

# SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

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No. 22

## Green Sees Wage Peril In Slave Bill

WASHINGTON — AFL President William Green charged last week that the NAM "which has consistently fought in the past against every decent measure to protect the public welfare and is still battling against such measures, now has the effrontery to claim that the anti-labor legislation which it actively sponsors will serve the public welfare."

Green, in a nationwide radio debate with NAM President Earl Bunting, declared that the NAM "is an organization dominated by the most reactionary, labor-hating interests in America."

Citing the NAM's record in opposing the child labor amendment, social security, housing legislation and price control, Green emphasized that "The whole purpose and intent of this legislation, regardless of the pious claims made for it, is to weaken the labor movement and make it impossible for unions to function."

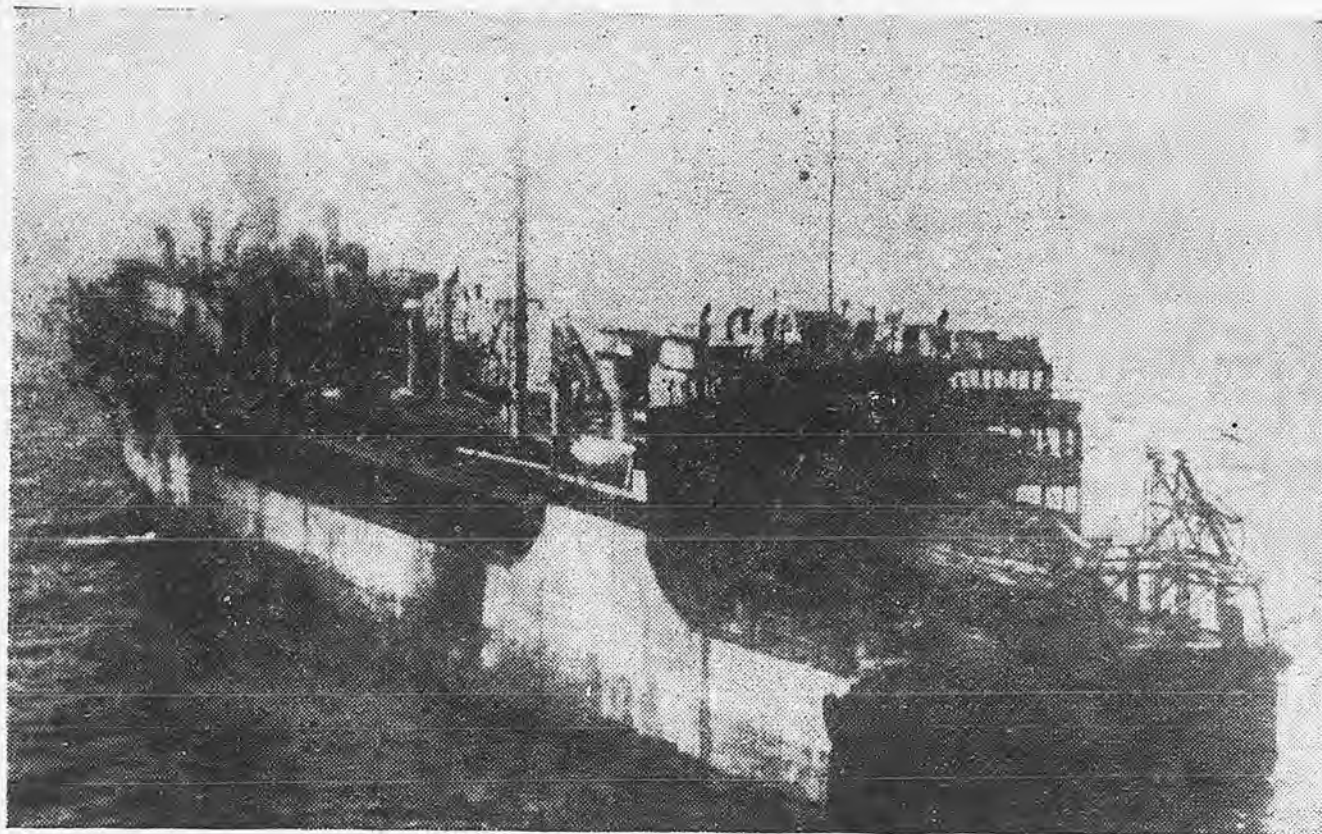
"The effect would be to undermine and destroy the wage standards established by unions."

"The result would be a slash in mass purchasing power and far lower production, because people would not have the money to buy what they need."

"Factories would be forced to shut down and millions of workers would lose their jobs. If that happens, America would find itself buried deep in another disastrous depression."

"The Taft-Hartley bill paves the road to such a depression. Labor would not be the only one compelled to travel that road. Merchants, professional people and the public as a whole would suffer."

## TANKER SPLIT IN TWO BY BLAST



The stern section of the SS Newhall Hills, Pacific Tankers, lies in the English Channel after the crew abandoned the ship which was cut in half by flames and explosions on May 24. Crewmen who went from the stern to the bow by boat, found the bowman, Edward Bolehala, dead. This photo was received in New York on May 24 by radio from London. (Press Assn., Inc. photo)



Edward Bolehala, AB, who lost his life when his tanker was rammed in the English Channel.

## Seafarer Loses Life In Newhall Hills Blast

With one man dead as a result of the explosions which rocked the vessel after being rammed by an unidentified trawler off Margate, England, the tanker SS Newhall Hills was towed into the Thames Estuary on Sunday, May 25.

The dead seaman was identified as Edward Bolehala, of Bridgeport, Pennsylvania, who suffered a concussion and other injuries when the collision with the trawler set off a series of blasts which ripped off the tanker's bow in the fog-shrouded English Channel.

Five fishermen were missing from the trawler.

Bolehala left Upper Merion

High School in his sophomore year in 1941 to join the merchant marine. He became an SIU member, and was active in the drive to organize the Isthmian Steamship Company.

Captain R. E. Lenahan, Master of the Newhall Hills, praised his crew for the "sheer guts" they showed in volunteering to man hoses and stand by the engines while a raging fire threatened the center tank. Explosion of that, he said, would have demolished the ship.

## SS Northwind Crewmen Win SIU Contract

JACKSONVILLE — Time almost ran out on the Seaway Lines, Incorporated, operators of that used-to-be slave ship, the SS New Northwind. Just about a month ago the company acceded to a 30-day interim agreement, first, however, granting a \$30.00 per month raise across the board.

This came about through the use of job action on the part of the crew, all members of the Canadian District of the Seafarers International Union.

Following the pay raise, the company resorted to stalling, and the time limit drew near without a contract being agreed upon.

The company called on its high-priced lawyer to beat down the Union, but the SIU arguments soon had him on the ropes. But still the company held out and hoped for a miracle.

The crew was prepared to use job action once again to gain a decent contract, and the company was well aware of this.

Just before the deadline, the company officials accepted the terms drawn up by the Union, and now the Canadian District is in possession of a closed shop contract covering all the unlicensed personnel on the ship.

### BIG JUMP IN PAY

Wage increases ranging up to \$95.00 per month were agreed to, and overtime for all work done in excess of eight hours daily will be paid for from now on.

This is far different from what went on previous to the time the SIU stepped in, when the em-

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## Three Texas Halls Are Closed; Galveston Will Service Area

NEW YORK—Word has just been received from Secretary-Treasurer J. P. Shuler that the Halls in Houston, Corpus Christi, and Port Arthur have been closed. Elected officials in those Branches have been transferred to other posts.

This action was taken on the basis of the Headquarters Report to the membership, and was concurred in by the membership in regular coastwise meetings.

The Port of Galveston will service the membership in all Texas Ports, and SIU members are to ship through the Hall in that Port.

Charles Haymond, former Houston Agent, has been transferred to Galveston, as has Graydon "Tex" Suit, Patrolman. Leon Johnson, former Port Arthur Agent, will work out of New Orleans.

Corpus Christi had no elected officials, and therefore no switches were necessary.

Brother Shuler has just returned from a trip to the Texas Ports, where he assisted Brother Haymond in closing up the Houston Branch, and where he made other changes in the SIU set-up in the Gulf area.

### ATTENTION!

When you are in Texas ports be sure that all crew replacements sent aboard your vessels are shipped from the Galveston Hall. This is the only port open in Texas at present. Anyone coming on board as a crew replacement who has not been shipped from the Galveston Hall is to be classed as a fink.

Protect your jobs! Protect your Union! Keep the finks off the ships we fought so hard to bring under contract!

## Contract Negotiations Continue Between Mathiasen And Seafarers

PHILADELPHIA — Following on the heels of the National Labor Relations Board's certification of the Seafarers International Union as collective bargaining agent, a Union committee swung into negotiations last week with Mathiasen Tanker Industries, Inc.

The negotiations are to establish wages and working conditions on the company's vessel, the SS Petrolite, the election aboard which the SIU won hands down. The final tally of ballots revealed a 27 to 2 vote in favor of the SIU.

The meetings between the com-

pany and union representatives are being held in this port.

In its counter-proposals to the SIU's contract demands, Mathiasen has shown a willingness to accept an agreement almost identical with that of the Pacific Tankers, Inc.

The Seafarers' negotiating committee, consisting of Robert Matthews, Headquarters Engine Department Representative, and several rank and file members from the Port of Philadelphia, is pressing for even better conditions, however.

Although Mathiasen has only the one ship now, several others have already been ordered.

# SEAFARERS LOG

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GEORGE K. NOVICK, Editor

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## Non - Union Unionists

There are a few men in the Union, making a noise out of all proportion to their numbers, who are going to make it difficult for the SIU to press for added benefits in the contract negotiations which lie in the future.

These men parade around as "super militants," while in actuality they are drawbacks to the further progress of the organization. In short, they are the gas hounds and performers who are constantly putting the Union on the spot.

The SIU has made it a practice to crack down on any operator who failed to live up to the terms of his contract with the Union. By such action, we have prevented any monkeyshines which would have weakened our agreements, and today we stand at the top of the maritime industry insofar as wages and conditions go.

*We want to maintain that leadership.*

Some members take a job from the board, set out for the ship, and never get to their destinations. While they start out in good faith, they stop in for a quick one, and are still holding up the bar when the ship sets sail.

Others get to the vessel all right, but are dissatisfied with the ship, the job, or the officers, and decide to pile off. They do so without notifying the Hall.

Another man may be on the ship for a few days before it sails, never saying a word, and going on about his business. Just before sailing time, this fellow starts to blow off steam, and refuses to allow the ship to sail until certain changes are made.

He may have a legitimate beef, but waiting until the last possible moment is no way to get a beef settled.

In all of these cases the Union is the ultimate loser. Many times the vessel is forced to sail shorthanded, and that cheats some other Brother out of a job.

The shipowners are watching these happenings with delight. This adds fuel to their fire, and when negotiations commence, they are sure to point out that certain SIU members have not lived up to the terms of the contract, while the Union has forced 100 per cent observance from the operators.

The Seafarers membership has expressed itself as being wholeheartedly against the actions of the performers, gas hounds, and phony last-minute-militants. Branch after Branch has passed resolutions condemning these fellows, and unless they take steps to halt their activities, the membership may be forced to take matters into its own hands.  
*That's a word to the wise!*



## Men Now In The Marine Hospitals

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

### NEW ORLEANS HOSPITAL

- A. BUCHENHORN
- C. PEDERSEN
- J. HARRISON
- G. CARUSO
- P. STOFFEL
- A. SANDY
- R. CHRISTIAN
- A. R. GUIDRY
- J. AMAYA
- H. DAUGHERTY
- P. La Cicero
- R. WRIGHT
- G. GREY
- H. HAMOND
- C. CASE
- F. HAMON
- J. O'NEILL
- W. BROSE
- C. MASON
- A. WALTERS

### NEPONSET HOSPITAL

- H. BURKE
- J. S. CAMPBELL
- L. CLARK
- E. FERRER
- J. R. HANCHEY
- C. LARSEN
- L. L. LEWIS
- L. TORRES
- C. SCHULTZ

### BALTIMORE HOSPITAL

- WM. BARGONE
- WM. KEMMERER
- WM. HENDERSHOT
- LORENZO BRIGIDA
- PEDRO GONZALES
- PETER LOPEZ
- MANUEL ROMERO
- EDWARD CAIN JR.
- THOMAS PHELPS
- RAYMOND NICHOLSON
- GORDON WALLACE
- ANO ANDERSON
- JOHN WEBB
- JAMES McMAHON (G.L.)

### SAN FRANCISCO HOSP.

- AARON McALPIN
- J. HODO
- JOHN KREWSEN

### BRIGHTON HOSPITAL

- D. KREWSKI
- S. WILUSZ (SUP)
- E. JOHNSTON
- H. SWIM
- P. MADIGAN (SUP)
- E. MOFIENE
- C. WALSH
- E. DELLAMANO
- D. BURLISON (SUP)
- J. MORRISON

## Hospital Patients

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

### Staten Island Hospital

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

- Tuesday — 1:30 to 3:30 p.m.  
(on 5th and 6th floors)
- Thursday — 1:30 to 3:30 p.m.  
(on 3rd and 4th floors.)
- Saturday — 1:30 to 3:30 p.m.  
(on 1st and 2nd floors.)

- P. KOGOY
- J. RUBERY
- J. MINNAHAN
- W. PARIS

### STATEN ISLAND HOSPITAL

- G. H. STEVENSON
- J. BURNS
- E. CARRERA
- A. M. BRANCONI
- R. G. MOSSELLER
- N. NEILSEN
- J. M. DYKES
- C. CARLSON
- E. E. CASEY
- J. M. BROOKS
- J. BUJEWICH
- F. NERING
- E. CHATARD
- J. B. CAUSEY
- C. MARTINEZ
- V. PLACEY
- A. RIOS
- MICHAEL PISKIN
- LEO RICE

### ELLIS ISLAND HOSPITAL

- M. MORRIS
- W. B. MUIR
- D. McDONALD
- C. RASMUSSEN
- J. KOSLUSKY

## SIU Takes Action Against Irresponsibles

The Union membership has taken steps to stamp out the practice of irresponsible Brothers who "sign on a ship and then walk off," without notifying the Union Hall or Ship's Delegate, thus threatening job security and the operation of the Union hiring hall.

Acting on a proposal submitted by a former crew of the SS Edward W. Scripps, SIU members in all ports have concurred in the resolution to invoke penalties against performers who thus cause "confusion and hardship on the rest of the crew and very often make it necessary to sail short-handed, or to ship a non-union man on a pier-head jump."

The original resolution adopted aboard the Scripps was drafted by the following crewmembers: A. L. (Blackie) Gardner, Eddie T. Driggers, Richard C. Lewis, James P. Creel, Charles R. Littlejohn, Santo P. Garcia, Jacinto V. Velondin, James L. Gates, Roger D. Still and A. (Blackie) Bankston.

Text of the resolution follows:

**Whereas:** The Union hiring hall and job security was won by the SIU after a long hard fight, and it is the policy of the SIU, for our own protection, to insist on our ships being crewed at all times by SIU members, and

**Whereas:** It has become a habit with a number of Union Brothers to sign on a ship and then walk off without informing anyone of their intentions, thus causing confusion and hardship on the rest of the crew, and very often making it necessary to sail short-handed, or to ship a non-union man on a pier-head jump,

**Therefore, Be It Resolved:** That any member, who signs on a ship and then deliberately walks off and misses the ship intentionally without informing the Union Hall or Ship's Delegate in time to ship a replacement, be fined the sum of \$50.00 for the first offense; and in the event the man pulls the stunt a second time he shall be brought up on charges and stand trial before a duly elected trial committee in the port where he misses the ship, or the port with the nearest Union Hall."

## Failure To Get Discharges From Hospitals Due To Misunderstanding Of Rules

By BENNY GONZALEZ

NEW YORK—Lately some of the Brothers have failed to get their hospital discharges honored and, in most cases, the reason the reason has been that they didn't know what they can and cannot do.

For the purposes of clarification, let's look at some of the shipping rules which apply to hospital cases:

Article 2 of Hospital cases means that if you are registered and go to the hospital, you must upon discharge clear through the Union Hall. If you have been in the hospital over 30 days you will be issued "a new shipping card dated prior to date of discharge from the hospital." However, you must clear through the Union Hall within 48 hours, as stipulated in Article 5 of the Shipping Rules.

### 30 DAYS OR MORE

Article 3 says that when a member has been in a hospital 30 days or longer, he will be given, on proper proof, a shipping card dated 30 days prior to his date of discharge. Members hospitalized less than 30 days will receive a card dated as of date of entry into hospital. But all hospital cases have to clear through the Union Hall with 48 hours after discharge.

Article 4 says that "any member receiving out-patient treatment shall have his shipping card stamped in the regular manner at the regular business meeting." This means you are treated the same as anybody else on the beach. You must attend all regular business meetings or else lose your shipping date. It is

highly essential that the Brothers understand the meaning of this article if the great number of beefs on this question are to be eliminated.

