


SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

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No. 42

Walking Bosses Return To Jobs; No Gains Made

SAN FRANCISCO — Shipping through the ports of San Francisco and Los Angeles returned to normal for the first time in three months this week when the "walking bosses," members of the International Longshoremen's and Warehousemen's Union, CIO, voted to end their strike.

They took the vote following an order by Arthur C. Miller, Pacific Coast arbitrator, ordering longshoremen to go through the picketlines set up by the foremen, or to persuade the "walking bosses" to remove them. Since only nine men were involved in the action, the picketlines were mostly mythical, and were aimed at halting the operations of the Luckenbach Steamship Company.

Height of the action came when the "walking bosses" tried to prevent the sailing of the SS Matsonia. Aware that it was a bum beef, the men of the Sailors Union of the Pacific, the Marine Firemen, and the Marine Cooks and Stewards, refused to observe the picketline and sailed the ship after a few hours delay.

Nominations For A & G Elections

Nominations for office in the Atlantic and Gulf District for the year 1948 closed on October 15. A Qualifications Committee — consisting of Bill Brown, Walter Bennett, Bob High (Alternate), for the Deck Department; Jimmy Stewart, Carlos Lee, Jr., Val James (Alternate), for the Engine Department; and Bill Higgs, Jimmy Crescitelli, Matthew Sams (Alternate), for the Stewards Department — was elected last week, and will pass on the qualifications of the men who threw in for office.

If this work is completed by the time the LOG goes to press next week, pictures and short biographical sketches will be carried of all qualified candidates who furnish ed same.

A facsimile of the ballot, showing all candidates and any referendums up for membership action, will also be run in the LOG as soon as the ballots are sent to the ports.

Seafarers Files Petition For Bargaining Election In Tidewater Tankers

NEW YORK—The drive to organize the unlicensed personnel sailing the tankers of the Tidewater Associated Oil Company, which was stalled last January due to the efforts of the Tidewater Tankermen's Association, a company outfit, moved into high gear again this week when the SIU petitioned for an election in the fleet. In a letter to the National Labor Relations Board, the Union advised that a sufficient number of

men employed by Tidewater are represented by the SIU to qualify the Union as the bargaining agent for the company. Accompanying the letter went evidence to show that out of 254 unlicensed men in the Deck, Engine, and Stewards Department, 175 or approximately 75 per cent had signed pledge cards for the Seafarers.

Last January the SIU also filed for a bargaining election in the fleet, having signed up a majority of the employees, but the NLRB turned down the application, claiming that a contract was already in effect between the company and the Tidewater Tankermen's Association and the Tidewater Small Fleet Association.

UNION NEEDED

This stymied the possibility of an immediate election, but the way the Tidewater men flocked to sign pledge cards during the drive proved that a real union was needed in the fleet. SIU organizers continued their work, and more and more men signed cards.

At the same time this week that the NLRB was petitioned to hold an election, a letter was sent to the company notifying them of the action being taken by the Seafarers. The text of the letter follows:

**Mr. R. K. Kelly, Vice-President
Tidewater Associated Oil Co.
Dear Mr. Kelly:**

Please be advised that we are the authorized representatives of a sufficient number of the unlicensed personnel now employed in the Tidewater Tankers to qualify us as the Bargaining Agent for the unlicensed personnel in your company.

This is to further inform you that we have petitioned the National Labor Relations Board for an election in these tankers as of this date, copy of which is enclosed.

Sincerely,
**Paul Hall, Director
Tanker Organizing
Committee.**

Thus, by continuing in its efforts to organize Tidewater, the SIU is carrying out its pledge to organize all unorganized seamen

AFL Changes Council Set-up, Opening Way For NLRB Votes

SAN FRANCISCO — By an overwhelming vote, the 700 delegates to the American Federation of Labor's 66th annual convention vote in favor of a constitutional amendment changing the set-up in the Federation's executive council.

Under the amendment, the council's 13 vice presidents will "henceforth be classified solely as members of the executive council, rather than as vice presidents," it was pointed out by William Green, AFL president.

Only two top AFL posts retain their titular identity—those of the president and the secretary-treasurer.

The convention's move, which eliminates the necessity for council members to sign anti-communist affidavits, thus paves the way for all unions affiliated with

the AFL to gain access to the facilities of the National Labor Relations Board for purposes of certification.

Among other highlights of the convention this past week were:

A report by the executive council that the AFL's membership during the past 10 years had increased by almost 5,000,000.

In 1937, the council reported, the membership stood at 2,860,933. Gains were made throughout the tough depression years. The official figure released by the council for the membership in the current year is 7,577,716.

An announcement that the AFL's organizing drive in the south was meeting with great success. To date the drive has netted a gain of 425,000 new members in 14 southern states.

The report declared that "the net gain in AFL membership in the 14 states will reach close to 500,000."

The convention slashingly attacked the World Federation of Trade Unions as being under the domination of the Soviet Union. The AFL is not a member of the WFTU; the CIO is.

Supreme Court Kills Cal. 'Hot Cargo' Act

The State of California "Hot Cargo" Act, which prohibited the boycotting and picketing of scab products, was declared unconstitutional by the State Supreme Court last week.

The court in rendering its opinion reported that decisions of the U. S. Supreme Court have always maintained that picketing is a constitutional right in connection with either a primary or secondary boycott.

The decision of the California court may have national repercussions as it is felt that it can be relied upon to nullify the Taft-Hartley Act ban on secondary boycotts.

Rent Control Boards Aren't, As Landlords Predominate

The public, the people who pay rent and work for a living, woke up this week to find that the rent control boards throughout the country are packed with landlords and business-and-professional men, with only a small percentage of labor spokesmen to speak up for real rent controls.

An analysis of 170 local boards showed that 20 percent of the representatives are business men and bankers, 11 percent are in the real estate business, 21 percent are professional men, and only 5 percent are labor people.

That means that if the money hungry business men want to push rents up, there won't be any way of stopping them, and they do want to do just that.

Already Louisville, Kentucky, has been told that rents will be jacked up 5 percent, and Frank Creedon, who was appointed by President Truman to administer the phony rent control law passed by the Republicans and Democrats last session of Congress, has put his stamp of approval on the raise.

This, in spite of the fact that labor has blasted the Louisville board as being composed of real estate men and landlords' stooges and the increase was proposed

without public hearings.

Next on the list for rent raises are Dickinson County, Kansas, which faces a 15 percent boost, and Klamath County, Oregon, where rents will only go up 10 percent.

Meanwhile, the National Association of Real Estate Boards fired the opening gun in its fight to get all rent controls wiped off the books when the present law expires on February 29, 1948. The NAREB was indicted two months ago for criminal conspiracy to jack up rents.

The Washington committee of the NAREB is proposing that the "next logical step to complete the wiping away of the housing shortage is rent decontrol."

We can all still remember when the National Association of Manufacturers took full page ads to tell the public that abolishing rationing and price controls would lead to plenty of everything at low cost.

That turned out to be just so much hot air, and what the Real Estate lobby has up its sleeve would be more of the same. Leaving the fat boys free to make unlimited profits is one way to pave the road to inflation and another depression.

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 Atlantic and Gulf District

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 At 51 Beaver Street, New York 4, N. Y.
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GEORGE K. NOVICK, Editor



Our Clear Duty

The United States is now embarked on a voluntary rationing scheme designed to save grain, a food that is vitally needed to keep alive the people of Europe. Without our grain, the already serious situation overseas will become a hundred-fold worse, and winter will see more people killed by starvation than Hitler, Mussolini, and Stalin have been able to put to death.

This is more serious, and it becomes the duty of every one of us to conserve wherever possible, so that more food will be available to send to those in Europe who have been able to survive the past fifteen years of terror and murder.

A number of competent observers have stated that only rationing by law will save enough food for starving Europe and Asia, but the government has started another program, and we must cooperate voluntarily. Unless hungry people abroad are fed, we will have won the war against Hitler, only to lose it to the hirelings of Joe Stalin.

Food for Europe and Asia will come primarily from the U. S., and it is a sacrifice we, as a nation, are proud to make. But the shipowners, who profited enormously out of the war, see in our humanitarian efforts a chance to add to their piles of money.

Already plans are underway to transport the millions of pounds of grain in ships of foreign registry, which are controlled by American shipowners through dummy corporations.

This would be a treasonable act against the American merchant seamen who were the first to fight in the war against fascism. It would be nothing more than a barefaced attempt by the bosses to drive down the decent standards of living achieved by the American workers through years of struggle.

It is the government's duty to see to it that the food which is sent to Europe is shipped only on American flag ships, sailed by union crews. Anything less than that is a government-big business alliance to force U. S. seamen's wages and conditions down to the level of other seamen in foreign countries.

The SIU will not be a party to these maneuverings. We are on record to try to raise the standards for foreign seamen, and this cannot be achieved while American shipowners are undermining what has been gained so far.



Seafarers Members Now In The Marine Hospitals

GALVESTON HOSPITAL

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

BALTIMORE HOSPITAL

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

DETROIT HOSPITAL

- MELVIN RUSSELL
- GEORGE GUNDERSON
- EUGENE McPARTLAND
- ALLAN TROMBLY
- JOHN BUTLER
- AXEL HEIKKILIA
- JULIAN FLAZYNSKI
- JAMES ADAMS
- HOWARD ROGERS
- JOHN R. JACKSON
- WM. SCHULER
- LOUIS PAULSON
- ERNEST FENDRIX
- HUBERT A. HOLSTON
- CARL STANTON
- MARGARET DeBRULE
- MARCELINE HIGGINS
- MABEL ROBERTS
- LUTHER CHURCHILL

BRIGHTON HOSPITAL

- G. McGUIRE (SUP)
- E. FALVEY
- R. LORD
- J. BARRON
- E. DELLAMANO
- H. SCHWARZ

- J. HANSIL
- E. JOHNSTON
- J. NICKERSON
- W. MAPLES
- E. DELANEY
- R. JOHNSTON

NEPONSET HOSPITAL

- J. S. CAMPBELL
- E. FERRER
- J. R. HANCHEY
- C. LARSEN
- L. L. LEWIS
- J. R. LEWIS
- R. A. BLAKE

- L. TORRES
- C. SCHULTZ
- H. BELCHER
- J. T. EDWARDS
- L. BALLESTERO
- C. C. MOSS
- D. TULL
- J. SILLAK
- T. WADSWORTH
- M. GOMEZ

SAN FRANCISCO HOSPITAL

- A. COHEN
- J. HODO
- J. B. KREWSON

STATEMENT OF OWNERSHIP

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACTS OF CONGRESS OF AUGUST 24, 1912, AND MARCH 3, 1933 OF THE SEAFARERS LOG published weekly at General Post Office, New York 1, N. Y., for September 26, 1947.

State of New York,
 County of New York, ss

Before me, a Notary Public in and for the State and county aforesaid, personally appeared George Novick, who, having been duly sworn according to law, deposes and says that he is the Editor of the SEAFARERS LOG and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, as amended by the Act of March 3, 1933, embodied in section 537, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are: Publisher Seafarers International Union of North America, Atlantic & Gulf District, 51 Beaver St., New York 4, N. Y.; Editor, George Novick, 51 Beaver St., New York, N. Y.; Managing Editor (none) Business Managers (none).

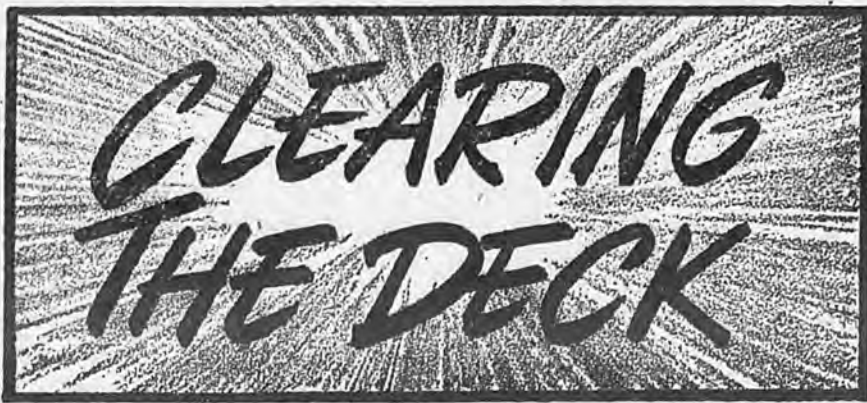
2. That the owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent of more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a firm, company, or other unincorporated concern, its name and address, as well as those of each individual member, must be given.)

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

4. That the two paragraphs next above giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the twelve months preceding the date shown above is 37,200.

(Signed) GEORGE NOVICK, Editor
 Sworn to and subscribed before me this 26th day of September, 1947. ROSE S. ELDRIGE, Notary Public. (My commission expires March 30, 1948)



By PAUL HALL

We'd be sticking our heads in the sand if we thought for one minute that a defeat to the Seafarers wouldn't make life more beautiful for the shipowners. These guys would beam all over at the prospect of the SIU taking a beating, regardless of on what front it took place. Obviously, they're damned sure any loss of ours is their gain. And the reason stands out as clearly as an elephant's trunk.

As it was pointed out recently in the LOG, the shipowners do not think the Seafarers are "reliable." In other words, our activities prevent them from doing as they please as to wages, etc. Were they to attempt to pull a fast one on us, we'd act—and act fast.

To guys who are accustomed to throwing their weight around without fear of their victims striking back, our brand of union protection of its membership doesn't set so well. They prefer to do business with outfits that are either asleep on their feet or slightly phony.

Shipowners Aren't Alone

But the shipowners aren't alone. There are others who would shed no tears were the SIU to run into a bad time. The commies and the bureaucrats run high on the list of those who would love to play pallbearer at our funeral.

The shipowners would enjoy our retreat from anybody; so long as it means we're in danger of a setback. And what someone else can't do for him, he'll keep whacking away at himself.

An example of how a shipowner will try to foul up a union popped up recently. It hinged on the efforts of a certain port steward who thought he could coerce crewmembers to take up the company's arguments in a beef with the Union. The story was carried in a recent issue of the LOG. But this beef drives home the point.

It wasn't the first time the shipowners have attempted to maneuver the Union into a target position and, most certainly, it won't be the last. But our ears will be kept to the ground for the faintest sound that might indicate a repeat performance.

About the only noticeable difference between this unsuccessful attempt by the shipowner, via the port steward, to undermine the Union and others that have failed in the past is the fact they usually went further than the above mentioned port steward did.

Suggest "Team Up" Against SIU

Last year, for instance, one of the operators under contract to the SIU not only went far afield to spread some cockeyed rumors about the Union and its membership and officials, it even proposed to other shipowners that they "team up" to give the Seafarers a bad time. This is no malarkey—and it's not impossible. That's for sure. And the SIU has to be vigilant for just such schemes.

Whatever the differences existing between the shipowners in the conduct of their respective outfits, there is always unanimity when it comes to giving the Union a hotfoot. You can count on every one of them to supply matches for the attempt.

The fact that we haven't as yet been burned—and that we are as strong as we are today—is because our people are aware of the shipowner's tactics. We will stay strong because we will continue to be vigilant, meanwhile sharpening our defenses.

To ward off the possibility of any shipowner, or combination of shipowners, harming us, we must be alert. Smear stuff and chatter that's figured to cause confusion are the only standbys to watch for. Remarks like, "the Union is fouling things up;" or "some of the union guys are okay but this official and that official are phonies"—or any other of the old, time-ripened shipowners' stoges talk.

Beware The Shipowners' Stogee

If you hear a guy springing a line like any of these, just ask him what shipowner he is working for, because usually you'll find that to be the case. And you'll be knocking the plan in the head by refusing to repeat the stuff, which, primarily, is aimed at ultimately reducing your wages and working standards.

If the man spreading anti-union tales has a story that won't hold water, you can prefer charges against him. He's undermining your security. If he isn't a union member, you certainly owe it to yourself to report the matter to the Union hall—pronto. Allowing these things to slip by means they may reach gullible guys who are sucker bait for every slick-talking sales artist who has a stake in getting his malarkey across.

Our Union is everything to us. Without it, we go back to starvation wages and the accompanying lousy conditions, with the abuse, bad food, punk quarters and all. Without our Union Hiring Hall it would mean having to go around slapping backs to get a job. **The independence we have fought so hard to win, would be washed over the side.**

We all have huge stakes in the SIU. Obviously, we can't be too vigilant in protecting those stakes. They are our means of living.

Brother Comes Up With Hatful Of Characters On SS Yamhill

In the eight months that Seafarer Herman Ricci has been aboard the SS Yamhill he has carefully observed and noted the general shipboard conditions and the individual conduct of his shipmates.

He has tried to understand the "characteristics, spirit and atmosphere" that set the background for life aboard a ship—which, once it sets out to sea, becomes a seaman's home, as well as his place of work.

There is never a dull moment on a ship, says Brother Ricci, who points out that seamen, too, are human. But comes the end of the trip and it is "forgive and forget," with all hands wishing one another farewell.

In spite of its up and downs, Ricci found shipboard life interesting and stimulating. He says that many of his shipmates were "clean cut, well educated and well mannered."

For the most part, he found his Union Brothers to be "honest, ambitious, hard-working men who went about their business in a routine and serious way."

Perhaps the most striking of Brother Ricci's observations are his characterizations of certain shipboard types.

