the stewpot. I felt pretty proud out there on those million-dollar docks with my white cap.