Article 5 clearly says that when a member has been discharged from a hospital, his hospital card will be honored at any Union Hall providing he reports within 48 hours after being discharged.

### REGISTER IMMEDIATELY

Article 6 says that if you are ill or injured and go to a hospital, you must, upon discharge from the hospital, report to the Union Hall immediately and register on the shipping list. Now, this is what you are entitled to if you have followed this correctly: When the ship you got off makes a trip back to the port where you left her, you have the right to go back on that ship—providing there is a vacancy. But in no event are you entitled to any other privileges of any other article in the shipping rules for hospital cases.

The most difficult and hell-raising beef of all arises when members miss the meetings and keep coming into the hall with a doctor's slip stating that "Joe Blow was under my care." There is no privilege attached to this whatever—and there is no mention of it in the shipping rules, which state clearly that you must have a hospital discharge and you must have been an in-patient. Remember if you are an out-patient, we can't honor your discharge.

Members who don't attend meetings for whatever reason they may have should not come

to the Union Hall the next day trying to get someone to excuse them. It's too late then.

However, if you send a letter, telegram, postcard or other communication in writing before the meeting, it will be acted upon by the membership and you may be excused and retain your shipping date. This is not a guarantee for an excuse. In fact, it does not appear specially in the shipping rules.

It exists by virtue of a resolution that was made in the past. Article 33 of the rules cover it, as follows:

### YOUR RIGHT

"In the event that anything happens not specifically covered by these rules, any member has the right to present his case in writing to the Union and have it settled by the membership at a regular meeting."

One more thing I want every member to know. When you have been on a ship less than 15 days and lose the job through no fault of your own, you are entitled to get your shipping card back. However, you must always get a pay voucher and bring it to the Hall when you come for your shipping card. If you don't bring the pay voucher, you'll have to go back for it. So it's easier to get it at the payoff.

In the event the company refuses to give a regular pay voucher, get a letter from them stating the date employment commenced and the date you were paid off. If you do this it will cut down a lot of beefing, and you will save time and money, too.

## Texas Branches Merge, Drive On Performers

By EARL "BULL" SHEPPARD

On concurrence of the membership in the recommendation of the Secretary-Treasurer, I have assumed the duties of Branch Agent in this Port.

Recently the Halls in Houston, Port Arthur, and Corpus Christi have been closed and the elected officials from the Port of Houston will work out of this Port.

This will give us quite a bit of territory to cover, but we should be able to do it with the elected officials from Houston and Galveston.

The gas hound situation has been causing quite a bit of trouble here, giving the Union a bad name. Some of the tripcard men would ship on a vessel, get gassed up and miss her at the last minute, and never report back to the Union Hall until they wanted another ship.

This has caused a lot of ships to be delayed, or to sail short-handed. A stop is being put to this, and all tripcard men are warned that, if they get off a ship without giving proper notice, their shipping cards will be taken from them.

However, all the gas hounds are not tripcard men. There are a few book members who hang around the beach here, and grab off jobs that are going to stay in Port.

They have no intention of sailing, and never bring up a beef until sailing time. Then they turn up gassed to the gills with a thousand phony beefs and hold up the ship for no reason.

Several of these men have already been put on charges and any of these other performers that act up in this manner can expect the same thing.

The Seafarers holds a record of using job action when necessary to get our ship's gains, and we are certainly not going to jeopardize that record by letting a few gas hounds in this Port, or any other Port, mess things up by acquiring a bunch of bottled militancy right at the last minute.

### WATERFRONT RACKETS

It seems like all of the waterfront rackets known are in evidence in some form or other in this area. We have had instances of men boarding ships and representing themselves as Union Officials when in reality they were there to roll our members into various phony merchant marine veterans organizations.

This has been going on all over the country and not only seamen but also service veterans have been victimized.

The LOG has repeatedly carried articles exposing the activities of these "saviours and benefactors," and will continue to do so.

The best guard against these racketeers, however, is to make any man coming aboard a ship show his Union credentials before he is even listened to.

An authorized SIU official has regular credentials and these are the only persons authorized to talk for the Union.

History has shown that these phony artists always crop up af-

ter every war. The thing to do is to keep the racketeers off the ships, hang onto your money, and build the Union, for it is the only real representative of the Seamen.

## Bell Workers Did Not Lose Their Strike

By BEN DOR

(LPA Columnist)

Recently, a friend of mine reminded me of the time, a few years ago, when he and I first talked about the chance of a real telephone workers union, and I said that it couldn't be done. Ladies and gentlemen of the long and short lines, here is my apology—plus the details.

I had had a lot of chances to see how big utilities could spend your dough and mine to beg, beguile and persuade their workers away from unions. And the strong arm stuff they were willing to pull when the sweet words failed.

When this friend of mine told me that the workers in the local phone company were getting union conscious, I smiled out loud.

It looked to me like a company official having the jitters because his kid employes were forgetting to say "sir."

How wrong I was. The kids have grown up, in understanding and courage, even if not so much in years. Even the hello-girls have developed in many places from the employe-benefit stage to the militant union level.

Their little local unions got together in a national federation. And the Federation pulled a strike against the American Telephone & Telegraph Corporation.

### BEAT BIG OUTFIT

Think of it, you oldtimers. Even before they had an international or a national union, they struck against the biggest corporation in the country.

This is a corporation that controls as much money as 21 American states put together. It is richer than U.S. Steel and General Motors put together, with General Electric tossed in.

And this young union took them on, and really made them know that they had been to war.

What did they get out of it? From Western Electric, the manufacturing arm of AT&T, they got 11½ per hour, the same base increase as the other big industrial unions got.

In the other parts of the industry, increases ranged from \$2 up. I'm told that the average would run around \$4 per week.

That \$4 figure is the payoff. It's double what AT&T is used to giving its workers as a wage increase, and it's double what the other big communications company, Western Union, gave its employes.

The increase was won the hard way. The negotiations carried

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JOHN W. MacKENZIE

## Trinity Victory First Assistant Real Watchdog

If the First Assistant Engineer of the Trinity Victory, Isthmian, was paid a commission for overtime he withheld from the crew, he must have cleaned up a small fortune on the last trip.

This is the considered opinion of the crew, all of whom ran into him at one time or another.

Here's the tale, as told by Coy Gilbert, FWT; John W. MacKenzie, Jr. Engineer; R. C. Guthrie, and H. R. Kirkwood, ABs.

All of them recently completed a trip on the Trinity, and after paying off in New York, came right down to the LOG office to give the lowdown regarding conditions on board the ship.

The crew signed on in New Orleans on January 1, and the new year got off on the wrong foot.

The First Assistant didn't wait long before he started throwing his weight around. First off, he refused to okay overtime for the Jr. Engineer for cleaning the lube oil purifier.

### COMPANY STIFF

Then he denied OT for blowing down and shocking the evaporator. Such operation is always classed as overtime, with one hour being marked up each time the job is performed.

By this time the First had his sea legs, and was ready to go to town. He worked the Wipers on Saturday afternoon, with a promise of free time off, no overtime.

One Wiper stated flatly that he wanted to be paid for his work in money, not in free time, and as a result, he was not allowed to work.

"Heard enough," grinned MacKenzie. "There's still more to come. Down in Texas this same character fired a Jr. because he put in for overtime for carrying engine room stores."

"And that's not all," chimed in Brother Gilbert. "He broke watches whenever he felt like it, stopped Wipers from sweeping out foc'sles, allowing one Wiper one hour per day to clean out two heads and two showers. To top it off, he locked up the rags, and doled them out one at a time. What a guy."

The other two veterans of the Trinity Victory were just listening during the interview, but now Brothers Guthrie and Kirkwood wanted to be heard.

"Don't forget to mention the Steward," reminded Guthrie. "He deserves a good blasting, too."

### OFFICERS FIRST

"That's absolutely right. The way he toadied to the officers was enough to make a man sick," said MacKenzie. "He would give the officers ice cream for dessert while the crew had no dessert at all."

"The Steward made sure that the officers had two bath towels apiece," he continued, "but the crewmembers got only one each. He put out napkins and toothpicks in the saloon, but not in the crew's mess."

"We could go on like this for hours, but you get the idea now, don't you," said MacKenzie. "All the officers had a low opinion of unlicensed seamen, and the only way we can change their minds is with the Union. That's what we're all waiting for."



COY GILBERT



H. R. KIRKWOOD

## Unions Apply For Cleveland MTC Charter

By STANLEY WARES

CLEVELAND—The American Federation of Labor Maritime Trades Department has been petitioned for a charter by the local Port Marine Council. It is believed that this is the first port on the Great Lakes to make application. If so, Cleveland is mighty proud she is first.

The charter application was acted upon at the May 16 meeting of the Port Council at which delegates from all member organizations were present. In attendance were the delegates from the following unions:

Masters, Mates and Pilots; International Dredge Workers Association, Local No. 5; Tug Firemen and Linemen, Local No. 3; International Longshoremens Association, Local No. 1317, and the Seafarers International Union.

In applying for the charter, the delegates specified that all of the above AFL affiliates appear on the charter, plus the International Teamsters and the Licensed Tugmen P. A. Local No. 5. The application was directed to John R. Owens, Executive Secretary of the MTD.

A general discussion centering on the best means whereby each member union could help the others when the need arose drew much attention from the delegates.

Delegates also discussed the problems of their respective unions and outlined plans for the future.

The council will operate with the present temporary officers until after the MTD meeting in October, in accordance with a motion passed.

## Shipboard Treatment Of VD Poses Multitude Of Dangers

BY JOSEPH VOLPIAN  
Special Services Representative

One of the popular beliefs since the war is that penicillin and sulfa are wonder drugs evolving overnight cures of all diseases known to man. Unfortunately for mankind, this is not the case.

So far medical science has not provided us with that panacea, but has given us penicillin and sulfa as drugs with definite limitations and purposes.

One of the greatest uses of the drugs is in the treatment of venereal diseases, but even here the drugs are limited and, more important, pose many dangers when administered by a person other than a doctor.

In recent weeks the Union has received complaints that some companies have neglected to place penicillin and sulfa drugs aboard. It must be pointed out, however, that merely placing the drugs aboard will not take care of the treatment of VD.

It is to the members' credit that they are anxious to have the drugs aboard should the occasion arise for their use, but there are several dangers to keep in mind.

### NOT QUALIFIED

A Purser or a Captain is not a qualified physician. They know little or nothing of the dangers and consequences of these pow-

erful drugs. Aboard ship there is no laboratory where diagnoses can be made.

Also there is no provision for microscopic examination to determine whether the seaman is able to withstand the treatment should it be administered.

Because ships do not carry doctors, there are a multitude of dangers in placing the treatment of a suspected disease in the hands of a Purser or a "foc'sle doctor."

The average person has been led to believe that penicillin and sulfa are wonder drugs, and a



couple of shots of penicillin, or the munching of a few sulfa pills, will restore one's health.

Medical men who work with the drugs do not share this belief. They realize that both drugs are very powerful and are still in the experimental stage.

They know that they have performed some miraculous cures, but they also know that the drugs have killed and crippled when administered by the wrong persons.

A few examples of what can and has resulted from improper treatment should alter the average person's opinion of these drugs:

### CAN CRIPPLE

Sulfa drugs are known to have caused serious kidney infections when the crystals of the drug

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## Telephone Workers Made Gains In Recent Country-Wide Strike

(Continued from Page 3)

on by the leaders were backed up by the steady faithful picketing of the rank and file.

Older, experienced unions were so impressed by the performance of these newcomers that they pitched in to help. But it was the work of the telephone unions themselves that kept the picket lines going, in some cases for almost seven weeks.

### ONE GREAT LOSS

There was one great loss in the strike. It's one that every union member should be thinking about today, because it was our loss, too. The union was unable to make AT&T negotiate on a national basis; the strikes had to be settled locally, on a plant-by-plant basis.

The fight that AT&T carried on against industry-wide bargaining is the same one that we're all up against in Congress right now.

If the bitter-enders in Congress get away with it, none of us will be able to sign an industry-wide agreement any more than the telephone workers were able to get one.

By standing them off, AT&T made its contribution to the fight on the Hill; if AT&T had signed an industry-wide contract with this new union, our case on the Hill would have been strengthened.

When the telephone workers got licked on this issue, you and I got set back too.

I'm interested in seeing what happens inside the Telephone Federation now. Will the union members see how much they have won, and why they couldn't win the industry agreement too?

Will they come back for an-

other crack at industry-wide organization, or will they give up on that part of the fight?

Will they see themselves as part of the whole American labor movement, fighting the same battle we're all fighting?

Or will they go off in a corner by themselves, licking their wounds as though they are the only ones that have them?

## Mr. Dooley On The Open Shop

Although Finley Peter Dunne, the creator of Mr. Dooley, has been dead many years, the words he put in Mr. Dooley's mouth ring true today.

When Finley Peter Dunne was in his heyday, the bosses were up in arms against the closed shop, using the same false reasoning which their descendants are using today. In a few well-chosen words, Dunne knocked the bottom out of all their arguments.

Here is what Mr. Dooley had to say about the open shop:

"What is the open shop? Sure, 'tis where they kape the doors open to accommodate th' current stream av' min comin' in t' take jobs cheaper than those what has th' jobs."

"'Tis like this, Hinnessy. Suppose one av' these free-born citizens is workin' in an open shop for the princely wage av' wan' large iron dollar a day av' t' in hours."

"Along comes another son av' a gun an' he sez t' th' boss, 'Oi could handle th' job nicely f'r ninety cints.' 'Sure,' sez th' boss, and th' wan dollar man gets out into th' crool wuruld t' exercise his inalienable roights as a free-born American citizen an' scab on some other poor divil."

"An' so it goes on, Hinnessy. An' who gits th' binifit? True, it saves th' boss money, but he don't care any more f'r money than he does f'r his roight eye."

"It's all principle wid him. He hates t' see min robbed av' their indipindence, regardless av' anything else."

"But," said Mr. Hinnessy, "these open shop min ye men-shun say they are f'r unions if properly conducted."

"Sure," said Mr. Dooley, "iv properly conducted. An' t'here ye are. An' how would they have thim conducted? No strikes, no rules, no controls, no scales, hardly any wages, an' dam few mimbbers."

Mr. Dooley discharged himself of his remarks around the turn of the century, but they are of at least as much point now as when they were written—maybe more, in view of the Hartley Bill.

# Propellerless Galbraith Has Hectic Narrow Escapes

When the SS Frederic W. Galbraith lost her propeller off the African Coast shortly after noon on May 11 it was but the beginning of a series of hair-raising, breath-taking incidents. For, according to the report of the vessel's tribulations just received, there's nothing worse than a rudderless ship, except one that is floating around minus her screw.

The trip, which packed more thrills than a raft of Hollywood melodramas, started in Savannah, Ga., April 2, when the Galbraith left for Norfolk to pick up a load of coal destined for Venice, Italy.

The cargo was discharged there May 1 and the ship set out for Ceuta, Africa, for bunkers, with arrival in that port scheduled for May 12. After that, the States was to be the next stop.

But the States wasn't the next stop.

In fact, the next thing says the report, which was received by Slug Siekman at the New York Hall from a friend in the Galbraith crew, "was a jar which we felt about 2 p.m., May 11, and the ship started to shake all over."

## 'LIKE A BRICK WALL'

"It felt like we had run into a brick wall," the report continues.

All hands left the messhall on the double to see what had happened. What they discovered didn't appear to be too bad—at the time. Nothing a little tow job couldn't overcome. A radio message went out to Gibraltar for a tug to tow the Galbraith into port.

Meanwhile, the helpless ship, which is operated by the South Atlantic Steamship Line, began drifting slowly in a southerly direction, although not rapidly at first.

By the time night fell, aid had not arrived. "We drifted all night," the report goes on, "and at daybreak a heavy fog fell in."

"Land was nowhere in sight, and we couldn't have seen it anyway. Finally, it lifted a little. All we could see was rocks.

"We were bearing down on them—and there was no way to stop the ship," the crewmember continues.

Something had to be done to ward off the approaching disaster—and done fast. And done fast it was. A sail was rigged on the No. 1 hatch, a trick which saved the day—or the moment, at least.

"Everyone was happy, but the worst was yet to come," the report states.

## FEELING BETTER

With all hands heaving a sigh of relief, an anchor was dropped and the wait for the tug began. There was about 42 fathoms of water, the anchors were holding and land was about eight to ten miles off. The harried Galbraith men were feeling a bit more comfortable.

But the anchor started to drag and a second one was tossed over, thus checking the drag, but only slightly. The anchor was dragging steadily with the advent of darkness.

The ship was then five miles off shore. The outlook was bleak and the crew sensed insecurity in the whole situation.

"With darkness came the wind and rain, and by midnight it was blowing up a gale," the crewmember's report says.

"Sea-bags were packed. Everyone was ready to go. We dragged closer to shore. It was pitch black outside."