They represent types which all Seafarers have come into contact with at one time or another. Here they are:

THE INSTIGATORS OR CONNIVERS—fall into two categories: the small fry and the big fry, the latter being more dangerous because as soon as discovered he shows up as a mean trouble-maker. Slyly tries to gain confidence of green crewmembers; by false pretense and fake promises tries to reach his goal. Generally starts out with, "Believe me, I'm your friend,"



or "I'm an oldtimer, I know the ropes." Feigns sincerity with small favors. Reaps gain while others argue. When the truth is out, there's a sad awakening. Those who unwittingly swallowed their line learn "it's better to paddle your own canoe."

THE TOUGH GUY—uses harsh and cursing language for emphasis; thinks he can get what he wants by impressing others that he is something he really isn't. Inwardly, though, he is soft-hearted and gentle and is just putting on an act.

THE SMOOTH TALKER—is soft spoken and assumes an air of innocence, figuring his delicate manners will get him out of any situation. Usually discovers, to his amazement, that he should have known that even with smiles and profuse thanks he couldn't attain his ends.

LAZY BONES OR PARASITE—he takes the cake—plate and all. He is the type that likes to be left completely alone, ignored and unnoticed. Always sick and

bothering the Purser for pills. If this doesn't get him out of work, he does just enough to get by or does it so badly they finally leave him alone. Manages through his performances to gain sympathy. I have seen many do his work while he watches. His sickness is only mental and he takes the line of least resistance.



When shipmates are about fed up with him, home port is near and the happiness in all hearts brings the "forgive and forget" into play.

THE SEA LAWYER—this type is really a scream. Generally assumes pose of a counsellor, using short and deep phrases in well-spoken and correct diction. Tries to impress with his sea knowledge and experience. Possesses stacks of books. Sincerely means good, doesn't take sides, just gives out with his interpretation of rules and regulations. However, he causes more confusion than existed before he enters a discussion.

CRY-BABY OR MARTYR—is forever complaining about every-

one, everything and anything. Sees no good in anything; generally involves someone else as he doesn't dare speak up for himself. Sometimes gains one or two supporters, but doesn't hold them long. This type can cause trouble without ever meaning to.

THE LONE WOLF OR ONE-MAN ACTION—is generally an oldtimer and deep thinker, observes and studies others, biding his time until he finds a weak spot. Then he goes to work on it. Is cunning and really knows the ropes. He is squarely on the up and up and quite often gets what he is after, but never harms anyone. Is congenial but reserved in his opinions; is polite and always has a smile or friendly gesture. He is one of the good fellows.

THE APPEASER—desires and loves peace and does all in his power to settle arguments before they become real problems. Knows well that the bag of thanks and gratitude is full of holes.

BEEF DEPARTMENT—this is a free enterprise, anyone can get into it. There are all types: serious and funny, right and wrong. On a ship there is everything—comedy, good sense of humor and drama. A ship's atmosphere sometimes resembles an old maid's hotel. Everybody is gossiping about someone else, or at times there is noticeable a silent mood dominating all, depending upon the spiritual tendency at the moment.

Official Tells New Officers Unions Are Beneath Station

Considering that Commodore Robert C. Lee is executive vice-president of the Moore-McCormack Lines, there is nothing surprising in a speech he made this week before the graduating class of the New York State Maritime Academy. Graduates of the Academy are qualified to enter the American merchant marine as junior Deck or Engine officers.

Commodore Lee was the principal speaker at the exercises, and he told the graduates that "a union is no place for proper officer material.

"One of the sins of our past," he continued, "has been a failure on the part of both owner and officer to realize their proper relationship. There has been a gradual awakening to the fact that a ship's officer is a vital and important part of the company's management as is any similar class executive ashore."

He cautioned the prospective officers to work at building up company loyalty among the crews they worked with, but added, "This may prove difficult sometimes because of the limited intelligence of many of the men you work with."

By these two statements, Commodore Lee insulted the men he addressed, advising them against membership in unions, and also the unlicensed men who sail the ships and make it possible for him to enjoy a life of ease ashore.

Lee's request to the officers that they disassociate themselves

from labor organizations has come too late. The licensed officers did not form unions merely for the fun of the thing. They were forced to unite in their own organizations so that they could better fight for decent job standards, higher wages, and better conditions.

The companies, interested as they are only in profits, made it just as tough on officers as they did on unlicensed men. Unions of unlicensed men sprung up as a result, and when it became apparent that their organizations were gaining many benefits, the licensed Deck and Engine officers followed suit.

Commodore Lee's statement drew immediate comment from Captain William C. Ash, Secretary-Business Manager of Local 88, MM&P, who stated, "The MM&P seriously resents the use of our institutions of public education as a sounding-board for anti-union remarks by representatives of management, and we have so notified the Governor of the State of New York. Our experience with our contracted companies gives the lie to everything Commodore Lee said or implied."

From the way the MM&P and the MEBA are able to sign up licensed officers and gain contracts with companies, it appears that Lee and his management pals are not able to sell American Deck and Engine officers their phony bill of goods.

But they'll probably keep right on trying.

HERE'S WHAT I THINK...



The Patrolmen Say—

Promotion Picnic

NEW YORK—Wonders never cease. I have come across situations on board different scows that at first caused me amazement, then bewilderment and finally unconcern.

Quite awhile ago, when paying off the Bandolier there was an incident where ratings had been tossed around like confetti. It got so bad that nobody knew who was who. The Chief Pumpman went up and down the scale like a clarinet player. He got the business and was demoted completely to the bottom (at least we thought it was the bottom) and made a Wiper.

That lasted but a short while and a quick promotion came through — The Pumpman was elevated from Wiper to Second Mate. Not bad. Even the Air Corps didn't do it that fast during the war.

I thought that was the last time I'd see something like that, but I was wrong. Last week, the Span Splice hit port, tied up and made ready for the payoff, just like any other ship. But what had happened during her trip was out of this world.

When the Span Splice was out at sea about three months a Wiper was demoted—to what? Why, to workaway.

It seems that while soogeeing, the Wiper let water hit some electrical equipment and caused a short circuit. The 1st Assistant, ex-NMU man, hauled the Wiper before the Skipper where he was stripped of his greasy rag, the tool of his trade, and demoted on the spot.

The 1st Assistant, just to be sure the Captain saw it his way, threatened to get off the ship in the first port. Well, the Wiper rode around as a passenger for a month-and-a-half and—well, you know the rest.

He collected all his wages for the entire voyage and left the ship well rested after his ocean cruise.

But that wasn't the 1st's only woe. While in Trinidad the ship dropped the Chief Electrician and for the remainder of the voyage the Assistant Electrician assumed his duties without promotion. Yes, the answer is the same: he received Chief's wages.

Ray Gonzales Jimmy Purcell

QUESTION:—What do you think of the Seafarers policy of buying Halls in various ports?

CHARLES YENKE, AB:

This Union is growing all the time. Our strength has increased, and our reputation has grown in the labor movement. We should buy Halls in the large ports, fit them out, and have places where seamen can relax, where the Union's business can be carried on, and places where we can be proud to bring other union officials. Buying property is a good deal from any angle. It is an investment that can always be turned into money, and the membership will definitely save money on rent. I'd like to see every port own its own Hall, with sleeping quarters for men on the beach, and maybe even a small cafeteria. That way our Cooks and Messmen could get training, and the men would be spending their money where the Union could



profit. That profit could be turned over to men in the hospitals, or for any other project the membership wanted. Having a place to flop would assure our men of clean beds in any port where we have Halls.

GENE R. SINCLAIR, Messman:

I think that it would save the Union money in the long run. When the SIU owns its own buildings there is always the possibility of renting out parts of it to other unions or as offices. This would give the Union added revenue, and would be a cushion in case times become hard, like they were before the war. Of course, this policy should only be followed in large ports, because in the smaller ports it is unnecessary since the business doesn't warrant it. Having our own Halls would allow us to make arrangements for sleeping accommodations and a soup kitchen, to be used in times of strike or bad shipping conditions. Any way you look at it, the Union is making a smart deal when it buys Halls in ports like Mobile and



New Orleans, where they have already been purchased. I'd like to see us buy Halls in New York, Philly, Baltimore, and the other large Branches. It would be a sign of the way the Union has grown since it was founded.

LEONARD ACRI, OS:

I'm glad to hear that we have enough money to buy Halls in various ports. That's good news and shows that our organizing drives have not cost us too much money, while at the same time they were very successful. By owning our own Halls we will be much more secure, and it would pay us to improve them and take care of them. When we rent we are at the mercy of the landlords, and after paying rent for many years, we can be kicked out, and we have nothing to show for the money we spent. Unions are getting smarter and they don't want to use the membership's money to line some real estate operator's pocket. Our own Halls could be made shipshape, so that we could use them in time of strike, or for fellows to flop in when shipping



becomes tough — which I hope never happens. I've heard a lot of the guys talk about the Union's policy of buying Halls, and practically all of them are in favor. Why not? They figure it's a good investment for the future.

PAUL VIRUET, MM:

You can mark me down as being for the policy 100 per cent. The way rents keep going up, it would be cheaper for the Union to buy its Halls than to pay rent. Landlords are greedy, and they don't like to fix things. If the Union owned its Halls, the places could be kept in tip-top condition, and the men would be more careful than they are in rented buildings. Our Union is always expanding. In just a couple of years the LOG has gone from four pages to sixteen, we have acquired many new companies, and our membership has gone up by leaps and bounds. For that reason we should buy Halls in the major ports, and keep pace with the way the Union is growing. Of course, we should be careful to buy only good buildings,



not junk piles that are liable to fall down, or fire traps, or places that will cost too much money to fix up. But I'm certain the membership will make sure that any place that is bought will be okay in every sense of the word.

Splinter Groups Help Commies In Their Fight For Power

The communist party hacks, and those who belong to groups which have splintered off from the CP, have formed a coalition to fight against one CIO union leader with a long record as a progressive trade unionist, and another who lately broke with the communist machine and is engaged in cleansing his union of the red fascists.

AN OLD STORY

Walter Reuther, president of the United Auto Workers, is used to being the target for attacks from the communists. Since he returned from Russia in 1933, he has been an unceasing foe of the communists.

What he saw in Russia; the lack of liberty, the slavery of the workers, convinced him that Stalin's brand of communism was actually a personal dictatorship, and he has opposed the CP ma-

chine in the labor movement with all his might.

Curran, on the other hand, is newly come to the fight. For many years he accepted support from the commies in the National Maritime Union, and gave them good service in return. He never deviated from the party-line by even a hair's breadth, and could always be depended upon to lend his name and position to any commie-front organization that came along.

END OF LINE

Even Curran, however, came to the conclusion that the commies were a wrecking force in the labor movement, and he is now engaged in an all-out battle to prevent a small handful of party members from dominating the NMU.

What the communists say about Reuther and Curran is

not surprising. Both are attacked as enemies of labor, and the party hacks have slung full columns of mud at them. But what is surprising is the alliance of the communists in the NMU and the UAW with other fractional groups that have split off from the party.

JOINED FORCES

Curran called them by name at the convention of the NMU when they lined up with the commies to vote down an amendment to the constitution which would have had the end result of forcing outsiders to cease from controlling the affairs of the union. The proposed amendment read as follows: No religious, political, or any other organization shall be officially permitted to interfere in the affairs of the NMU.

The commies and the splinter

group adherents lined up solidly on this one, and so the amendment was voted down.

SOLID FRONT

Although these so-called true revolutionaries contend that they will have no truck with the Stalinists, they manage to support the chief commie policies on many occasions.

This occurs in the trade union movement, and in the field of politics when communist candidates are supported by the splinter parties.

Reuther is getting some of the same medicine, and will have to face a strange coalition when he comes up for re-election at the UAW convention in Atlantic City in November.

He has been under fire for some time by the Addes-Thomas-Leonard-communist faction in the union, and lately this group

has been joined by out-of-the-party commies who have been attacking him and his aides in their official organs.

The progressive leadership which Reuther and his assistants have furnished to the Auto Workers is not mentioned, but Reuther is characterized as a dictator, a tool of General Motors, and as a red-baiter.

This line will be swallowed by all Auto Workers who belong to either of the two splinter parties, and they will follow orders and unite with the commies against Reuther and his slate.

These two instances should explode the myth that the splinter factions are the enemies of the official communist party. When the chips are down, they all unite against progressive trade unionists and in favor of their own rule-or-ruin program.

CSU Men Come To Seafarers On Their Beefs

By MIKE QUIRKE

MONTREAL — The Seafarers International Union claims, and rightly so, that it has never lost a beef. It appears that the members of the Canadian Seamen's Union are hearing all about our proud record. Here's an example:

Last week a man walked into the Hall and asked if I could help him.

He told me he was a CSU man, and when I asked him why he came to us instead of to his own outfit, he said he had already tried his own officials and that they had told him they could not assist him in the particular instance.

That sounded interesting, and so I asked the man for the whole story.

He said that he had joined a Chamberlain scow in Montreal as a Messman. He paid off in England due to sickness, and was repatriated some six weeks later back to Canada.

The only money he received was his basic wage, and he wanted to know just how he could collect his overtime which amounted to over two hundred dollars.

This was an easy beef to adjust—all it meant was picking up a telephone and calling the Montreal agents of the company. Within one week the man had collected his overtime and expenses.

WANTS IN

I explained to the man that this was the sort of service SIU members expect from their officials, and they get it. Naturally this man is now clamoring for SIU membership.

While I was writing this, I was interrupted by another CSU man, employed on an CSU-contracted ship.

He came with a plea from the crew begging the SIU to step in and take over from Stalin's stooges so that the men could have the fighting leadership they need.

I told him it was not that easy, but that the SIU would eventually be the dominant seamen's union in Canada, and when that happened the commies would be washed up, as far as seamen would be concerned.

Philadelphia Crews Contribute To Future Panamanian Stewpot

PHILADELPHIA — The crews of eleven vessels contributed \$369.85 to the Panamanian "Stewpot," a fund to be used in event of a Panamanian strike, according to E. S. Higdon, Agent. The money has been deposited in a special account at a local bank.

Names of the ships whose crews contributed and the amounts, are:

La Salle, \$24.85; S. R. Mallory, \$34.00; W. R. Grace, \$29.00; Muncie Victory, \$82.00; Cardinal Gibbons, \$6.00; Frank Springe, \$20.00; Duke Victory, \$19.00; Jefferson City, \$14.00; D. G. Burnett, \$20.00; F. T. Frelinghuysen, \$54.00 and the Panamanian Stewpot (?), \$67.00.



AROUND THE PORTS

Membership Participation Backbone Of SIU

By FRED FARNEN

DETROIT—Membership meetings, both shipboard and shore-side, are something which we've discussed at great length several times in the past.

However, it's impossible to say too much about the Union meeting and it's vital importance to the membership of the SIU.

During the summer months, when Great Lakes sailing is at its peak, it's quite often impossible to round up enough members around the Union Hall to have a quorum for a meeting.

This is not a reflection on the members of the SIU Great Lakes District, but merely illustrates the highly seasonal operation of some Lakes vessels, notably passenger and excursion ships which operate solely during the Summer months.

Now that this peak season is past, and all of the excursion and passenger vessels are in process of being laid up for the Winter months, it's once again possible to have regular membership meetings.

These are held regularly on the first and third Mondays of every month at 7:30 P.M. in all SIU Halls on the Great Lakes.

We often hear the following query, or words to this effect, "Why should we bother attending the Union meetings?"

Don't we pay our Union officials to run the business of our Union? Why should we be bothered by a lot of details about finances, meetings and reports?"

HERE'S THE SCORE!

You're right, Brothers! Why? Well, to give you the score about the facts of Union life, it's the easiest thing in the world for the Union officials to sit back on their collective fannies and to run the affairs of the Union free from any "interference" from the rank and file membership of the SIU.

Why aren't we satisfied to let things slide whenever the membership gets so apathetic that they don't want to attend Union meetings and assume their rightful responsibilities as SIU members?

Why don't we say, "Well, if you boys want us to run the Union, we'll run it, but we'll run it to suit ourselves, and to hell with the members!"

That would certainly be the easy way out. Who could squawk about the way we ran things, if the members didn't care to attend meetings and otherwise take care of their duties as Seafarers?

Who would have the right to blast the Union officials, if we were given a free hand to run things any way that suited us to run them?

That might be easy, but it wouldn't be the SIU way. Since the SIU was started in 1938, we have built up a reputation as being one of the most militant and democratic Unions in the country.

And we want to make damn sure that the SIU stays that way!

The SIU is your Union, Brothers and Sisters. No small clique of political opportunists or tools for any foreign interests has ever run the SIU. That's something that you can be proud of.

It's also something to fight for in order to see that no small group ever tries to take over the SIU for its own selfish interests.

Why do you think that we constantly yell about attending your Union meetings? When every SIU member who is ashore, when the regular Monday night meetings are held attends those meetings, then we need have no fear that any clique or group can ever take over our Union!

Look at the horrible example of the NMU, and benefit by their experiences. Over a period of time the commies infiltrated the NMU, dragged out for many hours the membership meetings, then took over the meetings when the average NMUer grew sick and disgusted over the constant bickering and time-consuming politicking that went on.

NO NEWS??

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

JACKSONVILLE
MOBILE
SAVANNAH
BUFFALO
MARCUS HOOK
TOLEDO
TAMPA
BOSTON
SAN FRANCISCO
GALVESTON
CHICAGO

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

You don't want anything like that to happen to the SIU, do you?

Of course you don't! Neither do we. That's why we constantly repeat, "Attend your Union meetings, take an active part in them, and take an active part in all SIU activities. Be an active SIU member, an asset to the Union, not just another card carrier. Card carriers are a dime a dozen, and no earthly use to the SIU."

The SIU is your Union, and it's up to all SIU members to see that it remains that way.

The Patrolman Says Fine For Hospitalized

NORFOLK—Seafarers in the Marine Hospital here received an unexpected contribution, when the SS Robert R. McBurney paid off Sept. 19.

Book men, Permitmen and Tripcarders shared alike in the proceeds.

A system of fines had been set up to keep the boys on their toes and acting as good Union men. A few infractions of the rules during the voyage resulted in a fund of \$60.

This windfall was distributed to the hospitalized Seafarers by Brother Ben Lawson, who made a special trip to the hospital to disburse the money.

Each of the following men received \$5.00: Victorio D'India, C. G. Sparrow, Stubin White, Barney O. Cuthrell, C. Homes, E. Baringer, William J. Wolfe, Wesley M. Beuttley, Bob Messerall, Edward Griffith, J. Desmonets and Trisbes.

The McBurney came in in fine shape, all three departments being in good order. The vessel was spic and span and there were no beefs. The payoff was marked by very little disputed overtime, with what was in dispute being paid to the men involved.

Much of the credit for the fine payoff should go to Pat Millikan, Engine Delegate, who also served as Acting Ship's Delegate.

Labor Supports Striking Bakers In New Orleans

By EARL SHEPPARD

NEW ORLEANS—Along with meatless Tuesdays and poultry-less Thursdays, we're having breadless days hereabouts as the Bakery Unions continue their strike.

About half of the bakeries have met the union's demands for more money, and so a little "dough" is being made by the bakers and earned by them.

From where we sit it looks like the rest of the bakeries must sign up soon because the strikers are really solid, and determined to stay out until they get a wage raise, and not with yeast.

We have secured a new Hall in this port, and once we get it rigged up, we will have a Hall second to none on the Atlantic and Gulf Coast.

The Brothers around here are certainly glad to get out of the sweat-or-ice box, according to the season.

Shipping continues good and ABs, Cooks, Oilers, and Firemen-Watertenders are as scarce as the proverbial "hen's teeth."

EASY PICKINGS

Any of the Brothers finding it tough to ship out of other ports can come down here and grab a ship of their choice, going to any acceptable port.

There are quite a few oldtimers here now, and among them we spotted Champ Barron, Mike Davis, Jesse Campbell, Leo Morsette, James Smith, Charles Nubber, and L. W. Miller.

These fellows, along with many others, are helping to keep the joy spots jumping.

Except for the Bakers' strike, all has been quiet along the labor front. Of course, it may be the lull before the storm, because if prices keep rocketing up into the stratosphere, labor is going to have to ask for more money.

It's either that or work all day for just enough money to starve on. This last is for the birds, and I can't imagine anybody being willing to go along with that.

We have had a total of forty-five ships in port in the past two weeks, including five Isthmian vessels. No beefs of any kind are pending, as we settle them at payoffs or sign-ons.

Philly No Place For Anyone Wanting Fast Shipping

By EDDIE HIGDON

PHILADELPHIA—Shipping is not so hot these days, at least in this port, and the outlook for the future doesn't make me too happy. We did have 34 ships in port in the past two weeks, but they were mostly in transit, and so that didn't help shipping at all.

I would not advise any man to come to Philly for a job as we have men registered right now, and not enough jobs to go around. As soon as the situation changes, and let's hope it's soon, I'll let the membership know through the LOG.

Last week I read a very interesting news story about how Captain Robert C. Lee, executive vice-president of Moore-McCormack Lines, told a graduating class of the New York State

Maritime Academy, that "a union is no place for proper officer material."

BAD JOB

He'll have a hard time selling that to members of the Masters Mates and Pilots. Those men are all licensed officers, and they know that the only way they can hold on to security, good wages, and conditions, is by belonging to the union.

When there was no union, the Skippers and Mates had a bad time from the owners. Now that the officers have formed an organization to battle for decent conditions, the owners are trying to tell new officers to stay away from the union so that they can force them back to the old conditions and wages.

I've got a hunch that the grad-

uates Lee spoke to are too smart to be taken in by that line. They know that the only way for a man to be secure is by belonging to a union, and that goes whether he is licensed or unlicensed.

Mr. Lee is a nineteenth century man living in the twentieth century.

GOOD SIGN

I understand that quite a few guys have thrown their credentials in for the election. Well, that's a good sign, and I hope that the membership will do a good job at the ballot box, electing men who can guide the Union over the rough spots that lie ahead of us and all other trade unions.

There are trying times ahead, and we need a strong membership, and officials who can provide leadership for the future.

'Authority' Overlooks Real Trouble-Spot In Current Shortage Of Tanker Bottoms

By JOE ALGINA

NEW YORK — Every time I pick up a newspaper I find that another guy has set himself up as an authority on shipping and has the solution for all the ills of the maritime industry.

This week it is an article in the Journal of Commerce which

went into a long song and dance about the shortage of tankers for transporting the oil necessary to this country.

He deplores the lack of sufficient bottoms to carry this country's oil needs, and points authoritatively at the boneyards where there are plenty of tankers not in use.

CONVIENTLY BLIND

This is all well and good, but what he conveniently ignores is a much more important factor, that of the increasing number of tankers being sold to foreign governments.

The tankers in the boneyards around the country still belong to us and can be put into commission and be used, but those sold are gone forever.

At the rate tankers are being sold, it won't be long before the United States will be completely out of the business of transporting oil in American ships.

Maybe this is a touchy subject and one which the spokesman for big business, the Journal of Commerce, doesn't want to touch.

I'm no authority on the subject of the big business side of maritime, but I can see what is happening, and what is going to happen darned soon.

Maybe these guys would see it, too, if they took off their blinders.

STILL GOOD

In the port of New York the past week saw a good bit of activity and shipping. Shipping is not up to the peak of a month or two ago, but it is steady and promises to remain that way for the time being anyway.

We had a couple of unusual happenings this week. One was a difficulty aboard the Span Splice where the 1st Assistant saw fit to bust and promote men as he saw fit—he even demoted a Wiper to workaway. I'm becoming used to hearing of everything on an Alcoa ship, but this sure amazed me.

Patrolmen Purcell and Gonzales did a good job and straightened out the Engineer as to the meaning of promotion and demotion.

SOLD FROM UNDER

The crew of the Swan Island reached New York this week after having their ship sold from under them while in England. They got a rough handling by the company's agent in England, and had many other difficulties during their long haul around the Pacific.

Patrolman Purcell handled the payoff and reported it came off without too much trouble, considering the difficulties encountered by the crew during the trip.

There is a story of what took place aboard the Swan Island in another part of the paper so I won't go in to the details.

The latest on the Evangeline is that she will go into service again on the 24th of this month. She will probably start calling for men this week and will leave from New York.

FROM THE LAND OF SUNSHINE



The Seafarers Hall in San Juan is a center of activity. The Brothers get their mail there, and use it as a spot to meet each other by appointment. Of course, some meetings are held in bars, etc., but a number of men visit the Hall each day for the latest gossip. Some even come down to catch a ship.

Baltimore Men Doing Fine Job On Isthmian

By WILLIAM RENTZ

BALTIMORE—As they did in organizing Isthmian, our membership is continuing to do a bang-up job by sailing Isthmian ships and explaining the Union to new members.

They're telling these new people what our Union stands for, how it was built, and what it has done to help seamen.

Even more than that, they are telling the men the duties of Union members, and what they can do to help the SIU continue in the fight for better wages and conditions.

The spirit these men are showing is what won the Isthmian election and strike for us, and is now making Isthmian one of our solidest lines. They deserve a lot of credit.

Shipping has been fair this week and should improve next week. There are a few ships due in, and with Isthmian taking crews off the board, we will be able to ship practically our entire list.

Last week we paid off the Fischer Ames and Richard Yates, American Eastern; Queen Victory, Isthmian; Feltore and Venore, Ore Lines; Mae, Evelyn, Barbara Fritchie, and Toussant Louverture, Bull Lines; and Loyolo Victory, Waterman.

Six ships signed on, with the usual quota of beefs on each one, but everything was squared away before the ships left the docks.

The CIO Shipyard Workers are still on strike here, and they have gained the respect of the entire labor movement by the way they have held out against the union-busting Bethlehem Steel Company.

VOLUNTEERS AT WORK

Some of our men have been going down to stand picket duty with them, and they know they can depend on the SIU whenever they need help on a legitimate beef.

Some men came up to me last week and volunteered to ship out as organizers. I sent them down to Marcus Hook where they can ship on tankers. Our organizing goes on, and with guys like these volunteering, there is no doubt that we will continue to be successful.

I'd like to cloose with the same information I gave last week, namely that if men filed income tax reports while in the port of Baltimore, they may be eligible for a refund.

They should go to the Tax Bureau when in this port, and find out if any money is coming to them.

Better in a seaman's pocket than gathering dust in some old bank.

San Juan Offers Plenty Of Jobs For All Hands

By SALVADOR COLLS

SAN JUAN—There's quite a turnover on jobs down here, and that means plenty of jobs to be had. Of course, even if that isn't enough of an inducement, there are women, rum, and sunshine to tempt the Brothers up north now that winter is approaching.

I'm having the usual trouble with gashounds, and nine or ten of them have had to be taken off ships for being drunk or performing.

We try to be as tolerant as possible, but the membership has gone on record to make these characters cut out the monkey business, and if they can't take good advice, we hustle them off the ships.

The membership is feeling good in respect to the shoregang jobs, because they work at least three or four days a week at 95 cents per hour, and that pays for rent and food.

They like the situation so much that they don't want to ship.

As for the rest of the port, it looks very much as if the ILA and the UTM are heading for a fight to the finish.

They are at each other's throats, and it will be a hot time down here when they really start scrapping. We will keep you informed on the situation as it develops.

I am sending up two pictures, one showing the beachcombers in front of the Texas Bar, and the other showing the San Juan Hall.



This picture taken in front of the Texas Bar shows quite a few of the beachcombers basking in the sun. Not all names were sent in with the snapshot, but among the men taking it easy can be seen Lucky, Tommy Murray, Rebel Parrish, Norm Maffie, Lockwood, and the Buzzard.

Solid Scripps Crew Forces Alcoa To Back Down

By RAY WHITE

NORFOLK—The SS Edward Scripps, Alcoa, came in for payoff after making a four-month monkey run. In Puerto La Cruz, like the crews of other Alcoa ships, this crew had no shore liberty. The men were held aboard ship twenty-three days.

The company contended that this was caused by the immigration law, but the crew found out differently, and put in for overtime at the rate of 15 hours per man, per night.

At payoff the company politely, but firmly, refused to consider paying this dough. The Patrolman contacted New York for advice, and was told that if the crew agreed, no one was to sign off until the company agreed to stop this practice.

We talked it over with the crew, and they said that they would hold out until the whole matter was ironed out.

What makes this so good is the fact that in the crew there was only one SIU full Book. The rest of the men were Waiver or Permitmen, with four boys holding Gulf Fishermen's Books.

They held out for four days, with every man aboard for his duty each day. There was NO drinking or performing.

Everything was handled in an orderly manner, and not until



the company agreed to halt the business of refusing shore leave in Puerto La Cruz did the men payoff.

These boys are potential full Bookmen and, in the opinion of the Norfolk officials, they will make good ones.

Shipping still continues to boom for rated men, in fact a Bookman can ship out most any day in any Department.

The only jobs that some of our members shy away from are

intercoastal runs. This is a mistake as some of those ships, if handled right, can be turned into homes. Take the SS Bessemer Victory, Waterman, for instance.

HOMESTEADERS

This scow crewed mostly in Baltimore and picked up a Steward there. Captain D. Hillsith, an old ISU man, and a square gang of officers, were found aboard when the Patrolman went to visit the ship.

The gang had already made plans to homestead, so we asked them to let us know how they were making out as the trip progressed.

To date, we have had the following reports from the Bessemer Victory: The Skipper puts out plenty of dough on draws, the officers give the crew all the breaks possible, and the feeding is excellent. This last is reported by Steward Robert Green.

In other words, the only way a man will quit the ship now is to blow him off with dynamite.

This is an example of what can be made out of these ships if handled Union style.

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.



By JOSEPH VOLPIAN
Special Services Representative

It was pointed out in this column last week that the Union was taking steps to provide fair hearings and equitable penalties for members who run afoul of regulations and statutes governing the conduct of men at sea.

The move was made to soften the sometimes harsh punishment meted out in cases involving physical damage to a vessel, pilferage of its property, desertion, neglect of ship's welfare and similar offenses.

When violations of these kinds are prosecuted by civil authorities, the penalties are severe.

It was felt, therefore, that the Union by disciplining violators itself would be giving them a squarer deal, and at the same time demonstrate to the ship-owners that the organization is capable of self-discipline.

It would prove that our membership is a responsible body of capable seamen, who are fully competent to deal with foul-ups within its ranks.

HINDER UNION

Moreover, it would show that we are extremely anxious to stamp out all irregular practices. High among the reasons for our desire to do this is the fact that such irregularities are definitely harmful to the membership, since they hinder our progress whenever we attempt to negotiate new gains.

The first case to be tried by a Union trial committee in line with these new plans came up during the past week.

This was the case mentioned in last week's column, of the four members whom Customs men caught going ashore with various items of ship's gear—linen, cutlery, etc.

In informing us of this incident, the company, whose ship the men were accused of pilfering, told us that considerable pressure is being brought on all operators by civil, police and other groups to prosecute all such cases to the letter.

STIFF PENALTY

The accused men faced possible punishment of 12 to 18 months in jail, if found guilty. We, therefore, persuaded the operator not to prosecute them, promising that the Union would properly discipline the men in a fair trial.

We convinced the company the Union could do a more effective job of disciplining than if the case went through the courts.

The four men were given a hearing before a Union trial committee. The trial committee found them guilty and fined them \$50 each — rather lenient treatment, considering the nature of the offense.

Reason for the leniency was that this was the first such trial to come up under the procedure outlined above. It must be emphasized, however, that similar offenses in the future will be treated more severely.

The trial committee showed these men leniency because of the fact that the present plans were only recently publicized

and the word may not yet have spread to all the membership.

WILL BE STRICT

As time goes on, the trial committee handling these cases will impose penalties more consistent with the nature of the offense.

Only by these measures will the vast majority of the membership be able to demonstrate that they are efficient, serious-minded seamen, who will not tolerate any nonsense that might impede the Union's constant fight to improve wage and working conditions.

We would like it to be understood by all hands that we are not interested in these cases of shipboard violations from the moral standpoint. This is not a "big brother" organization; the Union is an organization of seamen all working together to improve their status and to protect their gains at all times. We are only interested in these cases, therefore, insofar as they affect the welfare of the membership.

UNION VICTORY

Most of the gear aboard ship today is the result of the Union's constant fight to win comforts and conveniences that only a short time ago were practically unheard of.

If companies can prove that needed items aboard ship are missing because crew members made off with them, it's going to be harder to replace them. Furthermore, negotiations to win new benefits will be hampered. This is what we are out to avoid.

We don't want a few slow-thinking guys to jeopardize the interests of their shipmates. That's why we're so interested in these cases and are approaching them from the angle of the membership's welfare.

Again, we would like to remind all hands that the best way to avoid trouble is to do things the right way—act in a Union-like manner aboard ship.

Swan Island Crew Not Sorry To See Sale Of Tanker, After Hitting Jackpot In Beefs

When the Swan Island, Pacific Tankers, pulled out of San Pedro last February for the Philippines, it looked to the crew like a routine run with a quick turn-around; but, as so often happens, it was anything but that.

About the only occurrence which came off according to schedule was the stop at Manila; from there on, no one knew what was going to happen next.

The ship hit the Persian Gulf, then Guam, back to the Persian Gulf, over to Capetown, back to the Persian Gulf and then back to Guam.

By this time the crew was thoroughly bewildered. To add to their confusion, the ship promptly doubled back to the Persian Gulf, then through the Suez and to England.

From San Pedro to England took the Swan Island seven months. It finally looked like she would make the final leg back to the United States; but no, — the rumor went around that she was to be sold to an English oil company.

When she tied up in England the crew pumped her out in less than fifteen hours expecting to pile off at once or take her home. Instead, they laid on the ship for two weeks during which time the stores reached a low level and the chow became tough to stomach.