Land was dimly visible in outline about 2:30 a.m. But the outline was assuming greater proportions as the stricken Galbraith moved slowly closer and closer to shore. A charting of position revealed the vessel was only three-tenths of a mile out.

Everyone aboard fidgeted impatiently for the break of day. They wanted, at least, to see what they might hit.

"With the wind and the seas blowing up steadily, the crewman writes, "there wasn't a chance, if we should hit the rocks. No beach was in sight. All we could see was a cliff straight down. If we got closer to that it would break up the ship before we knew what happened."

## LIKE IN THE MOVIES

In the best traditions of thrilling fiction, the first shafts of light began poking through the low hanging clouds, just as the Galbraith was about 100 yards from the rocks, with no help in sight. The scow's hours are numbered, mused her crew.

Tugs had been dispatched from Gibraltar the previous day but had been held up by the wind and seas. But the tug from Oran reached the perilous scene in the nick of time. She hove into view at 4 p.m.—the day was May 14—and everything was under control.

By 7 p.m. the tug had the exhausted Galbraith in tow. They were under way at 11 p.m. The report, which was written as the vessels made their way to port at about three knots, concludes as Oran became visible from the deck.

"The old saying," it says, "that goes: 'Like a ship without a rudder, he wandered around,' was made by a man who evidently hasn't been on a ship that has lost her propeller."

## Canadian Seamen

Members of the SIU have a long record of supporting other unions in a just beef. For this reason, all Seafarers are urged not to purchase the Vancouver Daily Province, a scab newspaper, set up and printed by non-union labor.

The Vancouver, B. C., SIU Branch is supporting the International Typographers Union, AFL, both morally and physically in their eight month old strike.

When in Vancouver show your contempt for the scabs by refusing to buy a newspaper put out by strikebreakers. This will help the ITU members to win their strike for better wages and conditions.



By FRENCHY MICHELET

For the benefit of those who haven't made the West African port of Casablanca lately we want to report a development of outstanding interest—**You may now get \$130.00 in American silver coins for \$100.00 in currency.**

Brother Michelet can assure you that it's good dough because he has bitten his merry way through so many stacks of half dollar pieces that he feels like a guy who has lived a week on an exclusive diet of Shuler's biscuits.

Unfortunately, Casablanca just popped up on the boys out of a clear blue sea, for this rusty old Liberty, the Arnold Bernstein "Salvador Brau," left Galveston supposedly bound for Marseilles, consequently relatively few of us had American dough to trade.

Nevertheless, our cigarettes brought us Moroccan francs galore and there's plenty to buy. The port boasts numerous well-stocked box-like bazaars where a babble of voices in a medley of tongues offer outlandish wares to the passersby.

## BARGAINS GALORE

Luxurious handwoven rugs of exquisite design are available for the exchange value of a few cartons of cigarettes (preferably Camels) and the hammered gold, silver and brass shown in a few of the shops are works of such artistry that they are calculated to square a beef with the most shrewish frau on earth.

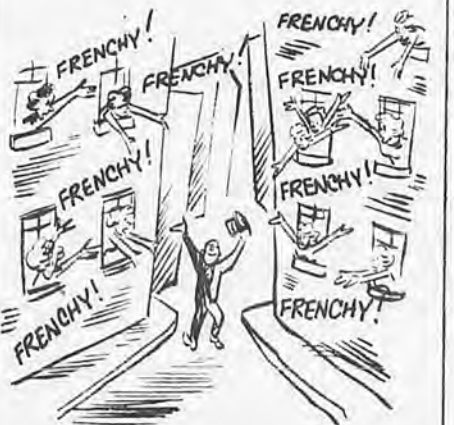
Or, if wasting good dough on such mundane things rubs you against the grain, then there's wares for the discerning as well.

Just grab yourself a hansom and chop-chop through the Casbah where Christian, Jew and Arab dolls vie with one another for partners in the oldest game in the world.

We recommend the Arabian girls, for in addition to being the youngest and prettiest (some are 14 and 15), there's the lure of the Mussulman taboo as well. The Army has carefully concealed the number of soldiers who were mutilated and murdered "polluting" Arabian girls, but you can take our word for it that the figures run high.

There's a swell crew aboard this scow with a real union spirit animating them all even though the majority are trip carders.

Frank Fullbright is Ship's Delegate, and he has done much to



keep things running smoothly. Frank's one of the charter members of the organization. He's been everywhere and done everything and is a damn good man to have aboard. Then there's Julian "Sammy"

Newman, John Howell, "Red" Wallin and "Blackie" Makowka—all book men whom we've sailed with before and all right guys.

The Bosun is one Joseph Patrick Shaughnessy, a Boston Irish trip carder who is going to make one swell union man.

He's a good sailor, a hard worker at sea and a good guy to prowl the beach with—all of which adds up to our idea of a first class seafaring man.

## GIN MILL POET

There's a real character aboard, too. A gin mill poet, empiric philosopher and sometime sailor who's a riot when the beer gets to flowing freely.

His name is Danny Graves, but he's better known around monkey-wrench corners as "The Deacon."

The Deacon is a self-confessed philosopher of the Atomic Age. He has a better slant on life than Hume and Schopenhauer and all



the other sourpusses who have gone before, for the Deacon's philosophy is of the earthy "eat, drink and be merry" vein.

"You should loop 'em fore you scoop 'em," the Deacon says. And with this inestimable gem of wisdom we leave you, for the master has spoken; and, thumb the dog-eared nautical almanacs as you may, you won't find sounder counsel for a seafaring man!

# SS Northwind Crewmen Win SIU Contract

(Continued from Page 1)

ployes worked as much as 16 hours daily for \$75.00 per month.

(Schedule of new salaries, as compared with the old, appears below.)

All unlicensed personnel earning \$200.00 per month or more will be paid \$1.10 per hour for overtime, while those earning less than \$200.00 will receive \$.85 for all work in excess of eight hours daily.

Overtime will be paid for Sundays at sea and in port, while only Saturdays in port will be considered overtime days.

## P&O CONDITIONS

As in all SIU contracts, there are nine paid holidays each year. All the other conditions agreed to by the company are the same same as those embodied in the P&O contract, which is among the finest in the industry.

In the negotiations, and in the action which forced the company to see the light, the SIU was represented by James Hanners, Jacksonville Agent, and William T. McLaughlin, of the Canadian District.

Winning this contract from Seaway Lines is a big step forward for Canadian seamen.

For many years these men were forced to work under slave conditions for meager wages. The Canadian Seamen's Union, which was nothing more than an arm of the communist party, did nothing to alleviate their plight, and year after year the situation grew steadily worse.

Now that the SIU is in the field in a big way in Canada, things will start to look up for Canadian seamen, and soon they will all be enjoying the benefits which have been won by SIU members on this side of the border.

## Northwind Wage Scales

Rating	New Salary	Old Salary
Chief Cook .....	\$250.00	\$175.00
Second Cook .....	210.00	165.00
Third Cook .....	190.00	165.00
Fourth Cook .....	175.00	100.00
Fifth Cook .....	170.00	120.00
Night Cook and Baker .....	200.00	Not used before
Crew Cook .....	200.00	155.00
Butcher .....	215.00	150.00
Chief Pantryman .....	190.00	120.00
Second Pantryman .....	175.00	100.00
Utility .....	145.00	75.00
Chief Steward .....	300.00	190.00
Second Steward .....	215.00	170.00
Deck Steward .....	145.00	75.00
Lounge Steward .....	145.00	75.00
Head Waiter .....	190.00	140.00
Dining Room Waiters .....	145.00	75.00
Linen Keeper .....	160.00	90.00
Bed Room Steward .....	150.00	75.00
Bartender .....	180.00	90.00
Chief Stewardess .....	170.00	75.00
Assistant Stewardess .....	150.00	75.00
Cabin Stewardess .....	145.00	75.00
Bosun .....	202.50	150.00
QM .....	164.00	95.00
AB .....	164.00	95.00
OS .....	145.00	75.00
Utility Plumber .....	225.00	Not used before
Oiler .....	164.00	95.00
Fireman .....	150.00	90.00
Wiper .....	162.00	90.00

# Ah, The Good Old Bathless Days Sailing On A Foreign Flag Ship!

By J. F. CURLS

A few years ago I walked over the gangway and dropped my seabag on the deck of my first ship. She was a Dane, docked at the sugar refinery in New Orleans.

I felt some misgivings about sailing on a foreign ship, but it was the only job to be had at that time and I knew little or nothing about unionism.

My ambition was to become a sailor to see the world and to do the things I had read or dreamed about.

I wanted to see those places where copper-skinned girls swarm around you, smother you with flowers, make love to you in native fashion, and sundry things that today are too damn silly to mention.

I was standing there on deck, my mind occupied with such fancies, when up walked a fellow who asked me what the nature of my business might be.

From the looks of his clothes I knew he must be one of the longshoremen, so I politely informed him that I was a sailor of the seven seas and that my business was my own.

## MEETS THE SKIPPER

I didn't like the look on his face when I said that, however, he just studied me for a few minutes with amused interest and finally walked off laughing to himself. That was my first interview with the Captain.

I looked for the Bosun, but I discovered they didn't carry one. That was the Chief Mate's job. It seems all the Mates worked on deck while in port.

We sailed down the river the next morning bound for Santiago, Cuba.

A boy named Walker and myself were the only Americans on board, both of us Ordinary Seamen. Our wages were fifty-five

dollars a month and for "accepted" overtime we received seventy cents an hour.

That wasn't so bad except for the fact that American seamen were receiving much more, not only in wages but in other benefits such as good living conditions, better food, representation, etc.

I knew nothing about that at the time, being under the impression (created by the skipper) that the American seamen were grossly underpaid and overworked.

The first day out we spent in cleaning up the ship. I didn't make any mistakes that day as the only tool I had to use was a broom.

I was a little disappointed, though, at not being allowed to steer, but it seemed the Ordinary Seamen did not stand a

watch. They worked on deck. Two Able Seamen constituted a full watch.

I was told I might persuade an AB to let me steer for an hour or so on Sunday if the weather was good—it didn't require much persuasion.

I carried it to the ladder and stood there. The launch was alongside with the Pilot, who was standing in the bow waving his arms.

The Captain called me stupid, the Pilot called me something in Spanish which sounded worse. Apparently that little line was

of some importance, but in what way was more than I could fathom.

That was just one of many blunders I made during the trip, but through trial and error and a bruised backside I managed to correct them.

We spent three days loading sugar. The Cook got drunk and couldn't cook. The Steward sold all the stores to the natives so we didn't need a cook. We ate papaya and bananas all the way back.

The day before we arrived in New Orleans, Walker and I were sweeping down the boat deck when the Captain walked up to us.

He wore a snow white blouse with bright gold epaulettes, an Admiral's high pressure, duty dungarees and tennis shoes with the toes cut out to relieve his bunions.

What impressed me most was his benevolent manner. He smiled at us and asked Walker if he would like to make another trip.

Walker assented and was given a friendly pat on the back by the Skipper along with a hearty pep talk.

In my turn I refused his invitation point blank and received the surly reply, "Move the broom faster."

It wasn't until a few years later that I was capable of making any real comparisons. That is, until I had become a member of the SIU. Only then did I fully realize what organization and representation can accomplish for the working man.

All this may be scoffed at by the oldtimers who have experienced conditions far worse, but it will tend to show the younger element just how far the Seafarers has advanced in the past five or six years.



Some people are just skeptical but, believe me, that eight-ten-



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# Steamboat Lowdown; Nobody Believes His Yarns

By "STEAMBOAT" O'DOYLE

Why do sailors have such a reputation for telling tall tales? People will usually take a landsman's word for something, but as soon as they learn you are a seaman they want proof for every statement you make.

Personally, I'm getting tired of having people doubt my word and call me a liar every time I describe one of my experiences at sea.

For instance, I came home from one trip and told how an octopus was sucked into the hot well in the engine room.

I don't see what is strange about that, as powerful pumps are sucking in sea water all the time.

But when I told how we had to remove the manplate to get the octopus out, and how he got away from us and climbed up into the steamlines, opening and closing valves with all eight of his arms,—well, that was too much for them to believe.

Some people are just skeptical

tacted monster had us pretty busy readjusting all the machinery.

## 8 POINT LANDING

The whole black gang was fighting him, but he was a good wrestler and held us all off with his eight arms, and even picked



up a wrench with which he knocked out the Engineer.

Finally we had to call the Deck Department for reinforcements. With their aid we got him pinned down with two Ordinaries holding each arm.

When I tell people this story they look queer and tell me to stop drinking. Really, it's very

irritating to have doubt cast on my word in this manner.

Most people have heard of the Sargasso Sea, composed of miles of seaweed, but when I tell them of the Soapy Sea they look strange.

Those of us who have been through the Soapy Sea know that it is caused by large deposits of soap on the ocean bed, which form great mountains of suds through the action of the waves.

If a ship has been through there ahead of you it will often kick up enough suds to soogee your whole deckhouse. You only have to lean out a porthole to wash your face. And yet, strange to say, there are people who look unbelieving when I tell them this.

## SUPER CHARGE

Shore dwellers will believe all kinds of freakish tales about lightning, but do you think they would believe that I saw a bolt of lightning write "A.C. Current" on the stack?

So far, however, I have not told anyone this, as I am afraid their reaction might be incredible.

I once saw a guy with "Emily Parker" on his chest. He has been coming down from the crow's nest, when lightning branded the ship's name on him.

Yet, although you could read it there in black and white, his



wife refused to believe this story and threatened him with divorce.

It is very discouraging. All kinds of interesting things happen at sea, but what is the use of telling people when they won't believe me?

My faith in human nature is being ruined. Why can't there be a little more trustfulness in the world?

# San Juan Signs Shoregang Pact Giving SIU Top Wages, Holidays

By SALVADOR COLLS

SAN JUAN — After three weeks of huddling with the companies, we have signed a new shoregang contract which is the best ever on the Island.

The agreement has as its major gains the increase of holidays from ten to nineteen and the wages from 80 to 95 cents per hour. With this new set-up, we are continuing in the true SIU style of being the first in the field and setting the pace for the others.

The men of the SIU covered by this contract are now the highest paid men on the Island of Puerto Rico except for those in highly skilled positions.

Over in Fajardo we are concentrating our organizing efforts on two tugs and from reports we are meeting with encouraging success.

We have quite a few pledge cards from these men and if things continue as they are we may have something favorable to report in the near future.

## BLOCKADE

Negotiations by the ILA and UTM to gain new contracts are proceeding quite well except for a blockade put up by a guy named La Rocca, who is living up to his name, La Rocca meaning "The Rock."

All efforts to budge this guy have been fruitless and because of his stubbornness we may have to tie up a few ships to jar the rocks loose from his head.

I have been meeting with the ILA and UTM in respect to forming a Maritime Trades Council. Both organizations look favorably upon the idea and we will probably lay the groundwork when they finish with their negotiations.

Here at the SIU Hall shipping is really up on its hind legs. In the past three weeks about one hundred men in all ratings have

been put aboard ships. It seems that most of the men who payoff here are taking planes back to the States and as a result only ten men are registered here at the moment.

If a large order comes in for men I'm going to find it difficult to make up a crew on short order.

Beefs on the ships that have been hitting port are at a minimum. The majority of the beefs pertain to crewmembers who forget that they have to stand their watch or turn to the morning after a hectic night ashore.

## ACHING FEET

My major beef at the moment is one that involves our janitor here at the Hall. Augusto, as we call him, has a peculiar dislike for shoes. Two times I've fired him for not wearing shoes and each time his excuse has been that they were in hock.

Both times we got together and gave him the dough to bail out his shoes, but after wearing them for a day or two the shoes are soon back at "Honest John's."

Since his last visit to the pawnshop, Augusto has not shown up at the Hall as I told him not to show his face unless he was wearing shoes.

In the meantime we are without a janitor. Can anyone give me a hand in settling this beef? (Editor's Note: Sure can. Just see below.)



# Says Lakes Seamen Are Fed Up With The Phony Promises Of NMU

By ROBERT DODD

BUFFALO—At long last, the Port of Buffalo is ice-free, and the rains have taken its place. Ships are really on the move in and out of the harbor, and more and more men are coming into the SIU hall.

They ask about the SIU, sign pledge cards and take out books if they're on unorganized vessels. Otherwise, they're all ears to find out more about our current gains and program for the Lakes seamen.

Whenever mention of the NMU comes up, these men all express the same thought. As far as they are concerned, the NMU is finished on the Lakes.

It's only a question of time, before the NMU is forced to close up shop, and move to a more fertile territory where their record of sellouts, and phony deals is unknown. Though we can't imagine where that would be!

And the SIU is supposed to have no program according to the NMU propaganda rag, the Pilot! Men on the Hanna and

Wilson fleets, among others, know. They know that we secured the 44-hour week on the passenger boats. Now we have the 40-hour week on the sand-boats.

If dishing out empty words is having a program, then we in the SIU want no program. However, our actions speak louder than all the words that any phony outfit can spill out.