ICE BOX STRIPPED

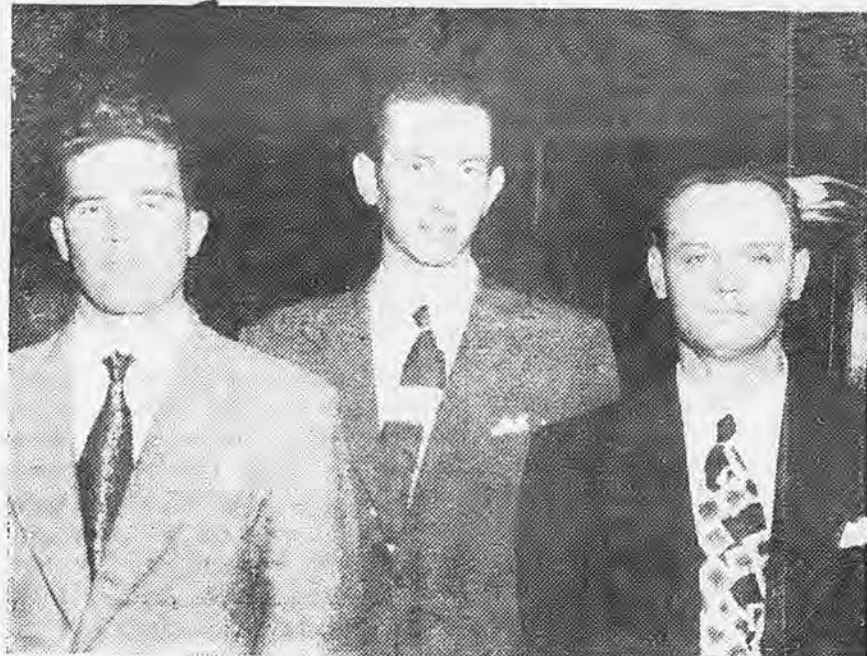
They finally got orders to move her into drydock for inspection by the prospective purchasers. While there, the ice box was stripped so there was no alternative but to pile off and head for quarters ashore.

The crew was beginning to get browned off at the run-around they were getting from the company's representatives. They were told three times to get ready for a ship home only to have the representatives turn down the bookings.

Finally, after three weeks more of delay the crew was given air passage and flown back to New York for the payoff.

When the Swan Island men arrived in New York, three crewmembers, D. R. Burton, 1st Pumpman; Edgar Jenkins, 2nd Pump-

TELL OF SAD VOYAGE



Three crewmen of the Swan Island, D. R. Burton, 1st Pumpman; Jim Phifer, QM, and Edgar Jenkins, 2nd Pumpman, pose for the LOG photographer before telling their story of conditions aboard the Pacific Tanker. Phifer was Deck Delegate and Jenkins, Engine Delegate.

man and Jimmy Phifer, QM, told their story to the LOG.

They were primarily incensed over the buck-passing, double talking methods the company used in clearing the crew from England, but they had plenty to say about the trip itself.

Almost all the departments of the Swan Island came in for some criticism. On the Deck, the Mate proved to know nothing about pumping out a ship, and the Pumpmen had supervised the deck gang while discharging cargo, and work in the pump-room, too.

DOUBLE DUTY NECESSARY

This made it necessary for them to stand double watches with no time off. For this they claimed overtime only to have it disputed.

There was plenty to say about the Steward Department, too. Not the entire department, just the Steward himself. He followed a course of non-cooperation and stretched the food to the point where the crew had barely enough to eat.

Jenkins said that the Steward's food-pinching caused him to lose

forty-five pounds. The Steward managed to toe a narrow line; not quite enough to cause trouble with the Union, and enough to keep in the company's good graces.

At one time while in the Persian Gulf there was a shortage of two men in the Stewards Department. An SUP man from the Council Crest came aboard for a job. The Steward told him he would be taken on, but as a workaway.

The Purser, too, had his little racket. He sold cigarettes and slops over the side, then told the crew they'd have to buy their own smokes in port. What they were to buy them with, he didn't say, for the crew received no draws in three straight ports.

During an eight-month trip a lot of things can happen, but it seemed that they all cropped up on the Swan Island. Even the oldtimers, who would be expected to set an example for the newer men, had their faults.

Some of them would get stewed, flop in their bunks and say, "I worked for \$30 a month in the old days and got only two bum meals. Now you guys can work to enjoy these conditions which we made possible."

MADE IT; SOMEHOW

In spite of all the difficulties encountered, the crew got back to the U.S. in possession of their faculties.

The payoff came without too much difficulty. The Pumpmen collected their disputed overtime and all other disputes were handled to the crew's satisfaction by Patrolman Jimmy Purcell.

The majority of the Swan Island crew has now left for the West Coast and other ships, but they are sure they will never again run into another ship like the Swan Island — there could only be one ship like her.

Need Job Rejection Reason To Get Day's Pay

By PAUL GONSORCHIK

NEW YORK—Shipping in this port continues to be as good as ever, especially over the week-ends, as was expected.

But we are still receiving unnecessary and uncalled-for beefs on the second floor. One of the biggest of these beefs is due to the fact that some of the Brothers do not clearly understand all of the shipping procedure. There are guys who have shipped out but who have been rejected by the Chief Mate or the Chief Engineer, coming back into the Hall with no reason for the rejection entered on the back of their assignment cards.

For those members who are not yet aware of it—and, believe it or not, there are some—on the back of your assignment card, you will find printed the words "Rejection" and "Reason."

If you are rejected and you wish to collect your day's wages

please have the Chief Engineer, First Engineer, Mate, or whoever is the executive of your department, state the reason for the rejection on the space provided on the back of the assignment card.

It's probably hard to believe but some members are of the opinion that all they have to do is get an assignment card, come back to the Hall, say they were rejected for the job and then collect a day's wages for it. Well, it's not quite as easy as that.

Those who are rejected and for reasons which are stated on their cards, will collect what's coming to them.

COMMON BEEF

One type of beef that I have been hearing caused me to investigate one case in particular. This is the beef you hear that "so and so is a bum of an officer." In the case I was interested in, I looked up the officer

in order to get things straightened out.

In the presence of several crewmembers, who agreed his story was correct, the officer explained that the member who was doing the griping didn't want to turn to until about 9 a.m. When he did turn to, he didn't do any work. I asked the Chief why he didn't log the man.

He said that being a union man himself he didn't think it was right and that he thought it was up to the members aboard the ship to handle such characters.

I wonder how many of you Brothers reading this have come across a lazy guy like the one mentioned above on your last voyage and allowed him to get away with it. If you have, I say you guys should wake up because that particular guy is going to make it damn hard for you when the new contract negotiations come up.

Attention Members!

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

Congress, Operators And Commies Kept Lakes Men From Protection

By RUSSELL SMITH

DETROIT—It seems as though we've written reams of copy this year regarding the current SIU organizing campaign on the Great Lakes, and the many reasons for the delay of several pending SIU elections.

However, if we have to continue writing until hell freezes over, we'll do so in order that Lakes seamen get the real score on what's what.

Part of the responsibility for these delays can be laid at the shipowners' door due to their very evident desire to remain as open-shop operators, free from any SIU contracts.

That's easy to understand because SIU contracts always cost the shipowners real dough in the form of increased wages and overtime, improved working and living conditions and many other improvements too numerous to mention.

We can also lay part of the blame to the NMU, in their very obvious attempts to stall or delay any SIU election by any trick that they could use.

They pulled these delaying tricks several times during the early part of the year, and their stalling attempts are a matter of record.

PHONY CHARGES

NMU provocateurs threw in phony charges of collusion, unfair labor practices, and otherwise tried to stall formal hearings on SIU petitions. Every single NMU charge was proven false and thrown out by the NLRB, but they did cause time-consuming delays.

Two or three times the phony LSU caused delays through intervening on SIU petitions at the last minute, and where this outfit had no evident proof of any representation.

It didn't do them any good, but it did aid the shipowners stalling game considerably.

Finally, with the passage of the Taft-Hartley Act (Labor-Management Relations Act of 1947) came another series of delays. After passage of this slave-labor bill, the NLRB facilities in the various regions as well as in Washington immediately tightened up, and they slowed down the processing of cases and petitions to a mere trickle.

After the final effective date of the Taft-Hartley Act, on August 22, all functions of the NLRB immediately stopped while NLRB officials waited to see which way they should move.

Finally, General Counsel Denham handed down his historic ruling that no Local or International Union affiliated with the AFL or CIO could process a case until all top AFL or CIO officials had complied with the Taft-Hartley requirements.

CHALLENGE TO LABOR

This ruling by an NLRB functionary created by the T-H Act was an open challenge to all labor. Certainly, it was beyond the scope of this individual to rule that top labor bodies like the AFL Executive Council had to comply in order that a Local could file under T-H.

As a result of this dictatorial ruling, the AFL Executive Council went on record to non-comply, and refer the entire matter

to the AFL Convention scheduled to meet in San Francisco shortly thereafter.

While the AFL Convention was in session, the top NLRB met in Washington, and reversed the Denham decision.

This was a moral victory for all labor, and a face-saving gesture on the part of the NLRB to rescue Counsel Denham from the pit which he had dug for himself.

If both the top AFL and CIO executives had refused to comply with the original Denham ruling, then the NLRB would have been left high and dry as an elaborate piece of machinery with no work to do.

It would have been, for them, a ridiculous situation.

SIU COMPLIANCE

Right from the passage of the Taft-Hartley Act, the SIU membership and officials were opposed to it as a highly restrictive law aimed directly at the rights of labor by the National Association of Manufacturers and their paid hate-labor lobbyists in Congress.

It was recognized, however, that even though we were opposed to this rotten law, we would have to live with it until it was repealed, amended or otherwise emasculated.

For that very reason, the SIU complied with the various requirements of the T-H Act at an early stage.

We felt that if we did not comply with this lousy law, the poor, unorganized seamen on the Great Lakes would be forced to sail under their rotten conditions for a much longer period of time. That way, Lakes seamen would wait a long time to enjoy the same conditions as those now enjoyed by SIU members sailing on SIU contract ships.

At long last, after the many interminable delays we've had since we filed petitions for the Hanna, Wilson, Steinbrenner (Kinsman), Shenango, Tomlinson, Schneider and Nicholson (Ecorse) fleets, it looks as though the red tape has been cut.

Once more the slow machinery of the National Labor Relations Board is in full operation.

As yet, we don't know how many of these elections will be processed this year. There's a possibility that there might not be any.

But we are hoping that at least some of them will be pushed through this year, so that these seamen can vote for the SIU as the Union of their choice just like the Midland, Huron and Wyandotte seamen have!

We're proud of one thing—and that is, in spite of the many delays and stalls, Great Lakes seamen are today more than ever pulling for the Seafarers International Union, Great Lakes District.



GREAT HORROR STORIES.

Edited by Herbert William. Avon Book Co. New York. 25 cents.

Readers who choose their reading matter with an eye to getting a jump on the winter months very likely will go for Avon's "Great Horror Stories." This ample collection of weird and supernatural tales is calculated to provide a chilling effect. In fact, some of the more gruesome literary concoctions will put goose pimples on your goose pimples.

Many of the "chillers" are by writers whose names are fixed in the literary firmament. There's Bram (Dracula) Stoker's, "The Judges House;" Ambrose Bierce's "A Watcher By the Dead;" and Lord Dunsany's "The Two Bottles of Relish." Try a few in small doses. That is, if your blood doesn't curdle easily.

"Concerning a Woman of Sin," and the other short stories by Ben Hecht are, likewise, good swift stuff—they're breezy in the one-time Chicago reporter's best style. The lead story is a hilarious takeoff on the sensational screwballs who make Hollywood the luxurious madhouse that it is. The author's penchant for crime analysis is served up in

"Crime Without Passion." Also in the collection are "Cafe Sinner," a more serious character study with a punch ending, and "Spectre of the Rose," which recently was released as a movie.

THE GENTLEMAN IN THE PARLOUR. By Somerset Maugham, Avon Book Company. 25c. First published in 1930, "The Gentleman In The Parlour" is a detailed travelogue sprinkled with character sketches.

Maugham, most famous for his "Of Human Bondage," sets his story in the Far East, one of his favorite locales. The Gentleman, the usual dissipated Englishman, tells of his adventures and encounters with the peoples of the world who cross his path on the muddy Irrawaddy or in the mystic temples of Angkor.

Reading the book today, something seems missing as many of the cities he dwells upon nostalgically have since suffered war damages and are remembered more importantly as military objectives.

However, to those who enjoy rambling tales by "the modern DeMaupassant," this will be an interesting and inexpensive evening's reading.

Job Of 2nd Steward Toughest In Department

By JACK SHRIMPTON

In my opinion, the job of the 2nd Steward is the toughest job in the Stewards Department aboard a passenger ship. A good 2nd Steward has to be specially constituted.

He needs to have the wisdom of Solomon, the patience of Job, the heart of a lion, the skin of a rhinoceros and, on rare occasions, the mailed fist of a Ghen-gis Khan.

He must be a combination of statesman and politician and father confessor in his spare time. He is in complete and absolute charge of the men and the working of the Stewards Department, and is answerable only to the Chief Steward.

It is necessary that he be familiar with every man's work and able to tell him exactly how he wants it performed. He must know each of his men individually, and must be ever ready and willing to listen to a tale of woe and at the same time be able to sort the genuine from the phony.

He hires and fires, and if a man is not pulling his weight in the Department, it is the 2nd Steward who gives him his marching orders.

He must make out the Department working list showing each man's job and each man's working hours; he must keep a time book for use in port, and in many cases he looks after the overtime.

He is also in charge of the changing, or class A stores as they are sometimes called, which he issues through his 3rd Steward.

During the passengers' meals he is in complete charge of the dining saloon and must always be on tap to deal with complaints and inquiries.

He must know where every man sleeps, and one of his most important duties is getting the laggards out of their bunks and on the job. Some of the mess-boys don't go to sleep—they die and have to be resurrected.

He is responsible for the cleanliness of the Stewards Department (with the exception of the galley) and any passenger ship is always a reflection of her 2nd Steward.

He should encourage his men to bring their personal problems to him, because he knows that a worried or harassed man cannot do his job to the best of his ability. In many cases just the talking out of whatever is ailing the man will enable him to carry on.

On the other hand, he must eschew the tale-bearer and would-be crawler as he would the plague. A good 2nd Steward doesn't need a fifth column to tell him what is going on in the Department—he knows without being told.

KNOWS THE SCORE

He is the eyes and ears of the Chief Steward and little gets by him without his knowledge.

The Chief Steward leans heavily on his Second to take the practical running of the department as much as possible off his hands, and hardly a day passes without you hearing a yell of: "See the Second Steward, don't come to me."

Of course, in all the dealing with human relations he is bound to make enemies, even if they are only the undesirables that he is forced to get rid of. But that in itself should never worry him if he knows he is in the right. If he is fair and just he will make five friends for every enemy.

In return for all this mountain of effort he has certain recompense. He usually runs the deck games and the daily pool on the ship's run, both of which net him an odd buck-and-a-half.

He also gets quite a slice of overtime as well, but regardless of how much he drags down he is always underpaid; there isn't enough money in the U.S. Treasury to properly reimburse a good "deucer" for all he has to put up with.

These days he is a rare bird to find—I doubt if we can muster up half a dozen good ones in the entire Union—so if any of you guys are ambitious, there is plenty of room for you at the top.

In closing, if any of you want to see a good Second Steward in action, come aboard the Evangeline and I'll show you one.

His name is Donald Bayne and this ship is the home we have made it in the Stewards Department only because of his efforts and his influence with the men.

He has forgotten more about stewarding than many of us ever knew, but to watch him work makes the toughest job in the Stewards Department look like child's play. I can pay him no greater compliment than that.

Port Duluth Maritime Council Seeks More Union Affiliates

By EINAR NORDAAS

DULUTH—Shipping fell to a record low this past week with only one ship coming into this port during the entire week.

The Minnesota State Federation of Labor had its convention in Hibbing, with about 1200 delegates attending.

Among the outstanding changes was one that puts the Federation in politics from now on, although not on a partisan basis.

The reactionary politicians from Minnesota came in for a sound shellacking at the convention. Every ounce of the Federation's power, financially and

otherwise will be used to defeat these men at the polls in the 1948 elections.

Here in Duluth, the monthly meeting of the Port Maritime Council was held in the Grain-scoopers Hall. A committee was appointed with instructions to make every effort to bring all waterfront organizations, not yet affiliated, into the council.

GRAIN TRADE

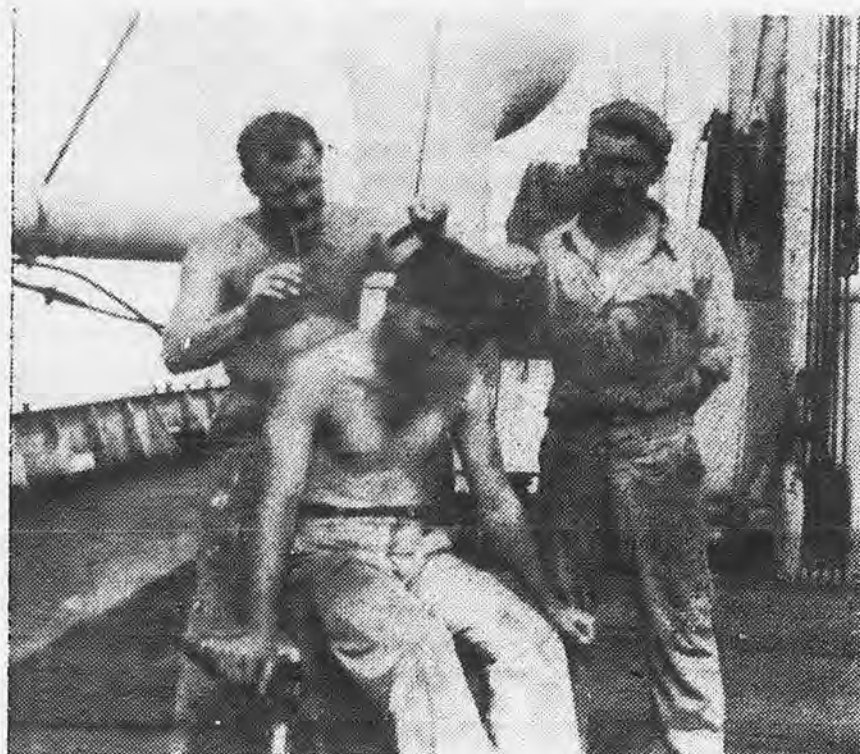
More ships are shifting from ore to grain trade as the sailing season on the Great Lakes is rapidly coming to an end.

It is expected that a few ships will begin taking grain to storage the first part of November.



SHIPS' MINUTES AND NEWS

'CHIPS' GETS CLIPPED



Paul Boudroux, Carpenter aboard the SS Milan R. Stefanik, holds fast while George Stevens, an OS—and a barber, we hope—trims his locks. Waiting for his next is Dan Burns, Bosun. Photo of shipboard tonsorial activity was taken by Chief Cook Whitey Gann.

McBurney Meeting Hears Plea For Sound Shipboard Unionism

Only by strict observance and application of Union rules and procedure for shipboard conduct can Seafarers solidify their position and enable the Union to further its gains, said Frank Mitchell, a crewmember aboard the SS Robert McBurney, at the Sept. 14 membership meeting, held at sea. Directing his remarks, which were incorporated in the ship's minutes, to the Bookmen and "those soon to receive a book," Mitchell said "it is the policy of the SIU, through the LOG and other Union publications, to outline the proper routine on conduct and unionism.

He recalled to his shipmates that from time to time throughout the voyage, articles "bearing on both these subjects" have been posted on the ship, and expressed the hope that they had been instrumental in improving "our understanding, which was the purpose for which they were all printed."

SCORE IMPORTANT

Outlining the dangers of the Taft-Hartley law to seamen, Mitchell pointed out that it is especially important now that Seafarers know the score in order to gird themselves to combat its effects.

"For only by a solid front can we survive and maintain our present standards," he asserted.

Stressing the importance of shipboard efficiency as a means of strengthening the Union's hand in future contract negotiations, Mitchell told his shipmates:

"We must fully realize that by living up to agreements, which are our contracts, we make it possible for our representatives to have something in the bag, for it's a cinch the shipowners note every shipboard violation and never fail to use them to put pressure on our negotiators."

The Seafarer reminded the McBurney crew that Union procedure states that if any disputes cannot be handled aboard ship, the crew should "have them ready for clarification and prompt action by your Patrolmen.

"BE SPECIFIC"

"But be specific in stating your case so he does not have to stick his neck out too far," he urged.

Mitchell said that overtime has always been a "headache" because it was looked at from different angles by many of us." But, he added, it is not difficult to clear these matters up before

HOW THEY BITING?



Fisherman about to toss a line over the side of the SS Archer is the Chief Electrician, identified as Frank, who tried his luck at angling while anchored off the Rock of Gibraltar. Kibitzers in the rear were identified by John Clamp, who took the picture, as Warren Worth, Eddie, and the Chief Cook.

Sherwood's African Safari Pulls Reverse Frank Buck

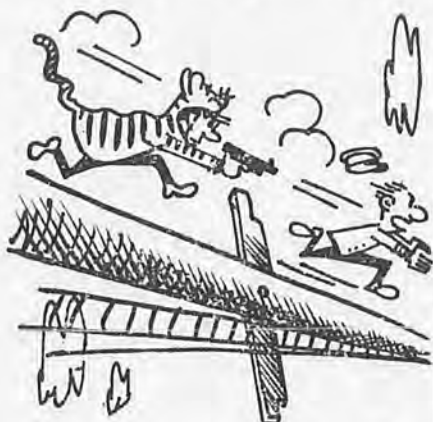
Chasing monkeys around a ship isn't the best form of recreation but it is a heck of a lot healthier than being chased by jungle cats, at least that was the feeling aboard the Robin Sherwood during a recent trip to East Africa.

Somehow, during the time the Sherwood was in a South African port, the monkeys, part of a cargo of animals destined for American zoos, escaped from their cage.

Immediately the Captain hit the deck yelling and raving at the top of his voice. Trying to run in all directions at once he was almost mowed down in the commotion caused by the suddenly freed beasts frolicking through the passageways and around the deck.

FLOOR SHOW

The unscheduled floor show was reported in the minutes of a



The crew's defense to the Captain's charges was simple: The cage was held by a cheap lock and had an eight-inch square hole in the screen at the top. Any agile monkey could squeeze through the hole and the larger monks could snap the lock with a flip of the wrist.

The Captain couldn't see the crew's side of the matter and told them, days later, that the crew should muss up the guy or guys responsible.

WAS NOT KIDDING

Just to be on the safe side he let them know that things wouldn't be quite so funny or side splitting if the big cats got loose.

"I don't know about you fellows, but I'm carrying a .45," he said.

Obviously the big cats didn't get loose as the Sherwood has since hit New York with all crewmembers in full possession of their limbs.

Brother Proposes 10-Year Membership Pin

With the tenth anniversary of the founding of the Seafarers International Union, Atlantic and Gulf District, only a short year away, a suggestion has been made whereby charter members of the Union can be honored.

Uncle Otto, Steward aboard Seatrain vessels and other SIU-contracted ships, has come up with the novel idea of presenting every charter member with a small bar of some appropriate design to be attached to his SIU membership pin.

It is, he feels, an honor that is due the men who came into

the Union at its inception and nursed the infant along until it became robust and healthy.

These men have been in the vanguard of the SIU since its inception and by the award of this token of esteem they will become known to the relatively newcomers and youngsters.

MEN OF EXPERIENCE

Their wearing of the ten-year bar will point them out as being not only oldtimers in the Union but as being men with plenty of experience in handling strikes and beefs and can be

relied upon as good counsel to the newer members.

November 1, 1948 will be the tenth anniversary of the SIU, Atlantic and Gulf District. At that time the presentation of the bars could be made at ceremonies held in all A&G Halls, suggests Uncle Otto.

In addition to the bars for being a charter member of the Union, he feels that a bar should be designed to be given in the years following to members, who, while not being charter members, have been members in good standing for ten years.

Mitchell predicted that future contract negotiations in the atmosphere of the Taft-Hartley law would give the operators an unfair advantage, making the Union's battle to further the membership's welfare a stiffer one.

"Next year's opening of the agreements for wages and conditions via the Taft-Hartley law," he said, "is going to be a tough one, as any one can see. When the bigger companies once again return to power, as a result of some smaller outfits being forced out, that's when the going will really be rough on those who represent us in the negotiations.

Because of all these factors, Mitchell urged his shipmates to work hard at being first-class SIU men so that they will be well-prepared for problems the future holds.

"All this makes it essential that you know the answers. Only by attending meetings at sea and ashore, and by reading all SIU literature, which is printed at great effort for our education on all matters affecting us, can you get the proper slant," the Seafarer emphasized.

In concluding, he told the meeting that it had been a pleasure to sail with the fellows on the McBurney and hoped to be shipmates with them again.

Send Those Minutes

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

meeting held aboard the Sherwood, and they state that somehow the Skipper regained his composure and equilibrium long enough to button-hole some of the crewmembers and shout at them that he was going to see that someone got thrown out of the Union for what had taken place.

Naturally, during the pandemonium which ensued, the monkeys took off over the side and were last seen heading up the main drag for parts more to their tastes.

SIU Ships' Minutes In Brief

LEBORE, July 27—Chairman D. Worrell; Secretary Paul Fenton. Delegates reports accepted. New Business: Motion by Dexter that two medium fans be secured for each foc'sle, messroom and recreation room. Good and Welfare: Discussion over air conditioning system. Agreement to look into the matter.

§ § §
RICHARD YATES, Aug. 16—Chairman A. Janowski; Secretary R. Bailey. New Business: Motion carried not to payoff until action is taken on Captain and Cadet's overtime. Motion carried that a draw list be made and given to the Captain in the amount desired by the crew. Motion carried that galley sinks be put on a separate line from shower rooms. Motion carried that repair lists be picked up by delegates and given to the Patrolman upon ship's arrival in port.



§ § §
JOSHUA SLOCUM, Aug. 31—Chairman William Knopf; Secretary George Hayden. Delegates reports accepted. New Business: Motion carried: all members to remain sober at payoff and not perform and to give Patrolmen full cooperation in settling all beefs; three delegates to contact Agent upon arrival to present disputes and to have action taken; Stewards Department to be commended for its excellent performance in preparing and serving food; to have medicine chest examined; to have slopchest prices investigated. Education: Brother Nicastro discussed several points of good unionism.

§ § §
JOHN B. WATERMAN, Aug. 31—Chairman L. Zwerling; Secretary H. Murranka. New Business: Ship's Delegate, J. Cinino, to check with purser as to why cigarettes are being rationed. Education: No educational work prepared. C. Tobias to prepare talk for next meeting. Gangway watches to be on the ball and keep all longshoremen and stewards out of crew quarters and messrooms.



§ § §
ALCOA POINTER, Sept. 7—Chairman M. Kolonik; Secretary E. Palchanes. New Business: Motion carried that crew notify the Patrolman as to why draws are not made in American money. Motion carried to see about getting a percolator and hot plate for crew. Motion carried that the Patrolman check into all beefs and logs. Good and Welfare: Suggestion made to check the length of trips and the storage of ships for these trips.

§ § §
THOMAS CRESAP, Aug. 12—Chairman P. M. Zamenski; Secretary T. D. Kuhn. Delegates reports accepted. New Business: Roster read showing the number of books, permits, etc., aboard. Good and welfare: A few minor beefs raised and settled to satisfaction of all. Meeting used for the purpose of deciding a course of action to be followed until such time as the agreement now being negotiated is signed.



STEEL KING, Aug. 31—Chairman Luke Collins; Secretary E. D. Scroggins. Delegates reported no beefs. New Business: Motion by Al Lavoie to have a roll call before each meeting to check on absenteeism. All absentees to give a satisfactory reason for absence or be fined. Motion carried that all fines be given over to the hospital fund. Education: Brother Lavoie gave a talk about the origin of the SIU, its purpose and what it means to each member.

§ § §
STEEL KING, Sept. 11—Chairman Al Lavoie; Secretary John M. Rentillo. Delegates reported all running smooth in their departments. New Business: Motion by Luke Collins for all crewmembers to be checked for their union status. Education: All new members urged to read and study all pamphlets and educational literature of the SIU.



§ § §
SEATRAN NEW JERSEY, Sept. 14—Chairman Bill Gray; Secretary Ratliff. Delegates reported everything okay. New Business: Motion carried to submit a new repair list. Good and welfare: The watch table to be used exclusively by those going on watch for the first half of each meal hour. One minute of silence for Brothers lost at sea.

§ § §
NOAH WEBSTER, Sept. 13—Chairman W. R. Broughtwell; Secretary V. R. Dollan. Some disputed overtime reported in Engine Department. Good and Welfare: Foc'sles to be left in order at payoff. Suggested by Steward Department that all cold storage spaces be thoroughly cleaned before crew leaves ship.

§ § §
ALEXANDER S. CLAY, Sept. 7—Chairman Shea; Secretary Hull. Deck Delegate reported overtime being checked. New Business: Soap and rag situation discussed further. Ship's delegates will talk to Chief. Motion carried that ice boxes be cleaned and checked by the three delegates. Education: Agreement discussed. Good and Welfare: Suggestions made concerning repairs to be added to list. One minute of silence for Brothers lost at sea.

§ § §
BEN WILLIAMS, Aug. 21—Chairman M. Sams; Secretary A. Melendez. Delegates' reports accepted. New Business: Motion by Benson to install scrubbing board that will drain into wash tub. Motion by M. Sams to ask Hall to clarify article 35 of the shipping rules. Several matters for good and welfare of crew brought to floor and discussed thoroughly.

ALEXANDER H. STEPHENS, Sept. 7—Chairman John Dimitriadis; Secretary Richard Diaz. Delegates reported all in order. New Business: All members agreed that every room should be fumigated in next port. Valentin Acabello elected as ship's delegate. Good and Welfare: Slopchest to be checked before new crew signs on.

§ § §
FRANCISCO M. QUINONES, July 2—Chairman Lee; Secretary Chaffin. Good and Welfare: Silverware to be cleaned and dried instead of just being put in water and laid aside to dry. Tables to be thoroughly cleaned each morning and also before each meal. Coffee urn to be cleaned once each morning and jacket to be cleaned at least once per week.



§ § §
SONORA, Sept. 3—Chairman J. Abernathy; Secretary E. B. Swenson. Agreement with Company read and explained by Steward. Open discussion by all hands. Money collected for fines agreed to go to General Fund. This coming from men who leave cups in mess hall. M/S/C that ice box, washing machine, and sanitary conditions for firemen be taken care of when ship is in yard for repairs and inspection. On September 2, 1947 two firemen detained ship for over an hour by not reporting back. M/S/C that these men be reported to the Secretary-Treasurer Fred Farnen. Another fireman owed Captain money and forgot to pay his debt. Quit ship a half hour before sailing time. M/S/C that these men be brought up on charges at the first General Meeting, in accordance with Constitution and Sec. Farnen's article warning about such men ruining the reputation of good SIU men, who want to do their utmost to have the Lakes SIU. Members checked for dues and found satisfactory.



§ § §
CORNELIUS GILLIAM, July 4—Chairman William Alvaro; Secretary Phillip Tole. Freeman elected ship's delegate. Delegates reported everything smooth in their departments. List of repairs made up and accepted. Good and Welfare: Decision that three departments shall keep washroom clean. One minute of silence for Brothers lost at sea.

§ § §
BULL RUN, Sept. 15—Chairman George Reier; Secretary Edwin Thompson. Delegates' reports read and accepted. New Business: Motion by the Steward to have bell in ice box repaired. Motion by Burns that men on sanitary work keep the recreation room clean. Good and Welfare: Suggestion by McInnes that men keep the passageways from messhall to below clean. Brother Louthier suggested that men who want SEAFARERS LOG sent to their homes should contact SEAFARERS LOG, SIU Hall, 51 Beaver St., New York. One minute of silence for Brothers lost at sea.

SEAFARER SAM says:



DURING THE COURSE OF YOUR VOYAGE YOU'RE BOUND TO MEET OTHER SEAFARERS WHO HAVEN'T SEEN THE LOG IN MONTHS AND WHO WOULD ENJOY A COPY.

SPOT THOSE SIU-PATRONIZED BARS, CLUBS, AND HOTELS THAT WILL ACCEPT BUNDLES OF LOGS.



CUT and RUN

By HANK

Seafarer Sam Says: "Listen to your Patrolman when he comes aboard. When he tells the permitmen to come off the ship after sixty days — he means just that. Failing to do so means a Permitman may be brought up on charges." Well, let's have all Brothers on the ball. There shouldn't be any back-talk, arguments or delays. If you're told to come off the ship, according to the shipping rules and the fact that the port has enough replacements in the hall waiting to ship out—don't argue or foul up the ship and the Brothers in the hall. Come off the ship like a sailor and help keep everything shipshape and according to the shipping rules. More and more of the membership is becoming aware of the fact that there are no special privileges handed to anyone—ashore or aboard ship—the rules apply to everyone. If you get yourself fouled up because of the shipping rules—that's your fault, Brother—because the shipping rules and what the Patrolman has to say are not just empty words to play around with and forget all about it.

§ § §
Gulf oldtimer, Brother Joseph Wagner, wrote from Buenos Aires, Argentina, that a lot of SIU men drop into the London Bar looking for the latest LOGs. Well, the LOGs will soon be there awaiting any SIU man who really wants to keep up with Union news and activities . . . Brother Jimmy Crescitelli keeps saying he's The Pride of 47th Street. You must be kidding around, Jimmy . . . Brother Robert Hillman is in town doing the best he can—with a cigar smoking away—as usual . . . We sure would like to know if any of the SIU men will remember to see if any of the favorite bars for sailors, in those foreign ports receive the LOGs every week? If they don't—take the correct address right there and then and let the LOG Editor know about it. The LOG travels all over the world—but who knows if they really reach their destination and serve their purpose?

§ § §
Here's a letter from Brother Leon "Chink" White, dated Sept. 30, aboard the SS Trinity Victory: "This is from a shipmate of Brother Red Braunstein. I'm on this Isthmian ship and coming back home after a long trip around. The last bar we stopped in I got a LOG, dated August 15, and I found out that he's out that way (in the Pacific) and that Brother Braunstein will be coming in about October time. We're coming in about then, too. According to Red a bottle of Coca-Cola costs 6000 Chinese dollars in the USS. What did Red do with the Coca Cola—mix it with paint remover? And he never goes into USS Clubs, he says. Well, we have a pretty good crew aboard. Give my regards to all the boys and I sure wish Red would write to me. Tell Red we have the Finn fireman shipmate of ours from the SS Benjamin Chew with us. Bueno Pelepo." Thanks, Brother White, for the Bueno Pelepo, especially the letter from Cristobal.