Another action note—I guess that Milwaukee Clipper strike of two days duration, when the SIU won its demands, shows what a little direct action will accomplish. After all other AFL Unions in Milwaukee swung in behind our solid strike, it didn't take the Clipper management long to see the light of the SIU day.

Lakes seamen sailing Hanna, Wilson, Huron, Wyandotte, and all of the other fleets that the SIU will petition this year will have the same kind of solid SIU support and AFL backing.

They know that. That's why they are for the SIU so overwhelmingly.



# Seafarers Campaign Will Finally End Slave Conditions On Lakes

By HENRY W. CHAPPELL

TOLEDO — The tremendous progress made by the SIU in bringing union conditions and a fair wage to the men on the Great Lakes has done more than any other factor to put an end to the slave conditions that existed on the inland seas only a few years ago.

To men who have enjoyed an SIU contract for many years, the days of working for board and room and being bumped out of a job by a company relative are only stories they have heard from old-timers.

Some men are inclined to take such stories with a grain of salt. Such conditions, they think, could never have been, but, unfortunately, they did exist.

I recall in the late twenties and early thirties when the Skippers of certain Great Lakes ships would come into the Lake Carriers Halls and recruit men to fit out their ships with just the payment of board and room.

## LCA CONDITIONS

The men who did this would work six hours a day, just as if they were on the payroll. Then they would go ashore and burn their smokes from guys holding more favorable jobs.

If you were dissatisfied with this set-up and protested to the Lakes Carriers shipping masters, you were told that if you didn't like it you didn't have to do it, but if you want to ship out you had better keep your mouth shut and do the work.

In those days even if you had worked through all the bad weather and laid the ship up for the winter, there was always the possibility of some Mate or Engineer shipping whom they

pleased when spring opened the Lakes.

All the work you did in the fall was for nothing if a Mate brought his cousin aboard to take your job, and this happened all too often.

"This condition still exists on certain ships here, but it is simply a question of time until the SIU membership and officials make these finicky conditions a thing of the past.

If we go all out to crush this phony practice we will be putting an end to a practice that is hanging over from the "old days."

## ON THE ALERT

We now have a chance to gradually bring the entire Great Lakes under the banner of the SIU and in so doing knock the Lake Carriers off their feet for good.

Recently I received a copy of a circular being mailed to seamen aboard Lake Carriers ships by the phony Lakes Seamen's Union.

I want to quote the last line of paragraph seven of the throw-away: "We think hard work and an honest seamen's program will do more for us than cash."

Noble sentiment, indeed. The only program this outfit has in store for the Lakes sailors is to throw a monkey wrench in the machinery of the one legitimate union on the Lakes.

They are doing their best, too, judging by the delays they have caused in the elections on the Lakes.

We in the SIU think that where hard work is found there should also be some hard cash.

# Galveston Calls For Firemen, Other Ratings

By R. W. SWEENEY

GALVESTON — Last Sunday the SS Pan Massachusetts caught fire in Texas City, but this time the townspeople did not go down to the docks to watch as they did when flames hit the Grand Camp.

Instead, they headed for the wide open spaces, hoping that those who remained in the city would not be caught in another disaster.

Thus do our people learn not to monkey with fire. The Massachusetts was towed out into the stream, and the fire put out before much damage occurred, but Texas City residents gave the docks a wide berth until everything was under control.

The Corpus Christi Hall of the SIU has been closed up in accordance with recommendations of the Agents Conference, and jobs for that port will be sent from this Hall.

We are doing all in our power to abide with the spirit and letter of the Agents' recommendations.

Shipping is good here, but business is slow. We have the same trouble as other ports inasmuch as we also have a shortage of rated men.

Firemen especially are needed, with some ships being forced to ship short of qualified Firemen.

If there are any Seafarers holding this type of rating who want to ship out of Galveston, it can be arranged by just a simple wire. If a job is open we will notify any who communicate with us.

# Job Insecurity, Two Stew Pots Turning Gt. Lakes Seamen To SIU

By MAURICE DOLE

ASHTABULA—Here's a sample of those open shop conditions existing aboard a number of unorganized Lakes ships: Crewmembers of the SS Frank Purnell, Interlake SS Company, report that the Skipper and Chief Engineer aboard their ship have nice juicy steaks served to them along with other choice food, while the crew has to be satisfied with whatever they toss at them. Take it or leave it.

This could never happen aboard an SIU-contracted ship. On SIU vessels, there is no distinction between the crew's mess and the officer's mess. Everyone eats alike, and they get the best possible food that money can buy.

Job security is something else which no seaman aboard an unorganized ship can enjoy. On these LCA ships, a man can never be sure that he has a job unless he's related or friendly to one of the bosses.

Otherwise, you're liable to be fired to make room for one of

the bosses' friends, and stay on the beach until the bad weather fall sailing. That happens plenty.

I see where this phony outfit, the Lake Sailors Union, is sending letters to the Lakes seamen on all LCA ships. They're just a small outfit with one contract covering the Cleveland Giff ships.

They must be getting money for all of their propaganda from sources like the Lake Carriers, who would give anything to keep the SIU off LCA ships.

However, Lakes seamen have gotten a bellyful of these lousy conditions. They're sick and tired of open shop conditions with no job protection, subject to the bosses' whims.

That's why Lakes seamen are going for the SIU. They want SIU contracts and conditions, because they know that the SIU leads the field when it comes to wages, overtime, working and living conditions.

# NMUer, Marine Veteran, Gets Raw Deal, Comes To Seafarers For Honest Unionism

By JOHN ARABASZ

BALTIMORE—After the war ended, the National Maritime Union made a big fuss about the return of GIs from Europe and Asia. This move was undoubtedly inspired by Joe Stalin because as long as our soldiers were in foreign countries in great numbers, this presented a threat to Russia's grab-all policy.

The NMU even held a phony one-day work stoppage for publicity, and the Pilot published story after story on what the union was doing for returning veterans. Now that the bulk of our men are back in the States, a fact very satisfying to the communists, the new NMU policy is, "to heck with the vets."

This new policy is brought out by the story given to me by a fellow who came into the Hall recently and asked for an SIU Permit in return for an NMU Book. Of course, I asked for his reasons, and here is the story he told.

## MARINE CORPS VET

His name is Lester L. Long. Book Number 115413-DK. He joined the NMU in the Port of Norfolk on January 5, 1945, and was issued his book on January



LESTER L. LONG

18. He paid his dues from January to September, 1945, during which month he was accepted by the Marine Corps as a volunteer.

Long saw service on Okinawa, Iwo Jima, Guam, in China, and for a short while was stationed at Pearl Harbor. In February, 1947, he was returned to the United States, and on February 28 he went up the NMU Baltimore Hall to ship out again.

And so, what happened? Did he get a big "hello" and the welcome home he deserved? Did he get a chance to ship out?

The answer to both questions is "no." He was told that he owed dues from September, 1945, to February, 1947, and even after he produced his Marine Corps discharge, he was refused a shipping card.

Long really took off on the NMU then, and when he walked out of the Hall, quite a few members came up to him and told him that they thought he had gotten a dirty deal.

## TORPEDOED ONCE

According to Long, however, that wasn't the only dirty deal

## RAW DEAL FROM NMU



On the left is Lester L. Long, former NMUer, who returned from service in the Marines to find that the NMU expected him to pay dues for the seventeen months he was in the service. He then came to the SIU, where he asked for and obtained a trip card.

he got from the NMU. Long was on the SS Eliza Lord, United Fruit Company, which was torpedoed on the way to Murmansk. When the crew returned to Hoboken they were met by an NMU Patrolman who told them that an attack bonus was payable, and that they would be notified by mail when and where to collect the money.

Long heard nothing further, and so I sent a letter to Joseph Volpian, SIU Special Services Representative, asking him to find out what he could.

Brother Volpian's reply to me outlined the poor record of the NMU in regards to the Port Attack and Vessel Attack bonuses, and advised Long to contact the United Fruit Company direct.

Since the NMU does not handle the money, the check can be sent directly to Long.

That's just about the end of the story, except that Long will be shipping out on SIU ships, and from now on he won't be paying his dues to a money-hungry organization like the NMU.

# Anti-Labor Bill Now Pending In Pennsylvania Would Ruin The Trade Union Movement In State

By E. S. HIGDON

PHILADELPHIA—April showers in May, winter in the spring and a general reversal of weather conditions — that's Philly this week.

What with so much stormy anti-labor legislation being hatched in Harrisburg, it's a wonder the solons haven't tried to pass a law against the weather.

One thing is sure—it'll be a sunny day for the anti-labor boys and the NAM if the bill now pending in the Pennsylvania legislature passes.

In this bill, there is a limitation on union initiation fees to \$25; a requirement for unions to open wide their membership; the abolition of union hiring halls; and the requiring of unions to file financial reports with the State.

These proposals are largely accountable to Senator A. Evans Kephart (R. Phila.), who introduced such amendments to the state labor bills.

The bill containing these provisions has already been passed by the House and is now coming before the Pennsylvania Senate.

## LETTERS OF PROTEST

I have sent letters of protest to all senators as well as letters to all unions here in Philly urging them to do the same.

If this bill passes the Senate and becomes law here—well, plain hell will break loose as it will put out of business any union having a hiring hall.

I doubt, whether this law, if passed, will be constitutional. However, constitutional or not,

before it is carried through the courts and finally to the U. S. Supreme Court, it could give us plenty of foul weather.

Nevertheless, there is some optimism that this bill will never pass the Pennsylvania Senate. All Labor here is watching this move carefully, and the legislators in Harrisburg know that Labor is doing so.

Some of them are wise enough to know that for them to enact such a law as closing all union hiring halls would be political suicide for them.

I will be in Harrisburg Monday along with other officials of the AFL unions here to talk to these gallant senators.

Besides protesting the anti-labor bills we are going to inform them, just in case they have forgotten, that they are elected by the majority of the people to do the bidding of the people, and not the bidding of the chosen few. I'll report later of any developments.

I had quite a pleasant surprise the other day when my old friend and shipmate from way back in 1938, Brother Moloney, the old serang, walked into the Hall and registered to ship.

Brother Moloney told me that he had been in the Navy during the war and was raring to go back to sea without a uniform.

## POOR SLOPS

Brother Tilley came into the Hall the other day with a pair of shoes that had been purchased by one of our members from his ship's slopchest. The shoes were five days old, but believe me, the way they were cracked you

would swear that they were at least three months old.

We're holding the shoes, and it would be a good idea for us all to check on matters of this nature, so we will be in a position to have something to throw up to the shipowners when the slopchest blow-off comes.

We started negotiations with the Mathiasen Tanker outfit Monday, and prospects look very good with every reason for being optimistic.

## SLOWING DOWN

Business otherwise has slowed down a little. We had two SIU payoffs in the last weeks, al-



though we had 24 ships here in transit, with beefs enough to keep us all busy.

They've put a lot of spit and polish on the Atlantic City and Delaware Park race tracks near here. The Atlantic City track opened for business last Monday for a 21-day season, while Delaware blew the bugle yesterday and will be riding them hard until July 6.

The horse news sounds good, and here's hoping we can report good shipping news next week.

# MEET THE SEAFARERS



## Volunteer Organizer

When the Isthmian drive first started, an original member of the Seafarers International Union reported to the New York Hall and asked to see Earl Sheppard, in charge of the campaign.

His first words were, "I want to go into the Isthmian fleet and stay there as a volunteer organizer until we win the election."

That man was Durwood "Bill" Story, Bosun, and he did exactly as he said he would. All told, Brother Story sailed on seven Isthmian scows, and on each he did a bang-up organizing job in the good old SIU style.

The first Isthmian ship he made was the SS Edward Hurley. In succession followed the Steel Inventor, Steel Trader, John Barton Payne, Sea Triton, Sea Phoenix, and Citadel Victory. Story paid off the last ship on May 8, and immediately reported to Lindsey Williams, Gulf Area Organizer.

In the opinion of Brother Williams, the job done by Story was a perfect example of why the Seafarers won Isthmian. On the advice of the organizers, Bill shipped out on an SIU ship, the SS Berea Victory, Waterman Lines, his first contracted ship in over two years.

## MASS MEETING

While on the Citadel Victory, Story was instrumental in calling



DURWOOD STORY

a meeting of six Isthmian crews in Calcutta. The six crews met by accident in that port, and when they started comparing conditions, they found that all shared the same complaints.

So Story and Whitey Tannehill, another volunteer on the Steel Artisan, took the initiative of calling a mass meeting at the Kidder Poor Docks to discuss the beefs and figure out ways to fight for their rights on non-contract ships.

Out of this meeting came a declaration by the crews that as soon as they arrived back in the Continental limits of the United States, they would bring pressure to bear on the company to force an end to the deplorable conditions on board Isthmian ships.

And just to impress on the company that this was no idle gesture, the group also agreed to pass the word along to other Isthmian crews so that they could take similar action.

But just passing resolutions was not the full extent of what went on at the mass meeting. As a result of the pressure which was built up, the two stew-pot system on the Memphis Victory was brought to an end, and on the other ships overtime was more clearly defined.

## REAL SIU JOB

That's the kind of job Bill Story did, and that's why Bill was able to bring his ship back to the States 100 per cent SIU.

Even when he finally consented to take an SIU ship, he said that he hated to do so. According to him, a man can't really appreciate the benefits of sailing SIU as much as when he is trying to do a job for the Union on unorganized ships.

The membership of the SIU can be thankful that men like Bill Story are around. Men who are willing to sacrifice their time, money, and comforts to push the SIU program.

By such action was the Seafarers formed, and so did it grow. The continuance of such militancy insures the further growth of the SIU.

## Attention Agents

All applications for SIU burial benefits must be mailed to:

JOSEPH VOLPIAN  
Special Services Dept.  
Seafarers Intl. Union  
51 Beaver Street  
New York 4, N. Y.



# 1947 Is SIU Year On The Lakes As LSU And NMU Lose Favor

By JOE SHIMA

TOLEDO—Shipping is a little slow in this Port right now, and it seems as though it might remain slow for a short while yet. That is, unless something unexpected breaks.

Our old friends, the Lake Carriers Association, is back to their old finger tactics. Shipping over there is also a little slow, too, so I guess it's just the general trend in the Port of Toledo.

Just saw a new leaflet issued by the NMU in its current attempts to do a little organizing on the Lakes by riding on the Seafarers coattails.

Every time the SIU goes out and gets enough pledge cards on one of the unorganized fleets to petition the NLRB for an election, then the NMU tries to ride in on the gravy train by free-loading.

It's not working out, because Lakes seamen are fed up with this phony and bankrupt outfit.

Well, back to their new leaflet. It says something about an NMU label on every Lakes vessel. According to the great majority of Lakes seamen, the NMU got a label themselves last year. And it really stinks—oops, we slipped—sticks is the word we started to use. Well, stink or stick, they've got it anyway. What's that oldie about a rose?

After talking to numerous unorganized Lakes seamen, there's only one conclusion to make. This is an SIU year on the Lakes.

## 100 Million Was Spent By Labor's Enemies

WASHINGTON—A sensational charge made by Sen. George D. Aiken (R., Vt.) that foes of labor have spent \$100,000,000 in a propaganda campaign against unions has so far brought no denial from employers' organizations.

Aiken made that charge in a speech on the Senate floor. He named the Nat'l Association of Manufacturers and the Committee for Constitutional Government, operated by Frank Gannett, chain newspaper publisher, as the main spenders in the anti-labor drive.

"I should not be surprised if the total amount spent in this campaign would amount to at least \$100,000,000," he said.

The Vermont Senator pointed out that the NAM expended about \$2,000,000 on a single month's advertising splurge in newspapers all over the country.

Millions have been spent, also, he said, on chain letter campaigns, radio commentators and on a battery of speakers who have been addressing service clubs throughout the country.

Also, he characterized the propaganda of the Committee for Constitutional Government as "absolutely vicious" and charged that much of it is of a Fascist nature, designed to "poison the minds of our people against the working classes of America."

"If such activities are carried far enough the final result will be the destruction of democracy in America.

The vast majority of the Lakes seamen want the SIU. They laugh at the stooge LSU, and they hold their noses when they mention the NMU.

1947 is really an SIU year on the Lakes. And 1948 will be even a bigger SIU year as far as organization is concerned.

We're well on the road to bringing all Lakes seamen under the banner and protection of the SIU, and 1948 should see that job done up typical Seafarers fashion.

### Keep Your Shirt On

Reports have been coming in citing dirty deals given seamen by several laundries, which profess to "cater to men of the sea."

Roland Velasco of the SS Arch Hopkins reports that Ungar's Laundry of St. John, N. B., picks up laundry aboard ships in that port, with the promise that it will be returned by the weekend. The promise is never lived up to.

"They don't say in which year it will be returned," says Velasco, warning Seafarers to keep their laundry out of Ungar's hands.