§ § §
Here are some oldtimers who probably are still in town although they came in recently: J. Colon, I. Nazario, O. Morgan, S. Ruzyski, F. J. White, A. M. Anderson, G. Berry, J. Hearty, F. Mazet, I. Valles, W. E. Dargan, J. Waters, P. Soto, N. N. Pearce, H. Hisham, and E. Blaha . . . Brother Norman "Ozzie" Okray just come in from a trip last week . . . We noticed that the oldtimer and Philadelphia man, Blackie Gardner, is down in Philly again. Where's Andy, Blackie, and did you see your shipmate, Chuck Allan yet—he was asking for you?

THE MEMBERSHIP SPEAKS



SS Topa Topa Trip Tip-Top —'Cept For Swaggering MPs

To the Editor:

Once again I'd like to give you the news of a good trip over to Germany, though we had a few sour incidents aboard ship and ashore. This I say because we happen to have a well-organized crew and, in spite of the bleak moments and pain given to us by some "big shots," we always managed to have a good time.

All departments on this ship, the SS Topa Topa, have stuck together in good fashion. When we had an argument in the Engine Department with the Sec-



Topa Topa crewmembers J. Finnell (left) and Luis Ramirez discuss situation in Bremen and Bremerhaven. Pablo, a Wiper, looks on.

ond Engineer, because he told three Oilers, in the presence of some deck men, that "the SIU was a pain in the — (neck)" to him.

DECK GANG ACTS

The Deck Department was the first to take action after our Engine Delegate read a petition to us which we were to present to the next crew, advising them not to sign on until a new second came aboard. That action was taken at one of our regular meetings at sea and all hands signed the petition.

We had good times in Bremen. Everyone treated us fine, so far as I know. But in Bremerhaven,

it's always a different story. While you see a lot of Army personnel of all ranks riding or walking in the company of the female sex, a seaman takes a great risk by even talking to a girl or a lady in the street. Concerning this, I personally know of a case, where an MP, almost green from home, took a woman (the mother of five kids), to army headquarters.

CAN'T EVEN TALK

She had only been giving information about an address to a seaman, in answer to a request. For that woman, it probably means that she would have to undergo a physical examination, which if she fails to pass, would result in her going to a hospital. And, believe me, with the kind of nutrition those people are getting, it is likely that all of them are suffering from one kind of disease or another.

To make this a short story instead of the long one it could be, I'll say it is almost impossible for a seaman to step out and walk in Bremerhaven without being molested by the MPs. They are also in the habit of searching anybody, no matter where he happens to be and at any time, if they think he looks suspicious.

My recommendation is: if you have nothing important to do ashore in Bremerhaven, better stay aboard and save yourself some trouble.

Luis A. Ramirez

Can't See Marymar Story

To the Editor:

The article about the SS Marymar in the Sept. 12 issue of the LOG stinks. Why would a militant crew leave the West Coast in bad shape when Calmar has always been a lot easier to handle out there?

Lloyd Short

Bearded Bosun



Harry Lundquist, Bosun on the Robin lines' Marine Runner, no longer sports the fuzz he's pictured with above. He said he grew it just for a lark, had the camera make a record of it and then whipped out his razor and —click, click—whisked off the whiskers.

Says Baltimore Is On Its Toes

To the Editor:

I'm laid up here in the Marine Hospital at Norfolk with a bum wing, so I thought I would drop a line and spout off a bit.

In a recent issue of the LOG I happened to notice a call down on the Baltimore Hall. Well, I consider that unjustified. Maybe they haven't sent in a great deal on what's going on down there, but those guys go running around the port so damn much that I don't believe they find much time to write to the LOG.

Myself, I've been shipping out of there for the past couple of years as a deck hand and I generally get the delegate's job. Now every ship I have been on has gone around and right back there. And I have never seen the likes of those men for handling beefs.

Regardless of when you call on them, they are right down there and you can bet your bottom dollar you will always come out with what you went after.

John Dimitriadis

Dizzy Existence Spins On Aboard SS 'Screwball Hills'

To the Editor:

This is my second attempt at writing to the LOG and I am in doubt as to whether my first try was published or not. (It was, in the Sept. 19 issue—Ed.) Anyway, here goes for my seconds.

This ship, the SS Newhall Hills has been christened with a new and more appropriate name, "The Screwball Hills." We laid on a buoy in Granvesend, England, for three months and two days waited for a new buoy to come from some other port in England. Almost every day there were new places for us to go.

They got around to getting us a buoy in Sheerness, where we were towed when this ship got hit. (The Newhall Hills was hit by a schooner, causing an explosion which resulted in the death of one of the SIU crew).

CHANGES ORDERS

They were all set to put us in the Navy's estuary when the brass hat in charge down there flatly refused to have a Yank ship in that harbor. So we sat on our fannies, wondering what would become of us now that we were on English rations.

The Maritime Commission sent their picard men and their wives down for two days to inspect the hulk, as they called the ship. After they had seen what there was to see—and personally I don't think they left the Old Man's room except to eat—they returned to London.

On Saturday, Sept. 27, we were towed by three tugs to this God-forsaken spot outside of Southampton and the operation only took two days and two nights. While this MC man was on the ship, he told us of 21 T2 tankers that were to be turned over to the British in the next month.

What has the rank and file on this ship wondering is, that if they are going to give them ships that are seaworthy why not sell them this while it is over here so they can repair it themselves and save the taxpayers a little of that green money the MC man is throwing away so easily.

IT'S MURDER

Man, these rations are pure murder. Two eggs once every two weeks and the kiss-off is that they have "Denmark" stamped on them. About the only thing there is plenty of are vegetables and the only beef with that is that it is always the same thing—peas, cauliflower, and string beans. If you haven't eaten any of these peas you haven't lived, and if you have, you won't for very long. They should have used them to shoot at the Jerries and the war might have ended sooner.

Work goes on here with plenty of time off, for anyone who cares to take it. Booze over here is about as costly as you'll find it in the States. Or maybe a little more, for it takes twice as

long to give you the little glow you need now and then.

The Marine Marlin, an NMU ship, was in Tillbery for repairs, with 260 men aboard. They were in for better than a month, so the night before she sailed, half of her crew came over to go to a dance, and they worked over



three of our men. George Donnelly got the worst, but he sure made a mess of a few big men before he was taken back to the ship.

KNOWS HOW

This is his first trip and he is one of the best. Having made Iwo Jima and Okinawa with the U. S. Marines, he knows how to take good care of himself. They took three big men to the Grave-send hospital. After seeing what came off the Marlin, the others on our ship and I are mighty glad to be members of the SIU.

I'll close, saying that we're still waiting for those back and present issues of the LOG to be sent to us. Volpian's letter of June 18 says they were sent on June 14. These LOGs mean a great deal to us and we would appreciate the favor very much—things like the Isthmian contract and whether Blackie Cardullo's wife had her baby yet.

Barney McNally
SS Newhall Hills
Southampton, Eng.

(Ed. Note: Brother Volpian was correct, the LOG did go out to the men on the Newhall Hills. However, we have sent out another batch of issues which you requested. Let us know if you do or do not receive them.)

SAYS FOUL-UPS SHOULD SNAFU ON THEIR TIME OFF

To the Editor:

I have been on many ships and at the meetings the crews agree to be at the payoff to straighten out all beefs. When the time comes they all head for a gin mill and forget all about the beefs.

Another thing there should be something done about is the messmen taking time off between meals to go ashore and coming back cock-eyed drunk and too late to serve a meal.

If they are going ashore on such a mission they should be to go after the supper meal, so they will be on their own time and won't cause any inconvenience to their shipmates.

George Arnold

Log-A-Rhythms

Oh I'm a bold old sailor,
Who has sailed the wintry seas,
The Alaskan Gulf, the Baltic,
The Roaring Forties—if you please.
I like to feel her pitch and roll
And dip her bow in green,
Come up with her decks a welter,
Hesitate, an dagain careen.
It's great to be there cold and wet,
And leaning against her roll,
Oh, let her rise and let her dip,
May the very ship's bell toll.
May her mast be a gleaming cross
Of ice, from cro-jick to the deck,

When The Climate Fits My Clothes

By JAMES (POP) MARTIN

Till you spend a social season
In your BVD's—what the heck!
Either south or north of forty-five,
You a sailor—already yet?
But the truth: My hair and beard
Are grey and I'm a wee mite old;
That breeze from the Western Ocean
Comes inland mighty cold.
I'm yet a deep-sea sailor man,
But a fair weather one, God knows,
And I'll ship away to latitudes—
Where the climate fits my clothes!

Bauxite Run Stirs Brother; Reports Trip's Highlights

To the Editor:

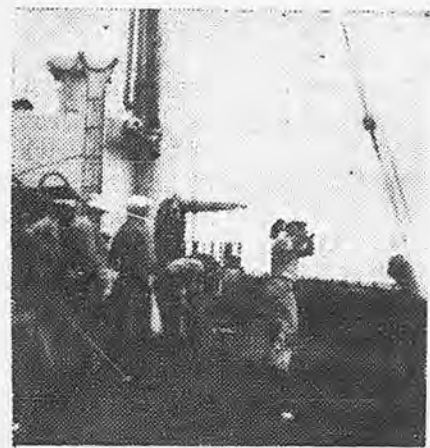
I am not much of a writer but I can't help but make some comments on life and love along the Bauxite Trail as seen from the Alcoa Runner.

We hit out of New Orleans and after a few stops in Venezuela pushed into San Pedro Macoris. There it started. No hotel, no launch service, no nothing so there was some sleeping under trees.

Going ashore in this place is a problem. If it is a rough night there is no launch service. If you want to go aboard ship in this place, go down to the sugar barge and you can catch the launch much better and safer.

Out of San Pedro Macouris we went, and the climate quickly changed from the hot tropical nights to the cool snappy days of Montreal. After finding there was an SIU representative, half the crew wanted to quit. When some of the crew gave the Captain notice, he said he was paying no one off unless he produced a not-fit-for-duty hospital slip.

You should have seen the fellows trying to get them. Every day three or four go to the hospital, but no luck. We had one fellow with jaundice and he had



Crewmembers of the Runner work on deck, while one of the crew swings a ten pound maul.

done no work in three weeks. The doctor said he only needed about three or four more weeks' rest and need not be paid off.

OFF AGAIN

Nothing came of the attempts to payoff so we left Montreal for Bermuda. Nothing much took place here so we hit the other places along the trail and wound up in Trinidad.

While we were at anchorage one morning, about 3 A.M. I heard a loud hollering and I thought it was a stevadore or something. My roommate looked out the port and saw a couple of guys standing in a half submerged boat. I asked him what was up. "Nothing," he said. Just to check I looked out and saw what was going on so I hit the deck to find someone to help them.

The Captain was going to have a look over the side but not knowing that their boat was partly under water told them to come around to the starboard side.

When I informed him that their boat had capsized, he told the Mate to break out a crew

and stand by to lower a life boat. Soon it was in the water and the search was on. The launch's motor made so much noise that we could hardly hear the hollering of the troubled duet.

We saw them after about five or ten minutes of searching and who do you think it was? None other than two of the crewmembers—Shorty and "Hard Rock." Both boys are now restricted to the ship so they can have plenty of time to think over their experience.

Well, until something dynamic occurs, I'll sign off and keep the bauxite running.

W. R. Cameron
Steward Delegate
Alcoa Runner

Newsman's Praise Of Union Amazes 'Youngster' Hardy

To the Editor:

I have always heard that if you live long enough you will see just about everything and hear everything that is fit to see or hear.

At the present time I'm not very old and this being the case, I can hardly believe it's true that there are reporters in this day and time who will praise any union, no matter what affiliation and no matter how good a job it is doing.

I was reading the newspaper this morning and ran across an article by Victor Reisel, who seems to be pretty well-informed on the maritime situation, anyway. Even though he has a daily column about labor, in which he, as a general rule, gives it hell, I just couldn't overlook what he had to say about the Seafarers International Union.

(Ed. note: The column referred to said the National Maritime Union had in the past two years "shelled out \$279,265.88 through its organizing department to unionize sailors. The dough was blown while the department was run by two avowed Communists . . . Joe Stack and Freddie (Blackie) Myers . . . Yet they were able to unionize but 1,781 seamen . . . Sailors on other lines simply turned to the brawny, honest non-politicalized leaders of the competing Seafarers International Union.)

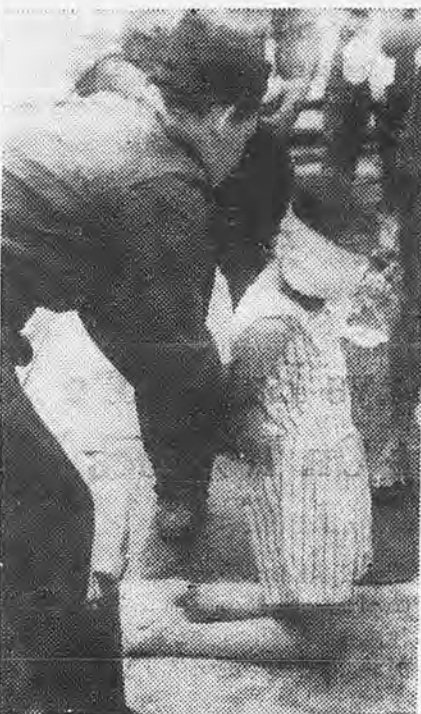
As a general rule, here in land, you're accustomed to not hearing a thing about the sea or about the men that sail, except that to sail was the worst thing a person could do.

In the last year the people of this section of the country have become more conscious of how vital their merchant marine is to their safety and how vital also a union can be when properly run and without political squabbling.

Here's hoping that in the future we will see more people get educated on unions, so that instead of saying that all unions are no good, they will look around and find that an example set by one does not mean the next one is the same way.

Will Hardy
Halls, Tenn.

BLUM PASSENGERS AND CREW AT THE EQUATOR



Hitting off the traditional ceremonies of an equator crossing, passengers and crewmembers of the Murray M. Blum get their due from King Neptune. At the upper left, Crewmember Frank Reese gets a shampoo.

Upper right: King Neptune has knocked off momentarily for coffee. In his place Queen Blewitt Perkins and the baby, Warren Bonano, look approvingly upon the happenings.

At the left is Carmen Miranda's niece receiving the full treatment inflicted all pollywogs. The capers took place on the Blum's recent trip to South America.

Calls For Rigid Enforcement Of Shipping Rules

To the Editor:

While reading a recent issue of the LOG I noted that the Dispatcher in the Port of Philadelphia was obliged to get down on bended knees and beg Permitmen to accept jobs.

According to the Shipping Rules by which Permitmen and Bookmen are to abide, Permitmen should not remain on ships longer than sixty days. Nevertheless, I have seen cases where Permitmen have remained on ships longer than the specified time.

BIG PORTS UNAFFECTED

Upon arrival in outports I have brought this to the attention of Patrolmen who replied that it was difficult to obtain men. Such is not the case in major ports.

With such a situation existing now, when jobs are few and nobody quitting when shipping is at a standstill, there is, consequently, much less of a turnover than there ordinarily should be.

There is no more demoralizing factor than stagnated shipping for the man who sails for a living and not for a hobby. I think, therefore, that Patrolmen should be instructed to investigate the time aboard ship by Permitmen at the payoff.

R. Brown

Jackson's Delegate



Jerry Palmer, AB, ship's delegate aboard the Andrew Jackson comes up with a smile for the cameraman. Shot was taken while the ship was in Formosa, one of the many ports hit during the Jackson's globe-girdling voyage.

Irate Member Directs Fire At Boss Of Shipping Line

To the Editor:

Enclosed is a newspaper clipping some of the fellows probably overlooked. I clipped it from the New York Herald Tribune issue of Oct. 9, in which a shipowner tells a group of new ships' officers that a union is no place for proper officer material.

I think it would be a good article to insert in the LOG for all Brothers to see what we are up against.

Here is my comment on the article:

It seems that Mr. Lee (Executive Vice-President of Moore-McCormack) has no place in his heart for unionism and he doesn't spare any words in telling people so in his smooth syrupy manner so typical of the bigwigs.

I guess he doesn't know Unions are here to stay and it gives him no end of worry.

In his speech, he points out the limited intelligence of many seamen. I don't doubt that there is limited intelligence among officers and shipowners too. This has, no doubt, been proved.

His comment on ships' officers playing square with a union thereby placing themselves in the workingman class, is utterly bunk. I don't think he gave the subject much thought.

All in all, it looks like Mr. Lee would like to have all ships' officers working strictly for the

company and to hell with the Unions.

Tony Kubiska

(Ed. Note: Comment on the newspaper article appears in another part of this issue.)

FORMER MEMBER GETS A HANKERING FOR THE SEA

To the Editor:

I have quit going to sea and have a good job here in this smelter, but of course, lots of times I wish I was out on a ship or could get down around the Hall to see some of the fellows. I know. But my old friend—the LOG, would help out a lot, since I can't do just as I wish.

From what I can see, there are tough days ahead for organized labor. Of course, that means the seamen—first thing. But, then, he who has never fought, has never won a battle. And a certain amount of resistance keeps the organization strong. The meek don't inherit the earth.

I would like to hear from any of my former shipmates. Meanwhile my best wishes for a stronger SIU.