## Union Slopchest Would Put End To Poor Goods And High Prices

By JOE ALGINA

NEW YORK—For months on end crews have been expressing their dissatisfaction with the slopchests placed on the ships. Their complaints have been of shoddy material, non-union goods, high prices and lack of selection.

All of these grievances are true. The slopchests are a disgrace and the crap offered is not worth purchasing, but in spite of the known shortcomings of the slopchest too many members insist upon depending solely upon

on its merchandise. I'm not suggesting that seamen go back to the days when seamen carried everything they needed, but there was a certain pride among seamen in those days in not purchasing anything from the slopchest.

They knew that the goods offered were second grade and were being unloaded on the seamen. By their boycott they showed that they weren't going to be the fall guys for a lot of junk.

Now that most seamen don't carry everything they need with them but buy it at sailing time, it seems to me that there is one method of getting first rate goods.

### UNION SLOPCHEST

If the SIU had in all its major ports a room set aside for seamen's gear and so forth, a man could order what he needed before signing on.

Here he could get all his gear out of a Union slopchest at a fair price. There would be no cheap junk allowed and all goods would be union made.

Another method for us to short sheet some of the phony tactics used against seamen would be for us to have a building with facilities for a couple of hundred seamen to sleep and rest white on the beach.

Every seaman looks for a decent room at a decent price, but usually some second rate joint at a king's ransom is all that can be found.

This is a big thing to undertake but the rewards in clean quarters and money saved would be beyond estimation. The SIU should look into something like this. It would be a real life saver inasmuch as the majority of seamen do not live in the port they ship from.

On the waterfront here in the big city, shipping is continuing at a good clip with the Patrolmen hot on the scent of all beefs, payoffs and sign-ons. They are having a busy time of it and its a rare day that finds more than one Patrolman at the counter on the fifth floor.

### TIP-TOP SHIPS

In this week from a trip to Europe was the Janeway, Smith & Johnson. At the payoff everything was shipshape and a good payoff followed with Patrolman Goffin handling the situation. The Iberville, Waterman, also went down in short order with all departments on the ball leaving only the formalities to be ironed out by Patrolman Purcell.

Another ship that gave the Patrolmen no trouble was the E. A. Bloomquist, American-Pacific. She came in without a beef in any department. Not a log and not a bit of disputed overtime. The Patrolmen covering the ship reported that the Skipper, Captain Porter, an ex-SUP man, was tops and cooperated 100 percent at the payoff.

The Evangeline, on her way to New York from Boston, ran aground in the canal at Cape Cod. She made it to New York where she is now in a Jersey drydock. After the repairs are made she will probably pull out around June 7th.

## The Patrolmen Say...

### Dream Ship

Hey fellows, here's a ship for you!

The SS Earl A. Bloomquist, an American Pacific freighter, paid off in New York with not one single hour of overtime in dispute. Besides that, both the Skipper and the Chief Mate were as fine a set of officers as we have seen in a long time.

The crew reported that no crewmember was logged in the entire course of the trip, and that the Old Man was cooperative in every sense of the word.

It took exactly one hour to pay off this ship, and it was a clean payoff in more ways than one. Foc'sles, alleyways, and mess-rooms were spic and span, and the new crew will be going aboard a fine vessel.

James Purcell  
Jim Drawdy

### Good Ships

NEW YORK—Among the vessels winding up in this port this week were two whose payoffs were very clean. They were the SS Samuel Griffin, of the Robin Line and the SS Purdue Victory, a Waterman Steamship Corporation vessel, thanks to the men who sailed them.

The Griffin payoff marked the end of a five-month trip, which included calls at all South African ports. It was reported that a very fine, good Union spirit and fellowship existed aboard the vessel throughout the trip.

One thing did mar the otherwise successful run, however. The vessel was stored prior to its departure with food for only 90 days.

The only places on the run

### Montreal Hall

The recently established SIU Hall in 1440 Bleury Street, Montreal, Canada is open for business. Seafarers crews who make that port and have beefs requiring the Union's attention are advised to get in touch with Gene Markey, SIU representative, at the above address.

One of the purposes of the new Canadian facility is to give the membership greater on-the-spot representation, and members are urged to take advantage of it.

Pass this information along to your Union Brothers everywhere, so that all hands can avail themselves of the services of the new branch.

where replenishments could be gotten were Capetown and Durban, and even in those ports the supply available was below the ship's requirements. Consequently, the lads aboard the Griffin suffered during the last 60 days of the trip.

### CREW COOPERATION

In spite of this shortcoming, it should be pointed out, the boys cooperated 100 percent with popular Steward Alfred Baer and the rest of his department, which helped to ease a bad situation.

There was no trouble among the crewmembers except for the reported performances of a couple of well-known characters, who tried to make life miserable for the rest of the gang. Charges against these men are now pending.

In view of the food troubles encountered by the Griffin and other vessels on the same run, it is advisable that Seafarers take heed of the fact so that they will not experience the same thing

in the course of South African trips.

At the Purdue Victory's payoff, all hands expressed the satisfaction with their trip. That is, all except a couple of tripcarders, who appeared to have the wrong slant on how to conduct themselves aboard an SIU ship. For some unknown reason they seemed to think they were making a sightseeing tour.

However, they have learned their lesson and from all indications they will be better men on the next voyage.

Only one incident turned up at the payoff. One man had been fired because the Mate claimed he couldn't speak English. Now I don't speak Greek, but I understand him perfectly. So—the man stayed on.

The Purdue Victory crew, who made a LOG donation of \$24 at this payoff, said that Skipper George Kramer was one of the best sailing today.

Ray Gonzales



THE SEA IS WOMAN. By Albert E. Idell. 321 pp. New York: Henry Holt & Co., \$2.75.

A mutiny among the crew, the conflicts between the passengers and a hurricane at sea highlight the voyage of the Hawkeye State, from Los Angeles through the Panama Canal to New York in November, 1921.

In the ten days that it takes the ship to make its way through the Canal and through the hurricane, the author attempts to develop the characters of a score of passengers and several crewmembers.

A doctor, trying to forget the recently ended war; a woman missionary, seeking some reality in her life; a has-been actor; and an IWW crewmember, attempting to put a spirit of militancy into a green crew, are among those thrown together aboard the ship.

It is mentioned that the book is based on some fact and there actually was a Hawkeye State plying the coastwise trade in 1921, the year of the strike and shipowners' lockout.

The author, however, only hints of the labor situation. He impresses the reader with the fact that something has happened to the former crew and a feeling of suspense and tension surrounds the arrival of the new crew.

It is evident that something is brewing on the waterfront when the new crew comes aboard wearing red ribbons, but what it is never develops. The smouldering mutinous feeling of the crew is not explored enough and only comes forth in a short struggle when the crew is denied shore leave in Panama.

Where the author, a former seaman, is most successful is in his descriptions of the crewmembers, their surroundings and their hardships. In the few scattered moments when the story swings to the foc'sle, the movement of the story accelerates.

Had Mr. Idell skipped the too many subordinate personalities and concentrated upon the seamen whom he made far more real, the lags in the story would have been much fewer.

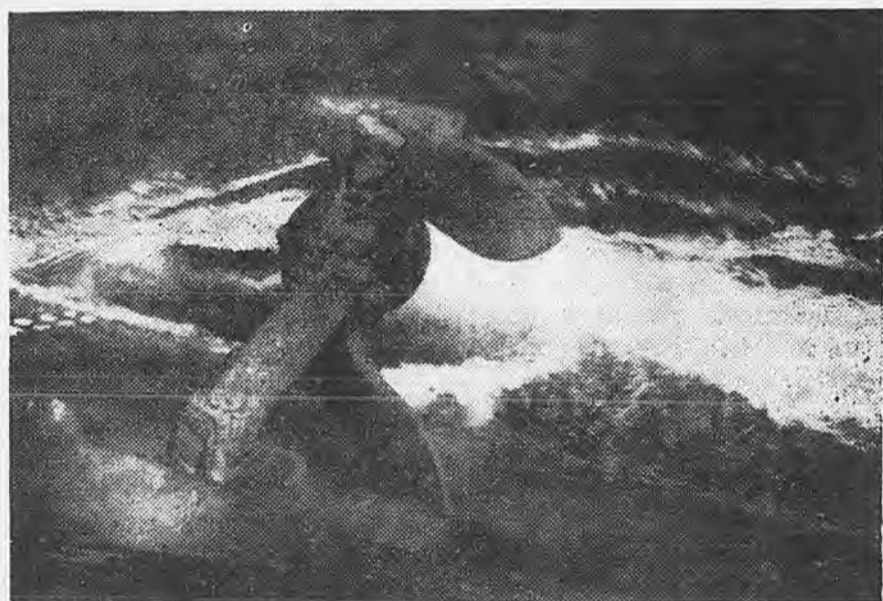


# SHIPS' MINUTES AND NEWS

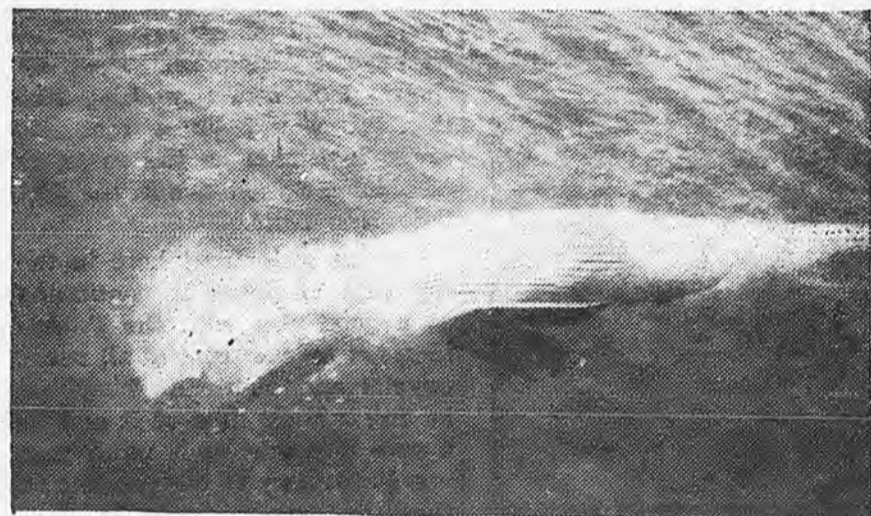
## 48-Foot Whale Beheaded In Crash With Marquette Victory At Panama

The oceanic wanderings of a mammoth whale—who certainly should have known better—came to an abrupt ending recently in an early morning head-on collision with the formidable SS Marquette Victory. The sea beast came off second best in the encounter. In fact, he lost his head in the bargain. All was quiet on the mighty

### HE KNOWS BETTER NOW



Moments after its early dawn encounter with the SS Marquette Victory, the giant whale is dragged lifelessly alongside under ship's anchor. Crewmembers worked in vain for two hours to disentangle the blubber-filled carcass.



Pried loose of the vessel by men in pilot boat using hooks, the sea monster floats away minus its head, which was severed in collision with the bow. Pictures were taken by William Kumke, the Marquette's Bosun, who was intent on bringing home evidence of this unusual fish story. It was fortunate that he did for he met with skepticism until he produced the indisputable camera record.

## State Dep't 'Wires' Burns

Robert Burns, Electrician aboard the SS Plattsburg, wishes he could dash off a verse like the illustrious Scottish poet whose name he bears. He thinks there is sufficient inspiration in a humorous situation which grew out of an experience on a recent trip to South America.

Lacking the necessary poetic touch, Bob did the next best thing—passed it on to the SEAFARERS LOG. Here's what made Brother Burns throw up his hands and cry "Uncle:"

In the town of Las Piedras, Venezuela, recently, Burns lost

or misplaced his seaman's papers. Being a dutiful guy who likes to do things in the correct and proper way, Bob immediately notified the State Department in Washington of the loss.

The State Department, which is the dutiful arm of the government and likes to do things in a correct and proper way, wired back to Bob, saying, in effect: Would he please advise them exactly when he lost his papers, and the actual place of loss — there are seven towns named Las Piedras in Venezuela.

deep as the Isthmian vessel churned through the waters about a day and a half out of Panama early one April morning. As the situation later developed, the monster mammal, likewise, was cruising serenely in the area. Either he was dozing, or he deliberately contemplated a torpedo-like attack on his man-made counterpart. Or maybe his radar equipment was on the blink.

### FELT A 'BUMP'

At any rate, crewmembers aboard the Marquette were startled by "a bump," which they said they felt about 6 a. m. Most of the crew asleep in the fore'sle were jolted from their dreams. With sleep-swelled eyes they dashed out of their quarters to join those already out on deck scanning the waters alongside in search of the cause for the rude awakening.

Caught in the ship's bow was the mass of mammal—estimated by the crew to be about 45 feet in length. Its giant head was practically knifed clean off by the bow. Efforts to free the lifeless hulk were fruitless.

Meanwhile, the Marquette Victory's Bosun, Seafarer William Kumke feverishly snapped pictures.

### WHAT A DRAG!

For two hours the ship dragged the blubber-filled carcass of its victim through the water. Finally, two men in a pilot boat succeeded in prying loose the two sections of the once-spouting mammal by means of hooks.

At home after the Marquette Victory payoff in New York May 22, Brother Kumke related the incident to his wife.

"Just a fish story," Mrs. Kumke commented, "and a big one at that."

Exactly what I thought, mused the Bosun to himself, and he dashed out with his roll of film to have it developed. When the prints were ready showing the decapitated whale afool of the Marquette's bow, Bill Kumke presented them to his skeptical mate.

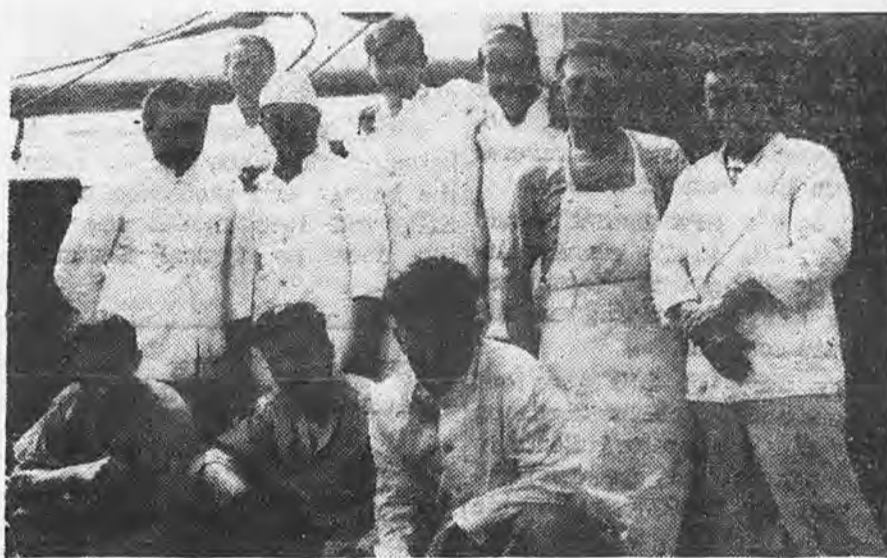
He glowered as she said:

"A fish story all right, but an honest-to-goodness one for a change."

## Hospital Payments

**Members of the Seafarers are entitled to a weekly payment from the Union if they are laid up in a hospital. Be sure to get what is coming to you: Notify the Union of your ward number so that there will be no delay in your receiving the money due you.**

## PART OF A PRAISEWORTHY CREW



Members of the Stewards Department aboard the SS Hibbing Victory, whose crew was lauded recently by the vessel's skipper, Captain Philip G. Beck, as an exemplary body of men. The Bellyrobbers, the skipper said, "are to be complimented on a hard job well done."

Commenting on the crew's efficient handling of the ship, the skipper paid tribute to the brand of Unionism instilled in the membership by the SIU.

Photo was submitted to the LOG by Sam Luttrell.

## Himler Pins 23 Opponents In Mexican Wrestling Tour

Wrestling in Mexico is a far cry from the exhibition of gymnastics and feigned groans that accompany the usual wrestling bout in the U. S., says Duke Himler, hefty young seafarer who recently wound up a six week tour of that country. According to Himler, when you crawl into the ring in Mexico, there's no whispering in your ear, you have to wrestle to win — and that's what he did in 23 of his 27 bouts.

Himler began his tour of 'grunt and groan' exhibitions early in March after paying off the SS James Smith in a Gulf port. While aboard the Smith, which had just returned from Rotterdam, he had served as Ship's Delegate.

With matches in Mexico City, Tampico, Vera Cruz and other major Mexican cities, the 175-pound light-heavyweight took on some of the top men in the Mexican wrestling game and more than held his own as his list of victories proves.

One of the four matches dropped was lost to Gory Guerrero, middleweight champion of Europe. The meeting with the champ was gained after Himler had pinned one of the top men in the Mexican circuit.

### HAD TOP BILLING

Fighting under the name of Frenchie La Duke, Himler was often billed as the feature attraction of the day. And day it was, for in Mexico most of the matches were held on Sunday afternoons in the large stadiums of the cities.