C. G. Costlow
423 E. 3rd Street
Anaconda, Montana

ABOARD THE FRANKLIN H. KING



All hands in all departments, except those on watch of course, were on deck for this picture taken by their shipmate, W. G. Hay. Even Lassie, the ship's mascot, couldn't stay away for this one.

Casa Grande Crew Weathers Florida Squalls And Squaws

To the Editor:

I don't know whether it was the power of the press (LOG) but the same day I turned in the story of the Casa Grande (LOG, Oct. 10) being anchored off Marcus Hook for 38 days, she hoisted her anchor and came down here to Jacksonville for repairs. Except for a squall, it was smooth sailing.

We dropped the hook off Jacksonville. Two of us went ashore in the same tug that took the pilot. Since it was Sunday evening there was no brew to be had in town. But out of town was another story. The places were wide open. All sorts of drinks, all sorts of gambling—crap, cards, etc., and all sorts of—well, you know what goes with that. Need I say more?

GO ON DIET

With the price of meat very high, we became vegetarians—which was a good deal because

killed hundreds of thousands of fish.

He said he saw the fish come up with bloated gills and bleeding from every opening. There was a pungent odor in the air that came from their direction. Other than that no one knew what caused the "plague." He remarked, too, that none of the seagulls that feasted on the dead bodies seemed to suffer any ill effects.

"At the same time," he noted, "fish in ponds—and bowls—several miles inland, died the same way."

Al Bernstein
SS Casa Grande
Jacksonville, Fla.

THE BEEF BOX

SUGGESTS LOG REMIND BROTHERS OF MEETING TIME AND PLACE

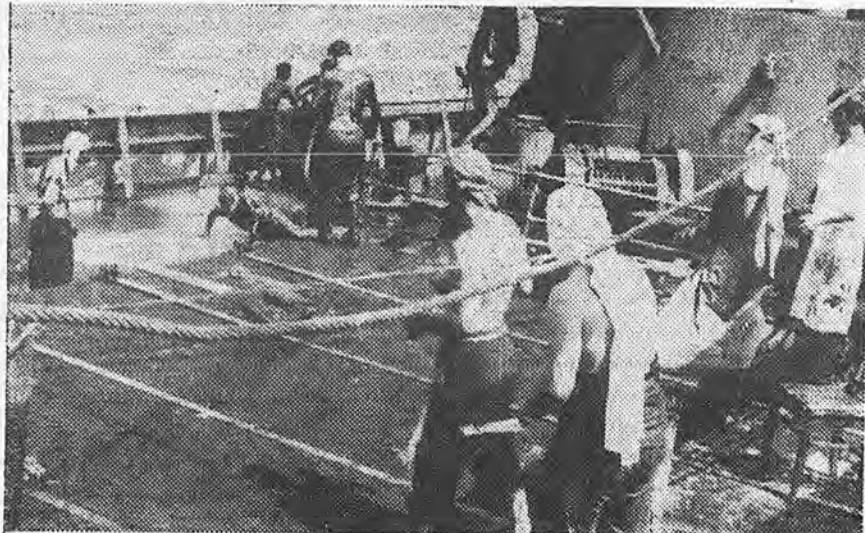
I suggest that a notice be run in the LOG reminding the membership when Union meeting are to be held and where. This should appear in the issue of the week preceding the date of the meeting, so that if a man is just paying off a ship, he won't forget to attend the meeting.

This notice will also help remind the men on the beach that a meeting is coming up.

Frank M. Anderson
Book No. 2255045

(Ed. note:—The LOG accepts Brother Anderson's suggestion and from time to time will run reminders of meeting dates. Meanwhile, the next regular membership meeting will be held Wednesday evening, Oct. 22 at 7 P. M. With the exception of the New York Branch, all ports hold their meetings in the branch halls. New York meetings are held in Webster Hall, 119 East 11 St., between 3rd and 4th Avenues.

OIL DIDN'T GO WELL WITH HIM



When the SS Archer crossed the Equator during the past summer, the "pollywogs" got a "hosing." Photo above shows one of the unfortunates getting an oil bath via the hose, as hardened old "shellbacks" look on with approval. Cecil Morash, who assumed role of Neptunus Rex, took the picture.

Let's Have 'Em

This is it, Brothers!

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

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

Maybe you're pretty good at turning out a poem—okay then, let's have it. Pen and ink sketches are welcome.



100. If you've got some photographs of your ship, or shipmates or any "shots" taken in the various ports o'call, send them along. We'll return them.

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

Member Asks Volunteer Aid For Striking Shipyard Men

To the Editor:

The feeling among the striking CIO shipyard workers, particularly around the Bethlehem yard at 27th Street and 3rd Avenue in Brooklyn, is strongly favorable to the Seafarers. The support we have shown to these men by joining them on their picketlines has drawn them very close to us.

These Bethlehem strikers have been on the bricks for almost four months now and the going has been tough for most of them, and it is because of demonstrations of solidarity like we have shown them, that their morale is kept up.

But from hanging around the waterfront near the Brooklyn yard I have seen that they can use some occasional help from volunteers. Many of the strikers have to go around and pick up odd jobs during the day to make enough change to feed themselves and their families.

TOUGH GOING

Because of this it's pretty hard to keep their picketlines going full strength 24 hours a day. Here's where some of us can give them a big hand. Let's not wait until our Union calls for

volunteers to go out on the shipyard workers' lines.

Whenever we have some spare time we can go over and get on their lines—and we'll be well received, as we always have.

Over on that section of the waterfront they think a hell of a lot of Seafarers. Last time we picketed with them, they demonstrated their appreciation. Every guy on the lines felt it.

I would suggest that any of the SIU Brothers who want to help these strikers out by giving a little of his time to bolster their lines, should do so whenever possible. Any of you boys wanting to do this can just go out there and report to the picket captain. Strike Headquarters is in the restaurant across the street from the yard.

And they'll take care of you. There's always coffee and. Also they usually try to give out three meals a day to picketers.

HE'S HELPING

Personally, I'm going to put in several turns on their lines this week, and so are some of my shipmates and buddies. We want to do this on a volunteer basis

'Duke' To Wrestle Mexican Champ For World's Title

To the Editor:

I'm back in the ring again down here in Laredo, Texas and will wrestle the main event next week against Bobby Bonales. If I get over him, the SIU will have a world's champion.

I think I will pin him this time as I have bested him twice before. He is now the top man of Mexico and it will be quite a feather in my cap if I am victorious.

My new contract is very good but not quite good enough to keep me away from the sea for any length of time. My new wrestling colors are gold and blue, the colors I love.

I'm having some new pictures made and will send you some when I receive them.

Maybe some of the Brothers would like to know about our last trip. We went to Hamburg with a load of grain, sailing out of Galveston on August 4.

HECTIC TRIP

There were five NMU men in the Stewards Department, and what a trip. The Captain said I was a trouble maker. We had our meetings every Sunday at which time I would preach the SIU Bible to them encouraging the members to live up to the contracts.

The Skipper was a tough egg. He joined the Navy in 1941 rather than ship out on unprotected merchant ships. During the trip he kept harping to me about how he sailed for peanuts during the war while we were making millions.

I stopped him on that one by asking him how many times he was torpedoed. He shut up like a clam.

Well, if I get the championship, I will send you a write-up, giving all the dope.

Duke (Frenchy LaDuko) Himler
Laredo, Texas



RAYMOND HILL

and we want those guys to know we mean it when we say we're with them.

Being on a picketline is tough. Any Seafarer knows that. And these guys have a damn good beef and deserve all the help they can get.

Remember too, that if the time comes when we have to hit the bricks, these boys are surely going to be in there with us. We can depend on them to back us all the way. But aside from that any guy that can give them a little time should go so. A good beef deserves our continuous support.

Raymond Hill

No Hot Water?

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

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



after scouting around on our own we found there was plenty of what we were looking for, all over the place.

It rained so hard here for two days, the town was flooded. At the same time, the tide was at the highest it had ever been, so much so that a warning went out over the radio to put sandbags around all waterfront property. The back pressure of the river water was so great that it would not let the drain water drain off. As a result they used rowboats to get around in certain parts of town.

We expect to be in the shipyard for about two weeks, after which no one knows what's going to happen. She might even be sold. She might be junked or she might be operated by P.T.

HEAR MILITARY STORY

On the way in on the tug, the pilot told us the "Mystery of the Red Plague," the reddish-colored water, which off these shores

BULLETIN BOARD

Unclaimed Wages — Moran Towing Co.

17 BATTERY PLACE, NEW YORK

PIGEON POINT	
Vincent Walrath	21.92
Robert G. Anderson	6.90
Richard Boles	14.82
David Talbot	41.52
Charles O. Connell	3.33
Henry Ruff	75.91
Norman Lyons	3.77
Earl Patterson	79.62
Ralph Meister	10.70
Eldon Kohler	36.70
Nick Mutin	5.22
Charles Quinn	7.71
Walter Urbaczewski	8.24
Walter Wallace	2.31
Graham C. White	3.36
John W. Wessils	2.11
Edward Atkin	27.55
Ulus Veach	6.47
Lawrence Price	12.82
James Russell	2.46
George Switzer	5.66
Fred C. Barroso	1.40
POINT CABRILLO	
Stanley Sprague	4.06
Alfred Enriguez	10.42
Fred Gunsolus	7.98
Lester Lapman	21.56

Bartholome Gamila	12.02
William Doran	7.00
Clifton Young	8.86
Gerald Brédsweg	28.10
Robert Kemmery	14.93
Fred Cegielski	8.39
William Koski	29.62
Harry Railey	19.89
Clayton Grace	5.48
Stanley Sprague	3.27
Fred C. Barroso	1.40
Alfred Enriguez	10.42
Rudolph Bartholme	27.07
Richard Sidell	29.40
Walter Ammann	4.22
Florent Fulbroech	.46
Swantee Carlson	4.22
Virgil Mahan	4.30
James Picard	73.39
Martin Haggerty	1.08
Charles Benway	1.08
Paolo Pringe	1.08
Timothy J. Less	4.20
Albert Werth	6.67
Donald H. Sprinker	6.67
Manuel Villareal	37.07
H. Bergman	.46
Joseph Penner	11.20

Edward Kochanowski	7.60
John Golden	-6.34
James Pendergast	.46
E. Kochanowski	4.20
Cornelius Sprand	.46
Robert Kennedy	1.87
John A. Morris	.46
Fritz Bantz	.46
T. Smigielski	8.93
George Decker	.46
Eugene Shone	17.74
C. W. Philips	21.56
W. Wolfe	9.07
Ramon McDonald	9.80
Alfred Gustafson	5.14
Edward Kocanowski	8.16
Sigmund Rothschild	5.18
PT. VINCENTE	
George B. Williams	9.80
Charles K. Evans	12.14
John Thompson	9.80
Arthur Hirschey	28.46
William A. Ripple	19.59
Clarence A. Hancock	5.60
Marcello B. Gacer	9.80
Rolland B. Hirt	21.94
John Early	5.60
Hiram Hanes	6.54
Jesse Griffith	23.80
Lester A. King	21.94
Carrion Barroso	4.66
George C. Doyle	28.00
Charles W. Miller	28.00
Louis P. Faberrini	3.26
Daniel T. Mollahan	3.26
Anthony A. Meshefsky	25.19
Thomas J. Dennis	8.13
Edward Roundbehler	4.80
Roger Whitley	10.70
Jack B. Ritter	4.55
Julian D. Lewis	1.28
James T. Lassister	18.96
James R. Fox	44.32
Hugo Loorents	31.26
Charles Everett	1.79
William H. Mason	4.55
James F. Brewer	3.33
Frank E. Judson	5.31
Steve Finn	13.32
Lee R. Hufham	4.03
Herman L. Moore	2.18
Patsey F. Frango	3.48
Ray L. Haddock	26.41
Joseph Valencia	38.31
Levy T. Lawrence	1.37
Joseph Brown	2.73
Norman D. Ross	2.78
Jefferson Morrison	9.43
Clyde Garner	9.44
Joshua Gibbs	1.97
Stanley F. Schulyer	6.20
James Sparrow	22.30
Cooper B. Sauder	2.47
Floyd Simmons	17.97
P. L. Robbins	4.80
James R. Johnson	4.27
Milford S. Adylett	5.07
R. W. Hall	1.34
Leonard R. Magala	10.19
Harry L. Parker	3.42
James R. Johnson	5.12
Roy M. Green	3.23
Hugh M. West	55.71
John W. Foreman	6.64
Norman A. Power	23.69
Gentry E. Blevins	9.84
Dehnis Cahoon	1.31
Lawrence A. Beaudry	11.84
Jessie L. Wise	15.60
Alex Primak	19.07
Elbor Duxbury	8.27
James F. Remington	17.08
Harvey E. Burge	1.60
Douglas Reynolds	9.74
Edmund P. Pfautsch	42.26

Melvin V. Hoy	2.75
John P. Driscoll	12.56
Orlan C. Baker	10.18
William Shaw	16.78
James S. Chassereau	1.47
Raymond Nixon	2.87
Alexander M. Crow	18.40
Cyril Newman	4.13
C. C. Doughty	19.56
Thomas J. Dennin	20.74
Arthur Nordahl	2.98
William G. Eudaily	15.04
Ivan McC Woodell	27.90
Eugene C. Glover	14.82
Robert M. Tate	5.42
Clarborn L. Massey	2.73
Jackie McKinney	4.66
Charles C. Silver	7.75
Jack C. Alberthy	7.80
Anton J. Gordos	6.95
Allis T. Lovett	3.37
Donald P. Lander	13.56
William H. Little	3.02
Joseph Presnell	5.93
James W. Davis	5.82
William H. Mason	6.16
Louis A. Brown	3.19
Gene H. Gehee	10.94
RACE POINT	
Victor H. Heintz	2.80
SAND KEY	
Elmo Clyde Allen Jr.	60.00
Henry Ford Nelson	66.87
Robert L. Pewit	67.07
Lamont D. Borleau	66.73
William T. Murray	75.92
Clayton D. Healy	35.96
William V. Rebmell	81.56
Rudy L. Rider	73.99
William Simone	67.04
Val Andrade	3.73
SANDS POINT	
Robert M. Schuler	46.67
Wilham L. Forrest	8.54
James C. Blake	5.60
Joseph C. Ramsauer	25.34
Alton F. Cooper	25.87
William H. Venable	14.94
Jack O. Moore	3.47
Edwin T. Danback	2.14
Oscar B. Drummond	10.40
James H. Fischer	5.87
Chester A. Jowers	5.87
Columbus R. Zell	4.27
Thomas R. Horton	20.40
Newton I. Jackson	14.00
James D. Keil	21.20
Jennings J. Long	11.60
George Howard	1.60
Wilson J. Jayner	25.19
Jimmie L. Newell	32.66
George J. Espalla	12.60
Jodel Lawrence	11.66
W. H. Venable Jr.	62.36
Saunders J. Walker	4.19
Domingo R. Molina	17.08
Richard L. Terwilliger	7.47
Wm. L. Forrest	37.06
Joseph C. Ramsauer	15.14
Alton F. Cooper	2.81
George W. Vencil	1.48
James Shockley	.46
Thomas C. Blake	12.45
Jack O. Moore	6.09
Ocy L. Phillips	.94
Edward J. Bruno	28.48
Richard G. Newell	35.63
Marvin C. Williams	15.85
Jennings O. Barker	21.95
Truman W. Shaw	3.24
Jerry Shotts	17.44
Thomas O. Wigley	25.19
James A. Dean	4.66
Juddie B. Royal	50.35
Lee Wade	32.66

NOTICE!

Checks are being held at the 4th floor Baggage Room of the New York Hall for the men listed below. If unclaimed, the checks will be returned to the companies.

Zanchettini, Narcizo; Witt, A. Roy; Cease, W. Donald; Vanderhorst, P. Johannes; Thaler, A. J.; Crowley, M. Harry; Crane, F. Edward; Cruzen, R. William; Corosotto, Vincenzo; Cook, N. Fred; White, L. Hersel; Ware, W. Curtis; Webster, A. D.; Welcheski, J. Baley; Williams, L. Manley; Gragg, H. Richard; Goodwing, H. Leonard; Yannuzzi, Martin; Graham, John; Gurganus, Luther; Hill, L. Jesse; Headrich, Clifford; Heerholzer, Carl; Hall, W. Matthew; Helie, K. Leonard; Henderson, Rex; Ivory, J. James; Ikerson, W. Ray; Jackson, E. James; Gray, G. Warren; Goodwin, Rossie; Frankmanis, Pauls, 2; Farrell, Carl; Fry, Alfred; Forok, J. Balint; Anderson, J. Arthur; Eschinger, E. James; Evans, John; Wood, G. John; Thompson, H. Clayton; Thompson, Ted.

The following Permit and/or Tripcards are being held in the New York Headquarters Office: Harris J. Potier, P3-2648; Jack Lewis, P3-4928; Carmelo Fracasso, P3-4930; Oliver S. Flynn, P3-8332; H. D. Adams, SUP TC-13655; Charles Elta Duncan, Great Lakes 5546; H. P. Walters, SUP P-15183; H. P. Bowman, Receipts; E. F. Driver, Receipts.

They may be picked up in person or by writing to Headquarters.

Money Due

Following is a list of checks from the Great Lakes Transport Company. They can be obtained by either calling for them or writing to the SIU, 1038 Third St., Detroit 26, Mich.

Alderton, R. J.; Donahue, Thomas, Eldridge, Ernest; Franke, Emil; Greenan, James; Harley, John; Hughes, Fred; Kanasawe, George; Lezzkiewica, Louis; Lynsky, Charles; McAdoo, Robert; Milko, Frank; Miller, Leonard, Mills, John B.; Murphy, Regis; Scott, Julius; Stevenson, William; Suda, Felix; Thomas, James; Wamzinak, Stanley.

Canadian Seamen

All ex-members of the Canadian District, Seafarers International Union, who are now sailing in Licensed capacity — Masters, Mates, Engineers, and Wireless Operators — are urged to report to the SIU offices, 205 Abbott Street, Vancouver; or 1440 Bleury Street, Montreal; or 602 Broughton Street, Victoria.

This is important, and speed will be appreciated.

PERSONALS

ERNEST ERIC DAVIS
You are asked to contact Mrs. Margaret Parry, Director, Port of New York, United Seamen's Service, 92 Liberty St., New York 6, N. Y.

STEPHEN FINN
Get in touch with Mrs. Shirley Wessel, Supervisor, Missing Seamen Bureau, Seamen's Church Institute of New York, 25 South St., New York 4, N. Y.

HENRY E. HICKS
Your wife asks that you contact her at 606 West 37th St., Savannah, Ga.

MICHAEL GRIECK
You are requested to contact Theodore A. Evans, Attorney-at-Law, Suite 730, Miners National Bank Building, Wilkes Barre, Pa.

ALBERT KARLONAS
Your sister, Mrs. K. Swanson, asks you to get in touch with her at 233 54th Street, Brooklyn 20, N. Y.

CHARLES MARLIN CYR
Your mother wishes you to contact her at 4623 S. 31st Road, Arlington, Va.

RAYMOND JAMES CLARK
Your mother desires you to write her at 912 N. Emerson St., Minneapolis, Minn.

TORMOD EMIL LOKNA
You are requested to contact R. G. White, Gillett & McConachie, J.B.S. Buildings, First Floor, 40 Union Street, East London, South Africa.

CECILE GLEN YOUNG
Your sister, Mrs. M. Bryant,

wishes you to contact her at 2622 Dauphine St., New Orleans, La.

SIDNEY DALLAS TURNER
Your wife asks that you get in touch with her at 4414 Bradley Rd., Cleveland 9, Ohio.

JAMES D. TANKUSLEY, JR.
Your mother asks that you write her at 755 Tenth Street, San Bernardino, Calif.

GEORGE M. SCHEMM
Your mother asks that you contact her as soon as possible at Route 1, Federalsburg, Md.

VINCENT MALAVE
Book number 33935 — get in touch with Records Department, 6th floor, 51 Beaver Street.

EGON PUTHE
Get in touch with your sister Ingelore Puthé, 244 East 86 St., New York 28, N. Y.

GENE L yng
Communicate with Miss May Maguire, 32 Myrtle Gardens, Liverpool, England.

GILBERT T. FORD
Get in touch with your brother, at 907 W. Third, Battlesville, Oklahoma; phone 94M.

JOSEPH EARL CARROLL
Please get in touch with your parents at 637 King Edward Ave., Ottawa, Ontario, Canada.

EULINE ONEAL FLOWERS
Write to your mother at Route 2, Box 98, Atmore, Ala.

ALBERT E. MCGUFFEY
Get in touch with your father at 268 So. Hamilton St., Mobile, Ala.

- A -

Aba, John	\$ 12.78
Abbey, Richard L.	17.35
Abbott, Elmer N.	.73
Abear, Frank W.	3.96
Abraham, John	8.01
Abrahamson, Frank E.	7.20
Abrams, Orville, E.	3.67
Ackerman, James	2.75
Acosta, Harry J.	7.94
Acquarone, Joseph A.	32.26
Acton, Robert L.	.94
Acuna, Lin nG.	26.07
Adair, William O.	27.54
Adamczyk, Walter J.	1.37
Adamis, Ernest	3.80
Adams, Buford	7.18
Adams, Donald R.	.99
Adams, Donald R.	1.25
Adams, Gerald	81.29
Adams, J. B.	168.91
Adams, James Jr.	21.94
Adams, James H.	1.19
Adams, John R.	3.83
Adams, P. F.	.01
Adams, William G.	1.40
Adamson, Bernord W.	4.20
Adamson, Harry	.02
Adamson, James	.89
Adock, Lloyd	.94
Addison, Grady W.	47.15
Addison, Walter O.	2.36
Adkins, James T.	21.46
Adorno, A.	5.05
Adossa, Ibrahim	48.31
Agol, Bentley	1.42
Ague, Robert M. Jr.	.45
Ahern, James V.	4.13
Ahlstrom, Ellis	.93
Aipoll, L.	.74
Airey, Frank O.	15.29
Akers, Boyd J.	4.66
Akin) Olie M.	.08
Akin, Roy J.	14.56
Akins, Garratte	20.92
Akuisis, Peter	.74
Albano, Paul Riggio	.56
Albrid, Luther M.	.46
Albritton, Richard M.	5.70
Albu, Albert A.	.57
Albury, Charles	24.57
Alderman, Thomas J.	79.73
Alderson, Elmer S.	28.93
Aldervera, Placido	7.71
Alexander, Alex	4.35
Alexander, John L. Jr.	32.66
Alexander, R. L.	23.00

SIU HALLS

BALTIMORE	14 North Gay St. Calvert 4539
BOSTON	276 State St. Boudoin 4455
BUFFALO	10 Exchange St. Cleveland 7391
CHICAGO	24 W. Superior Ave. Superior 5175
CLEVELAND	1014 E. St. Clair Ave. Main 0147
DETROIT	1038 Third St. Cadillac 6857
DULUTH	531 W. Michigan St. Melrose 4110
GALVESTON	308 1/2 - 23rd St. Phone 2-8448
HONOLULU	16 Merchant St. Phone 58777
JACKSONVILLE	920 Main St. Phone 5-5919
MARCUS HOOK	1 1/2 W. 8th St. Chester 5-3110
MOBILE	1 South Lawrence St. Phone 2-1754
MONTREAL	1440 Bleury St.
NEW ORLEANS	339 Chartres St. Magnolia 6112-6113
NEW YORK	51 Beaver St. HANover 2-2784
NORFOLK	127-129 Bank St. Phone 4-1083
PHILADELPHIA	9 Scuth 7th St. LOmhard 3-7651
PORTLAND	111 W. Burnside St. Beacon 4336
RICHMOND, Calif.	257 5th St. Phone 2599
SAN FRANCISCO	105 Market St. Douglas 25475
SAN JUAN, P.R.	252 Ponce de Leon San Juan 2-5996
SAVANNAH	220 East Bay St. Phone 8-1728
SEATTLE	86 Seneca St. Main 0290
TAMPA	1809-1811 N. Franklin St. Phone M-1323
TOLEDO	615 Summit St. Garfield 2112
WILMINGTON	440 Avalon Blvd. Terminal 4-3131
VICTORIA, B.C.	602 Boughton St. Garden 8331
VANCOUVER	205 Abbott St. Pacific 7824

Unclaimed Wages

Mississippi Steamship Company

501 HIBERNIA BLDG., NEW ORLEANS, LA.

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

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

Alexanderson, Karl V.	1.46	Anderson, Thomas J.	2.54	Ashworth, H.	3.32
Alfano, Biaggio	.71	Anderson, V.	10.74	Asmussen, Edward R.	2.82
Alfano, Salvatore	.90	Anderson, Vincent	.53	Asplund, Raymond O.	9.95
Alfaro, Lloyd T.	2.84	Anderson, Warren R.	2.82	Assaid, Dello L.	.94
Alfee, Erleng A.	6.94	Anderson, William J.	38.36	Atha, Robert L.	.45
Alfonso, Thomas B.	1.28	Anderton, Russell L.	5.10	Atkenson, Robert E.	20.53
Alford, Virgil Jr.	3.04	Andexler, Edward D.	12.23	Atherton, John	.51
Alfred, L. S.	3.76	Andrade, Carlos	5.36	Atkins, Thomas W.	56.50
Alger, William	.45	Andrade, Edmund	1.37	Atkinson, Ronald H.	29.27
Alhecht, Buddy S.	10.74	Andrade, James	10.34	Atwell, Edward L.	.02
Aliff, Robert L.	11.42	Andreadis, Dimttries	25.68	Atwood, Robert T.	2.87
Alkas, Sam	69.15	Andreassen, H.	7.02	Aubert, Golden A.	3.96
Alleci Lawrence H.	2.41	Andreassen, Vagn M.	1.61	Aubin, Andre	91.99
Allen, Charles M.	8.24	Andrews, Edgar C.	45.17	Augulevicious, Frank	3.76
Allen, Clyde R.	9.87	Andrews, G.	21.13	Augustin, H. T.	.35
Allen, David	51.11	Andrews, N. R.	28.00	Austin, Charles B.	52.47
Allen, Earle R.	2.12	Andrews, Theo. G.	.59	Austin, Weldon E.	43.13
Allen, Francis G.	25.01	Andrus, F. W.	46.00	Avalon, Robert A.	27.54
Allen, G.	.01	Andry, Robtr J.	.24	Avelar, Walter	.94
Allen, George Arthur	14.93	Ange, Loyd	22.40	Avelis, Frank J.	11.86
Allen, J. L.	3.73	Angell, Mrs. A. A.	12.50	Avelleno, P. G.	36.00
Allen, Maurice L.	4.85	Angotto, G. J.	46.00	Avera, Charles L.	3.79
Allen, Russell E.	9.74	Annis, Albert A.	3.63	Avera, Edwin M.	1.34
Allen, Samuel F.	66.61	Anoyo, M.	6.00	Avera, Philip J.	6.13
Allen, Uiric C.	11.85	Antezak, Anthony B.	5.26	Avery, Arthur	7.52
Alley, John D. Jr.	16.00	Anthony, Joseph S.	92.16	Avery, Emmett L.	2.10
Allgood, Hugh A.	16.79	Antos, Steve	.01	Avogostan, A.	33.95
Allison, Blair	24.93	Anzer, Lawrence J.	5.51	Axelson, John A.	2.23
Allman, W. P.	8.61	Apiki, A. K.	1.00	Axt, Albert E.	4.00
Allred, James B.	.29	Apon(Jacobus	5.60	Aycock, Wilford B.	52.70
Alltmont, N.	17.63	Appleton, Olsen C.	1.40	Aycock, William B.	54.95
Ally, John	.86	Arabie, Joseph	.41	Ayello, Confesor E.	16.00
Almerico, Charles A.	17.26	Arrogast, Vernon Edw.	22.08	Ayler, Albert	.56
Aloi, Samuel H.	.45	Arbogast, Richard T.	9.90	Ayra, Kalcenvo	.39
Alongia, Sam	1.72	Arceneaux, R.	2.80	Ayers, John R.	43.46
Alonso, Francisco S.	33.59	Archer, Victor Sealy	2.23		
Alpers, Donald	11.38	Ardone, M.	1.98		
Alt, Kenneth C.	4.13	Arena, Louis L.	18.31		
Alvarado, Enrique	123.75	Arenson, Lawrence J.	21.34		
Alvaro, William	139.45	Argiz Cosme	.40		
Ambers, Ronald A.	10.95	Arguinzoni, Thomas	2.71		
Ambrose, Marion W.	1.34	Ariola, Francisco	11.18		
Amerault, Edward	5.37	Arlinghaus, Harold E.	18.73		
Amerault, Martin	2.72	Artl, Kenneth	8.26		
Ames, Joseph O.	1.98	Arma,Armo, Pio	9.24		
Ames, R.	.79	Arman, A.	2.00		
Ames, Vernon Lowell	6.07	Armesto, Ricardo	1.34		
Ammons, James C.	2.13	Armiger, N.	6.33		
Ammons, P. E.	47.00	Armod, M.	4.90		
Amon, Eugene	6.82	Arms, James R.	20.93		
Amos, Floyd R.	1.48	Armstorg, Ralph	28.02		
Amos, Leo Don	24.74	Armstrong, Ralph	7.82		
Amoto, Pedro	1.37	Armstrong, Richard J.	10.74		
Amundson, Carleton J.	2.41	Armstrong, Roy R.	.89		
Anagnostov, A.	2.84	Arnad, E.	10.80		
Andelim, L.	26.60	Arnau, William C.	2.23		
Anderson, Paul	33.24	Arndt, Frank W.	.85		
Andersen, Siguard P.	22.85	Arney, Willia F.	7.92		
Anderson, Adolph	2.11	Arnio, E. A.	.01		
Anderson, Arthur	2.91	Arnio, Eric	1.87		
Andehson, Arthur H.	129.99	Arnold, Eugene V.	19.22		
Anderson, Donald D.	3.26	Arnold, Frank Alfred	69.78		
Anderson, Ernest	9.24	Arnold, George M.	7.47		
Anderson, Ernest C.	5.26	Arnold, Olin W.	5.13		
Anderson, Ervin W.	7.48	Arnson, Leon	6.08		
Anderson, Eugene B.	1.42	Arras, Adrian O.	2.75		
Anderson, Floyd	37.14	Arras, William W.	2.06		
Anderson, Frank	2.34	Arroyo, M.	6.84		
Anderson, Frank W.	56.72	Art, Bernie W.	49.65		
Anderson, Fred M.	4.37	Arthur, Arvant	3.00		
Anderson, George	3.30	Arvantis, Anthanois	8.62		
Anderson, Henrick M.	5.17	Arzamendi, Joaquin S.	16.98		
Anderson, J.	.04	Arzamendi, Joseph	.02		
Anderson, J. T.	.46	Aschebrook, Ervin J.	22.59		
Anderson, Jacob C.	6.52	Ash, Andrew	8.08		
Anderson, L. H.	32.00	Ashe, Marvin A.	1.10		
Anderson, L. J.	7.76	Ashenfelter, Loyd E.	2.88		
Anderson, Lee J.	2.97	Ashford, Arthur C.	60.00		
Anderson, Leonard	1.37	Ashley, Floyd L.	.79		
Anderson, Levell	1.00	Ashley, Frank R.	10.74		
Anderson, Mike A.	3.56	Ashley, Wade	21.94		
Anderson, Niels D.	2.96	Ashmusen, S. G.	3.95		
Anderson, Norman D.	20.28	Ashton, Eugene	1.40		
Anderson, Richard G.	16.01	Ashton, Howard E.	1.37		
Anderson, Robert G.	20.66	Ashhurst, James H.	7.96		
Anderson, Robert H.	1.40	Ashwell, Warren K.	7.58		

Bailey, Alphonse D.	.86
Bailey, Charles W.	4.01
Bailey, Chester M.	9.61
Bailey, Delmar A.	18.18
Bailey, Edward E.	1.98
Bailey, Elwood N.	24.37
Bailey, James	1.05
Bailey, John C.	2.33
Bailey, Leonard	53.53
Bailey, Otis Cecel, Jr.	11.14
Bailey, Raymond L.	1.37
Bailey, Samuel	4.66
Bain, Chas., Jr.	33.59
Bair, Frank O.	17.58
Baizman, Abraham	2.75
Bakee, Myron A.	15.14
Baker, Edward A.	8.87
Baker, Ernest J.	1.36
Baker, Ernest J.	1.36
Baker, Joe D.	2.08
Baker, John	1.63
Baker, John D.	5.46
Baker, Kenneth P.	17.74
Baker, Lawrence B.	24.98
Baker, Lehman	.33
Baker, Lester	6.18
Baker, Norman	34.13
Baker, Walter	.17
Baker, William L.	10.05
Balambina, Eugene C.	.94
Balcom, Myron A.	41.30
Balcom, Walter J.	.24
Baldauf, Harold B.	4.01
Baldwin, Frederick R.	4.20
Baldwin, Garland P.	1.58
Baldwin, Robert J.	1.07
Baldwin, T.	4.75
Baldwin, Thomas B.	4.75
Bales, G. L.	.04
Balger, Francis	1.60
Baliman, John Jacob	3.93
Ball, Arlie A.	4.45
Ball, Smokey	35.11
Ballard, A.	.29
Ballard, A.	.01
Ballard, Alvin	39.84
Ballard, William R.	.46
Balnes, John	64.86
Balog P.	.45
Banach, John	7.80
Balough, Eugene	42.46
Bande, Wm.	2.13
Bandose, R.	16.84
Banducci, Joseph L.	.94
Bandy, Harold J.	27.06
Bandy, Rex	.72
Bandy, Thomas A.	20.09
Bane, G.	4.65
Banker, Charles A., Jr.	1.44
Banks, Harold C.	11.65
Banks, William G.	34.06
Bankston, E. E.	2.01
Bannister, Bert P.	11.52
Bannister, Leslie H.	14.40
Bapicz, Walter J.	2.88
Baptista, Manuel A.	8.28
Barbe, Shirley M.	56.34
Barbee, Glade R.	2.64
Barbee, Richard	6.77
Barbello, Peter	1.42
Barber, Charles E., Jr.	47.95
Barber, Elmer D.	3.17
Barbosa, Roy	3.42
Barbour, Chas. E., Jr.	.69

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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