While in Mexico City, he fought in the Coliseo, where, under the hot afternoon sun, crowds of over 30,000 persons turned out for the matches.

But after touring the arenas of the land south of the border for six weeks, Brother Himler, who has been a member of the SUP since 1934, got a little tired of hot

tamales and began to yearn for a whiff of the salt air and an SIU ship.

### PACKS HIS BAG

So he packed his bag and headed for Laredo, Texas, where he makes his home. Well-known in Texas and the far west, where



he has wrestled for years in the light heavyweight class, he found time during his brief stay at home to indulge in a couple of matches.

In addition to fighting his own battles, he often finds time during his stops at Laredo to pick up a little coin as a referee of championship wrestling matches.

This stop he didn't referee any bouts but hurried on to the SIU Galveston Hall to grab the first ship in port.

Now aboard the SS Frank Dale as Bosun, he is back in his glory getting some good food under his belt and the salt air in his lungs.

And, who knows, after picking up a little weight and a long trip or two, Brother Himler feels he might take another crack at Mexico and the champ of Europe.

# SIU Ship's Minutes In Brief

**ALEXANDER G. BELL,** (date not given) — Chairman Virgil Mahan; Secretary Kenneth E. Laeder. Stewards and Deck Departments reported all in order. Engine Delegate reported one man on board under phony circumstances, otherwise all in order. New Business: Motion to send someone from each department to clean laundry for inspection. Amendment: To cut GI can down there for waste. Carried. Motion carried that any crewmember coming aboard intoxicated at payoff time shall be fined \$25.



ties and actions of the Purser. It was decided that he be denied sailing on any more SIU ships. Discussion concerning cleaning of foc'sles. Repair list made up for presentation to Patrolman upon arrival in U. S.



**CORINNE, Feb. 12** — Chairman Lukban; Secretary Mulligan. Special Meeting to discuss charges against Chief Electrician for fighting with fellow crewmembers. Charges of stooging for Chief Engineer leveled at Electrician. Various other charges leveled and it was decided to appoint a five-man committee to investigate his record before recommending that he be tried.

**FAIRISLE, April 5** — Chairman L. Russell; Secretary William Woodruff. No New Business. Good and Welfare: List of fines drawn up for offenses such as putting feet on mess-room tables. Motion carried that coat hangers and mirrors be placed in all quarters and coathangers be placed in mess-hall. List of repairs drawn up and added to by suggestions from crew. Delegates reported all okay in their departments.



**CITADEL VICTORY, April 6.** Chairman Victor Velasco; Secretary Harry Monahan. New Business: Discussion concerning the drawing of American money in a foreign port. Motion carried that ship's Delegate see Commissioner pertaining to overcharging on draw. Crew voted for Pantryman to see Captain to have his job changed due to burns on his hand.

**ROSWELL VICTORY, Mar. 10**—Chairman Russell Brinn; Secretary T. E. Carmichael. Suggestion that committee be elected to go ashore and see the American Consul, informing him of the food situation. Discussion concerning the lack of supplies and upon whom the responsibility for the shortages rests. A vote of confidence in the Steward was called. Great majority of the crew upheld him in his work.



**ROSWELL VICTORY, Mar. 30**—Chairman T. E. Maynes; Secretary Thomas Carmichael. Delegates reported minor beefs in all three departments. Much discussion concerning the abili-

order to eliminate a two size slop chest—too large and too small. Several points of the contract taken up and clarification asked. Report that the Skipper refused to have the locks on the doors repaired because it required the payment of overtime. Repair list made up and attached to minutes.

**WILD RANGER, Jan. 13** — Chairman Shatkovnick; Secretary J. Lukacs. Delegates reported all running smooth in their departments. New Business: Motion carried that when at sea, the Steward shall instruct his department to dump all garbage over the side. Good and Welfare: A heated discussion arose as to whether a man in the Stewards Department had the right to "promote" himself from a galley man to Bedroom Steward. After considerable discussion pro and con the Chairman suggested that the question be submitted to the Union for clarification. One minute of silence for union brothers lost at sea.



**SEATRIN HAVANA, April 16**—Chairman A. J. Hall; Secretary P. Jakubcsak. New Business: Deck Delegate reported a spider needed on gyro compass for Quartermaster. Water cooler outside of crew messhall needed repairs. Engine Delegate reported more fans needed in crew's quarters. Stewards Delegate reported ice boxes in need of repairs and wind scoops needed in galley and messhalls. Repair list worked out and submitted with minutes.



**WALTER F. PERRY, April 13** — Chair. D. Garrigues; Secretary H. Rosentiel. Delegates from Engine and Stewards Departments reported all all right. Deck Delegate reported a few hours of disputed overtime. Good and Welfare: Motion carried that the Night Cook and Baker not be allowed to ship in that capacity for a period of three months due to the large number of complaints concerning his work during the trip. All agreed that he was improving and trying his best. List of repairs drawn up and attached to minutes.

## Keep It Clean!

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

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

**KYSKA, March 9**—Chairman Isaac Blumenberg; Secretary William Austin. New Business: The problem of signing on was discussed and crew was in doubt whether it was necessary to sign on after paying off foreign articles or whether we could wait a day or two before sailing on our next voyage because on the last trip the crewmembers signed on right after they payed off. Discussion on the cigarette ration.



**AUGUST BELMONT, Feb. 9** —(Chairman and Secretary not given.) New Business: Delegates to get a list of the slop-chest inventory from Purser in

## SEAFARER SAM SAYS:



THE SIU HAS OPENED A NEW HALL IN MONTREAL, AT 1440 BLEURY ST. THE MONTREAL AGENT IS THERE TO GIVE THE MEMBERSHIP IN THAT PORT UNION REPRESENTATION. BE SURE TO SEE HIM IF YOU HAVE A BEEF. IF NOT, DROP IN TO SAY "HELLO".

## CUT and RUN

By HANK

If you're tired of sitting around the hall and chewing the Seafaring fat, if you're lonely for the rolling ship and the poetic sea scene, if you're financially anxious to get out before the real hot summer weather hits New York—grab those jobs off the board now—not two weeks from today. Shipping is real good—especially for rated men in the engine department—and it will stay good because quite a number of ships paid off this week. So straighten up, Brothers, and ship right—you won't be sorry.

Oldtimer Yens Nielsen just back from his Far East voyage. With pride and a smile on his face, Brother Nielsen said that his good old shipmate, Brother Hansen, is due to sail in from his trip—that he will soon be 75-years-old and that in his shipmated opinion Brother Hansen is still the best Seafarer afloat. Happy birthday to you, Brother Hansen and may there be many more salty SIU days ahead for you indeed . . . Well, if Dutch Bolz is anchoring in some port down the coast right now, here's some happy news for him. His shipmate, Pete McCoskey, just smiled into town this week after three beachy months down in Buenos Aires.

We have just been humorously informed that Steward Herbert Hutchins just anchored into this rainy town last week with a horseshoe around his neck and a four-leaf clover (from New Orleans) in his pocket. We can only ask whether Brother Hutchins is still celebrating a recent case of good luck, or trying to celebrate St. Patrick's Day a little late, or perhaps Brother Hutchins is carrying his horseshoe and shamrock for some good luck to come his way soon? Anyway, how was everything down in New Orleans, Herbert?

Tommie "Beachie" Murray, the brother who knows and loves the islands, just came in with his mustache from a five-month trip on a West Coast tanker, paying off in Portland, Maine. Tommie confessed that the crew only got six days of shore leave out of all those months and ports they hit. They got a few days in Liverpool and a few in Beira, Africa. But they weren't allowed to straighten the kinks out of their sea legs in Iran, where the Arabs are blowing up the pipe-lines or in Haifa, Palestine. Tommie says he misses his shipmate, Bob Beliveau; hopes to see him soon and wants him to know his gear is at the company office in Portland, Maine. Tommie, after visiting his parents in his home town, announces that he will soon be invading the land of sunshine and coca-colas.

We are informed that Brother John Schupstik is having a bad time with a bad foot. Take it easy, John, and quick recovery . . . Brother Charlie Henry said that he and Jimmy Millican would probably grab a ship together soon. Brother Millican says that his shipmate, "Blackie" Martin shipped out recently out of Norfolk for a trip to Europe . . . Brother Levy just came in from a trip to Africa. And he sure looks happy to be back, too . . . Brother Ray Myers asked us to tell his friends (including those in Florida) that he has moved from his Baltimore address and now lives at 657 West King Street, York, Pennsylvania. Brother Ray happily told us that his two shipmates, Jack Pope and Dave Bangs are due to sail into Baltimore soon from their trip. Brother Ray says he wishes the best to all the SIU brothers who anchor awhile down in Beulah's Tavern in Baltimore, too . . . The reason for the smile on Brother M. Dellano's face nowadays is because he just climbed aboard the well-known and well-sailed ship, SS Matrimony to hear for whom the bells toll. Congratulations and steady as she goes!



# THE MEMBERSHIP SPEAKS



## Allegheny Victory Victim Of Collision With Tanker

The Isthmian Ship SS Allegheny Victory was hit by the tanker Esso Greenville off Galveston, recently. We nearly turned over when the tanker tore a hole in our starboard side clear through the No. 5 cargo hold. The whole aft of the ship from aft deck hot bottom and fire broke out when the electric cables were torn up in the crash.

Our position remained dangerous even after the rescue tugs arrived on the scene. All of the crew are safe.

For 11 days no one was permitted to go ashore. That was pretty tough, especially since we could see all the bright lights of Galveston. We were unable to get word to our homes, or to receive any word. Finally, however, when longshoremen came on board to unload cargo from the deck and No. 4 and No. 5 holds the Purser woke up, and started to take mail from us.

### FIRE IN HOLD

On the Sunday after the accident, we had a helluva fire in the No. 4 hold, which we battled for four hours. Fortunately we had plenty of help from the longshoremen. It looks like the "old girl" is a Jonah.

The skipper put out the order not to go ashore, stating that it was the strict order of the Coast Guard. Both the Coast Guard and the Commissioner, however, claimed that no such order was given.

This skipper is a tough old man. Boys from the previous trip said his draw in all ports was limited to \$10. But when we hit Savannah he had a draw limit of only \$5.00. When we got back to New York limit of the draw was only \$10. In that town ten bucks wouldn't get you across the street.

We have a good crew on here, a swell bunch of fellows, even if we are stuck in one spot. The Allegheny Victory was a clean ship and she still is a clean ship. That speaks very well for the boys of the SIU and the SUP.

Here's hoping we see you all in the New York or Baltimore offices in the very near future. We expect to get off here within the next week or 10 days.

Stanley "Mike" Clark  
Chief Electrician

## Good Mate On Alcoa Cavalier

To the Editor:

The men aboard the Alcoa Cavalier on her first voyage from Portland to New York are enthusiastic in praise of their Mate, Otty Brown.

In a statement issued upon the ship's arrival in New York, March 30, Champ Kelley, SUP Delegate, advised seamen looking for a good ship with a good mate to sign on the Cavalier with Otty Brown.

Signed by 13 crewmembers

## Someone Slipped This 'Mickey' Into Ye Ed's Mailbag

To the Editor:

Some few years ago I made two trips around the world and ever since I have been here looking after Pa's farm I have wanted to ship out again—somehow or other the old farm just doesn't seem the same.

I was quite a local hero when I came back from my trip and everybody kept asking me if it was true about those Chinese girls. But to tell the truth, I didn't know myself until the second trip, when I had taken a few nips of Shanghai alcohol, and then I didn't remember anything too well.

All this did not set too well with Pa, especially when he heard me calling the mule Kimi-San. Pa got good and sore and wouldn't let me go to the Coast anymore, darn it. So I am still her on the farm, though my heart is on the briny deep.

I wish you would send me your paper, and in exchange I will keep you all informed as to the local news, although there is much of this excepting that things are being born—both animal and human.

It is awful cold now and I have to go milk, so I will close. If Pa ever lets me go away, do you think I could get me a job?

Elmer Snodgrass  
(Ed. note: Since Pa evidently finds you such a big help, don't you think you'd be rendering a service to all hands by staying where you are?)

## ALL HANDS ARE HAPPY ON THE FRANZ SIGEL



Winding up a darned good trip were these crewmembers: kneeling, left to right, John, Deck Delegate S. Candella, F. Farthing, G. Smith; Standing, left to right, B. Gentes, E. Osborn, the 3rd Asst., Wilkie, Wetherley, D. Tuggle, H. Smith, G. Liebers, Bosun Simmons, Mason, Walders, Captain Bagley and J. Rice.

All hands aboard agreed that Captain Bagley deserved a vote of thanks, "for never forgetting that at one time he had sailed in the foc'sle for giving attention to everyone's troubles, whether he be Messboy or Mate." They added that Brothers signing on with Bagley need never worry about being broke or logged unnecessarily.

## Says Unions Must Combat Repressive Laws

To the Editor:

The most important threat confronting the unions today are the vicious anti-labor laws. It is important for every union man to realize what is really meant by such reactionary laws.

Take our own Union for example; the outlawing of the closed shop would do away with our system of rotary shipping, whereby every man has an equal chance to get a job.

On the other hand, under the open shop, men are not required to join the union or ship from the

Union hall. The open shop makes it impossible to have an effective organized union. Instead, it would legalize only disrupted unions where the employers have complete say over working conditions.

But this is not all! The vicious Congressmen don't stop with outlawing the closed shop. Their laws ban the only effective weapon the unions have for keeping any conditions—the strike weapon. Seeing what it will mean to every man who belongs to a union if these laws are passed,

taking away his only means of keeping any kind of decent living conditions, important and effective action is necessary to combat these laws.

Organized labor must demonstrate its determination to fight for its existence. Writing post cards and sending wires to Washington are not enough. A 24-hour protest general strike of all unions should be called to serve notice on the union-busters that American labor will never bow down to slave conditions. Stop the slave labor bills by a 24-hour work stoppage! Peter Kordakis

## Log-A-Rhythms

By ROBERT G. PATTISON

As the sun rose  
He stood on the bow  
Eagerly awaiting  
Of the countries and future  
People were good  
For the whole world  
But he was still young  
His conscience had told him

over the horizon clear,  
without worry or fear,  
the horizon's unveiling  
to which he was sailing.  
and life was divine;  
the sun would shine.  
and his heart was true;  
just what he should do.

As the sun goes down  
A lonely figure  
With his back to the future  
Watching the wake  
The horizons to come  
But those that have past

over the endless sea,  
you're sure to see—  
and facting aft,  
of the crew and the draft.  
he has seen before,  
will be the same no more;

## Foundering Dreams

For the future looks hopeless  
Just bitter memories  
Of fine ideals  
The experience shattered

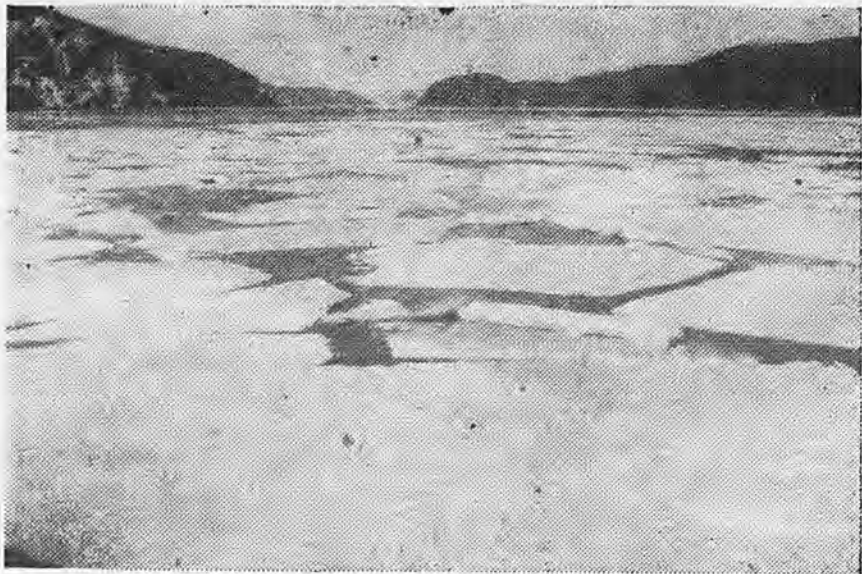
and the past a waste—  
of youthful haste—  
and a faith in right  
with a crushing might.



On any ship  
To the bow and the wake  
In the mill of life  
Both misery and beauty  
You'll see them in barrooms  
Those resigned wake-watchers  
This is the glorious  
Why I keep sailing

you can see them still;  
they're just grist in the mill—  
that grinds together  
and hopeless endeavor.  
down waterfront way,  
of yesterday.  
life of the sea.  
is far beyond me.

COMING THROUGH THE ICE



Enough ice-cubes to cool drinks for all hands, figured crewmen of the Alcoa Pilgrim, looking ahead to shoreside relaxing as vessel cut her way through ice-laden Canadian waterways.

Alcoa 'Pilgrims' Plow North Through Ice To Cut Some Canadian Capers In Montreal

To the Editor:

Aboard the SS Alcoa Pilgrim we made a fine run north from Trinidad until we "hit" the St. Lawrence River—and I mean hit. Ice conditions were very bad in the Saguenay River, where our port of destination was located, namely Port Alfred.

We anchored off Red Island, which is at the mouth of the river and were marooned there from April 23 until May 5. The ice-breakers had been working there for several days but were not accomplishing much as a strong easterly wind was keeping the ice up the river.

ONWARD, PILGRIMS

Well, we being Pilgrims on a pilgrimage from the "Dustite Mines" to the frozen north, we didn't seem to mind the change from the land of the sun-kissed babies and the home of rum and coca-cola to the fair mademoiselles of Port Alfred and Montreal with scotch and soda. We waited for the weather to change, and then too it gave the boys a chance to recuperate before they charged into the battle of the land of ice and snow.

Finally we got the okay that the river was clear to proceed. For a good part of the way, however, we encountered big sheets of ice, which we ploughed through. Some of the boys took a number of "snaps" which came out very good. After being the first ship to enter port we were given a grand reception, which amounted to a small banquet for all hands at the Saguenay hotel. Drinks were on the house!

Incidentally, the Alcoa Pioneer, which started to follow us up the river, was not quite so lucky as she hit a reef at the entrance and is now in drydock at Quebec. Thanks to our Brothers on the Pioneer, we were received with open arms in Montreal and were welcomed at all the hot spots in and around town. As you can see by the pictures, the liquid end of our fun we enjoyed openly.

OKAY, NOW

We are now having fine weather to Halifax, where we

AT STOPOVER IN PILGRIMAGE



At the end of the "bauxite trail," crewmembers of the SS Alcoa Pilgrim made the most of their time ashore in Montreal. In photos above and below they are seen slaking their thirst after the run North.



complete loading for the islands—then hit the bauxite trail again. The crew is working fast and ferociously for the return to Montreal.

To you boys who sit in the Halls and worry about having dead end runs on the "Dustite Trail"—you're wrong, for there is a Paradise and Heaven at each end. The fellows on here are looking forward to seeing some of the old shipmates, as we make this run this summer.

We were very sorry to lose two of our shipmates in Montreal due

to illness. Both had to go to the hospital.

Some of the Brothers would like to have the New York Hall give us a clear picture about paying off under mutual consent, as some of them would like to pay off. Remember, the power of love is greater than anything else when a seaman gets the call.

We want to say thanks to Brother Gene Markey, who represents the SIU here in Montreal. He is doing a good job.

Luther Highsmith,  
Chief Steward  
SS Alcoa Pilgrim

SIU Membership To Bring Security To Lakes Seamen

To the Editor:

Well Brothers, I have shipped out on the Lakes again. But this time it is on an organized ship—not a phony Lake Carriers scow. You can see the difference, not only in working conditions, but the crew is not at your throat for your job or carrying tales.

We get paid overtime, not time off. No work after 5 p. m. on the run. No chipping scrubbing or painting with cluster lights. That's a contract, not an agreement.

RANK AND FILE

You get either a tripcard or a book for your money and their are 90,000 guys behind you in your beefs—not a receipt and a sellout such as you are offered in the Lakes Seamen outfit. Our organization is for and by the rank and file, one which is out to better the conditions on the rust buckets of the Great Lakes for the men who sail them.

Now you guys who think the Lakes Carriers Association will take care of you when things fall off—you'd better open your eyes, or you'll be on the beach for the season. Believe me, I know. I couldn't get a job as a

deckhand since I wasn't a stooge or a company man. So, get in while the drive is on. Strike while the iron is hot, as the saying goes. Better be safe than sorry. Join the Seafarers International Union now—today.

We have been putting LOGs on the Canadian boats as we are trading to Canada. They sure gobble them up like hotcakes and thank us. Well, the hash hammer is ringing, so will sign off. Best of luck to the SIU-SUP.

Baldy McAdoo  
Str. L. S. Wescoat

'Soft Lights And Sweet Music'

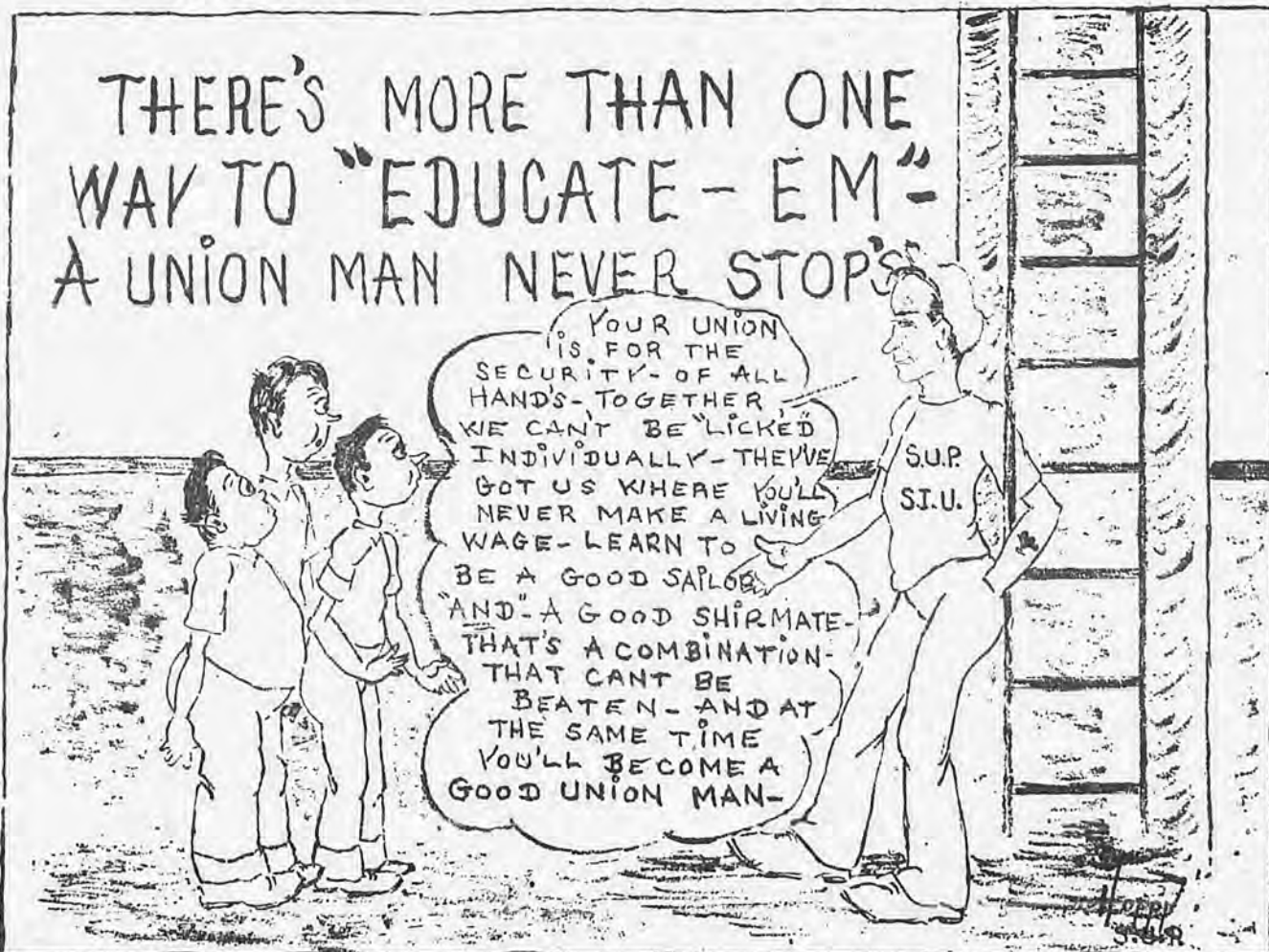
To the Editor:

Here in Bermuda, I'm having fun—mild breezes, soft lights, sweet music on the back porch with Manhattan cocktails, and Brother it's a different world from the hustle and bustle of the United States.

Yes, slow and easy, that's the way vacationing here. You'd like it too. My best wishes to all SIU Brothers.

Charles C. Oppenheimer

A SEAFARER PUTS IT DOWN IN BLACK AND WHITE



Good shipmates united in their objectives present an unbeatable combination, says the Seafarer-cartoonist who made this sketch at the SIU's Galveston Hall.

Crewmember Refutes Rumors Of SS Gallup's Conditions

To the Editor:

Since our faithful ship, the SS John Gallup, is not returning to Philadelphia, the crew wishes to let the boys around the Philly Hall know what took place during our recent and enjoyable trip.

Outside of a paint job and a few minor differences with the old man, there were no beefs on this very short but pleasant trip. The Gallup proved herself to be a good and faithful SIU ship.

We did alright on overtime with the deck gang gathering a total of 1694 hours, which breaks down to 154 hours each. Not bad for a five weeks trip. We would have done even better if the weather had been a little nicer.

Aside from the Deck Department things were also smooth in the Stewards and Engine Departments where overtime was much in evidence.

On the important item of food there was an abundance with plenty for all. No one was dipping into the stores so we suffer-

ed no shortages of food or any other commodity.

Speaking for ourselves and the homesteading crewmembers, we wish to give the Steward, Jacob Martin, a vote of thanks for keeping the crew well stuffed and happy.

This should put an end to all those rumors and stories about conditions on this ship.

Signed by 14 crewmembers

N. O. Hospitalized Thank Del Norte Men

To the Crew Members of the Del Norte:

Words are too wooden to express our gratitude for your generous and magnificent gift. Nevertheless, our hearts reach out to you, in their appreciativeness, with an inarticulate thanks for your kind and thoughtful deed.

Fraternally yours,  
SIU Members  
Marine Hospital  
New Orleans, La.

## SS Lamar's Trip To Palermo Draws Plaudits From Crew

To the Editor:

It is requested that the following information be printed in the first issue of the LOG that is practicable.

This is a testament of the voyage of the SS Mirabeau B. Lamar from Baltimore to Palermo, Sicily, and return under the able command of Captain T. Mikkelsen, Waterman Steamship Corporation.

When we boarded this vessel, it was found to be in the most deplorable condition possible but due to the efforts of the entire crew from the master to the ordinary, we are bringing in a ship that we are justly proud of. She has been given a complete paint job and inside cleaning. Oh yes, she was grey, but is now dressed in the best of Waterman colors.

The conduct of the officers to the crewmembers has been excellent and is worthy of our appreciation. To Captain Mikkelsen and Chief Officer Fowler,

our profound thanks for a swell trip. To our Bosun—one in a million—W. Floyd, we'll sail with you anytime. To second Officer Rice and Third Officer Briggs—honorable mention.

The Deck Department as a whole performed their duties satisfactorily as SIU members should. There are no beefs whatever with the officers of this vessel, and we have the Captain and Chief Officer to thank for this circumstance, due to their untiring interest and understanding. To sail with these men again would be a privilege and a pleasure.

The tripcard men aboard this vessel deeply regret that they will probably be unable to make another voyage.

Wherever she may sail on her next voyage, you may be sure it will be as pleasant a voyage as possible under the leadership on this vessel.

R. Kennedy, Ship's Del.  
I. Philpott, Reporter

## Plenty Fun But No 'Mazuma,' Is Crew's Shanghai Lament

To the Editor:

We of the SS Newburg are here in Shanghai, China having the most wonderful time in all our glorious sailing days.

It is strictly the life of Riley, with the wine, women and song, but with a hard-boiled skipper there isn't much we can do without folding mazuma.

### SHORT DRAW

A draw has been put out—period. And that was all—period. Threats were made about some of the unlicensed personnel getting fired for incompetency in the Stewards Department, but as your roving delegate I haven't as yet heard one beef about this department.

To Brother Joe Arras, we would like to quote: "There isn't

anything but time to straighten out the situation."

Before hitting this port, we did have a meeting and I am sure the minutes were sent to the hall. We will have another the first Sunday after leaving this port and I will make it my duty to send those minutes in also.

### THAT'S ALL

There isn't much to say now, or look forward to, as we are going to the Persian Gulf for the third time this trip. We really will be looking for the Patrolmen upon arriving in the States.

We wish you all were here instead of us, but as long as we have five months under our belts we'll put up with the heat as long as we're here.

Crew of the SS Newburg

## Let's Have 'Em

This is it, Brothers!

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

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

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

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

## Bids Brothers Pay Him A Visit

To the Editor:

This is a bid to my Union Brothers who have been shipmates with me to pay me a visit when they're in the neighborhood of Milford, Conn.

I have retired my book as a Steward and am now serving in that capacity in the Milford Yacht Club. I would like to see some of the Brothers, who would like to have a few on me for old times sake.

Charles McAllister  
Milford Yacht Club  
Milford, Conn.

## PRE-VOYAGE TOAST



Four of the crew of the SS Steel Mariner, an Isthmian vessel, wished themselves good luck in Baltimore shortly before setting out on voyage. Since photo was taken, the Mariner has returned to the States, and the lads are again toasting their good luck. From left to right the boys are Nick Saroka, AB; Dominic Di Sei, Bosun; Warren Simmons, OS, and John Heena, BU.

## Unorganized Lakes Seaman Enlists In Union's Drive

Dear Brother:

I am on an unorganized ship, and would like to join your union. There are several other men that are interested also.

The chow is lousy. Oilers do Wipers work, and we work after 5 p. m. with no overtime. Our foc'sles are like clothes closets.

The officers get served the best food restaurant style, whereas the Sailors, Firemen and Coalpassers have to eat like hogs in a trough, and carry their own dishes to the sink when they are through eating.

We would appreciate it if you would send us some membership applications and union literature in a plain package, as I would get fired if they knew that I was writing to the SIU.

(Editor's note: The membership applications and literature were sent to the brother, and he has our best wishes to do a job on this unorganized Lakes scow.)

The following letter was received in the Detroit office by the Lakes organizational staff. Although this brother is not an SIU member, his letter deserves airing on the membership pages because men like him are the ones who will drive the phonies off the Lakes, and make the Lakes a decent place for seamen to work.

Incidentally, we are withholding his name, because he is still on this unorganized ship, and would have a can tied to his tail in quick order if his name were revealed.

## Boyer's Shoe Box Shows Ship Was The SS Elkhorn

To the Editor:

I guess that I should say I have I have a point of correction in regard to the article Brother Louis Goffin had in the May 2 issue of the LOG. The character and the story are both very well described in his article.

As it goes, I happened to be on that same voyage. Being quite sure it was not the SS Eglantine, but the SS Elkhorn, Mississippi Shipping Company, I dug down to the bottom of my bag (shoe box) for the discharge, which reads: SS Elkhorn. Date of entry, 1-15-30. Date of discharge, 3-17-30.

The skipper was our good friend Captain Fahrenwald, who has since lain down to rest. All who knew him will remember him always.

But that trip which Brother Goffin writes about was a ring-dangdo. As soon as the sun went down the ship was haunted, according to some of the boys who still had some of that European gin left in their systems.

Percy Boyer  
New Orleans

(Ed. note:—Boyer is right. The ship was the Elkhorn. But the error was not Brother Goffin's. The error was typographical.)

## HANDLING IT LIKE A BABY

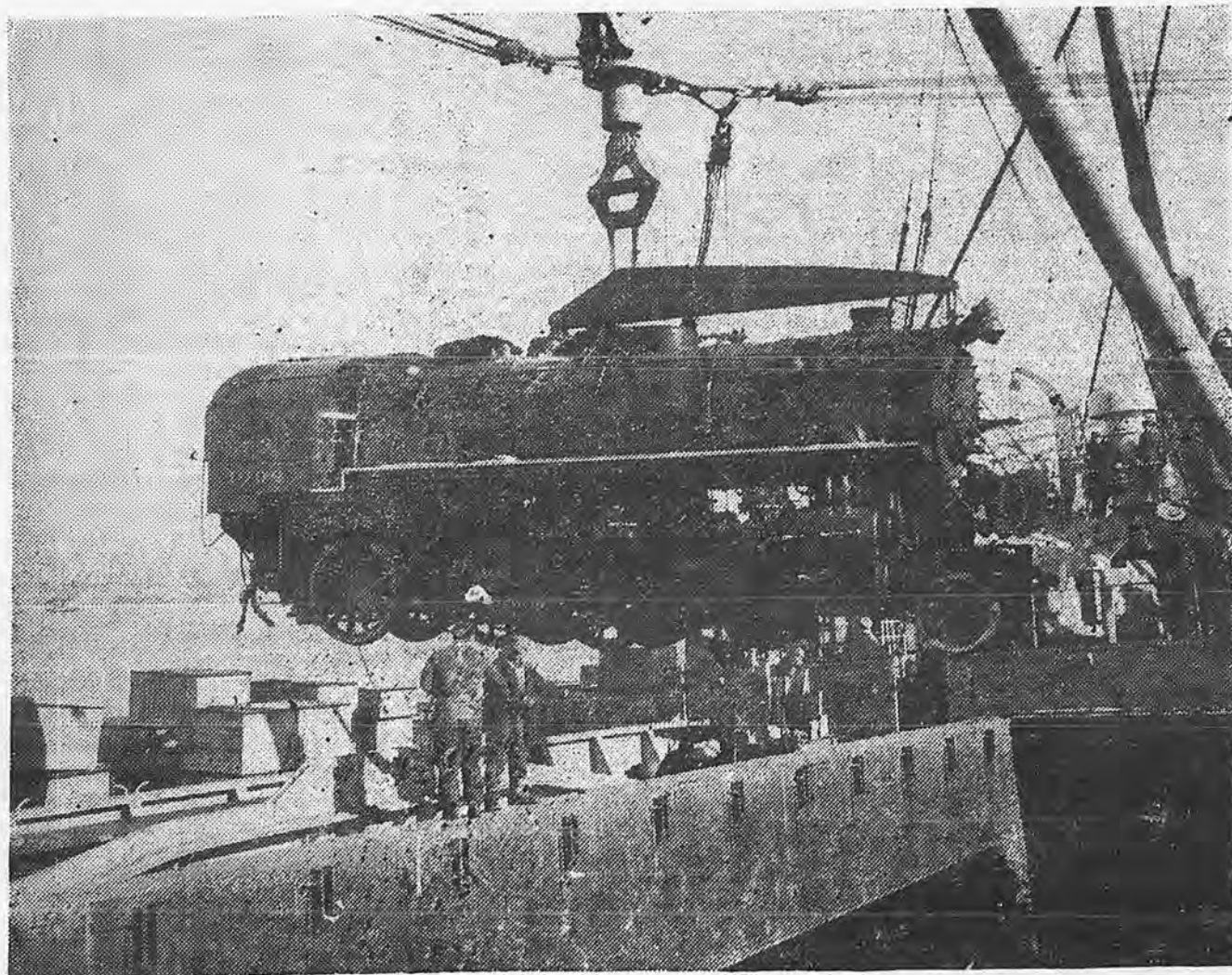


Photo taken aboard MV Gadsden, locomotive-carrying vessel, shows an iron horse being swung aboard by means of the ship's own loading equipment.

## Good Deal

One of the most difficult tasks in connection with writing is finding a spot for publication. The task, however, has been made easier for Seafarers who have written—or are about to write—stories or articles with a salt water tang.

An arrangement has been made with a reputable agency of authors' representatives, who will read your material without any charge. If the stuff has possibilities it will be brought to the attention of publishers for possible sale.

Send your manuscripts—typewritten, of course — to Carl Cowl, c/o Seafarers Log, 51 Beaver Street, New York 4, N. Y. Enclose a stamped envelope, addressed to your permanent residence to insure safe return in case script is not up to snuff.

# MONEY DUE

## Smith & Johnson

60 BEAVER STREET, NEW YORK

MV COASTAL DEFENDER		Tarling, Stanley		5.56
Carolan, John	\$ 18.87	Wood, Carl C.	55.55	
Czajkowski, Walter	2.40	§ § §		
Dailey, John J.	1.60	SS EDWARD NICKELS		
Dolan, LeRoy	13.68	Bona, Frank C.	2.16	
Hanson, Royal	3.20	Holifield, Louis M.	31.68	
Kering, Newell	.72	§ § §		
Mathews, Oscar	1.44	SS ELOY ALFARO		
Pockey, Anthon	66.33	Abel, William J.	\$ 23.01	
Reck, Warren	.05	Bethke, Louis H.	3.27	
Sampson, Emory	1.44	Bourgean, Kenneth	31.06	
§ § §				
SS EWD. K. COLLINS				
Andry, Pober J.	\$ .21	Cottle, Carlton R.	1.44	
Fuchs, William	.27	Markarian, Edw.	28.56	
Howard, Andrew	1.37	McNichols, Thomas	19.70	
Kundikoff, Peter	.55	Practles, Anthony J.	36.52	
Martin, Glois	1.37	Plaskenoke, Samuel	1.37	
Merritt, Cecil	6.88	Price, Charlie H.	7.46	
Moore, Gordon	1.37	Saravia, Jose	1.71	
Sparks, Harvey W.	.39	Seleskie, Leo	3.00	
Urickel, V. P.	28.95	Skowronek, Louis	1.19	
Wilson, Alva C.	.48	Sweet, Russell	8.18	
§ § §				
SS EDW. G. JANEWAY				
Dauphin, Oliver J.	\$ 37.17	Van Reenan, James L.	4.82	
Gimpaya, Restituto, G.	16.00	White, Lewis A.	7.46	
Hazen, George F.	10.00	§ § §		
Hessebrode, Homer A.	8.26	SS FITZHUGH LEE		
Lesley, Silas W.	10.46	Blais, Vincent N.	4.82	
Sigiel, Stanley	40.09	Cavanagh, Desmond	1.37	
§ § §				
SS EDWIN T. MEREDITH				
Acebedo, Gilbert	\$ 27.78	DePaz, Philip	7.58	
Armstrong, Ralph	1.23	Drew, Robert J.	3.98	
Autry, Ollie S.	5.56	Gehlert, John	1.37	
Laychak, Eugene G.	33.33	Joff, John Wm.	.21	
Meisnex, Walter	.77	Kenefick, Charles J.	2.06	
Moran, William	1.28	Lakkonen, Toivo	32.53	
Pagazzi, Emilio	13.98	Millner, John L.	.79	
Roberts, Carlton A.	16.53	Ramos, Joe	2.23	
Simmons, M. A.	11.31	Vogel, Edward	1.37	
§ § §				
SS FRANK C. EMERSON				
Bishop, Lorenzo	\$ 8.12	Ward, Wm. L.	28.26	
Carrier, Charles H.	8.52	Wheeler, Harold	11.96	
Cunningham, Robert S.	18.47	§ § §		
Davis, Maurice	2.27	SS JOHN A. DONALD		
Hall, Z. B.	1.21	Biggerstaff, John	1.44	
Highham, Thomas	10.42	Evans, Zollie	11.72	
Jacobs, R. B.	10.79	Malmstrom, Eric	24.95	
Kane, Leon	2.40	§ § §		
McHanan, Theodore	9.60	SS JAMES M. GILLIS		
McKenzie, Alick M.	.14	Faria, John B.	\$ 2.67	
McKenzie, Harry	4.98	Hanover, E.	.85	
Nickl, Alphonse	9.20	Morris, Harvey W.	6.10	
O'Doherty, T.	2.72	Nelson, Paul	1.80	
Passman, Segrist, G.	76.90	§ § §		
Pemberton, Raymond C.	1.20	SS JOHN GALLUP		
Snediker, Clarence	26.84	Akers, James	\$ 11.38	
Varley, James J.	3.27	Bonet, Victor O.	.92	
Williams, Henry	5.67	DeSmet, Frans	2.42	
§ § §				
SS JOHN A. DONALD				
Biggerstaff, John	1.44	Gillespie, Hector	1.42	
Evans, Zollie	11.72	Gliddon, Joseph L.	.69	
Malmstrom, Eric	24.95	Jansson, Geir	.39	
§ § §				
SS JAMES M. GILLIS				
Faria, John B.	\$ 2.67	Korecki, Paul	.69	
Hanover, E.	.85	Loftsson, Helgi	.89	
Morris, Harvey W.	6.10	McCurdy, H. C.	15.33	
Nelson, Paul	1.80	Rauk, Arkadi	5.33	
§ § §				
SS JOHN GALLUP				
Akers, James	\$ 11.38	Vid, Filipic	.89	
Bonet, Victor O.	.92	Wigg, Boro	3.57	
DeSmet, Frans	2.42	§ § §		
Gillespie, Hector	1.42	SS JAMES M. PORTER		
Gliddon, Joseph L.	.69	Barasch, Dave	\$ 1.42	
Jansson, Geir	.39	Callahan, William	8.53	
Korecki, Paul	.69	Golden, John J.	1.07	
Loftsson, Helgi	.89	Harvey, L. J.	2.88	
McCurdy, H. C.	15.33	Jeter, Harold	1.07	
Rauk, Arkadi	5.33	Krowl, R. A.	90.60	
Vid, Filipic	.89	Rani, Jan.	2.13	
Wigg, Boro	3.57	Stanford, R. W.	4.11	
§ § §				
SS JAMES M. PORTER				
Barasch, Dave	\$ 1.42	Stanley, Paul J.	2.82	
Callahan, William	8.53	Toone, Eddie J.	2.58	
Golden, John J.	1.07			
Harvey, L. J.	2.88			
Jeter, Harold	1.07			
Krowl, R. A.	90.60			
Rani, Jan.	2.13			
Stanford, R. W.	4.11			
Stanley, Paul J.	2.82			
Toone, Eddie J.	2.58			

### SIU HALLS

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VICTORIA, B.C.	602 Boughton St. Garden 8331
VANCOUVER	144 W. Hastings St. Pacific 7824

## PERSONALS

E. H. COWAN

Your parents are anxious for you to get in touch with them at once.

§ § §

PAUL P. E. GONZALEZ

A communication from Pratt & Pomars, Associates, Inc., 45 West 34th Street, New York, requests that you get in touch with them immediately.

§ § §

JAMES KETCHUM

The National Housing Agency, Vermont Avenue and K St., N.W., Washington, D. C., is trying to get in touch with you.

§ § §

BRUCE E. McNEIL

Mrs. E. McNeil, 20-39th Place, Long Beach, Calif., requests that you get in touch with her.

§ § §

CLARENCE THORPE

It is important that you get in touch with Miss Caroline Friend, 109 South Elam Avenue, Greensboro, N. C., immediately.

§ § §

QUENTIN WORRELL

Mildred Worrell, 1543 O. St., room 301, Lincoln, Nebr., is anxious to hear from you.

§ § §

EARL WALLACE

Your mother is anxious for you to contact her immediately. Her address is 316 Columbus Drive, Pascagoula, Miss.

### Attention Members!

Books, permits and tripcards for the following Seafarers have been forwarded from Mobile to the New York Hall. They can be secured by writing or calling at the 6th Floor, 51 Beaver Street, New York, N.Y.

#### Full Books

George Massengill, William R. Miller, Del Mar Clyde Breashears, Willie S. Harper, Harry M. Fisher Jr., George Caruso, R. E. Poole, Thomas Melvin Country, D. Douglas, J. R. Pace, Mark Stoll, Samuel H. Tillman, Charles P. Tuck, Milton R. Williams, William E. Woodcock, Cleveland W. Manning, James A. Morrow, Frank C. Benson, Charles Henry Murray, Edward Morris, Watt Jordan, James Edward King, A. M. Lammon, Bobby Ray Bryan, Sam D. Buckley, C. B. Folz, William M.A. Curry, John E. Swankey, Richard Rocha, John W. Davis, Joseph H. Dinkins, Jr., Rudolph Davis, W. Thaggard, L. W. Tharp, Ranson H. Wilson, William E. Williams, R. J. McCormack, James H. McDonald, E. Penderson, P. Harrell, Ray Glennen, Franklin Lawshee, John H. Foy, Walter S. Lind.

#### Pro-books:

Robert J. Holbrook, William Connell, Irving Reynolds Deakle, Thomas Blackstock, Samuel M. Brodie, Thomas E. Gilliland, Joe Caddell, Robert C. Little, D. C. Brookins Jr., R. F. Behringer, T. C. Kelley, Ellis L. McDonald.

#### Permits:

Charles A. Case, H. W. Reese, Melvin Locker, James H. Slay, Donald E. Walters.

#### Tripcards:

Charles Zimmerson, Lester J. Sperier, William E. L. Thomas, Buck B. McGrew, SUP, John Calhoun Drake, Carl McLaughlin.

#### Receipts:

H. S. Curry, O. J. Cochran.

## Shipboard Treatment Of VD Poses Multitude Of Dangers

(Continued from Page 4)

did not dissolve but lodged in the kidneys. A large amount of water will not counteract any overdose of the drug.

In some cases where penicillin or sulfa was used in insufficient quantity, the affected men think they are cured because the sore or discharge disappears.

As a result, the real effects of the disease are not noticed until later when the patients suffer glandular trouble, paralysis, rheumatism and even insanity.

Sometimes when a patient has not been examined as to whether he can stand treatment, a full dosage is given and the man suffers therapeutic shock and death.

These examples are not given as a sex lecture to urge abstinence, but are given to point up the dangers of administering the drugs aboard a ship.

Another thing pertaining to shipboard treatment: If a man approaches the Purser with a lesion which he thinks is a venereal disease, the Purser will give treatment on the assumption that the man is right.

Assumptions mean nothing. Even a doctor cannot look at a sore or a discharge and determine if the man has a venereal disease. The sore may be either a chancroid or chancre, and the former is not syphilis.

The lesion can also be scabies or a rash from sweaty underwear. The only positive method of determining a disease is by microscopic examination.

If a Purser begins treatment on the man with penicillin, not knowing if he has the disease or not, it makes it very difficult later for a doctor to determine if the man has the disease or not for penicillin hides the usual symptoms.

#### NO DIAGNOSIS

Another thing that should be of concern to all is the fact that a Purser or a "foc'sle doctor," has no means of making a proper diagnosis and therefore cannot prescribe the proper dosage.

The odds in this case are that the individual will receive improper treatment, which is worse than no treatment at all aboard ship.

There is also the danger of becoming sensitive to penicillin after taking the drug. The danger of this is that in a subsequent illness the patient cannot be treated with penicillin.

### NOTICE!

WALLACE D. HAND  
Book No. 23163

When in New York please come to headquarters office on the 6th floor and bring your book and receipts.

§ § §

Will the holder of Great Lakes District receipt No. 1743 issued by C. Kimball at Mobile on April 10, 1947, please get in touch with the Great Lakes Headquarters at 1038 Third Street, Detroit 26, Michigan.

§ § §

A wallet containing personal effects, discharges and seamen's papers has been lost by George J. Smith. The wallet was lost either aboard the Robin Locksley or between Baltimore and New York. If found, forward to 106 1/2 Stegman Street, Jersey City, N. J.

There is no need to go any further into the dangers that are posed by the drug. It should be the policy of anyone who feels that he is in need of treatment to go to a doctor who knows the use of the drugs and has the facilities for making a diagnosis.

The average time it takes for a ship to return to the U.S. is three weeks, and most ships touch some port within a month.



This length of time is not great enough for a venereal disease to develop into a secondary stage.

#### WAIT FOR DOCTOR

The best method to handle any suspected infection is to wait out the time until you hit port and then see a doctor.

It will pay to realize that you are receiving first rate treatment and that the dangers of complications are small.

Depending on a Purser for a cure is a bad policy, and one that may lead to regret later. The only sure way is to see a specialist and learn whether you have a disease and be treated accordingly.

Better yet, use the sanitubes furnished on most of our contracted ships and the problem of treatment will be one that will seldom arise.

### NOTICE!

The Baltimore Branch of the SIU is holding checks and vouchers for the following men. All men listed here are urged to send for or pick up their checks as soon as possible.

Checks:—Oliver Headley, Randolph Browder, Donald Creamer, James Eilers, Raymond Frye, Roy R. Kerr, Stanley Langman, Daniel Lippy, Robert Littleton and Lovell McNabb.

Checks are also being held for Dorsey Paugh, Thomas Teears, John A. Thaler, Russell Wright, Jacob Otreba, Bird Kirkpatrick, John Lopez, Stanley Jandora and J. R. Best.

Vouchers are waiting for Michael Pugzeczewski, David C. Bangs, Arthur Wolch, John La Foe, William Rajski, Thomas Lyons and J. H. Clark.

Also William T. Peters, John P. Fee, John P. Martin, Clifton Ensey, Thomas Lyons and Martin Tuomala.

§ § §

Being held at the Philadelphia Hall are the passports, discharges and papers of the men listed below. The Agent at Philadelphia is anxious for these papers to be sent for or picked up.

Seamen's passports: James Malfara, Edward Savio, Robert G. Penders.

Certificates of Discharge: Tony Mastantano, Robert G. Penders, Peter Korkimilis, Woodrow Wolford and El Almirante.

Certificates of identification: Peter Kurkimilis, James J. Ryan and Edward Savio.

# LAKES SEAMEN!



## There ain't no pennies from heaven

But you, too, can have the security, the unmatched conditions, that militant, democratic unionism of the Seafarers International Union gets for its members.

In 1942 - the SIU won the 40-hour week for fit out and lay up, with time and a half for overtime - and held its gains through the war.

In April, 1947, the SIU won the 44-hour week on passenger ships. In May, 1947, the SIU won the 40-hour week on sandboats. Join the Seafarers International Union and get for yourself . . .

**the best conditions on the Great Lakes!**